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ORIGINAL EXAMPLE



**XK8: IS THIS EARLY EXAMPLE  
A PREPRODUCTION MODEL?**

# JAGUAR WORLD

APRIL 2020

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## XF survival guide

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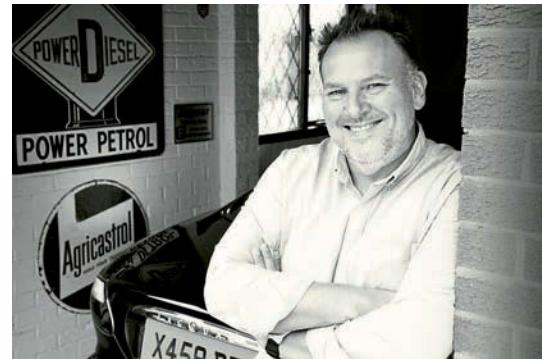
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# Still fit for purpose

Although well over a decade ago, I can remember the first time I drove a first-generation XF (internally known as the X250) as if it were last year. It was for a twin test between the SV8 and Audi S6 [see *JWM*, February 2009], and I was immediately impressed by not only the car's ride, comfort and performance, but also by how much it moved the company forward. Its brand-new design was a big step at the time, but, judging by the car's popularity – over 202,678 sold between 2009 and 2016 – it was clearly the right one.

And it still is. Although the car has been out of production for five years (it was replaced by the X260 in 2015), the X250 continues to look relatively contemporary, its slick and modern interior especially. A few details aside, if

Jaguar were to put the first XF into production now, it would be considered a modern and capable car.

So it's incredible, then, that early examples of this fabulous saloon from 2008/09 can be bought for just £2,500. And these won't be at the end of their lives, but perfectly serviceable and presentable models.

Of course, like all cars, X250 XFs aren't without

their issues, and our extensive 11-page survival guide (p26) explains what to look for when buying and then living with an X250. From engine issues to interior niggles, we've got it covered.

If you take the plunge and buy one of these amazing cars you'll never forget the moment you first take it out.

**Paul Walton**  
**Editor**

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**MICHAEL BAILIE**

Jaguar World photographer Michael Bailie is responsible for the gorgeous front cover image of the XF



**ROB HAWKINS**

Our technical editor explains what to look for when buying and maintaining an XF in our survival guide (p26)



**JIM PATTEN**

Jim drives an E-type that was bought by Jack Brabham's racing team and used by the great man (p44)

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NEWS

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## THE FUTURE OF MOBILITY

JLR continues to work towards addressing the wider issues around future transport with its urban concept vehicle, Project Vector





**J**AGUAR LAND Rover has unveiled a bold new concept vehicle, Project Vector, as part of the company's Destination Zero mission – an ambition to make societies safer and healthier, and the environment cleaner. Its four-metre long advanced multi-use electric car is designed for the city, and is 'autonomy-ready' to offer JLR's vision of connected urban mobility.

The Project Vector concept has been developed at the National Automotive Innovation Centre with close collaboration between academic and external partners. It addresses wider issues of future transport, from how customers connect with mobility services, to the infrastructure required to enable fully integrated, autonomous vehicles in our cities.

JLR sees urban travel in the future to be a combination of owned and shared vehicles, allowing access to ride hailing and on-demand services as well as public transport. Its vision shows the Project Vector will be a flexible part of that network that can be adapted for different purposes.

Says project director Dr Tim Leverton, "With the technology and engineering power of Jaguar Land Rover, we can provide a unique opportunity for innovators to develop highly functional urban mobility services, seamlessly integrated into everyday life."

The compact city car packages all its battery and drivetrain components into a flat floor so that the revolutionary

interior cabin space can allow seating configurations for private or shared use and has the opportunity for commercial applications, such as last-mile deliveries.

Project Vector's chief engineer Prof Dr Gero Kempf, says, "It's a unique opportunity – a concept platform designed and engineered by a major car maker as a blank canvas for developing tailored services and apps in the ecosystem of a smart city."

In the immediate future, JLR intends to work with the Coventry City Council and West Midlands Combined Authority

to plan a mobility service from late 2021, developing a 'living laboratory' for future transport on Coventry's streets.

Ralf Speth, JLR's CEO, explains, "Jaguar Land Rover understands the trends shaping modern societies. Through this project, we are collaborating with the brightest minds in academia, supply chain and digital services to create connected, integrated mobility systems – the fundamental building blocks for Destination Zero. Project Vector is precisely the brave and innovative leap forward needed to deliver on our mission."





## I-PACE TAXI SERVICE

If you need a ride in London, check out the new all-electric chauffeur service, called Havn, that has been launched using a fleet of all-electric Jaguar I-PACEs.

Havn offers a personalised type of urban transport without compromise on comfort and style that allows its passengers to set such things as temperature, a playlist and even chauffeur interaction ahead of their journey via the iOS and Android app or online. Delivering your customer-focused experience in an I-PACE is via a select group of rigorously trained drivers, who are full-time employees of the company.

Says Havn's managing director, Joseph Seal-Driver, "The decision to use the all-electric Jaguar I-PACE, the 2019 World Car of the Year, allows us to offer our customers a sustainable premium alternative – urban mobility with zero emissions.

The company has received very positive feedback from the 18,000

miles clocked up since September 2019, reflected in the official app's approval rating of 4.8/5, which to date has been downloaded more than 5,500 times.

Since its launch, the fleet of Jaguar I-PACEs has grown thanks to demand from individuals and customers of premium businesses and corporate travel. Luxury hotels in London that use the service allow guests to request a vehicle from the concierge and be picked up at the door.

Adds Havn's Seal-Driver, "In just four months we have proved there is a significant appetite from customers who want sustainable transport without compromising on luxury. We're seeing a fantastic response from businesses who want to improve their corporate travel."

Havn is backed by JLR's InMotion venture capital and mobility services arm, helping to deliver its Destination Zero vision of a future underlined by zero emissions, zero accidents and zero congestion.

## DEWIS DELIGHTS

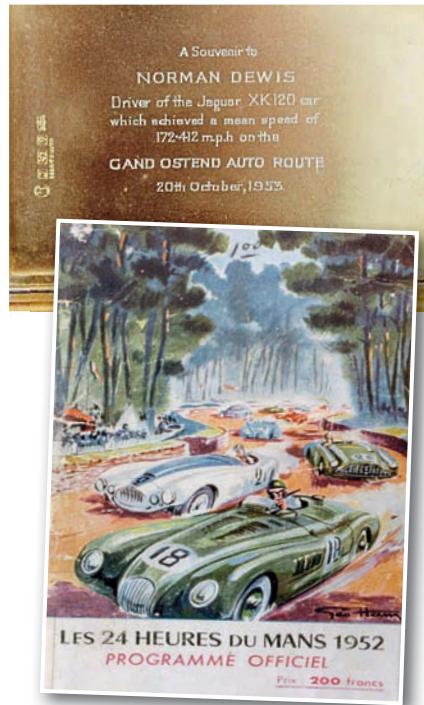
Two hundred items from Norman Dewis OBE's personal collection will feature in the spring Jaguar automobilia online auction run by Ian Cooling.

They include three rare D-type booklets, four Le Mans programmes, the very rare Coombs listing of its Mk 2 and S-type performance tweaks, a superb hallmarked silver-gilt cigarette case by Mappin & Webb celebrating Norman's October 1953 Jabbeke run, and two leather driving helmets.

Says Ian, "Norman left instructions that his entire estate – including his house and the collection – should be sold for the benefit of his children and grandchildren.

"I was delighted – and very flattered – to be asked by Norman's son and daughter to help."

The online auction will launch in early April. For further details go to [www.jaguarautomobilia.com/auction](http://www.jaguarautomobilia.com/auction)



## CMC prepares for annual open day

The 30th of May, 2020 will see Classic Motor Cars in Bridgnorth, Shropshire, throw open its doors for its annual open day, and this year modern and retro classics will be celebrated.

Nigel Woodward, CMC's managing director, said, "People always think of classic cars as being really old but many from the Eighties and Nineties are now falling into that category so we want to encourage young people many of whom own those vehicles, to come along and see what we are about."

But as usual the company will be welcoming classic cars and vehicles from all eras and will be holding its annual concours.

This year the open day will see a major auction of cars and automobilia including items that were owned by the late Norman Dewis the legendary Jaguar test driver, who was a great friend to the company.



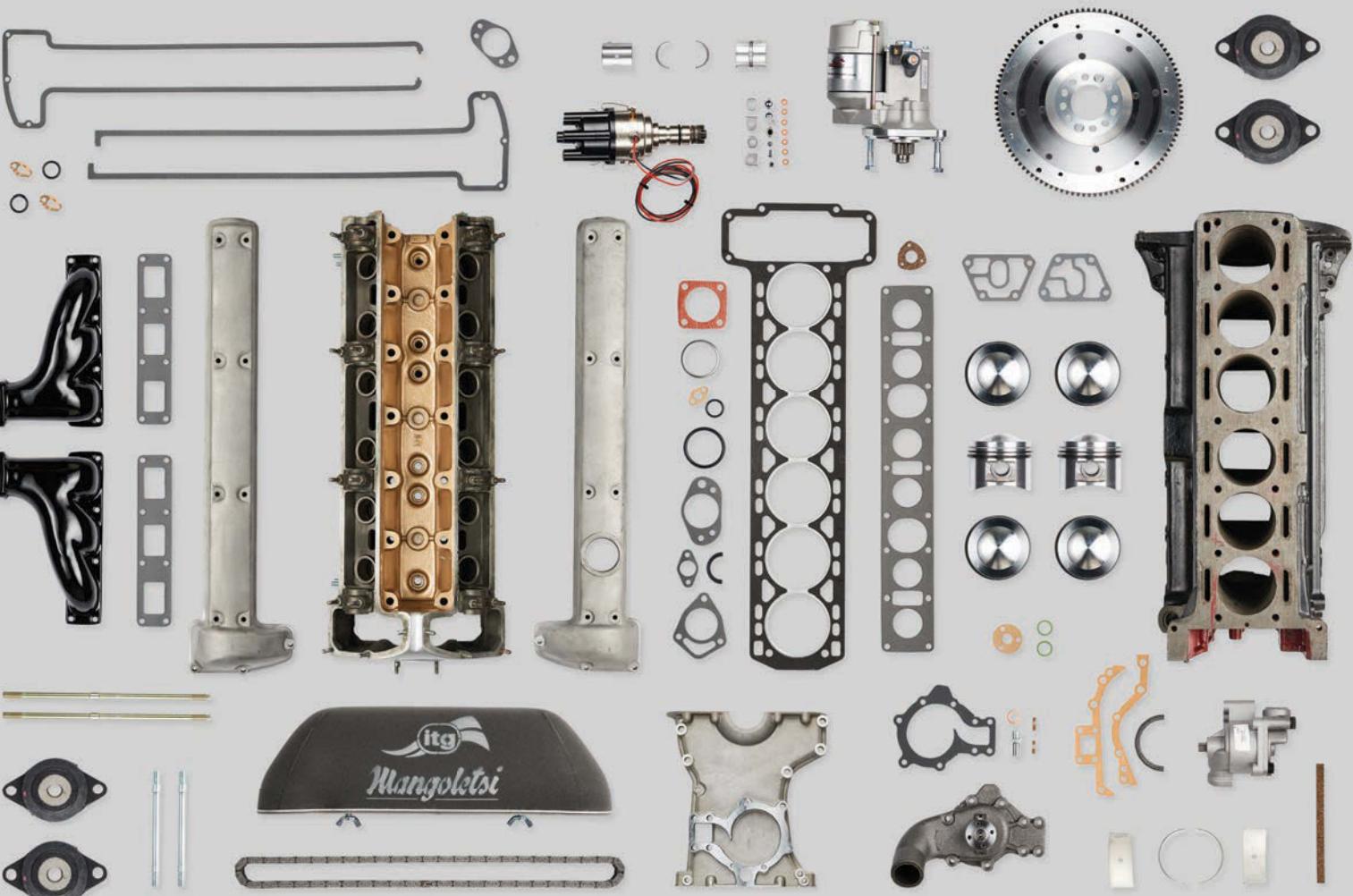
Nigel said: "We have some very interesting classic cars that will be going under the hammer but we are still looking for entries. So if anyone has a car that they are not using as much as they would like to or wish to make space in their garage for something new then please let us know – there is no sellers commission."

The open day will see a variety of activities; a classic and retro concours, a toy, automobilia and motoring art swapmeet, workshop tours, classic cars clubs, general stall holders, children's activities, food and drink including local craft beers and much more.

If you would like to take part in any of these events, have a stall or provide a service then please contact CMC. ([www.classic-motor-cars.co.uk](http://www.classic-motor-cars.co.uk))

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1966 JAGUAR XKE SERIES 1 FHC  
CHASSIS No. 1E32792



1963 JAGUAR XKE SERIES 1 OTS  
CHASSIS No. 877429



1965 JAGUAR XKE SERIES 1 OTS  
CHASSIS No. 1E10502

# PLUS



1962 JAGUAR MARK II SEDAN  
CHASSIS No. P218990BW



1956 JAGUAR D-TYPE RE-CREATION  
CHASSIS No. P56260866JA



1967 JAGUAR 420G SEDAN  
CHASSIS No. G1D77369BW

# XK



1950 JAGUAR XK-120 ALLOY OTS  
CHASSIS No. 670121



1954 JAGUAR XK-120 SE OTS  
CHASSIS No. S674424



1951 JAGUAR XK-120 LT1 RE-CREATION  
CHASSIS No. 671751



1959 JAGUAR XK-150 S OTS  
CHASSIS No. T831604DN



1958 JAGUAR XK-150 OTS  
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# FIA Formula E Championship

## Evans wins his second E-Prix for Panasonic Jaguar Racing

### Round 4 – Mexico

Jaguar Racing driver Mitch Evans won the Mexico City E-Prix in one of the most dominant performances in Formula E, crossing the line more than four seconds ahead of second-placed António Félix da Costa. Evans controlled the race from the first corner of the first lap.

After topping his qualifying group session and achieving second in Super Pole, Evans took the lead from André Lotterer (TAG Heuer Porsche Formula E driver) following a battle on the first corner and delivered an outstanding drive to take his second E-Prix for Jaguar Racing.

Says Evans, "This result is a huge testament to the team and everyone's hard work – what a brilliant weekend for the team.

"It is great to show the pace that the Jaguar I-TYPE 4 has, not just over one lap, but a whole race.



"After a close overtake with André Lotterer, I took the lead and then focused on keeping my head down and being as efficient as possible. We've really shown our pace this weekend and now the plan is to achieve this again across the season."

The weekend was bitter-sweet, though, after British teammate James Calado crossed the line in ninth before being disqualified due to a technical energy infringement.



### Round 5 – Marrakesh

It was fitting that February 29 – leap year day – saw the 25-year-old New Zealander Mitch Evans fly by 18 cars to finish sixth and achieve the fastest lap of the race.

Despite starting his race at the back of the grid in 24th, Evans put in a masterclass performance during the Marrakesh E-Prix to take home nine points and celebrate his second fastest lap award this season.

Said team director James Barclay, "After a long race with no safety cars or yellow flags, the performance from Mitch and the

team to make up 18 positions and finish strongly in the points was very impressive. It's very difficult to come through the field without gaining advantage from those factors and so, overall, an amazing race for Mitch and the team.

"We also scored important points with fastest lap, but it doesn't fully make up for the lost opportunity in qualifying where we had the quickest car. We regrouped and bounced back today, which is a positive, and a sign of how well the team is working."

The only Formula E race in Africa brought less fortune to the other side of

the Jaguar Racing garage. James Calado scored his best qualifying position of his debut season, tenth, but a tough second half of the E-Prix saw his Jaguar I-TYPE 4 eventually finish 16th.

Added Barclay, "James improved in qualifying and started the race well, but performance fell off towards the end, which we will now review. Overall, the team recovered well this weekend, secured crucial points and, importantly, we clearly have the right ingredients for another strong performance next time out."



# MAILBOX

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## LETTER OF THE MONTH



Following your adventure special [see *JW*, February 2020], I thought I'd tell you about my recent trip to Spain in my recently purchased XF.

I hadn't planned to buy another Jaguar. It just seemed to come about because it was there at the right time and within our meagre budget. I'd previously owned an S-TYPE V6, which I replaced with an XC70 Volvo.

I'd looked at a series of cheap, big cruisers and spotted a 2010 XF 3.0 in Lunar Grey. Ten years of spiteful depreciation had knocked the best part of 85 percent from its value and it was to cost about the same as the pushbike that would be coming with us in the boot.

After a week of worrying about hidden issues, it became clear that it was fundamentally sound and up for a bit of continental cruising.

Following a four-hour trip from North Devon to Portsmouth docks to board the ferry to Spain, my wife and I reached Bilbao after an uneventful crossing. The city's traffic got the better of both me and my ability to operate Jaguar's sat-nav. Did it ever need to be that fussy? More by luck we found the AP68 and set sail. Our

XF hides its age and mileage well. It felt a little baggy at slow speeds, but as the pace increased the damping and steering just kept getting better. I realise a ten-year-old saloon is a very modest step on the Jaguar evolutionary scale, but it was a lovely thing to be in and a big step up from our S-TYPE. South of Zaragoza, in central Spain, was under a blanket of snow that didn't clear until we approached Valencia. Snowploughs had cleared much of the A23 and left miles of piled slush to the sides and, occasionally, in the road. One of the car's few foibles came to light and the screen wash proved to be pretty hopeless. Either clogged or broken, it's on the must-fix list when I get around to it. The traffic cleared on the motorway linking Zaragoza to Valencia, but the road is littered with some almighty potholes. I tried to avoid hitting one at speed, it would leave you fearing for your tyres and steering. They get worse the further south you go, and the return journey was even rougher. When we reached Valencia, the road quality transformed and there was a welcome raise in temperature and pace. Some well surfaced, sweeping bends tempted more enthusiasm than my wife

was happy with. For a big lump, the XF is remarkably frugal. The on-board trip crept up to the high thirties on the way down with a final figure just north of 40mpg. The decision to buy a 5m long, 3.0-litre car is hardly driven by a desire for economy, but it helps to take the edge off keeping it going. The roads around where we were based in Moraria, in the Northern Costa Blanca, are fantastically well surfaced and slalom along the coast in a vast series of near hairpin bends. Great for the many cyclists, less so for a car carrying a generous bit of wheelbase. An attempt to follow a stage of a local pro-bike race was stymied by the gradient and narrowness of some of the mountain roads. A lot of the single track petered out to next to nothing. We've found our XF to be many things, but nimble it's not.

We had a great run of weather, even by Spanish winter standards, dodging two storms in the UK and arriving days after a damaging weekend of wind and rain in Spain. The snow had cleared on our return leg, but the aftermath of storm Dennis had left The Bay of Biscay a little more agitated than our first crossing. Not the full Biscay experience, but enough to sit quiet and contemplate.

We bought our XF with just this trip in mind, with a view to parting with it on our return. Already that is getting conveniently forgotten about. XFs seem to be genuine bargains for what they deliver. Our £5k budget gave a good choice of well cared for cars with thick accompanying service records and not too many miles. With next year's trip already planned, it seems daft to part with a known quantity only to buy another the same. If only I'd not seen how little an XJ can be had for...

*Malcolm Butler*

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## Unforgotten heroes

I loved your feature about forgotten classics [see JW, Spring 2020, p26]. From the XKR Silverstone to the XF SV8, I agree that they are six, highly desirable Jaguar models. Although I'd argue the X-TYPE 3.0 and S-TYPE haven't been forgotten by those of us who own one, it's true this generation of Jaguars have often been overlooked in favour of their German rivals - you only need to look at their values. Of course, as your editor has discovered, their low value is great news for anyone wanting a cheap, reliable and entertaining sports saloon.

*Chris Tuthill*

## Right choice

Regarding the letter from Alan Thompson, published in the March 2020 edition, about changing from an X-TYPE to an XF Sportbrake, I made this move in November last year, buying a Jaguar-approved XF Sportbrake 2.2-litre.

While the X-TYPE estate was very enjoyable, the XF is in another league and so much better in every way. Having had numerous Jaguars over the years, starting with a post-war 1.5-litre saloon, then a Mk VIIM, Mk 2, XJ6, S-TYPE, the said X-TYPE and now the Sportbrake, I'm pleased to say that the XF has the true feel of a Jaguar that I felt was missing from the S- and X-TYPE, despite them both being competent cars in their own right. I have absolutely no regrets at making the change.

*Michael Hinchliffe*



## Party Ring

Reading Paul Walton's feature about Ireland's Ring of Kerry in the Spring issue (p90) brought back some great memories. My wife and I did the same route in 2016 with our XKR 4.2 and, like Paul, we were overawed by the majestic scenery and fabulous roads. Thankfully, we enjoyed better weather than Paul did and I can say

for certain that the Ladies View does, indeed, give incredible views of the lakes below. However, due to the occasional rough roads, I think Paul chose a better car with the E-PACE, which no doubt rode over the potholes better than our XK8. Seeing the pictures makes me want to go back and do it again.

*Anthony Cook*



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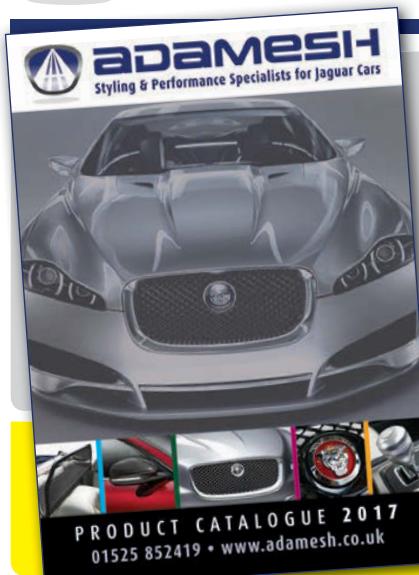
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# RICHARD BREMNER

## *Project Vector*



IF YOU live in or travel to Coventry towards the end of next year, you might come across a rather unusual vehicle travelling the city's streets. It's four metres long, very glassy, has a wheel at each corner and may well be symmetrical not only from side-to-side, but front-to-rear too. It's an electric urban mobility vehicle produced by Jaguar Land Rover, and looks like nothing we have ever seen from either of these brands.

Other versions of this all-electric, autonomy-ready vehicle differ in style from front to rear and do not feature the sizeable twin sliding side doors of the fully symmetrical version, but all are the progeny of Project Vector, a new-car development programme run separately from Jaguar and Land Rover's mainstream new-model development process, the aim being to explore the future of urban mobility. More widely, Project Vector is part of Jaguar Land Rover's bigger ambition of achieving zero emissions, zero accidents and zero congestion with its cars.

Ridding the car of its environmental, human and overcrowding costs is a goal JLR shares with both Toyota and Volvo, and it is also far from the first manufacturer to showcase conceptual pods that will silently cart urban dwellers about. What's interesting here, though, is that Vector's skateboard chassis, its batteries, motors and inverters packed into a flat-floored platform, is claimed to be sufficiently developed that examples will be operating on public roads in 18 months time, JLR boss Sir Ralf Speth revealing the project has been underway for some years.

The project is being developed at the National Automotive Innovation Centre (NAIC) in Warwick and has been treated as a start-up company, the aim being to vest it with the freedom and agility of a new small company, as well as the scope to harness academic thinking and contributions from external partners. The project also emulates a start-up in that it will be seeking funds from outsiders to supplement JLR's investment.

Speth explains that, "Jaguar Land Rover understands the trends shaping modern societies. Project Vector shows Jaguar Land Rover as

a leader in innovation to make our societies safer and healthier, and the environment cleaner. Through this project, we are collaborating with the brightest minds in academia, supply chain and digital services to create connected, integrated mobility systems – the fundamental building blocks for Destination Zero. Project Vector is precisely the brave and innovative leap forward needed to deliver on our mission."

Project Vector is led by Dr Tim Leverton, an eminent engineer who has previously worked with JCB, Rolls-Royce and Tata. He believes, "The megatrends of urbanisation and digitalisation make connected urban mobility systems necessary and inevitable. Shared and private vehicles will share spaces and be connected to public transit networks, so you can travel on-demand and autonomously. Future urban

transport will be a composite of owned and shared vehicles, access to ride-hailing and on-demand services as well as public transport. Our vision shows the vehicle as a flexible part of the urban mobility network that can be adapted to different purposes."

What Project Vector doesn't show is how a Jaguar or a Land Rover urban mobility vehicle might look, the trio of Vectors JLR has presented being brand-neutral. Which has one wondering why one might get aboard a JLR mobility pod ahead of one made by, say, Nissan, or whether we would even be aware of the brand of the pod at all. Few of us know who made their local train's railway carriages, for example. JLR has yet to reveal its thoughts here, but presumably its pods would present the world of each brand, and be designed accordingly. They would be mobile adverts, in effect, for motoring between cities rather than within them.

But if a pod lets you step into the world of a brand, why not stretch that beyond cars and have pods themed by Harrods, Bose sound systems, a hotel chain, a theme park and so on? Suddenly, your dull intra-urban commute might turn a lot more colourful.

The brand battle for urban mobility is on its way, and it's likely to be a tough one for car-makers, tougher even, than the switch to electric power. The good news for lovers of Jaguars and Land Rovers is that their maker is deep into exploring this world. **RB**

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# JIM PATTEN

## *Old-car values*



THE LAST few years have been turbulent in the classic car market with values of the big-money cars – such as Aston Martin, Ferrari and E-types – particularly affected. It isn't that values have fallen, more that buyers have been sitting on their hands terrified of what the future might bring, and for the UK that largely means Brexit and having a majority Government.

This isn't the arena to argue one way or another, but we can now say, at last, that there is a degree of stability. The country has direction. I've been hearing in the trade how top cars that had been sitting around without attracting interest are now selling. Deals are being done and cars are starting to change hands again. These are transactions between two parties, not auctions where the car must be sold at all costs, artificially colouring the market.

An interesting factor going on behind the scenes is that while those supposedly in the know are wringing their hands in despair, the true enthusiasts have just been getting on with their hobby. Restoration companies remain at full stretch, with many reporting long lead times. More young people are being recruited and taught by those looking to hang up their overalls. As we have seen in *Jaguar World*, given the right training and encouragement the future is safe in their hands.

### THE OLD-CAR MARKET IS SIGNIFICANT FOR THE UK, WITH HUGE INVESTMENTS MADE BY SPECIALIST COMPANIES

And it is the future that possibly bothers today's enthusiast. The old-car market is significant for the UK, with huge investments made by specialist companies. Events such as Goodwood are enormous, and more are cropping up all the time. Bicester Heritage is relatively new, but is already having an impact, its Scramble events are always sold out. Sunday breakfast meetings have become so popular all over the UK that Jaguar Heritage and even Jaguar Spares Day are involved.

The clouds are clearing and the ray of hope is peaking through. With that comes the healthy movement of cars driving out of dealers' showrooms into the wide world. There are still challenges, of course. Things such as Coronavirus, which may impact travel (we're already thinking of driving our E-type to Portugal instead of Northern Italy), while some owners are worrying prematurely about the demise of fuel. Even if it becomes a requirement that all new cars sold in the UK after 2035 are electric, there should still be plenty of fuel around to power our cars way beyond that date and certainly within even the youngest drivers' lifetime.

Maybe we take values too seriously. In the 25 years that the open E-type has been family, we have turned down serious offers – from £65,000 to £125,000 and, more recently, £200,000. I prefer to forget the amounts spent on the car, but then I am seriously fussy. Plus, when we point the bonnet through a sunny road in Europe, all thoughts of numbers disappear. □



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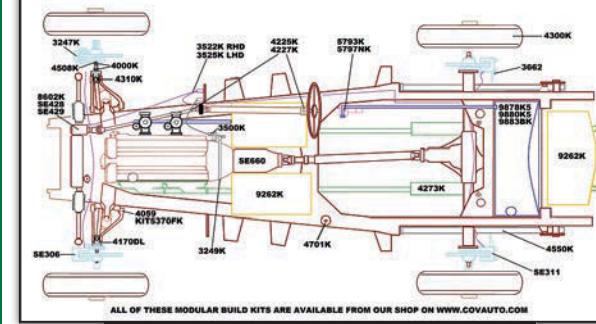
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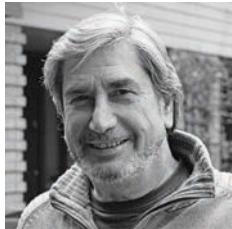
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# KEITH HELFET

## *The reveal*



I TALKED last month about how, for the majority of the cars I designed, I did so alone rather than as part of a larger team.

Each design represents a big chunk of my life, because the project becomes an absolute and all-consuming baby.

So, when the car goes public – usually at a motor show revealing – it becomes a moment of truth for lots of reasons.

I was there for the reveals of all my cars – which was very often simply removing a cover from the car. At those times, I was always surrounded by the media, with dozens of cameras facing me, and sometimes the public, too. To be in a position to watch everybody's response is one of the most important moments in a designer's life.

I suppose the XK 180's reveal at the 1998 Paris Motor Show caused the most surprise because, as a public relations exercise to celebrate the 50th anniversary of the XK engine, people were not expecting it – unlike the XJ220 reveal in 1988, when many knew something was happening, and they just had no idea what that might be. Even though the reveal of the F-type Concept (pictured) was expected, there was a huge amount of interest as I pulled back the cover in Detroit during 2000. As a result, the reaction from the public for each of the cars was quite different.

My job is a very public art. What we do is openly evaluated and people have strong feelings about cars – Jaguars especially. At the reveal, your work is laid bare and people will say exactly what they think. There's

never any attempt to be sympathetic. I was always aware of that – that during the reveal everyone would quickly and completely spontaneously judge the car, my ability to design and all that effort. For me, it was an incredibly nerve-wracking time.

I remember we were going to show a few journalists the F-type Concept before its official unveiling. The car was late arriving, so we went for lunch and I told them about not only how I couldn't wait for them to see it, but also of how nervous I was. They were all really surprised by that revelation.

That doubt ran through my mind every single time I revealed a car, even the Joule, the South African-financed electric car that debuted at the 2008 Paris Motor Show. However, I have also been so surprised by how good it's been. I never, ever, assumed it was going to go well, so I felt a mixture of joy and great relief that people liked my work. You can never take that for granted, and I certainly never did.

All Jaguars need to have emotional appeal and, to create that, I believe I had to feel emotional about them. For me, there was never just another day at the office. They all meant more to me than that. **KE**

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YOUR WORK IS  
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THERE'S NEVER  
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■ 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

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# X250 XF SURVIVAL GUIDE

Jaguar's mid-range executive saloon is one of the best cars on the market, but it always pays to know what to look for, and what problems may arise when looking after it. Concentrating on the pre-2015 XF models, we share a few top tips to keep costs down

WORDS ROB HAWKINS  
PHOTOGRAPHY ROB HAWKINS & MICHAEL BAILIE





# T

HE XF got off to a fantastic start for Jaguar when it replaced the S-TYPE in 2008, taking *Auto Express'* Car of the Year that year, then first place in its Driver Power survey of 2009 and Car of the Decade in 2011.

Coming with rear-wheel drive, the initial choice of engines included the petrol 3.0-litre V6 and 4.2-litre V8 (including 410bhp supercharged), plus the well-known 2.7-litre V6 diesel developed by Ford, Peugeot and Citroen. By March 2009, the V8 engine had been stretched to 5.0 litres and the 2.7-litre TDV6 had been replaced with the larger 3.0-litre unit (still diesel).

A minor facelift arrived in 2012 along with the Sportbrake (estate), and Ford's 2.2-litre turbocharged diesel engine was introduced, alongside the larger 3.0-litre diesel. The naturally aspirated V8 was replaced with a supercharged 3.0-litre V6, but the supercharged V8 continued and, throughout the XF's production life, the likes of the SV8, XFR and XFR-S have been a match for the BMW M5 and AMG Mercedes. Boasting 502-542bhp with sub-five second 0-60mph times, these V8-powered saloons are still highly desirable, providing you can accommodate fuel consumption in the low 20s and car tax at around £570 per year.

It is, perhaps, obvious to see why the XF was such a huge hit. From a practical viewpoint, the saloons can swallow 540 litres of luggage in the boot – 550-565 litres for the Sportbrake with the rear seats up, or 1,675 litres with them down, which is more than a BMW 5 Series Touring or Mercedes W218 estate.

The XF's performance figures are breathtaking and, for the frugal, the diesel engine models make economic sense. Take the entry-level 2.2D Ford engine XF with 160bhp at the flywheel and average fuel consumption of up to 57mpg; a full tank (a modest 64 litres) can clock up 803 miles.

In 2015, the original car was replaced by the all-new, all aluminium X260 generation of XF. Our Survival Guide concentrates on the pre-2015 XF models, sometimes referred to as the Mk 1 XF, outlining the typical running costs and things to look out for. We've also carefully researched all the potential problems that may arise with owning an XF but, as Matt Norbury at North Wales Jag Centre says, "Pound for pound, the XF is one of the best cars, if not the best, you could buy in today's market. They have their niggles, as does anything, but nip any issues in the bud and you'll keep maintenance costs down to that of your average VW Passat or 3-Series BMW."

## RESETTING THE SERVICE LIGHT



Unfortunately, knowing how to reset the Service Required warning display is open to abuse because the car's warning systems have no way of knowing if the oil has been changed, for example, or with the relevant filters. Matt Norbury at North Wales Jag Centre explains that he regularly receives calls from Jaguar owners who've had their vehicle serviced by someone, but still need the service light resetting. "It's one of the few things we won't do, no matter who is asking," he says, adding,



Dan at Elite & Performance Jags demonstrates how to reset the XF's service light by pressing the buttons for the rear fog light and tripmeter in a particular sequence.

"The later models need more than just a service light reset. They also need an oil quality/oil dilution reset as well as resetting the service due message."

If you know the car has been properly serviced, you can reset the Service Required warning, displayed between the speedo and tacho, by pressing the buttons for the rear fog light and tripmeter in a specific order. With the

ignition switched off, press and hold the rear fog light button, then switch on the ignition and release that button. Next, press and hold the tripmeter button, then press and hold the rear fog light button – both buttons should now be held down. Eventually, a resetting service message will appear on the instrument display, but keep the two buttons held down until a service mode reset message is displayed.

## ELECTRICAL TROUBLE



XFs appear to have an issue with water in the fusebox, resulting in electrical faults and sometimes the need to replace the fusebox. This may be caused by water being drawn up the wiring from the washer pump to the central junction box and fusebox, similar to how a plant draws water. The washer bottle is located inside the offside front wing, and the fusebox is located close by inside the cabin. One way of avoiding this problem is to cut the two wires, solder them together and wrap them in heat-shrink insulation or insulation tape. Jaguar sells a repair section called a line block, which is fitted to the windscreen washer pump and screenwash level sensor.

Elite & Performance Jags has discovered that the wiring loom routed into the boot can become damaged and worn, resulting in problems and failure of the rear camera, boot lights, numberplate lights and boot release.

Auto Reserve recommends testing the stop-start battery (the smaller of the two batteries in the boot), as this can have quite a hard life and fail within five years.

## REAR LIGHT UNITS



Early rear light units are a mixture of standard bulbs and LEDs (later light units are LEDs only). When the LEDs have failed, the cheapest solution is to fit a used replacement (£74 from Auto Reserve for the 2008-2011 models). To remove a rear light unit, peel back the trim in the corner of the boot and undo three 10mm nuts with a deep socket or a spanner. Once undone, the light unit can be released from the outside, its electrical plug disconnected, and the unit replaced.

## LED FOG LIGHTS

LED fog lights are inset into the boot panel, which could account for why Auto Reserve says it sells plenty of used ones (from £27), especially the offside rear (although this could be because the requirement for the MOT test is to have at least one working fog light on the offside rear).

To replace, remove the trim panel inside the boot by undoing several plastic trim plugs using a crosshead screwdriver. Next, undo seven 10mm nuts to release a plinth on the outside of the boot. Release the fog light unit by undoing clips on the outer edge, which can easily break. Once released, detach the wiring plug and fit the replacement fog light unit.



## HEADLIGHT BULBS, CONDENSATION AND OPAQUENESS

To replace the blown bulbs inside the headlight unit, you can access them from the back of it, albeit space is quite tight. Alternatively, it may be easier to remove the unit. Undo three 10mm bolts, accessed from under the bonnet and behind the front wheelarch trim, then pull the headlight unit forward to access the bulbs.

Condensation can accumulate inside the headlight unit and settle on the inside of the lens. Leaving the car in direct sunlight may help to clear it, but if not, remove the unit and leave it in a warm environment to dry out (remove the bulbs).

If the lenses turns opaque, try cleaning them with polish. If this doesn't help, use a headlight restoration kit (£20-plus).

Eurojag sells used headlight units from £120 to £360, depending on whether they have halogen or xenon bulbs.



## DOOR TROUBLE

Door latch and window regulator failure on the XF appear to be a common problem, as suggested by used units from second-hand parts stockists (such as Auto Reserve and Eurojag) being popular sellers.

If a door constantly refuses to lock or unlock via the central locking, potentially the door could become stuck in the locked position. Budget for around £48 for a used door latch, or £120 for a new unit.

Window regulators that stick or struggle to wind the door glass up and down might be encouraged by lubricating the guides. If not, a used regulator (motor and mechanism) costs around £60, a new one around £100. Elite & Performance Jags fits new locks and regulators to avoid the problem reoccurring.

## WHEELS, TYRES AND SENSORS

Wheel sizes for the XF range from 17in to 20in. The wheel nuts should be tightened to 125Nm for alloy wheels.

If tyre pressure monitoring sensors are fitted, they are secured to the inside of the rim underneath the tyre valve and can easily be damaged, especially when a tyre is replaced.

Unfortunately, Eurojag doesn't sell used tyre pressure sensors, but new ones are available from Jaguar for around £84 each.



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## FRONT SUSPENSION

The XF's front suspension consists of an engine bed that houses an anti-roll bar with coil-overs, banana-shaped control arms and single lower arms at each front corner. A pair of banana-shaped aluminium uprights extend up into each front wheelarch to attach to a wishbone upper arm, which is secured to each suspension turret. This design is similar to many other Jaguars, including the S-TYPE, XJ of the same era and the F-TYPE.

The front-most bush inside the banana-shaped control arm can wear. Use a pry bar to check for excessive play in the front bush. A new bush (around £30) can be fitted two or three times into the housing, or a new non-genuine arm costs around £170.

The coil-over's lower mounting bush can wear and result in a knocking noise when driving. Expect to pay around £40 for a new bush. Other bushes that wear include the lower wishbone's inner bush (around £35 to replace), the anti-roll bar's D-bushes (mounting bushes) at around £7 each and the ARB's drop-links, which cost around £80 each. If the upper wishbone's ball-joint or inner bushes become worn, budget for around £145 for a new, non-genuine assembly, or £225 for an OE-specification Lemforder wishbone.



## BRAKES

Before any work can be conducted on the rear brakes, the electronic park brake must be put into service mode, which must be completed using diagnostic equipment to avoid injury or damaging any parts through activating the handbrake when working on the rear brakes.

Disc brakes are fitted all round on the XF, and, in most cases, are a conventional single-piston type with 7mm or 9mm Allen key slider bolts. Spring clips are fitted against the outer brake pads, which must be fitted to pass the MOT test. Wear sensors are fitted to the offside rear and nearside front brake pads, and cost £25-£40 each. These can be delicate and will need to be replaced if the pads have become sufficiently worn to activate the warning light on the dashboard.

On early XFs, old brake discs can become seized onto the mating surface of the hub, requiring the use of a puller to remove it, or a lump hammer (wear safety goggles, ear plugs and gloves) to tap the front and rear faces of the disc. The problem is down to the mating surface on the hub, which is the same shape as the inside of the brake disc where the two join together. This was modified on later models. All brake discs are secured with star-shaped spring washers on one or more wheel studs, which can be fiddly to extract with a pick.

The brake pipes can corrode, especially where there's a short length of steel pipe secured to each front brake caliper, which is part of the flexi-hose assembly. Replacements, including the flexi-hose, are available (around £50 each).

Elite & Performance Jags advises that park brake motor and module failure is becoming a common problem due to age, corrosion inside the wiring or if the wiring fouls another part of the vehicle. Budget for between £50 and £100 for a brake disc – more for the supercharged models – and £100-£250 for a set of genuine front or rear brake pads [See servicing and replacing the XF's brakes, JW, June 2018, p82].

Auto Reserve says that one of its best second-hand sellers at present for the XF is the brake servo (£166). It takes most mechanics a couple of hours to replace.

## REAR SUSPENSION

The rear suspension consists of an upper wishbone, a more complicated lower arm, coilovers, track control arms (to alter rear-wheel alignment) and an anti-roll bar. Self-levelling air suspension replaces the coil-over on the Sportbrake. Use a pry bar to check the bushes for each upper wishbone and lower arm. The lower arm's rear-most bush has a spherical bearing, which is known to wear and squeak. The other bushes are rubber and can also wear. Budget for around £160-£200 for a new upper wishbone and £170-£240 for a lower arm.



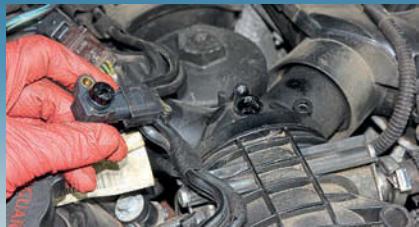
Worn anti-roll bar drop-links and mounting bushes can cause a knocking noise at the rear of the XF. Budget for around £20 per drop-link, and the same

for a set of mounting bushes. Such a noise can also be caused by a worn lower mounting bush for the coil-over, which costs around £25.

## CLOGGED MAP SENSOR

Auto Reserve tells us that the MAP sensor on the 2.7- and 3.0-litre diesel engine can become clogged with carbon deposits and oil, resulting in a fault code. There's one on the top of the engine, as shown here, which is secured with a Torx T25 screw, and can be extracted and gently cleaned. If cleaning the MAP sensor doesn't work, Auto Reserve sells used ones for the V6 diesel (£22.50).

Matt Norbury, at North Wales Jag Centre, has an alternative solution, explaining, "The early 2.7 diesels are the only ones that suffer MAP sensor issues, due to the diameter of the hole on the sensor that monitors manifold pressure. The cure is to fit a 3.0D MAP sensor, as the diameter of the sensor hole is about four times as big. A new one costs around £90."



## ENGINE BAY FLUID CHECKS

Most of the vital engine-related fluids can be checked from inside the engine bay. The coolant level can be visually checked via the expansion tank on the nearside rear corner of the engine bay (late models), or at the front of the engine bay. Look at the side of the plastic expansion tank to check the level.

Pink-coloured coolant should be used and can be tested with a hydrometer to measure its freezing capacity. The expansion tank can fracture and leak coolant around the bleed pipe outlet. Budget for around £90 for a new expansion tank, or £31.50 for a used one from Auto Reserve. Tom Lenthall Ltd has found that the plastic coolant housing in the middle of the vee on 2.7- and 3.0-litre diesel engines can crack and leak. Plus, the water pump outlet on the left (nearside) of the engine block can leak on these engines.

Check the level in the power steering fluid reservoir, located on the nearside of the engine bay, by looking at the maximum and minimum markings on the side of the plastic reservoir. Top up



with Dexron III power steering fluid, or whatever has been used before.

The windscreen washer reservoir's filler neck is located on the offside of the inner wing – the reservoir is located below, inside the A-post area of the wing.

The brake fluid reservoir is at the offside back of the engine bay. In some cases, it's underneath a plastic grille panel, which needs to be released to allow you to inspect the level on the side of the translucent reservoir. Top up with DOT 4 brake fluid, or whatever has been used before (Elite & Performance Jags recommends using DOT 5.1).



## CHECKING THE ENGINE OIL LEVEL

Some XF engines have a traditional dipstick to check the engine oil level. On others, the level is checked via the dashboard controls, in which case do not run the engine or switch on the ignition for 15 minutes. Switch on the ignition after this time, but still do



## ENGINE SERVICING: FILTERS

The pollen filter on early XFs is accessed via the passenger footwell. Unclip a section of trim, then extract the pollen filter with the trim and swap the plastic end cover over to the new one. Make sure the airflow arrows on the side of the new pollen filter (if displayed) are pointing in the correct position before fitting it with the plastic end cover. Later models may also require the glovebox to be removed: undo several Torx T27 screws and the trim panel on the nearside of the dashboard to access it. Pollen filters cost from £12.

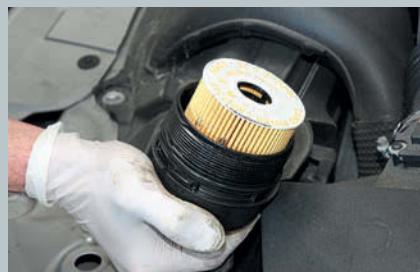
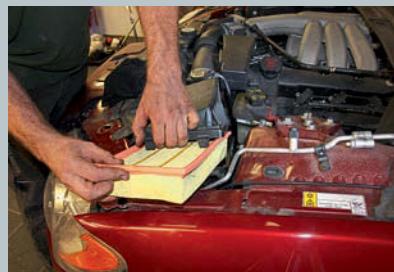
Other filters are easier to replace, such as the air filter, which is located in a plastic housing on the nearside front of the engine bay. Either unclip or undo several Torx screws to remove the lid of the housing and retrieve the air filter. Clean inside the housing before fitting a new air filter, which should be changed every year or 10,000-12,000 miles.

The engine oil filter should be renewed at every oil change, which varies depending on the engine.

Draining the engine oil involves removing the undertray, which will probably be secured with several corroded or broken fittings, before undoing the drain plug. The oil filter for petrol engines will be a spin-on type, requiring a filter strap to undo. On diesel engines, it will be contained inside a plastic canister. Routine replacement is essential, especially on the diesel engine, because the paper-element oil filter can break down if not routinely replaced.

The fuel filter is a little more complicated to renew and its frequency varies between engines. On the 2.2D, for

instance, it should be renewed every two years and is located underneath the engine's top cover [see JW July 2017, p96].



## SERVICING COSTS



All XFs benefit from routine servicing, regardless of mileage and use, to keep on top of maintenance and repairs. The majority of servicing is within the scope of a competent DIY mechanic, with the exception of working on the rear brakes, which requires equipment to switch them to service mode. Diagnostic equipment is required to check and identify fault codes, otherwise routine servicing and checks can be completed if you have the tools and skills.

A main dealer or an independent Jaguar specialist with access to electronic service records can keep on top of the routine maintenance. Prices vary according to model, engine and the level of service required. As a rough guide, budget for £150-£200 for a general engine oil and filter service with an inspection. A front timing belt renewal on a V6 diesel costs around £400-£500 and it's about £200 to renew the belts on the rear of the engine.



## MAJOR ENGINE PROBLEMS

Look out for blocked engine breathers on the 4.2-litre petrol V8, resulting in oil being sprayed around. On the petrol V6, the breather pipe fitted to the throttle body (which circulates oil vapours) can break down inside, resulting in a fault code and the engine management light illuminating on the dashboard.

All diesel engines are equipped with a diesel particulate filter (DPF), and DPF-related fault codes may arise. Running the engine at above 40mph for 45 miles often regenerates it. It's also essential to frequently check the engine oil level and make sure it doesn't go beyond three-quarters full (MAX). This provides a safety margin should a DPF regen start but not finish in time (resulting in fuel being dumped into the engine oil). If the engine oil became overfull as a result, there is a risk of engine failure. Using the correct DPF-specific engine oil is essential, and short runs and town driving should be regularly mixed with a long drive down a motorway or major A-road.

Diesel engine turbo failure on the 2.7 is seemingly a common issue, often due to carbon deposits on the variable vanes. "I've not long had to do the two on my wife's XF," says Matt Norbury, at North Wales Jag Centre. "Being the only model with twin variable vane turbos, they unfortunately pose issues, as whatever you do to one you inevitably have to do to the other."

The 2.7-litre TDV6 is the least popular engine for the XF having gained a poor reputation for failure. Excessive oil levels, as mentioned above, appear to be one of the causes, sometimes after a failed DPF regen. Poor and infrequent servicing is another cause, so it pays not to miss this important part of car ownership. As Matt Norbury testifies, "My wife's 2.7 diesel XF has just clocked 235,000 miles and is still on its original engine. I have looked after this car from 30,000 miles with its previous owner."

When a 2.7-litre TDV6 engine does fail, the oil pump may cause the initial trouble, resulting in poor oil circulation and pressure, leading to main and big-end bearing failure. The most cost-effective solution, should you want another engine, is to buy second-hand (£1,100 from Auto Reserve). The same engine from the S-TYPE can also be fitted, although ancillaries need to be swapped over and changes made to the wiring loom.

Elite & Performance Jags has found the inlet manifolds and camshaft covers on the 3.0-litre diesel can crack, resulting in restricted performance, and that the turbos' shut-off valves can fail.

## CAT REPAIR

The catalytic converter's flexible section on the 2.7-litre diesel engine can fracture and leak – around £1,000 new; £85 for a repair section from Jag Spares North East [see JW, April 2019, p82 which shows Tasker & Lacy fitting a repair section to a 2.7 TDV6 in an S-TYPE, which also applies to the XF]



## ALTERNATOR TROUBLE

Alternator failure may be a common problem on the 2.2D, 2.7D and 3.0-litre diesel engine XF (alternators on petrol engines appear to be more reliable). According to Auto Reserve, the cause of the problem is the voltage regulator, while Tom Lenthall has found clutch failure inside the alternator to be a common cause, saying, "We only advise replacing with genuine parts on this item. We have had multiple failures of aftermarket alternators days after fitting."

Auto Reserve sells genuine used alternators for £74. The work involved in removing the old one and fitting it is time-consuming and awkward. See JW, February 2019, p82, when we followed Elite & Performance Jags completing this job. Most of the work was conducted from underneath, requiring some boost pipes and hoses to be removed, and the engine supported before undoing the engine mounts.



## GEARBOX & DIFFERENTIAL

X250 XFs with the V6 petrol and diesel engines plus the V8s all have the six-speed ZF 6HP26 automatic gearbox. The 2.2 diesel models from 2012 have an eight-speed 'box.

The ZF's automatic 'box has a plastic sump, so check for leaks from damage and warping. This is supposed to be sealed for life, but most specialists recommend an oil and filter service every 70,000 miles. Tom Lenthall Ltd charges £430 for this job, which includes ZF oil and a new sump with a filter.

On diesel XFs, a water-cooled oil cooler for the gearbox can fracture internally. An initial indication of the problem is if the car judders under gentle load when driving uphill. The answer is to have it fixed before the gearbox fails by replacing the oil cooler and having the gearbox oil and filter renewed.

The XF's differential is mounted in the rear subframe and can lose its oil if a breather becomes blocked (Eurojag has also found them to become noisy through bearing wear). The diff's oil level can be checked by undoing its inspection and filler plug with a  $\frac{3}{8}$ in ratchet. If the diff' has run dry and failed, a used diff' from Eurojag costs between £180 and £240.

The gear selector is known to fail: Eurojag sells used selectors for £120.



## EGR TROUBLE

The emissions-related exhaust gas recirculation (EGR) valve returns waste gases to the induction system with the intention of reducing pollution. As a result, carbon and oil vapour from



these waste gases coat the inside of the EGR valve and eventually it clogs up and fails, raising a fault code. On the XF 2.2D, the coolant-fed EGR cooler can also be affected, which adds another £400 to the final bill, but it's not always the case.

However, it's worthwhile being cautious with replacing an EGR valve [see JW, July 2019, p84], so Jaguar insists on renewing the steel pipe that's routed between it and the throttle body, which costs around £150, to maintain the warranty on a new EGR valve. Budget for around £800 for a specialist to complete this job.

## BODYWORK ISSUES

Being almost five metres long and a little over two metres wide, XF owners can be forgiven for a few bodywork scratches. Fortunately, most panels can be removed without any major bodywork surgery, although their fittings may sometimes need to be discarded. The sill covers, for instance, are secured with plastic trim screws that can round off and may need to be drilled or pulled out and replaced. Elsewhere, the bumpers, wings and aluminium bonnet can all be removed and replaced. For example, Auto Reserve sells early-XF bonnets for £83, wings for £138 and bumpers for £138.

The chrome-looking trim around the doors can turn milky, but it is possible to replace it. Auto Reserve sells used replacement sections (known as door finishers) in good condition for around £27 per door.



## RUST

We never like to tempt fate, but the XF doesn't seem to be plagued with the sort of rust problems that have killed off many an X- and S-TYPE. Surface corrosion of the rear subframe and its brace bars



appear to be the worst problems so far. Niggling problems do arise, such as the battery clamp in the boot – its fixings are exposed and inevitably corrode, resulting in a battery replacement taking a lot longer than expected [see JW, February 2019, p82]. Auto Reserve recommends regularly cleaning and greasing this thread.

The exhaust may corrode, but we've yet to hear of this resulting in leaks. Similarly, the bottom of the suspension dampers can become covered in surface corrosion, but we've not seen any that have rusted through.

## INTERIOR TROUBLE

Vents automatically open and close when the ignition is switched on and off, but the motors that operate them can fail. A used replacement, comprising vent, motor and body, costs £45 from Auto Reserve. The parts specialist finds there's more demand for the driver's side dashboard vent.

Tom Lenthall Ltd has discovered that the infotainment system can develop problems, often caused by water ingress under the front passenger's seat. The water can damage most system modules, such as the Bluetooth, audio and DAB modules.

Auto Reserve has discovered the key fobs (2011 onwards) can be troublesome. The chrome trim can easily break off if the keys are dropped, leaving the emergency key at risk of falling out. Fit a rubber sleeve over it if this happens.



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## Owner's opinion BOB TURNER'S 2012 XF 3.0D S

This 2012 XF 3.0D S is Bob Turner's third Jaguar, his previous being a 2005 X-TYPE 2.2D Sport and a 2001 XKR 4.0 coupe. He bought the XF in October 2016 and has added approximately 36,000 miles to it. As the car initially had an approved warranty, it was serviced by independent Jaguar specialist E&E Services, of Milton Keynes (01908 218875; [www.eandeservices.biz](http://www.eandeservices.biz)), but Bob now completes the routine servicing himself and only relies upon E&E for major jobs.

Issues to date include alternator failure and a tank slap. In XFs, tank slap results in a knocking noise heard inside the car when the fuel tank is three-quarters full. The solution, which was fixed under warranty in Bob's case, is to remove the rear seats, drain the tank, remove the pump, and then fit some foam inside the tank to act as a baffle. Bob says that this hasn't completely fixed the problem, but it's a lot better.

Other than the turbo lag and the stop-start, he says, "I like everything else about it. I love how it looks, it's fast, comfy, relatively cheap to run and everything works perfectly. It's a car that will be very hard to replace and I'm very proud that I can afford to have one on my drive."

## Owner's opinion PAUL BURRETT'S 2014 XF SPORTBRAKE 2.2D



Paul Burritt has previously owned a number of Jaguars prior to buying this XF Sportbrake in October 2018, including a Mk 2 2.4, an XJ40, XJS and an XF 3.0D S. Since buying the Sportbrake, he's added roughly 16,000 miles to the odometer.

The car came with a Jaguar warranty and has been serviced by his local Jaguar dealer under its ten percent Jaguar scheme. "I have been advised that there is a little corrosion on the front discs, but apart from that not a single thing has gone wrong," he says. "And my previous XF only suffered with a headlamp bulb in the two years I had it."

Paul's only niggle concerns the harsh ride quality, which he puts down to the choice of the large 19in wheels, suspecting that smaller-diameter wheels may provide a softer ride.

## Owner's opinion TRISTAN HARVEY-RICE'S 2009 XFR

Tristan Harvey-Rice bought his 2009 XFR in January 2017 and has since covered roughly 30,000 miles in it, bringing it to a little under 100,000 in total. It's the first time he has owned a Jaguar, although his father had a couple of 2.5-litre petrol all-wheel-drive X-TYPEs. His XFR has been serviced by the Jaguar main dealer (Grange) in Swindon. Although he's experienced a few problems, he quickly says, "I've owned performance cars where faults have made them undriveable and were expensive fixes, so I'll take the issues I've had with the XFR any day."

Although most problems have been the relatively minor electrical niggles that come with age and miles, one particularly concerning issue was smoke occasionally coming from behind the driver's A-pillar (inside), but it turned out to be a poor connection for the heated windscreens; the connector plug had melted, but was repaired easily.

The external temperature reading has periodically reported it being below zero, even in summer. This meant the heated screens would come on and the HVAC would heat the air. The problem was fixed by removing the passenger door card and cleaning the contacts of the loom plug located behind it.

The issue of headlights and rear lights sometimes flickering for several minutes after switching the engine off was fixed by replacing the indicator stalk switch, which includes headlight controls.

Says Tristan, "Once or twice a year the ICE will crash, either knocking out one of the components, such as heated seats, climate control, DAB or navigation, or simply staying permanently on the 'R' logo on screen, in which case no controls are accessible."

"Cycling the ignition [switching the ignition on and off] resolves it, but I think it's notable because I've never experienced this in German cars with many more years and miles under their belts."

Tristan notices a slight lurch when the gearbox changes down to its lowest gear as he comes to a stop. The dealer has tried resetting the gearbox software, which resolved it for a while, but the issue has returned.

Despite the problems, and the high annual car tax, Tristan can't get enough of the performance and handling, appreciating the way it can switch between effortless family cruiser and relatively uncompromised performance car. "For a large car, it feels agile in Dynamic mode and my confidence runs out well before any of its capabilities."

He rates the elegant, understated styling, saying, "It doesn't attract unwanted attention on the road, and, being basically a silver XF, it can be parked in most places without worry of it being targeted by miscreants, and it is a perfectly acceptable vehicle in which to attend client meetings."





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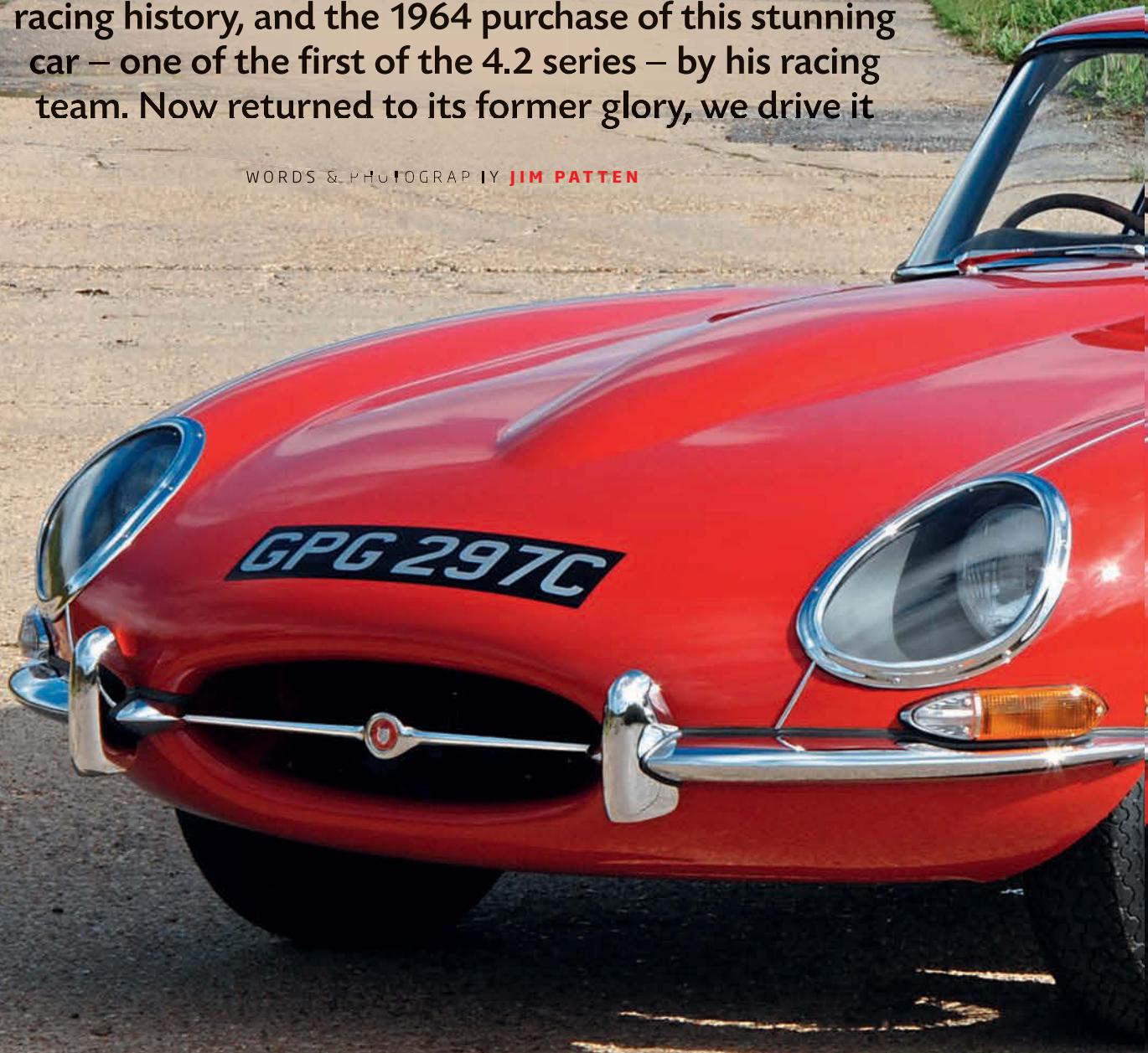
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HISTORY

# THE CHAMPION'S CHOICE

We delve into Jack Brabham's connections with Jaguar racing history, and the 1964 purchase of this stunning car – one of the first of the 4.2 series – by his racing team. Now returned to its former glory, we drive it

WORDS & PHOTOGRAPHY JIM PATTEN



**W**HEN THE editor of *Motor Racing* magazine asked (Sir) Jack Brabham in 1961 to try the new Jaguar E-type and report about it in the magazine, Brabham was already a two-time Formula One World Champion. His first title came in 1959 even after he ran out of fuel – by pushing his Cooper over the line he finished fourth at the US Grand Prix to take the championship. He took the title again the next year, again driving for Cooper. In 1966, he secured his third win,

and a place in history as the only driver ever to win a Formula One Championship in a car bearing his own name.

Jack didn't particularly enjoy sports cars, but according to *Motor Racing* magazine's road test, he thought the E-type (77 RW, the same car that Norman Dew's hurriedly drove to Geneva to assist driving duties at the 1961 Motor Show) was, "A fabulous machine." He was impressed with the speed, reaching 130mph in those pre-motorway speed limit days, and described the E-type as, "It's like flying along at 80mph. As for the ride, he wrote, "It's

comparatively soft, and the car goes over rough stuff like a dream. Yet both ends are beautifully glued to the road." It wasn't all praise, though, because Jack didn't like the seats, or the lack of water left along the sides during rain. The gearbox and operating pedals came in for criticism, too. In the report he also says that when Cooper teammate Bruce McLaren heard Brabham had a test E-type, he was, "Round at my house like a shot" McLaren was waiting for his personal car to be delivered [see JW, May 2018, p58] and apparently, "Came back driving with anticipation." ▶



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## HISTORY

### BRABHAM E-TYPE 4.2



Phil Kerr (left) with Jack Brabham at Brands Hatch in 1960

In a career that started in his native Australia, Brabham had won his first race (at the third attempt): the 1948 Australian Speedcar Championship. By 1955, he was ready to move to the UK.

With his engineering background, Brabham virtually took up residence in the Cooper car factory, becoming enmeshed in the company while also preparing his own cars. His first F1 race was at the 1955 British Grand Prix, where the Cooper was forced to retire through clutch issues.

He later campaigned saloon cars, including at the World Sportscar Championship, three times at Le Mans, where he shared an Aston Martin DBR1/300 with Stirling Moss (the car retired with a broken con-rod), and he raced at the Indy 500 three times. In Australia, he was a three-time entry at Bathurst, and, in the Tasman Series, consecutively from 1964 until 1969, driving Brabhams.

With such an illustrious career, Jaguar had to figure in there somewhere, but, curiously, Jack wasn't too keen on racing sports cars, or saloons come to that. He states in *Jack Brabham's Motor Racing Book*, "I have never concentrated on sports cars, and my experience of them is not great." Yet, despite his misgivings, he did have some serious drives – mainly for Aston Martin, when he was sometimes paired with Stirling Moss. His

brief flirtation with Jaguar wasn't memorable. He drove a Jaguar-powered Tojeiro at Crystal Palace in June 1957, finishing fourth. The following month, he raced the John O'Gier-entered Tojeiro at Aintree, but did not finish. His best result was at Goodwood in September, driving a factory Tojeiro, when he finished second to the talented Archie Scott Brown, who was in a Lister Jaguar.

Although Brabham wasn't a fan of sports car driving, in October 1960 he had a drive in E2A, a prototype in the E-type development programme that was effectively a crossover between a D- and E-type. This came about as a result of monetary losses by the Riverside International Grand Prix in 1959 and the *Los Angeles Times* deciding to invest money there (to further its charitable causes), but demanding a big name to draw the crowds. So, it tempted the double World Champion Jack Brabham to compete, but he needed a race-winning car.

For some inexplicable reason, E2A was selected. After entrepreneurial racing team owner Briggs Cunningham had happened to be at the Jaguar factory one day and seen E2A languishing in the background, he had persuaded Jaguar to allow him to use the car at the 1960 Le Mans 24 Hours race where, although it ran well, faults with the

“  
Jack wasn't too keen on racing sports cars



new 3.0-litre engine forced the car to retire. Later, Alfred Momo, a key figure within the Cunningham team, contacted Jaguar with the proposal that the car be entered into the 1960 Riverside International Grand Prix with Brabham driving. Jaguar was very keen to have the newly crowned World Champion drive one of its cars, and



Meticulous attention to originality under the bonnet, although the six-branch manifold is an upgrade



Jack Brabham knew John Coombs, the supplying dealer, through racing



The refinements that arrived with the 4.2 made the E-type a complete car



arrangements were made to ship the car to the West Coast of America.

The competition was fierce, with specialised sports racing cars entered from Ferrari and Maserati and, in this company, Brabham found the heavy E2A hard going. The car's pace was not good enough to qualify and it took a consolation race to set a decent-enough time to even get to the grid. This wasn't what anyone had wanted: Brabham would be running midway – or lower – down the order and, for Jaguar, its prototype would look decidedly slow against the opposition. So, the final drive ratio was changed to go for a higher speed along the main straight, but the handling was still inferior to that of the other cars on the grid. In the event, Jack muscled E2A around to finish a middling 10th overall. He reflected on E2A, "Riverside wasn't the place for it... [but it is] nonetheless, an interesting car." (As an aside, Jack was reunited with E2A for the 1985 Coventry World Motoring Centenary, when he drove it for the then owners, Penny and Roger Woodley.)

Jack had set up Jack Brabham Motors in late 1959 with his friend Ron Tauranca, and New Zealander Phil Kerr as manager, and finally left Cooper in 1962 to form his own race team, Brabham Racing Organisation. Like many race drivers, Brabham rarely owned a car. His next race in an E-type

should have been in May 1964, at the Silverstone International GT. Brabham had been enlisted by Coombs to drive an E-type after Coombs' regular driver Graham Hill was unavailable. Although Brabham put in many laps of unofficial practice, he couldn't match the time of Roy Salvadori – also driving an E-type – and was happy to leave the race to his teammate Dan Gurney.

However, later that year, he was sufficiently impressed with the new 4.2-litre E-type (everything that Jack had been critical of in his 1961 Motor Racing road test had been addressed) that his company ordered a fixedhead coupe. With better seats, greater adjustment, and an all-synchromesh gearbox among the many revisions, the E-type was complete; the 4.2-litre engine, with extra torque, was a bonus. As a company car, it was predominately used by Phil Kerr, but the boss never passed up a chance to take the wheel, and there is a delightful painting by Michael Turner that depicts Jack fastening his crash helmet while chatting to Phil Kerr, and busy mechanics unloading race cars from the Brabham trucks in the background.

Quite how long the E-type remained with the Brabham organisation isn't known. Neither, for that matter, is much known of its life after Brabham. Like most cars, its history is shrouded in the mists of obscurity.

But, in early 2016, this part-dismantled car came up for sale, after which it lingered in storage for a while, waiting for a slot in the busy workshops at Woodham Mortimer. Finally, late in 2018, work began on a comprehensive and top-level restoration with nothing left to chance. The body was taken back to bare metal and any repairs addressed. Every single mechanical part was overhauled to bring it back to its 1964 condition. With due deference to modern roads, a few upgrades have been incorporated into the build process, but nothing that couldn't see the car returned to standard. Following an uncompromising approach to the interior, the car is now finally finished.

I first see the car at Woodham Mortimer's premises in Maldon, some months before the company's move to Chelmsford. The Brabham E-type looks simply stunning in the morning sun, the Carmen Red coachwork being gun-barrel straight, complemented by the high-quality chrome on the bumpers and wheels that looks so deep you could dive into it. The standard rims wear 185 x 15in period style Blockley tyres. As the large bonnet (which must take up a full one third of the car) is opened, I spot a six-branch exhaust manifold – a modern concession – along with correct period parts such as the 11 AC alternator, first seen on the 1964 4.2

## HISTORY

### BRABHAM E-TYPE 4.2

models, and, on the passenger side, the vacuum servo; another first on the 4.2. The brake pedal housing's an adaptation of the 3.8 that would later be changed to a single housing and run through all models as standard.

The inside feels factory fresh, offering the view that would have been familiar to Phil Hill and Jack Brabham. A brush of the saree button brings energy into the 4.2-litre engine and we head off towards the small country lanes of Essex – the all-synchromesh gearbox would have been a welcome improvement for the Brabham team, as would the seats.

I recall Brabham's thoughts in the 1961 (77 RW) test and, in many ways, they can also reflect his views. The steering



A view to stir the blood, whatever your background

gives the same 'real confidence' that Jack admired, while the neutral handling has just a hint of understeer; some of the elements that make the E-type driving experience so good. This car is quick, too, and although I refrain from hitting 'the ton several times' as Brabham did, I know it's there for the taking. I so don't have the chance to 'tour around Piccadilly Circus in top gear' just to demonstrate the 'amazing docility of the powerful beast' as our F1 champ did, but I do know that it is a very accomplished car

and, if anything, is better now than when delivered new.

It was the choice of champions both on four and two wheels, and nothing has changed judging by Brabham's comments in the 1961 test: 'The car almost disappeared under a swarm of admiring sightseers.'

Thanks to: Woodham Mortimer ([www.woodham-mortimer.com](http://www.woodham-mortimer.com)), where the car is currently for sale.

The 4.2 is as 'glued to the road' as Brabham described 77 RW to be in 1961



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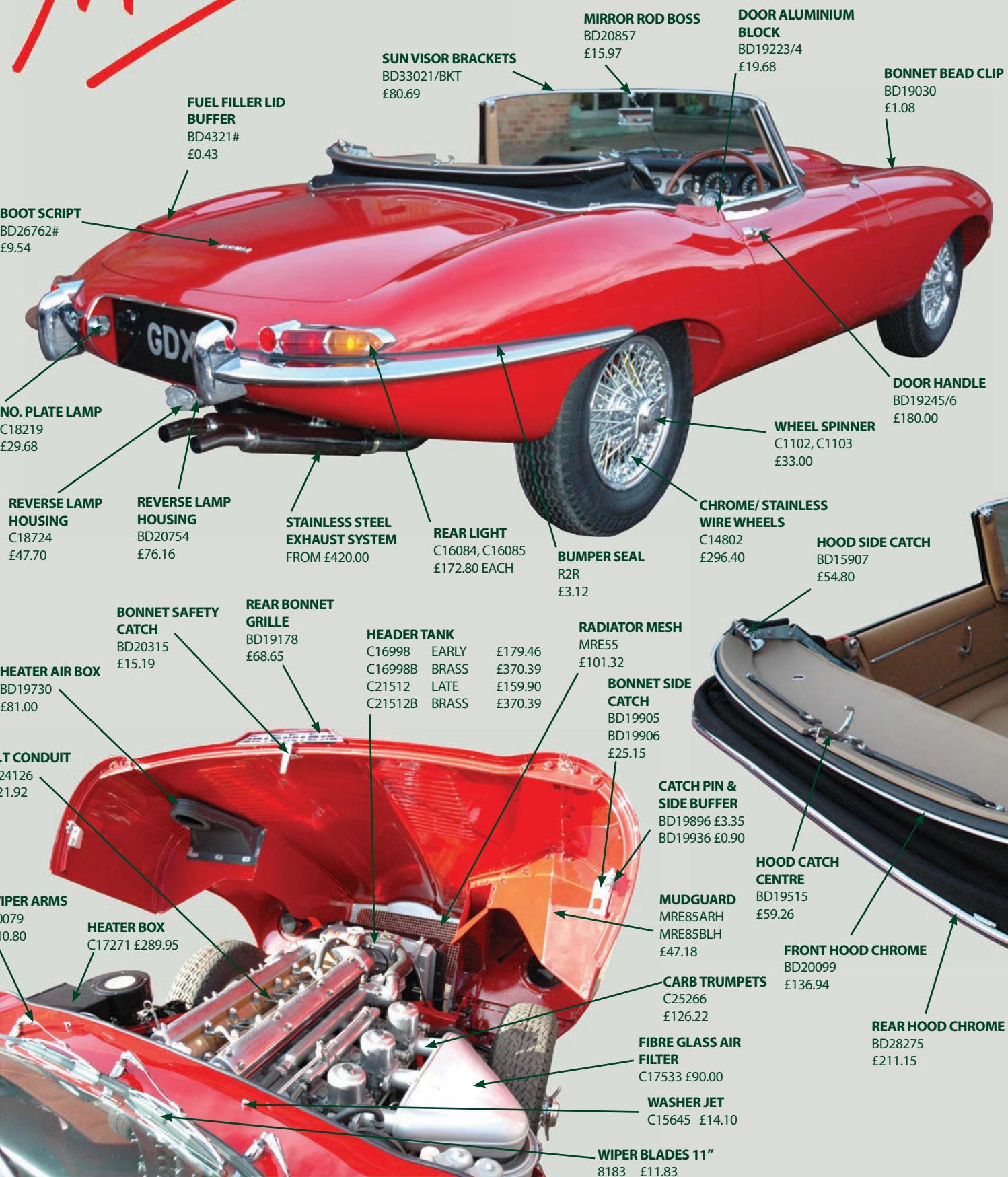
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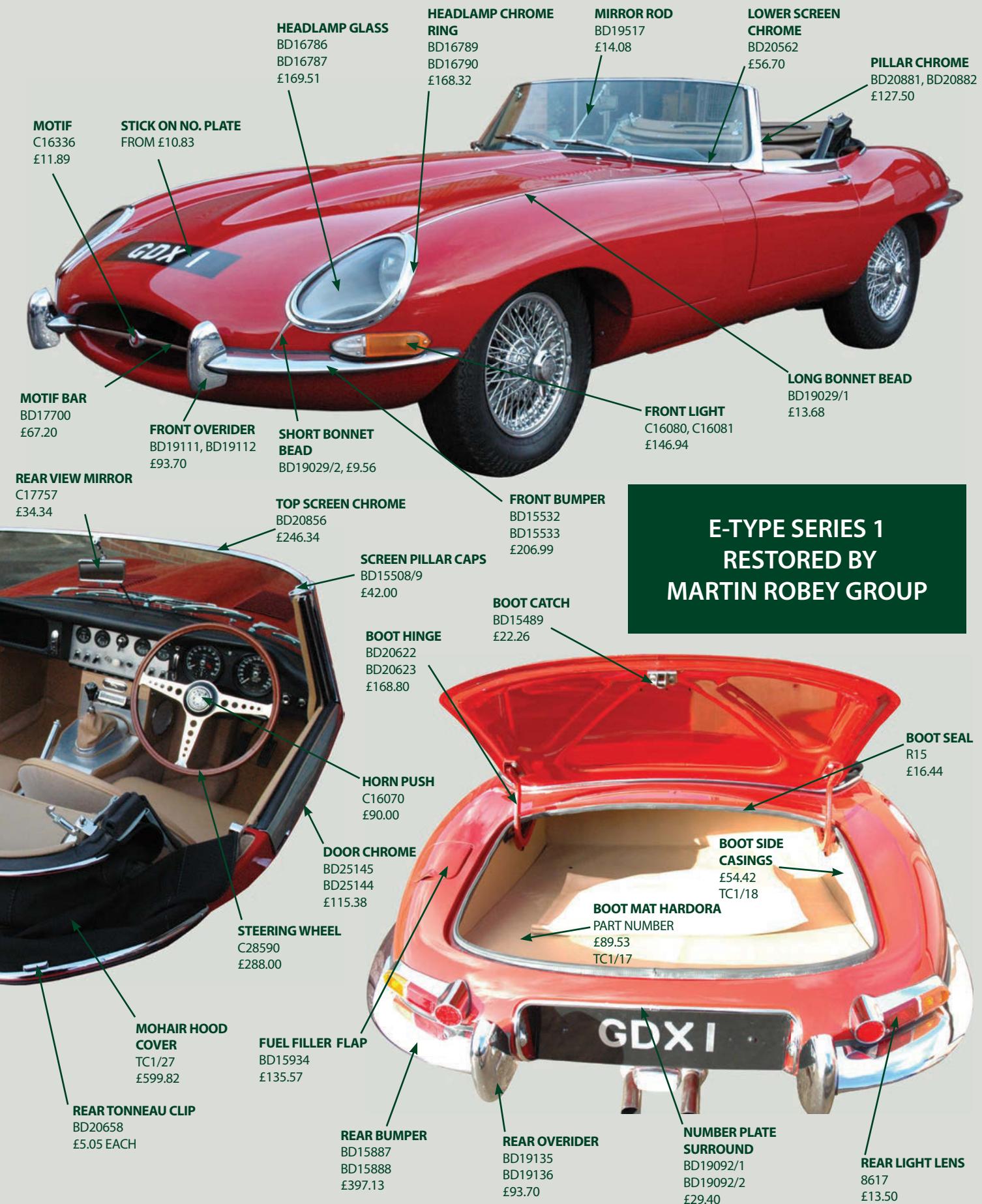
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## JAGUAR - E-TYPE - MKII - 420 - S-TYPE - XJ - XJS - XK



CLASSIC DRIVE

# GREY MATTER

WORDS & PHOTOGRAPHY JIM PATTEN

A Series 1 Daimler Sovereign with manual transmission is a rare option, even more so when a Rolls-Royce colour is specified. With more than 50 letters back and forth, its purchase didn't go smoothly



**T**IS TATTY, a little rough around the edges, but it oozes charisma. In vintage circles, they would call this Daimler Sovereign an oily rag example; it wears its life on its sleeve with no hidden cover ups. But there isn't anything fundamentally wrong with this car. In fact, it is superb on the road, and supremely comfortable, too. It also has a story to tell.

Its original buyer, Maurice Vane, the founder of the successful VG supermarket chain (after its slogan Very Good), was a man of some discernment, having owned a string of Jaguars back to the original 2.4 saloon, as well as a Coombs Mk 2. As a member of the Institute of Advanced Motoring, he knew exactly what he wanted from his cars.

He remained loyal and, in July 1971, visited Jaguar dealership The Morris Garages of Newbury (far removed from the original

Morris Garages of Cecil Kimber, founder of MG in the Twenties). He ordered a Daimler Sovereign with manual/overdrive transmission, tinted glass, a Radiomobile eight-track stereo unit with four speakers, and, instead of a standard colour, he insisted that it be finished in 1955 Rolls-Royce Tudor Grey at an additional cost of £55. That (and other problems) resulted in a series of telephone calls and a rapid exchange of almost 50 letters back-and-forth with Jaguar, the supplying dealer and his solicitor. Most of these letters remain in the history file.

There had clearly been a misunderstanding and in a speedy reply to his enquiry about its delivery date, a letter dated 2 November 1971 written on Daimler Co Ltd headed paper, explains, "Where demand for a model such as the Sovereign is in excess of our production capacity, it means that dealers' allocations are forward sold for

several months ahead." The situation was compromised by the specific paint choice and the current political situation. Things then got heated. In his letter of 3 December, Mr Vane remarks he is, "More than astounded," saying, "While I fully appreciate industrial unrest can upset production schedules, I find it hard to believe that prevailing conditions could cause a delay of this length."

By late December, Mr Vane was still waiting for his Daimler, delayed by paint issues. He had been in touch with General Industrial Paints to discuss the problems that Jaguar was having, and was assured that the paint was perfectly satisfactory. After reminding Jaguar that his Radiomobile eight-track should be fitted, he states, "This vehicle will receive the satisfactory inspection to eliminate the annoyances which I experienced with the vehicle I purchased in



## CLASSIC DRIVE

### S1 DAIMLER SOVEREIGN



**BELOW:** Appearances can be deceptive; this 4.2-litre engine is in great shape

May this year." At the end of January 1972, Mr Vane writes to express his thanks for Jaguar's hospitality after a conciliatory tour of the Browns Lane factory. He also makes a point of reminding Jaguar that he ordered a 3.31:1 rear axle ratio, not a 3.54:1.

But, the situation did not get any better. Once Mr Vane had taken delivery of the Daimler, he was appalled at the paint finish and embarked on a crusade to have it remedied. Letters and telephone calls were exchanged and inspections carried out as the battle slogged on. On top of strikes, electricity cuts then left Jaguar working one day a week, which put the Daimler back even further.

In March 1972, Mr Vane feels compelled to write, "You have supplied a car costing in excess of £3,500 with a disgracefully poor paint finish on the lower half, including a number of body defects."

A request follows asking for a set of the latest sculptured wheels (the cost not to exceed £50, fitted), while also listing a number of faults, to include excessive loss of wheel bearing grease and three contact-breaker sets fitted in the short life of the car.

By June 1972, the latest letter now on Jaguar headed paper suggests that the paint rectification was to be handled at Browns Lane. The Daimler's return was becoming a priority and, on 15 June, Maurice writes, "Business matters have arisen which renders it somewhat essential that I have fast and expedient transport on Tuesday morning."

The Daimler still wasn't right and the following week more correspondence points out that the shades of grey did not match. Things came to a head when, on 25 July, Vane instructed his solicitors. Matters were getting heated. On 4 August 1972, a response by him to Jaguar reads, "The surface [sic] of your letter of the 14 July would appear dictatorial. However, my sympathies are with the company whilst you are in the throws of an industrial dispute." Jaguar responded by stating that it had no intention of appearing dictatorial and that nothing would be solved in further correspondence. Jaguar appreciated Mr Vane's discussion with his lawyer, but went on to say that, "[The] whole

matter will be dealt with in a completely satisfactory and amicable manner."

The closing paragraph says more about the times, and clearly explains the situation. "We are making arrangements to have paint supplied as soon as the gate pickets permit materials to be moved into the factory and, therefore, as soon as we reopen, we will be able to deal with your car immediately."

Mr Vane's final letter on file, dated 23 August, is the most tantalizing. It is the last piece of correspondence, but not the end of the matter. With the industrial disputes that had had such an impact on the UK during the Seventies in the back of his mind, he offers, "I fully appreciate your position about getting materials in and, if you will agree, I will be prepared to order and get delivered here 15 litres of that paint, bringing it with me when you have the car and I shall be prepared to pay for the excess." We now make certain assumptions that the Daimler was finished to Mr Vane's satisfaction soon after this period. It is probable that all problems had been rectified and that life with the Daimler was one of utter joy.

Deterioration follows regular use and, in 1985, some restoration work and an



engine rebuild was deemed necessary. So began another saga, involving a restoration company, a move to Market Drayton, a wrong shade of paint and lawyers. A case of history repeating itself. Mr Vane was obviously a man not to be messed with and, by the early Nineties, the Sovereign was back on the road.

It was around this time that he met brothers Tom and Will Swinnerton. Vane had tired of the tinted glass and heard that the brothers had a complete set of clear for the Series 1. A deal was concluded, which eventually led to them looking after the Daimler; albeit with some circumspection. They were unaware of his previous proclivity to complain and it was almost a given that it would be the case. Tom Swinnerton recalls tales from Mr Vane (who they describe as being a smallish man who always wore a full-length leather coat and trilby hat) about long drives to the south coast every year – he always reported back to them about the car. Once, it was with delight when, after a carburettor rebuild by the Swinnertons, 26mpg was achieved. Tom and Will both liked Mr Vane, saying, "He was one of our more characterful customers, and I suspect that's one reason why we have kept the car so long."

Maurice Vane passed away around 2001. Mrs Vane carried on using the Daimler, even taking her advanced driving test to justify the badge on the grille. The brothers still cared for the car, too, despite their core business being in classic motorbikes. With looming repair bills on the horizon, Mrs Vane decided



**TOP:** During the correspondence term, letter headings changed from Daimler to Jaguar  
**ABOVE:** Just a few letters from Jaguar. Most are in the history file



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## CLASSIC DRIVE

### S1 DAIMLER SOVEREIGN

to sell the Daimler to the Swinnertons in 2003. They'd had a love affair with XJs for as long as they could remember XJ saloons.

For a while, the Daimler was simply used as it was, and perhaps the longest run they undertook was to Goodwood. A bit of welding was needed here and there for the MOT test, but the tough old Sovereign just kept going. However, because the engine oil pressure had never been good, the engine was removed and a check made. They discovered that the crankshaft bungs had not been removed during the previous engine rebuild and the crank oilways were now blocked. Mr Vane did, indeed, have cause for concern. A first-rate job had been done on the rest of the engine, and with the crank sorted, it was re-assembled and proved perfect.

I join Jeremy Wade – gentleman dealer and friend to the Swinnertons – for the day when he borrows the Sovereign, and I immediately fall in love with this car. There are scars, of course, but the history is real. I spot the Institute of Advanced Motorists' badge, along with a period RAC badge. The bonnet and grille are proudly spattered by road soil; this is no trailer queen.

As I slide behind the large, thin-rimmed steering wheel, my eyes take in the original eight-track player, still with Mr Vane's tapes in his special container. The man is ever present.



Mr Vane's eight-track cassette tapes: LSO and Mike Oldfield with, intriguingly, Blaster Bates

The engine is an immediate starter, and the oil pressure now climbs healthily up the scale. The clutch has sufficient weight without being too intrusive, and we're soon on the Staffordshire roads, where I'm impressed by the slick gearchanges of the superb all-synchromesh gearbox.

It's like driving a time-warp; everything is standard. Even the Kenlowe cooling fan was specified by Mr Vane when new. Acceleration is very strong and, when the speed allows, I engage overdrive. Without a fuss, it lowers the engine revs for relaxed driving. Sure, the steering is light, very much of its time, but it belies the outstanding handling. Push this car into a corner, and it just grips. Remember, this is on standard everything, which just illustrates how good these cars were. As

traffic is light, I flick the steering from left to right as we take bend after bend. But, the Swinnertons want their car back.

Since my drive, they have moved things on a bit, which all started with some work needed around one of the rear fuel tanks. They'd opened Pandora's box. They now have new factory-original rear quarters, boot floor, sills and replacement front wings. The Sovereign is getting the work it needs, without going too far. Their intention is to retain the integrity of the Daimler by just quietly restraining its age. I just hope when it's painted again that the Tudor Grey is the correct shade. Mr Vane will be watching. **JP**

See the Swinnerton brothers at:  
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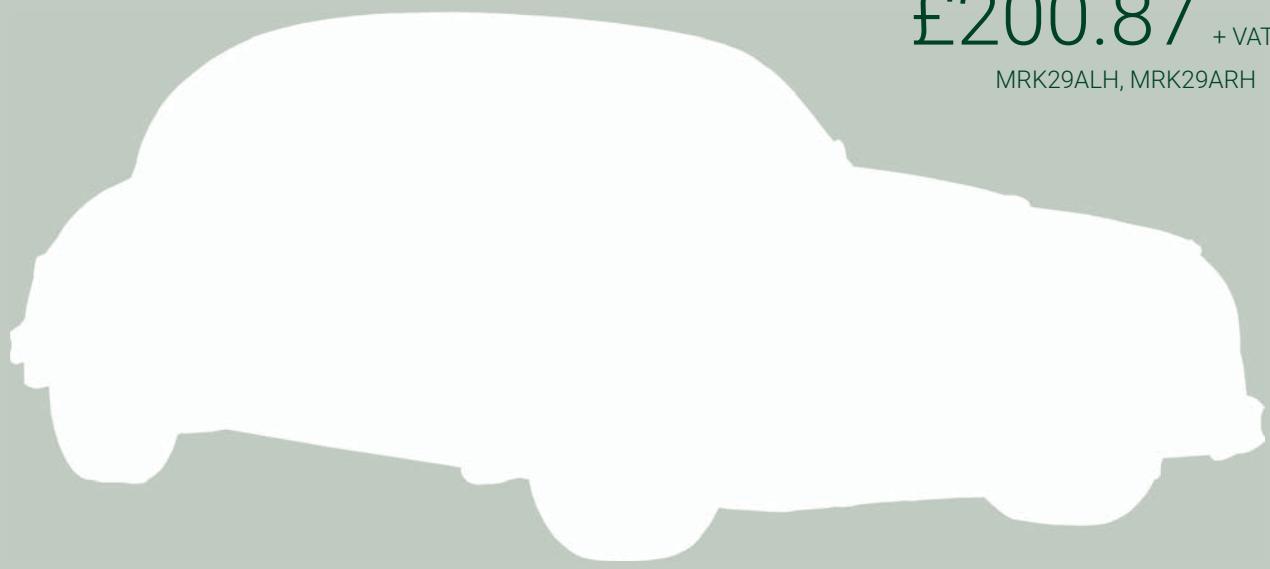
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HISTORY

# CLOCK WATCHING

This early XJ-S has covered a mere 34,000 miles from new and remains one of the best, unmolested examples around. We look at the history of this largely unrestored car before experiencing it ourselves

WORDS & PHOTOGRAPHY PAUL WALTON







**E**IGHT HUNDRED miles. That's the distance between London and Marseille, a round trip to Luxembourg and what feels like any journey when you have to walk in the rain. It's also the annual average mileage of this early Squadron Blue XJ-S, one of the most original, examples of Jaguar's luxurious grand tourer.

Registered new on 15 June 1977, the car's first owner (a woman who lived in an exclusive area of Kensington, West London) was one of only 3,890 who bought an XJ-S that year. According to a pair of MOT certificates from her ownership that still exist, she didn't use the car often. By 1980, it had covered just 2,293 miles, and that only increased to 4,547 after two years. By the time she sold the car in September 1999, it had 10,200 on the clock, a yearly average of 491 miles. Considering the XJ-S was designed for long, continental journeys, to have been used for short London hops seems a waste. Some might wonder why she didn't choose a more appropriate city car, such as a Ford Fiesta or a Mini.

After the XJ-S passed through the hands of a couple of dealers, a gentleman named Alan Clinton bought it in March 2000. The car was then featured on the front cover of the December 2000 issue of *Classics*, and, in the magazine's feature, Alan reported that the only things he had changed were the four tyres (the originals had flat spots) and said that he planned to use the car on a regular basis.

True to his word, by 2001 the mileage had increased to 15,129; by 2004, it was 21,532 and when Alan sold the car in 2007 it had clocked up 27,631 miles.

The next owner, Chris Palour, kept the Jaguar for seven years, racking up a further 6,232 miles by the time he sold it, in 2014, to Mike Birtwhistle.

Mike is a well-known collector of beautiful cars, and it joined his lavish collection of Ferraris and Porsches. But with so much exotica to choose from, the XJ-S was hardly used, and when Mike sold it in 2019, via auction, it had covered just 81 more miles.

Today, the car is for sale through Chester-based specialist Iain Tyrrell. From the

moment I see the XJ-S in his workshop I can tell it is an original and unmolested example, the single wing mirror and black rear boot panel verifying it's an early car. The panel gaps have a tightness that only comes from factory-fitted wings, which themselves are perfectly straight and (mainly) blemish free. Iain admits he had the rear valance below the bumper replaced because the original had rotted through, and the rear was repainted. Plus, a new front rubber spoiler needed to be fitted after the original disintegrated at speed on the M56.

But, these changes aside, the exterior largely remains as it was when the car left the Browns Lane factory 43 years ago. However, the original paint on the nose isn't perfect and some of the chrome is starting to pit, but this only adds to the car's character, some of which would have been lost had it received a no-expense-spared restoration.

Originality continues inside. The tan leather seats – the rears especially – appear to be barely used, the long, black dash top is free from cracks, and the silver accents around the dials haven't been worn away. Even more incredibly, there's still an original sticker on the driver's quarter light explaining how the handbrake works. I can't imagine there's another very early XJ-S that still has it, or the label under the bonnet with instructions for the bonnet release.

Other than a patch of worn carpet on the gearbox tunnel near the brake pedal,

**Incredibly,  
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on the driver's  
quarter light  
explaining how  
the handbrake  
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## HISTORY LOW-MILEAGE XJ-S

it's the closest you'll get to an original, brand new XJ-S interior. Even the air conditioning works (following some tinkering by Iain and his team).

As I climb into the driver's seat, I note that the mileage reads 34,118, an average of 793 miles per year over its 43 years. I do more miles than that just to buy coffee.

Turning the key (the original, naturally), the V12 slowly churns into life before settling down to the familiar refined hum. I pull the T-bar gearlever down to drive; acceleration is surprisingly quick and instant, and, with its power easy to access, the V12 feels like it has lost none of its original 285bhp.

I've found that early XJ-Ss tend to wander due to vague and uncommunicative steering, but not this one. The steering is remarkably accurate and precise, the result, Iain tells me, of all the bushes being replaced in the past.

There are also new springs and dampers all round, which means the car sits perfectly level when stationary, but Iain says the wrong specification has been fitted to the rear, resulting in a slightly harder ride than normal. It's not uncomfortable, but it does lack the model's famed suppleness.

It only takes a few miles to confirm that this gorgeous car drives as good as it looks. It is one of the best examples of an early



XJ-S I've driven, offering a real indication of how tremendous these cars must have been when new. It also explains why its original London owner chose an XJ-S over something smaller.

But, this perfection comes at a cost. At £35,000, it's one of the most expensive XJ-Ss of any variety on the market, although if you consider its condition and how much a perfectly preserved and original early E-type would be, that suddenly looks good value.

More importantly, the drivability and charm of this XJ-S makes it an ideal way to travel the 800 miles to the South of France, in one incredible journey rather than spread out over 12 months. **PW**

Thanks to: Iain Tyrrell (tel: 01244 535000; [www.iaintyrrell.co.uk](http://www.iaintyrrell.co.uk))



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# Best till last



The very last Jaguar off the line at Browns Lane was the only Portfolio to be built there, making it a very special car, indeed. We take it for a spin and look more closely at the XJ Portfolio model





**F**RIDAY, 1 July 2005 remains a poignant day for Jaguar and its enthusiasts, because it marks the moment the last car rolled down the Browns Lane assembly line. The factory had been the home of all Jaguar production from 1951 until 1998 and was where the flagship XJ saloon had been manufactured throughout its life, from 1968 until the tracks fell silent.

It is fitting, then, that the last car off the line was an XJ, and a very special one at that. Today, XJ05 JAG is part of the Jaguar Heritage Trust fleet where, among its more modern exhibits, the car is one of the most significant. But, more than that, it's the ultimate X350 XJ – a long-wheelbase supercharged Super V8 Portfolio in pearlescent Black Cherry, a colour specific to the nameplate that would go on to grace only the most superlative of Jaguar models.

The Portfolio models were to be introduced for the 2006 model year, but were previewed with the last XJ built at Browns Lane. They would be the epitome of both performance and luxury, powered by a 400bhp 4.2-litre V8 and equipped with every conceivable extra. Their two core markets were the USA, which favoured the LWB Super V8, and the UK, where the Portfolio was offered as a derivative of the SWB XJR, though a Super V8 could be ordered on request. In the USA only, the Portfolio was also offered in a colour known as Winter Gold, a pale and pearlescent hue that was said to represent the shade and texture of a glass of fine champagne.

Both were based on the 2004 Concept Eight [see JW, August 2014], shown at the 2004 New York Auto Show and featured styling cues that would later be seen on the

facelift XJ models the next year, including the distinctive silver side fins that were normally only found on X358 models. For the US market, the Super V8 Portfolio had a price tag of US\$129,995 (around £80,000 at the time), while in the UK the list price of the XJR variant was £74,995.

The specification was incredible. As well as the unique Black Cherry paintwork, the car received an exclusive polished mesh grille and 20in alloys, along with Chestnut-coloured premium leather and matching lambswool overmats. The dashboard had a different treatment, too. Instead of the burr walnut or black ash fascia found in the standard XJR, the Portfolio came with a matt finish 'Conker' wood trim, used only on the model, and finished by hand. The wood pattern was natural and different in every car, giving it a look that was a carefully developed medium between the opulence of luxury-specification XJs and the sporty appearance of 'R' models.

To complement the Conker wood, the Portfolio's dash, centre console and door trims were finished in hand-stitched Bridge of Weir leather, chosen by Jaguar's Scottish design director, Ian Callum, as a somewhat personal touch.

The Portfolio was as much about its passengers as it was about its driver, so it was offered with four-zone climate control, one for each corner of the cabin, while the standard specification was a pure four-seater, with the middle of the rear seat given over to an armrest with chiller cabinet and power sockets. A standard bench seat was a no-cost option. Flat screens were integrated into the back of the car's front head restraints, with a DVD player built into the armrest.

While these features were offered as options on all XJ models, the Portfolio



brought them together in one package. Even in entry-level 3.0-litre XJ6 form, the X350 generation of XJ was a sumptuous car, but the Portfolio was the absolute epitome of luxury. It was as posh and as fast as a Jaguar saloon car could be, and while production numbers were extremely limited, it was a tantalising flagship and a car that was every inch developed by enthusiasts for enthusiasts. Just 300 were made – 150 for the USA, 100 for the UK and 50 for the rest of the world. It was the ultimate Jaguar saloon, and, in many ways, still is.

Our reasoning for this is that despite its modern extruded aluminium construction and clever use of lightweight technology, the X350 is probably the last Jaguar that was a truly glorious anachronism – a politically incorrect car that harked back to the days where a big and expensive Jaguar was both a statement of wealth and of

a passion for motoring. Those are facets that still stand true to the brand today, but in less of an unapologetic muscle car mutation. The times have changed and Jaguar has changed with it, in many respects for the better, but, for many of us, it's the big old saloons that go like the clappers that are the true definition of the brand.

And that's exactly what this car does well. XJ05 JAG is a truly wonderful car for many reasons, not least its provenance and the fact that it's a top-spec X350 with less than 5,000 miles on the clock. But, even if it wasn't the car it is, and was a 'mere' standard Portfolio, it would still feel like something special, because that's what the Portfolio always was.

It drives like a standard Super V8, but that's no bad thing at all. For starters, there's the soundtrack – a muffled V8 with a rortiness that's kept at bay by acres of soundproofing, but which still makes its

presence felt when you bury the accelerator pedal – whereupon the back end hunkers down, the supercharger emits a shriek of delight and it powers towards the horizon with an alacrity that belies its bulky dimensions.

But being fast isn't its only party trick, for the Sport chassis fitted to the XJR and Super V8 models is a beautifully composed and wonderfully rewarding piece of engineering. It has balance and smoothness, coupled to steering that's perfectly weighted. It feels quite manageable at low speeds, as it ought to, but as I pick up the pace it weights up nicely to give a sports car-like feel and a direct turn-in. It's quite clear that Jaguar's chassis engineers remained true to the XJ's always supreme handling when developing the Portfolio's underpinnings, and it manages to combine terrific poise and handling with a fabulous ride quality – something that even to this day is unique to Jaguar saloon cars and has yet to be bettered.

But, alongside those traditional traits, expressed by every Jaguar saloon ever made, the Portfolio has a sense of occasion that no other X350 can muster. The cabin is unique, its colour scheme brilliantly thought out to create an aura of luxury and sportiness that manages to combine the opulence and sense of occasion afforded by Sovereign models with the subdued and more driver-focused cabin of sportier models.

In the rear, it is both elegant and spacious – at least in LWB Super V8 form – while the separate climate control buttons for rear-seat passengers remind you that this car is as much about those in the rear as it is those in the front.

We know where we want to be, though, and that's sitting in the captain's chair steering one of the most significant Jaguars ever made. And it's significant on many levels: the emotional, because of this car's historical importance (Browns Lane, incidentally, is now partly an industrial estate, Lyons Business Park, named after Jaguar's founder, and partly 'executive' housing called Swallows Nest); the emotive, because of the way it stirs your senses; and the passionate, because this is as good as a Jaguar saloon car could have got in July 2005, three months before a Portfolio was technically available. Indeed, in many ways it's as good as a Jaguar saloon car can get full stop, for while the X351 XJ is a great car on its own merit, it forgoes some of Jaguar's traditionalism for a formula that makes it more competitive against less-historied rivals, but less characterful as a result.

If you're a Jaguar saloon car traditionalist and you have the budget, then an XJR Portfolio will not disappoint. Indeed, far from it. It will delight in every manner conceivable and is a car so true to Jaguar's customary idiosyncrasies that it's impossible not to love it.

A 'standard' one is a wonderful thing if you can find one, but they're not cheap.

## MODEL PROFILE

### XJ PORTFOLIO



The car was the last one to leave the Browns Lane assembly line on 1 July 2005



Yes, they are only a proportion of what they were new, but you'll still need £20k to find a good one, and with decent X350s available from less than £3,000 that's a difficult equation to justify – but this was always going to be a collectors' car from the day the order books opened (and, indeed, closed) before production began. The launch-spec Portfolio was an instant sell-out, and that tells you all you need to know about both its significance and about how well executed that vision was.

But, no XJR or Super V8 Portfolio can match the importance of this one – the only Portfolio to be built at Browns Lane and a fitting swansong for a location that played such a huge part in the overall Jaguar story.

On that fateful day in July 2005, XJ05 JAG was handed over by the company's

CEO, Joe Greenwell, to the Jaguar Daimler Heritage Trust to a life of being a museum exhibit, albeit one that has been kept (and used) in roadworthy condition by the company's band of willing staff and volunteers, who all live and breathe the Jaguar brand.

As it came down the line in the Coventry suburb of Allesley, there were cheers and applause from the workforce, a handful of whom had been there in 1968 as apprentices when the very first XJ6 came off the tracks. It was a bittersweet moment for the workforce, as around a third of them were laid off following Jaguar's admission that maintaining three factories was 'unsustainable' and that Browns Lane – which was both outdated and on land that was easily marketable – was the natural choice for closure.

"We have a great history here and we are proud of what we achieved," said Joe Greenwell at the handover. "But the reality is we need to move forward, streamline, modernise and diversify. This site will always be a monumental part of Jaguar's history."

Today, that monument is a brass plaque on the way into the new development, while Ford, which took the decision to close Browns Lane, has long since handed over the reins to a new owner that has seen Jaguar modernise and diversify in ways many of us would never have imagined. But, XJ05 JAG remains a testimony to what Browns Lane meant, delivered and achieved. It's a hugely important Jaguar and one that is very easy to fall in love with. **cc**

Thanks to: Jaguar Daimler Heritage Trust ([www.jaguarheritage.com](http://www.jaguarheritage.com))



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# Turning tides

At a time when the British seaside was the people's preferred holiday destination, the saloon was its favourite type of car. As both suffer eroding popularity today, we drive an XE P250 between Great Yarmouth and Hunstanton on the Norfolk coast to discover if this is justified





In 1970, fast food was a sandwich, a mobile phone was one on a longer cord, and social media was reading a newspaper with friends; only farmers drove 4x4s, just the rich went abroad for their holidays, and the majority of the population travelled to the British seaside in their traditional three-box saloon. Much has changed in the intervening five decades. Off-roaders (now called sport utility vehicles – SUVs) have since become the UK's best-selling style of car and overseas travel has overtaken staying at home as our preferred holiday.

To discuss the future of the sea front, and if it even has one, I'm driving Jaguar's latest offering along what was once one of the UK's favourite vacation spots, the Norfolk coast.



**MAIN:** The XE passes one of the many amusements and the Hippodrome on Yarmouth's Golden Mile

**OPPOSITE TOP:** The pretty streets of Cromer

**OPPOSITE MIDDLE:** The large marine sales at Potter Heigham



My starting point is the jewel of the Anglian coast, Great Yarmouth. The town first began to attract visitors following the publication of *Seawater – The Universal Cure in the 1750s* by Dr Richard Russell, but it was the introduction of the railways in the 1840s and 1850s that really propelled Great Yarmouth into the realms of mass tourism. Charles Dickens used the town as a key location in his 1849 novel *David Copperfield*, describing it as, "The finest place in the universe." In the early 1900s through to the Forties, Great Yarmouth developed its seafront infrastructure to become much of the resort we know today.

With its beautiful sandy beaches, many amenities (including two piers – Wellington, which opened in 1854, and Britannia four years later) and gorgeous surrounding scenery, by the mid 20th century Yarmouth was booming. Visitor numbers peaked in the Seventies at nine million tourist nights. Numbers started to dwindle with the birth of the affordable package holiday to Spain, dropping down to seven million by the start of the Nineties and five million by the millennium. Today, with so many alternatives both home and abroad, Great Yarmouth attracts a higher proportion of day visitors (74 percent) than

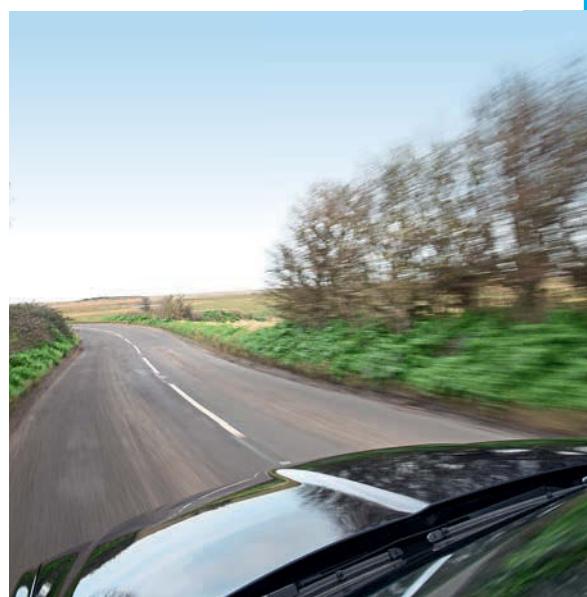
staying visitors (26 percent), and in 2019 UK residents took a total of 72.6 million trips overseas.

As a result, although the beautiful beaches remain, the town has developed a slightly faded appearance, with its architecture, entertainment and many of its signs stuck in a Seventies time warp. Only the Hippodrome – built in 1903, and where Houdini and Chaplin once wowed the crowds, before it became the UK's sole full-time circus – plus the beautiful, but semi-derelict, Winter Gardens glass house (moved here from Torquay in 1904) remain as ghostly reminders of the town's former glory.

The millions that visited Great Yarmouth during the Seventies no doubt travelled here in Ford Cortinas (the UK's best-selling car throughout the Seventies), Ford Escorts, Morris Marinas, Vauxhall Vivas, Hillman Avenger and perhaps an XJ6. The MPV was a thing of the future and the few 4x4s on the market (mainly the Land Rover, Range Rover and Toyota Land Cruiser) were only used by those in the agricultural industry. For most people, the saloon was the main stay. Indeed, it held top spot as the UK's favourite car from the Fifties until the 2000s, when we saw the rise of foreign holidays and SUVs. In 2019, SUVs made up

38.3 percent of European car sales (up 12 percent on 2018) with mid-size saloons, such as the XE, reduced to a mere 6.7 percent (Source: JATO).

But, just as Great Yarmouth still has much going for it, if this XE P250 SE R-Dynamic is anything to go by so does the old-fashioned,



three-box saloon. It helps that this particular example is a good-looking one.

The XE has always had perfect proportions, and its 2019 facelift tidied up the front and rear ends to improve its looks further. Unlike its predecessor the X-TYPE (which, like Great Yarmouth, was too stuck in the past for the 21st century), the XE is a new design for a new breed of younger Jaguar buyer.

For me, the Portofino Blue (a £500 option) and gloss black 19in Style 5031 alloy wheels (another £900) are a perfect combination and as I drive down Yarmouth's Golden Mile, passing the Wellington and Britannia Piers and many brightly lit amusements, it turns plenty of heads.

To understand how the saloon lost ground to the SUV, I'm driving the XE P250 from Yarmouth along one of the UK's once popular holiday destinations, the East Anglian coast, to another once-popular seaside resort nearly 70 miles away, Hunstanton.

A few miles after leaving Yarmouth, I reach California. No, I haven't taken the mother of all wrong turns, this tiny beachside resort owes its name to the discovery of some 16th century gold coins on the beach around the same time as the 1848 Californian gold rush. Here, an enormous holiday park – California Sands – populated with post-modernist concrete chalets of the late Sixties dates back to the height of its popularity. Like a set from the BBC sitcom *Hi-de-Hil*, they offer an old-fashioned holiday experience, worlds away from a private, luxury villa in warmer climes. Still, close to the gorgeous, long, clean beach, I can understand California's continuing appeal for many.

As I can for anyone who has bought an XE over any SUV. The 2019 facelift also improved the quality of the interior's plastics and added the same digital ventilation controls as the I-PACE. It only takes a few miles for me to realise that this classy and good-looking interior is as well built as an XJ's. It's similarly luxurious, too. Even though it is Jaguar's entry saloon, with 12-way electric front seats, Bluetooth connectivity, cruise control with speed limiter, lane keep assist and driver condition monitor, rear camera, traffic sign recognition and adaptive speed limiter it offers a better specification than the once top-of-range XJ Super V8 Portfolio that you've just read about.

The roads clear after Scratby and I'm able to put my foot down for the first time. This car has the 250PS (246.5bhp) version of Jaguar's four-cylinder Ingenium engine and is surprisingly perky. The acceleration arrives the moment I squeeze the throttle, the eight-speed automatic 'box dropping down a couple of gears to release more of the engine's torque. Okay, it's not the most refined petrol engine around, sounding clattery on idle, but when pushed hard power delivery is seamless and there's a surprisingly fruity (yet not too intrusive) bark from the exhaust.



## DRIVE STORY

### XE P250

Body roll is controlled and the steering is fast and accurate. Using the steering wheel-mounted, aluminum, gear-shift paddles to control the 2.0-litre engine, I'm able to power confidently out of corners before putting the hammer down for a following straight. I'd even argue that this P250 is as quick on narrow roads such as these as the 600PS XE SV Project 8, for all its power. The ride is hard, though, and parts of these uneven Norfolk roads can be felt too sharply in the cabin, but it's still one of the best-handling small saloons around today.

As I head further north I ponder on the declining sales of the XE. After selling 24,461 in Europe during 2016, that figure dropped to a paltry 7,978 last year. The answer is space. Although the front is roomy the rear is cramped, while the boot (at 290 litres) is especially tiny compared to an SUV. Plus, sitting low in a car with a high waistline (resulting in narrow windows), visibility is limited and I feel vulnerable, especially compared to sitting in even a small SUV, like the E-PACE, with its higher, more commanding view. In 2019, as XE sales reached a low point, 27,690 E-PACES were sold in Europe. And their carbon footprint is no larger than the XE's.

At Helmsby, I pass another tell-tale sign of the area's falling visitor numbers and more discerning customers: a disused holiday park. Formerly owned by Pontins, the holiday centre closed in 2009 for "significant investment," while facing "declining bookings and escalating costs." Overgrown and suffering from several subsequent fires, even in the bright winter sunlight it looks less inviting than a post-apocalyptic wasteland. Or Slough.

I take the A149 towards Cromer that weaves through the heart of the popular

Norfolk Broads, a 120-mile network of navigable rivers and lakes. At Potter Heigham, there's a vast marine sales centre with more styles of boat than the Dunkirk evacuation. As someone who gets seasick on a Channel ferry, I'd rather holiday in the disused Pontins. I might have a tree growing in my chalet, but at least it wouldn't be moving up and down. Side to side. Up and down... I think I need a moment.

After passing through the sleepy villages of North Walsham and Thorpe Market, I eventually reach Cromer on the North Norfolk coast. With several high-brow artisan shops, the streets feel more prosperous than Yarmouth's, with their doughnut stalls on every corner. I don't stop to browse, though – I have little need for anything made from wicker.

I leave Cromer via the narrow coastal road that passes through Norfolk's beautiful, barren saltmarshes. Famed for the teeming birdlife, I again don't stop. My ornithological



**BELOW:** Paul reaches Wells-next-the-Sea on the north Norfolk coast

**OPPOSITE BOTTOM:**  
Journey's end;  
Hunstanton



“

**Body roll is controlled and the steering is fast and accurate**





knowledge starts and stops with 'pigeon'. Besides, with its fast corners and long straights, this road is much more fun than squinting through a pair of binoculars. While the XE understandably can't compete with the interior space of the E-PACE that I drove around Ireland's Ring of Kerry in the last issue (p90), it definitely handles better than the SUV, which occasionally suffered from an abundance of body roll if pushed too hard.

My main issue with the XE has always been its width, which becomes more apparent on these narrow coastal roads. It uses the same chassis as the XF and F-PACE, which means it's very wide for an entry saloon. At 1.85m, it is 15cm wider than the X-TYPE, the extra girth losing the perceived nimbleness of its forebear. And, despite there being plenty of aluminium in its construction, at 1,611kg the XE is still heavy for a compact saloon, and I'm aware of that bulk through the corners.

The road then passes through pretty Wells-next-the-Sea, a small port famous for two things: a granary with an overhanging gantry on the quay, and for not having the word 'to' in its name, even though it badly needs one.

The stunning scenery continues into the Holkham National Nature Reserve. At 9,600 acres, it's England's largest national nature reserve and comprises a wide range of bird habitats, including grazing marsh, woodland, salt marsh, sand dunes and foreshore. No sign of my natural habitat, though (Starbucks). Unsurprisingly, the villages are picture postcard beautiful, including Burnham Overy Town that straddles the River Burn and was, until the Middle Ages,



the port for the surrounding settlements.

I arrive in Hunstanton by early afternoon. Its centre is dominated by a large green, while the plethora of amusement arcades and beach shops offer the same old-fashioned entertainment and atmosphere as Yarmouth. It's still popular with day trippers, but it, too, has felt the loss of visitors over the past half a century.

Thanks to the XE's many abilities, it's been an enjoyable journey. Yet, would I buy one? Probably not, even though, at £36,975, the XE P250 SE R-Dynamic is £5k cheaper than an equivalent E-PACE with the same 250PS engine and SE R-Dynamic specification (we'll gloss over the fact that, with extras, this particular XE is a whopping £42,965...).

Paralleling our changing holidaying habits, we also want more from our cars. They need to be the motoring equivalent

of a Swiss Army Knife, able to do more than just carry four passengers in relative comfort with their modest luggage. Today's popular vehicle has developed to fit in with our exciting sports and leisure lifestyles, leaving the saloon behind.

I know the beach-holiday charm of Yarmouth and Hunstanton may be old fashioned, but it's still appealing and will never go out of fashion, but that's not something I can confidently say about compact saloons, the XE especially. With ever decreasing sales, the continuing success of the PACE family, plus the company's 2019 commitment to produce further electric vehicles, I can't imagine Jaguar will continue with saloons indefinitely. And, when that happens, it will be as big a transformation as the rise of foreign holidays over the familiar. PW



# ENIGMA

OWNER'S STORY

Some reckon this 1996 XK8 4.0 is a preproduction show car; regardless of whether that's true, it is one of the best early examples we've seen, a result of its owner being a well-known concours winner



# MACHINE

WORDS & PHOTOGRAPHY PAUL WALTON

**D**URING A 1939 radio broadcast, Winston Churchill said of Russia, "It is a riddle wrapped in a mystery inside an enigma." This now famous quote also neatly encapsulates the history of this 1996 XK8 4.0.

Due to a few unusual features, the car is thought by some to be a preproduction model that potentially appeared at

the 1996 Paris show; on the other hand, it has a high chassis number and was not registered until November 1996. What is clear, though, is that it's one of the best early XK8s I've seen on account of being owned by a former Jensen concours winner of the Seventies and Eighties. Ironically, he wasn't looking for an XK8 – or even a car – when he bought it in late 2014. ▶

## OWNER'S STORY

### XK8 4.0

If you own a Jensen or were simply around classic cars during the late Seventies and early Eighties, Dave Horton will be a familiar name. His now-famous C-V8 set new standards for preparation, detail and presentation, winning several major concours competitions in the UK and on the continent. Dave's car was unbeaten for ten years in the Benson & Hedges Concours and in 1986 he was made Grand Master Champion.

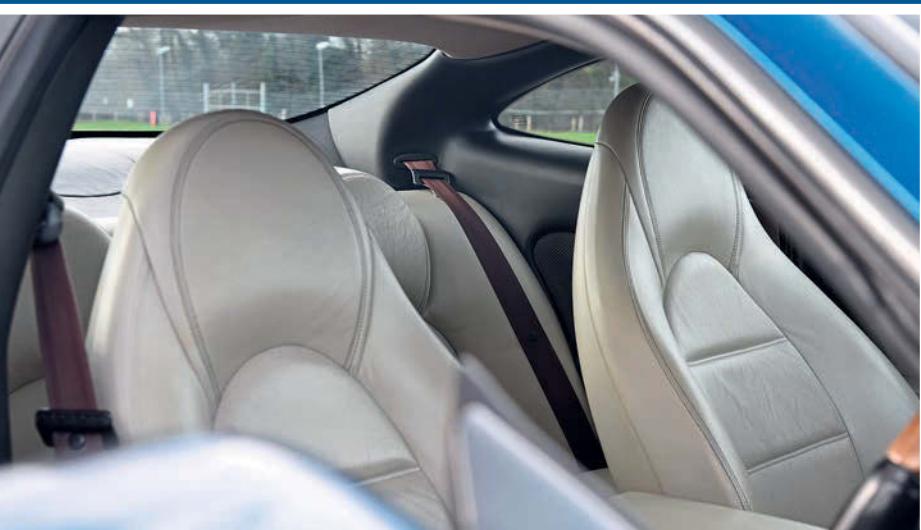
Although initially a fireman, his reputation led him to open a Jensen specialist, Gasoline Alley, in the mid-Eighties. However, in 1995, feeling tired of the motor industry he sold his business, having already parted with his C-V8 and a unique long wheelbase Interceptor convertible that had been made specially for him by Jensen.

For the next 20 years, Dave stayed away from cars, developing a new passion for remote-control planes. Then, in late 2014, a beautiful shape under a sheet sucked him back in again.

In December that year, he had taken his wife's Vauxhall Astra to his local garage for new tyres, exhaust and an MOT test. In the corner of the workshop, under a fitted cover, was the profile of what looked to be a gorgeous car.

Reveals Dave, "Being a nosy sod, I had a look under the cover. It was a blue XK8. Although I knew nothing about them, it was love at first sight."

Although more known for his Jensens, Dave's association with Jaguars actually goes further back, to the Sixties when he was a child. His father was a salesman for Charles Follettes Ltd, a respected dealer of specialist and premium cars, based in Mayfair, London. "He'd often bring part-exchanges home and say to me, 'Have a sit in that; what do you think?'" Dave was lucky enough to experience a variety of British cars, including Aston Martin, Bentley and Jaguar. Incredibly, he took his driving test in an XK 120 and later drove an XK 140, 150, Mk 2 and all versions of the E-type.



When Dave asked Martin, the garage owner, about the car under the sheet, it transpired that it had come in three years previously for some light remedial work, but the owner hadn't returned and Martin had just been given the go-ahead by the courts to sell the car and recoup his costs. Smitten, Dave instantly offered Martin a deal: his wife, Kate, had stopped driving due to illness, so would Martin accept the Astra, plus £500, in exchange for the Jaguar? With the offer accepted, and the XK8 even passing an MOT test there and then, Dave could drive it home. But, what would Kate think?

Reveals Dave, "I parked it in the drive outside the bay window and said nothing, just quietly sitting down and reading my model aircraft magazine. Suddenly Kate says, 'Whose car is that? Someone has parked on our drive.' To which I replied, 'That's yours; I swapped the Astra for it.'"

Thankfully, after a quick inspection, Kate was happy with the swap. But during their first drive, the XK8's dashboard lit up with warning lights and the car put itself into limp-home mode. The RAC recovered them to Lancaster Jaguar, in Tonbridge, where it needed a service and the software updating.

It was while they were at Lancaster that it was first suggested the car might be a preproduction model. "The chap who worked on the car said there was something odd about it, that there were certain oddities on the car. He told me that they'd done a search and what I'd got was a preproduction car and that their records showed it was at the Paris Motor Show." A second irony – his C-V8 was a preproduction model that was exhibited at the 1962 Earls Court Motor Show. The technician also said their records show the car was built in late 1995 or early 1996.



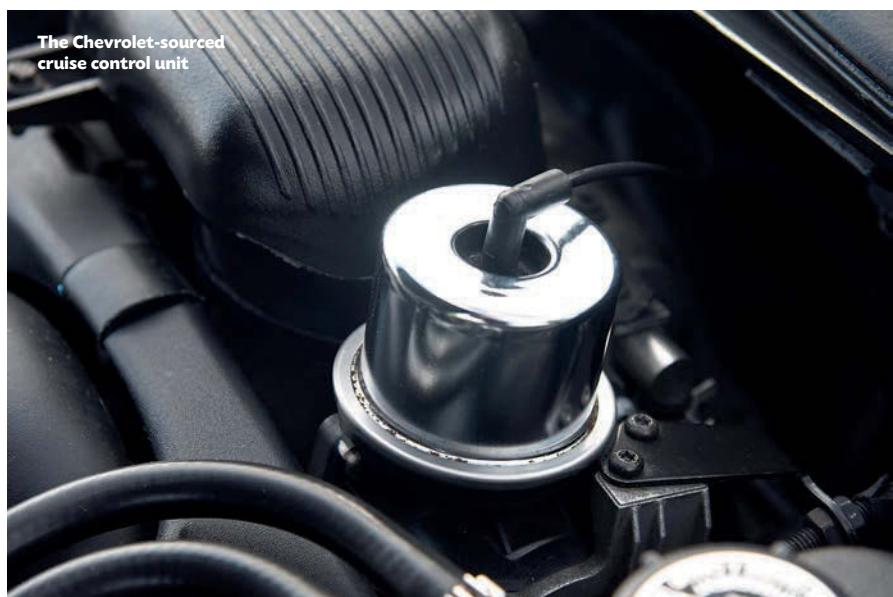
When Dave shows me the Jaguar in his purpose-built garage – meaning it fits like a tailored suit – preproduction model or not it's one of the nicest examples of a pre-facelift XK8 I've seen, its early age denoted by the lack of a brake light in the rear window, which wasn't standard on European cars until 1997.

He then points out some of the oddities: the front badge looks like it's mounted on a rubber grommet, the cruise control is from a Chevrolet and some of the interior panels don't line up perfectly, although that could be down to age. Plus, under the bonnet, where the wings meet the inner panels, there's an unusual chrome strip running down both seams. It's also the same colour – Pacific Blue – as the car that was revealed at the 1996 Geneva Show [see JW, Summer 2015, p42] and the car that was at the Paris show a few months later.

However, when I ask Jaguar Heritage about the car, Tracy Nabb from the archive department tells me, "This car's vehicle identification number suggests it was built quite late after the show season and there is no indication on the build sheet that this is a show car – therefore, it would not show on a Heritage Certificate."

I start to do my own digging and find the car wasn't registered until October 1996, just as XK8 sales started, and its chassis number – 06159 – is much higher than the Geneva car's – 00207 – which is now part of the Jaguar Heritage collection at Gaydon. Plus, the only image I can find of Jaguar's stand at Paris in 1996 shows a left-hand-drive model. Of course, Jaguar's chassis numbers aren't always in sequence and there could have been two XK8s at Paris, but it adds to the intrigue surrounding Dave's car.

Not that he cares. Clearly infatuated by the XK8, it has reignited his passion



## OWNER'S STORY

### XK8 4.0



for classic cars and, although he says he has no interest in entering concours ("I'm too old and I have nothing to gain"), his almost psychotic eye for detail, that made his C-V8 so successful 40 years ago, is evident. For example, unhappy with the fogged headlights and front foglights, which afflicts most XK8s, he replaced both sets, while a small chip in one of the rear light clusters resulted in both sides being replaced. With spotless paint so shiny that my reflection follows me eerily around the garage, it is one of the prettiest and best-presented early XK8s I've seen.

Dave kindly lets me have a drive, when it's obvious his attention to detail extends to below the surface; with keen, instant acceleration, the car has lost few of its original 290bhp. Pushing the throttle hard reveals the one major change he has made to the car – a sports exhaust from Elite & Performance Jags, in Derbyshire, fitted by Lancaster Jaguar. Although not ludicrously loud and still in keeping with the XK8s

subtle, gentleman's express image, the deeper, meatier and more baritone growl is a fine reminder of how many cylinders are below the bonnet. The new exhaust revealed another oddity about Dave's car. "Elite & Performance had to fabricate the first collector box after the manifolds since the one on my car was five inches shorter than standard."

Dave has replaced all the bushes and the springs and dampers, plus given the immaculate Flute alloys a new set of Pirellis, so the car rides over the many winter potholes that scar the roads with ease, without transmitting the imperfections in the cabin. It's a fine reminder of what a revelation the XK8 must have been in 1996, the perfect mix of performance and comfort wrapped up in a beautiful, voluptuous body.

Dave's car might be a real mystery, but what isn't is why he's so attached to this beautiful example of an early XK8. ■

Thanks to: Dave Horton



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CRAIG CHEETHAM - SENIOR CONTRIBUTOR

## 1995 XJ6 3.2 Sport

**Craig takes his X300 to used parts specialist Auto Reserve in Derbyshire and gets there on a wing and a prayer**

I'VE BEEN meaning to do something about my XJ's bubbly front wing for some time, but the crunch time came (quite literally) when editor Paul asked me to take the car along to a twin test with a P38a Range Rover [see JW, Spring 2020, p82].

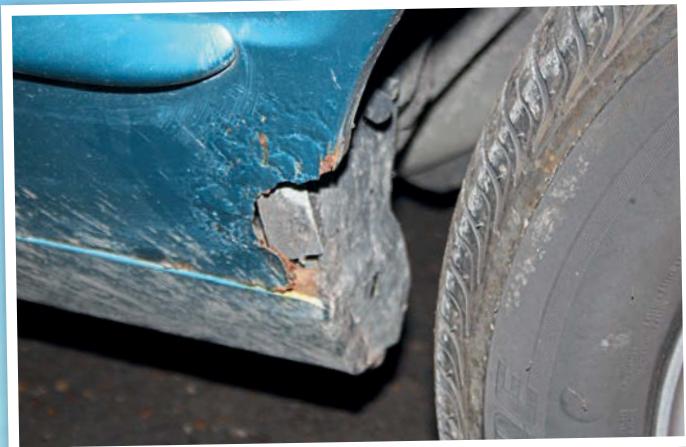
I look it out of storage (with two more modern Jaguars knocking about, the X300

now lives a 'fe of semi-ret'rement) and cleaned it up for the shoot, only for my thumb to go straight through the bottom of the wing. You can't see it in the pictures, but that's because Paul photoshopped out the rusty bit.

Cue an emergency call to the ever helpful lads at Auto Reserve Jaguar in Ilkeston, Derbyshire ([www.autoreserve.com](http://www.autoreserve.com)) to see if they had a decent wing in stock. Luckily,

they did – courtesy of a Daimler hearse that had come in for breaking. Unsurprisingly, given its origins, it wasn't Turquoise, but beggars can't be choosers and so here X300 wings aren't easy to come by these days.

But the X300 wasn't as enthusiastic about going in for its wing change as I was and – a bit like the family cat when a vet's in order – decided it was having



**TOP LEFT:** The rusty section of the wing that needed to be replaced

**ABOVE:** With the front wing totally removed, it was time to fit the replacement





**With the XJ6 refusing to start after Craig stopped for food, he had to call the AA who thankfully got him moving**



**It might be black and have come from a hearse, but the new wing is a perfect fit**



**Mark Bennett disassembles the gear lever surround to change the linear switch**

none of it. I stopped for fuel and popped into a local supermarket to grab a coffee, then came out to find it steadfastly refusing to start. The inhibitor switch had been a bit hit and miss for a while, but the car had never failed to start in neutral before, so I hadn't been hugely concerned.

Luckily, the AA turned up in just 45 minutes and the patrolman, Steve, was able to start the car by running a live feed to the starter motor, though he did need to jack the car up to get to it. That left me with a choice – go home and ponder, or head onward to Ilkeston where JW's technical editor, Rob Hawkins was waiting to photograph the wing swap for a future Modern Workshop.

I called Rob, who kindly rang ahead to see if Auto Reserve had in stock both an inhibitor switch and (the more likely culprit, given no start in neutral) a gearbox linear switch. With both affirmative, I pointed the XJ west and carried on to my destination, conscious that I daren't switch it off. Luckily, nature didn't call en-route and our journey was uneventful, which meant nobody had to alter their plans.

The wing swap went ahead as planned, but wasn't without its own revelations

– first, that the replacement screenwash bottle I'd fitted last year had suffered a similar fate to its predecessor and cracked off its plastic mounts and, second, that one of the front bumper supports was damaged, suggesting my car had been subject to a low-speed bump at some point in its life, which may explain why the outgoing wing never quite lined up properly.

Still, where better to be when such problems present themselves than in a graveyard for end-of-life Jaguars? So, off went Andy from Auto Reserve to raid the stock shelves while his colleague, Mark, got on with removing the old bits. Within minutes, the new washer bottle, bumper mount and gearbox linear switch (as suspected) were ready to go on, while I decided to treat myself to a new driver's side door seal while I was there – it has needed replacing ever since M357 MHM first came into my life seven years ago, but every time I shut the door I forgot about it. Watching Mark work on the car reminded me because I could see the bit where it was split, so I now have a nice used seal to fit when I next get chance.

Mark, meanwhile, finished the wing swap in record time and started interrogating the gearlever, which had clearly seen some investigative action in the past given that the plastic clips around the ski slope were broken. Within an hour, he'd got the whole thing apart and reassembled, and my X300 was starting on the button – huge thanks to all the guys at Auto Reserve, and our own Rob Hawkins, for making what could have been a really stressful day far more palatable. We got there on a wing and a prayer. The car, meanwhile, is now awaiting a slot at my favourite body shop, where it will hopefully be returned to Turquoise all over. **cc**



**The replacement screenwash bottle Craig fitted last year had cracked off its plastic mounts**



PAUL WALTON – EDITOR

## 2002 X-TYPE 2.5 Sport

Paul takes his X-TYPE to JAGtechnic for the specialist's engine detox treatment, resulting in improvements in performance and economy



The machine that cleans the injectors is plugged into the V6's fuel rails. The process takes less than an hour

**I**'VE NEVER tried a detox. Surviving on nothing but kale and green tea sounds as appealing as a cold-water colonic irrigation. Or any colonic irrigation, for that matter. So, when Paul Chipp-Smith, from Eastbourne-based Jaguar specialist JAGtechnic, offers me one, I am initially apprehensive.

Thankfully, he doesn't mean for me. Through a new company, EngineDetox.com, Paul offers several engine cleaning treatments for petrol and diesel engines that can remove the build-up of hydrocarbons and other contaminants, potentially improving economy and performance. Realising the benefits this could have on my 18-year-old X-TYPE 2.5 and, more importantly, it doesn't involve me giving up crisps, I head to JAGtechnic's Eastbourne premises.

EngineDetox.com has several cleansing treatments available, including ones for DPFs, air intakes and diesel turbos, plus the two my car will be receiving – for its injectors and a general engine flush.

JAGtechnic technician Lee Humber starts with the former, plugging a machine directly into the V6's fuel rails, which then pushes a strong cleaning fluid through the injectors, breaking down the hydrocarbons that are covering the injectors and inhibiting performance. The process takes less than an hour, so I sit in JAGtechnic's comfortable waiting room, drinking coffee and eating biscuits. Just because the car is having a detox doesn't mean I have to.

Next, is the general internal flush to remove sludge, varnish and other debris



For the general engine flush, JAGtechnic technician Lee Humber connects a second machine to the oil sump plug hole and oil filter housing

that builds up inside the engine. Since it requires an oil change, it's usually recommended as part of the annual service, but Paul is keen to show its benefits so my car is getting one. After the X-TYPE is raised on a lift, Lee hooks up a second machine that then pushes a mineral-based cleaning fluid through the engine via the oil sump plug hole and filter housing. The fluid is constantly cleaned by a filter that soon becomes black, filthy and less appetising than a glass of carrot and beetroot juice. This process takes around 15 minutes, so in

less than two hours I'm good to go.

I can feel the difference the moment I drive out of Eastbourne and start the 150-mile journey home. The car feels faster, sprightlier, the performance more instant. Torque has been improved, too, and I no longer need to change down to accelerate out of a corner.

Another plus is a clear improvement in economy. Having brimmed the tank when I had arrived in Eastbourne, I could calculate the car was returning 25mpg on the journey there. When I refuel at home, that's increased by a staggering 12 percent to 28mpg. With the X-TYPE previously covering 300 miles on a tank of fuel, this improvement should result in a 36-mile increase. Plus, with the emissions being worryingly high before last year's MOT test (see this month's Modern Workshop, p86), I'm hoping the treatments will have a positive impact on these, too.

Although at £149.99+VAT (£179.99) and £189+VAT (£226.80) respectively, the two treatments my X-TYPE received aren't cheap, the immediate and obvious benefits to its performance and economy make them worth it. Plus, they're much more satisfying than eating kale. PW

**Thanks to:** EngineDetox.com  
(tel: 0333 6661950; [www.enginedetox.com](http://www.enginedetox.com))



The filthy state of the filter during the engine flush suggests the treatment was much needed



JIM PATTEN – EXECUTIVE EDITOR

## 1966 E-type open two-seater

Jim uses the winter time for some essential maintenance on the open E-type, when one job becomes two, becomes three...



Bilko is under there somewhere, refitting the IRS



Every picture tells a story, although this is not as bad as it seems



After a clean, the internals are like new, the caliper rebuilt for another three years

**S**O MUCH to say and so little time, but we have been busy. During the open E-type's last MOT test, the technician detected a little warping of the rear brake discs. I decide that it will be a nice little job for our Jaguar man par excellence, John 'Bilko' Lawrence, to do. He could, at the same time, replace the brake hydraulic seals, as per the Jaguar service schedule of 'every three years or 30,000 miles'. This would mean the complete removal of the IRS assembly and the front calipers. At which point, we could also look at the front stub-axles and their relationship with the wheel bearings, as we suspect there is some wear there, too.

There are also two other problems that need investigation: water on the boot floor, and the non-working reverse light switch (which stopped working almost as soon as it had been fitted during our last bout of intensive action).

After removing the stub-axles, we note a wear ridge. Rather than fit reproduction parts, we decide to have the originals machined and sleeved to match the new bearings.

The water in the boot is traced to a leaking drain-tube hose. Unfortunately, that is behind the fuel tank, which means removing the tank. Turning a negative

into a positive, we take the opportunity to inspect the hidden area of bodywork and top-up with Waxoyl. We are thrilled to see that the metal remains as new, while a new section of hose fixes the leak.

I was fortunate to find a new old-stock reversing light switch on eBay, but to replace it means removing a lot of the interior. But again, looking on the bright side, it gives me a chance to vacuum the interior, and to give the seats a good clean when they are on the bench. I am also keen to inspect the original rust-free floor pans, their condition almost unheard of in a UK car. Fortunately, they remain like new. I remove the reproduction reverse light switch, which, when tested, proves

to be faulty. This is hugely disappointing. The work in replacing the switch is disproportionate to the part; it should be a fit and forget. The genuine part is soon fitted and working just as it should.

When Bilko has the brake calipers apart, we see the usual alarming rust in the system. However, with its stainless steel caliper pistons, the system responds well to a good clean. It shows how important it is to overhaul the hydraulic system, especially if a car is left standing. It also highlights the need for a regular brake fluid change. We try to do this biennially.

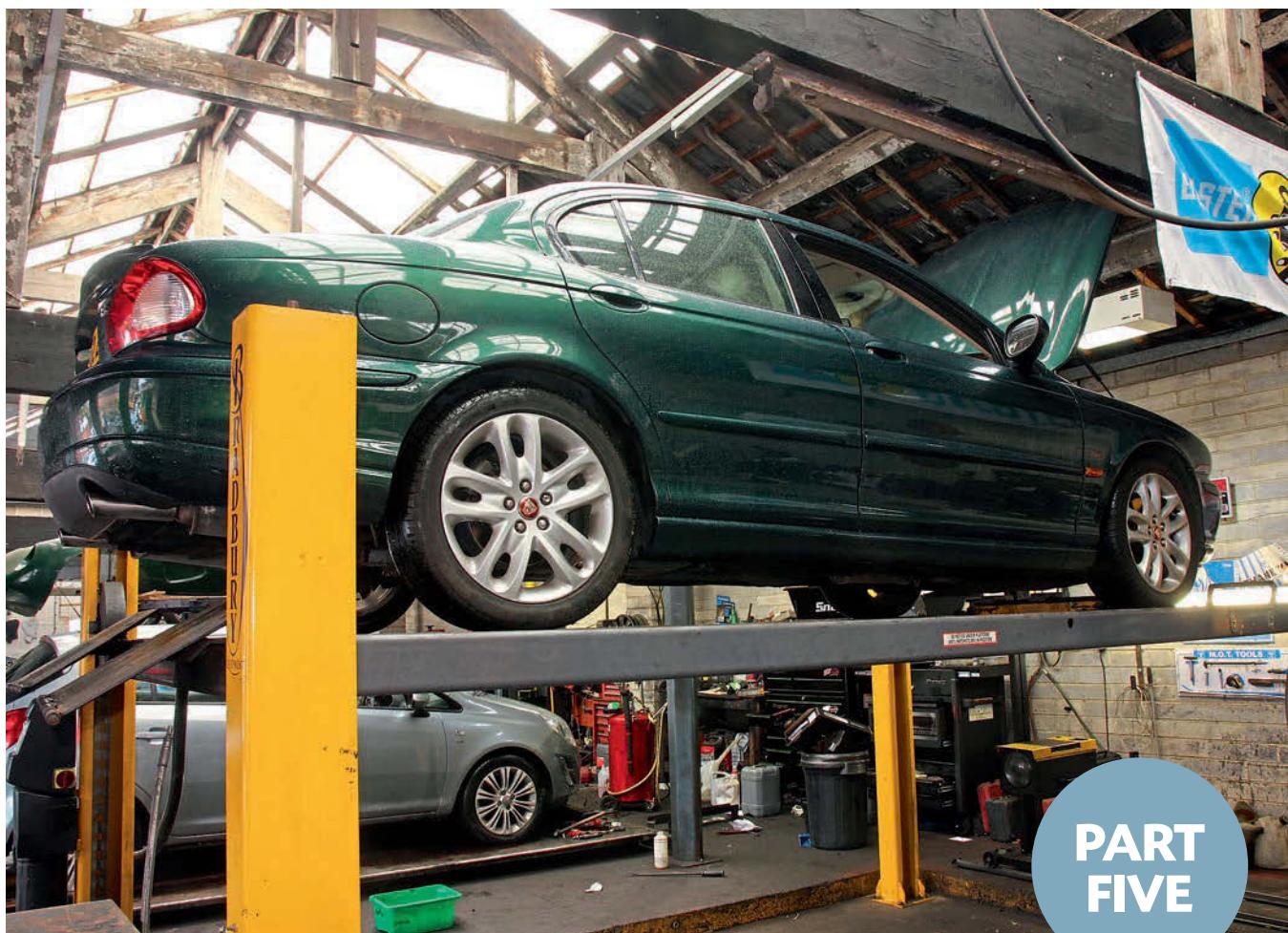
Next time, I hope to report on the machined stub-axles and wheel bearings. ▀



Reproduction reverse light switch failed soon after fitting



This new old-stock switch should last for many years to come



PART  
FIVE

# Taking the test

Will our project X-TYPE pass its MOT test and survive for another year?

WORDS & PHOTOGRAPHY  
ROB HAWKINS

**A**JAGUAR X-TYPE and its annual MOT test are two aspects of motoring than can potentially turn the calmest person into a nervous wreck. Technical editor Rob Hawkins volunteers to take charge of the preparation work. He wisely looks for corrosion along the sills and finds several jobs to fix [see JW, March 2020, p84], including asking Tasker & Lacy to fit a new rear lower suspension arm and weld a repair patch on the offside rear wheelarch [see JW, February 2020, p84]. However, nothing could prepare him for what lay ahead.

The MOT test is cautiously booked almost one month before the old one is due to expire, meaning there would be 13 months on the new certificate, should it pass. Sadly, it doesn't, but only on emissions and a loose steering gaiter. With time to fix the emissions, Rob spends a few days

driving more than 400 miles in an attempt to resolve it, only to find the offside front coil spring breaks.

As you'll see from the following pages, he calls in the experts to help fix the broken coil spring and is glad he did, because it's not a job he'd like to do on his own inside his single garage. The emissions pass on the second attempt and the X-TYPE survives for another year.

Next month sees the final instalment of this X-TYPE project, when Rob will be visiting Jaguar breakers Auto Reserve to help replace the front bumper and fit a new chrome-effect mesh grille from Adamesh.

## THANKS TO

**MJ Motors**  
831 Bradford Road  
Birstall, Batley  
West Yorkshire  
WF17 8NN  
Tel: 01924 472404

## DOING IT YOURSELF

Difficulty

Time required: 3 hours

On your own? No

## TOOLS

- Allen keys: 6mm
- Coil spring clamps
- Drift
- Drop-link vice grips
- Hammer
- Penetrating fluid
- Screwdrivers
- Spanners/sockets: 10mm-32mm
- Suspension arm lever
- Torx bits: T55
- Trolley jack and axle stands or ramp
- Wire brush

## MOT TEST: FIRST ATTEMPT



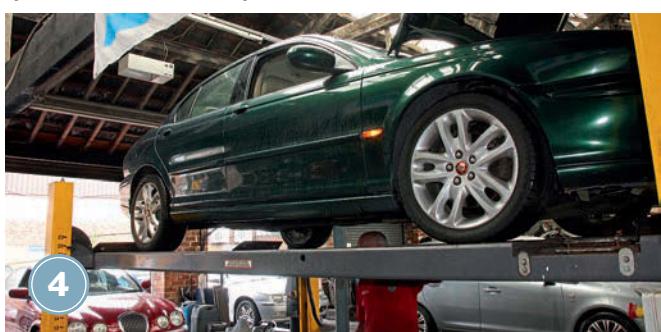
**1**  
Rob's local MOT testing station, MJ Motors, offers to inspect the X-TYPE's sills several weeks before the car's MOT test, just in case major welding is required. No problems are found, but this doesn't guarantee a pass



**2**  
At the real MOT test, examiner Tony Maun carefully inspects the tyres, noting their sizes, tread depth and looks for damage. The nearside rear tyre is noted as an advisory because the outer sidewall is cracked a little



**3**  
Tony spots that the offside steering rack gaiter feels loose and identifies a tie is missing. It will require the respective road wheel to be removed to be able to fit a cable tie in here, so Rob plans to fix this



**4**  
On the four-post MOT ramp, shaker plates are used to move the front road wheels from side-to-side to check for excessive play in the suspension. Tony can operate this equipment on his own



**5**  
The rear wheels are raised and waggled to check for play in the suspension and wheel bearings. Tony also uses an inspection lamp to illuminate the brakes and check the thickness of the pads



**6**  
Mirrors are strategically positioned inside the workshop at MJ Motors to help Tony check the exterior lighting on a vehicle when it's being MOT-tested



**7**  
The CO and HC readings pass the emissions test, but the lambda fails. There's almost one month before the old MOT expires, so there's time to fix this problem



**8**  
The brake test on this four-wheel-drive X-TYPE can be conducted using a Ferodo brake testing meter sat on the passenger floor, which measures the G-force of braking performance on a road test

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## MOT REPAIRS



1

Hoping to resolve the high lambda reading identified at the MOT test, Rob clocks up 400 miles in the X-TYPE over the following week to see if long journeys will help to lower the emissions



2

With the X-TYPE parked on his driveway, Rob takes the opportunity to fix the loose steering gaiter. He could use the garage, but the weather is fine and it saves manoeuvring cars around



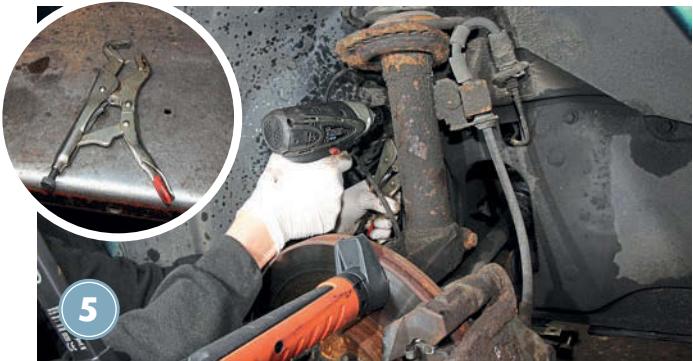
3

Wrapping a new cable tie around the steering gaiter takes a few minutes to fit and tighten, then cut off the excess. Then, Rob spots a major problem. The suspension coil spring has broken



4

Returning to MJ Motors, apprentice Levi replaces the broken offside front coil spring and renews the top bearing mount. He sprays penetrating fluid over all the fittings to undo



5

The end of the drop-link is detached from the suspension strut by undoing a 15mm nut. Special drop-link vice grips are used to grip the stud of the drop-link's upper ball-joint when slackening the nut



6

We need to lift the wheel hub to detach it from the bottom of the suspension strut, so Levi removes the brake caliper to reduce the weight of the hub assembly



7

The driveshaft is separated from the hub to provide greater manoeuvrability when detaching the hub from the strut. After undoing the 32mm hub nut, the driveshaft is forced back through the hub



8

After spraying more penetrating fluid over the pinch bolt that holds the bottom of the strut to the hub, Levi carefully tries to slacken it. He's wisely cautious because it can shear off, so he winds it in and out



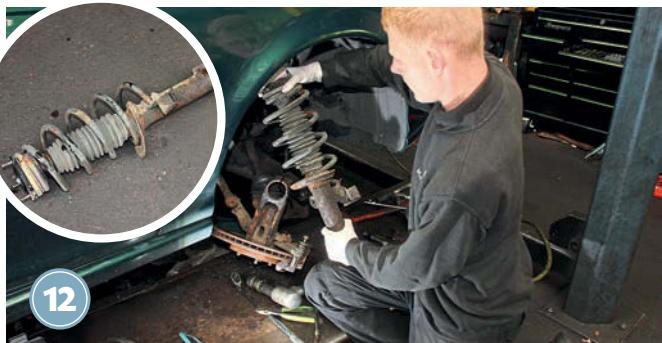
**9**  
Using a long lever to pull down on the lower arm, Rob and Levi attempt to separate the bottom of the suspension strut from the hub. They manage to move them a little, but they need more room



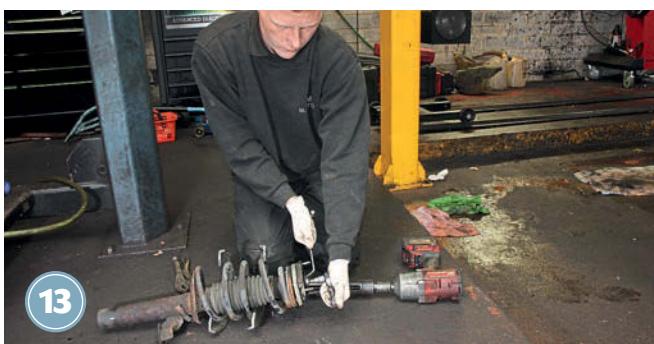
**10**  
The lower arm's outer ball-joint needs to be detached to help create more room for separating the strut from the hub. It's secured with a Torx T55 bolt and 18mm nut. The bolt can seize and shear, so we are cautious



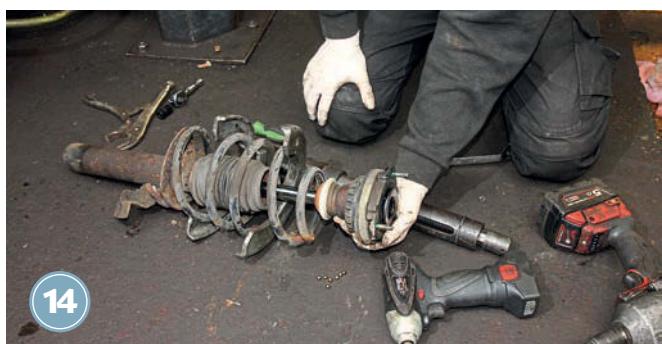
**11**  
Finally, the hub assembly is detached from the base of the suspension strut. We need to support it (it's still attached by the steering) and the brake caliper that's now hanging, before removing the strut



**12**  
After undoing three 13mm nuts from inside the engine bay, the suspension strut can be lifted out of the wheelarch. We can now see the extent of the broken coil spring and feel relieved we've found it in time



**13**  
Using a pair of spring clamps, Levi carefully compresses the old coil spring to take the load off the top mount, then slackens the 18mm nut on the end, gripping the thread with a 6mm Allen key bit



**14**  
Ball bearings spill out of the top bearing mount when we remove the old one. Due to this bearing failing, movement of the steering has probably caused the spring to become wound up, resulting in it breaking



**15**  
A new bearing top mount and coil spring are assembled with the old strut. Securing the gaiter around the damper's rod is a little awkward. The new coil spring is compressed to be able to assemble the strut



**16**  
After refitting the strut, the hub assembly is raised using a trolley jack to help fit the two together. Next, the driveshaft is refitted, followed by the lower arm's ball-joint, the brake caliper, drop-link and anything else

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# Q&A

Jaguar World's  
technical advice service

Edited by Ray Ingman



## Mk 2 exhaust curiosity

**Q** Fifty-two years ago, when I was 27, I had the pleasure of owning a 3.8 Mk 2 saloon, which I bought second-hand for £475. Something always puzzled me about the car, and still does. If the car's whole ethos was to provide maximum performance for the least possible cost, a Jaguar being a third of the price of an Aston Martin or a quarter of the cost of a Ferrari, why did Jaguar design engineers go to the expense and complexity of specifying two entirely separate exhaust systems, one serving the front three cylinders

and the other the rear three cylinders, with the consequent weight penalties?

There being no cross connection between the two systems, one can only assume there was a considerable technical advantage. If so, what was it? If you consider the firing order, 1-5-3-6-2-4, and the two cast-iron three-into-one exhaust manifolds, then the exhaust gases exit by the sequence front manifold/rear manifold; front/rear; front/rear. Does this factor have any significance? I would love it if you could clear up this 50-year-old mystery for me.

**Peter Prince**

**A** A fascinating and unusual query, which we directed to Roger Bywater, principle of AJ6 Engineering (01625 573556; aj6engineering@ntlworld.com) and former engine development engineer at Jaguar. He advises, "The 3.8 Mk 2 exhaust system had originated on the 3.4 'Mk 1' introduced in 1957 before the full potential for boosting performance by exhaust design was recognised. Even the D-type had a primitive exhaust system, in stark contrast to its advanced, tuned length, induction. Coventry Climax (a company purchased by Jaguar in 1963)

Courtesy of Sealey Products ([www.sealey.co.uk](http://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 'LEDO20' 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**





was one of the first to find serious gains from a proper resonant exhaust system on its small V8, in 1962.

"Jaguar's engineers were smart enough to exploit whatever gains they might have seen empirically, and there is nothing much wrong with the 3.8 system. If the XK engine had been a V6, then separate systems on each side would not have been thought at all strange. In fact, that is exactly what was chosen many years later when a V6 was introduced in the 1999 S-TYPE."

"Three cylinder groupings with equally spaced firing intervals do not overlap so can work well sharing the same pipe from a simple manifold. The 3.4/8 system had two primary pipes opening into the silencers at about the right length to produce reflected negative pulses that would travel back to the cylinders in time to augment the induction process around the peak torque speed. Merging the two exhaust streams at the same point would have worked, but the separate silencers might have been found to be more effective and there is no doubting the aural qualities of the system. To be overtaken by a hard-charging 3.8 could be quite uplifting."

"A simpler single silencer and tailpipe was standard for the 2.4, where low cost was much more important. However, the downpipes merging just under the manifolds was quite inefficient. When the uprated 240 was introduced in 1967, a modified version of the twin 3.4/3.8 system was employed in tandem with SU carburettors and a straight-port head to improve performance."

"It is relevant that the S-TYPE V6 had resonators in a similar position (just forward of the rear axle) to the silencers of the 3.8, so would have produced similar reflected negative pulses."

# Unreliable start

**Q**I recently fitted my 1971 4.2 'Series 1' XJ6 with a 123 electronic distributor ignition system and matching uprated sports coil, following recommendations from friends in my local Jaguar club. I had experienced quite a few problems with the quality and reliability of replacement contact points and condensers and wanted to rid myself of them forever. Now, when the car starts, it runs superbly. But, the key word is 'when'.

The engine spins over on the key easily, but gives no hint of wanting to start. Upon releasing the key from the start position, it will sometimes burst into life, sometimes not. Other than removing the original distributor and coil, and fitting a new battery, I have not touched any other relevant aspect of the car.

Do you have any idea what is going wrong and how to cure it?

**Laurence Sadler**

**A**s standard, your model was fitted with a ballast resistor ignition system comprising of a 6v coil run through a resistor during normal running. To improve starting performance, the coil is boosted to the full 12v while the engine is being cranked, giving more powerful sparks. The car was also equipped with a load-shedding relay, which cuts power to non-essential items (such as wipers) while the starter motor is operative – again to increase available power to the ignition, especially in times of low battery charge.

Having removed the ballast resistor, you would have had two power feeds: one direct to the coil and one to the resistor. If you circuit test, you may well find that one is live during cranking and the other is in the ignition switch run position. You must, to achieve a 12v ignition, switch constant feed to the 123 distributor in both start and run ignition positions; you may need to pair the two wires together to achieve this.

Prior to this, you can test the ignition by hot wiring it direct from the battery's positive terminal to the 123 power feed. It should start instantly the engine is turned over – to stop the engine, pull the fly lead off the battery.



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) CLASSIC Keith Parrington of Xj Restorations (01323 885110) and Tom Lenthall of Tom Lenthall Ltd (0118 9731614)





# Mk 2 front wheel bearing replacement

**SNG Barratt reveals what's involved in replacing the front wheel bearings on a Mk 2**

WORDS & PHOTOGRAPHY  
ROB HAWKINS

**T**HE JOB of a wheel bearing on a car is to allow the road wheel to rotate smoothly without too much resistance. On the front of the Mk 2 Jaguar and many similar rear-wheel-drive classics, there are two wheel bearings contained inside a hub, which rotate on a steel stub axle. Each wheel bearing is a self-contained roller design, so there are no separate ball bearings to worry about or lose halfway across the garage floor.

When the bearings become worn, they may be noisy and there may be excessive movement (detected by wagging a raised road wheel) that cannot be reduced by tightening the castle nut on the end of the stub axle. However, a

small amount of play when wagging a raised road wheel is essential to avoid overheating the wheel bearings and damaging them. Consequently, there's a knack to tightening the castle nut to ensure it is sufficiently tight, but not too tight.

The following steps help to explain all of this as we follow SNG Barratt replacing the offside front wheel bearing on this Mk 2.

## THANKS TO

**SNG Barratt Group**

The Heritage Building  
Stourbridge Road  
Bridgnorth WV15 6AP  
Tel: 01746 765432  
Website: [www.sngbarratt.com](http://www.sngbarratt.com)

## DOING IT YOURSELF

Difficulty

Time required: 2-3 hours

On your own? Yes

## TOOLS

- Axle stand
- Chisel
- Drifts
- Grease gun
- Hammer
- LM (lithium) grease
- Parts wash
- Ramp or trolley jack
- Side cutters
- Sockets:  $\frac{3}{4}$ - $\frac{7}{16}$ in
- Wheel brace



1

Positioned on the four-post ramp at SNG Barratt, we raise and secure the front of its Mk 2, locate axle stands underneath the offside front sill, then Rob volunteers to remove the adjacent road wheel



2

The front brake caliper needs to be removed. We decide to extract the brake pads to make it easier to prise off the brake disc, then slacken and unwind the two 3/4in caliper-mounting bolts



3

With the brake pads extracted, the caliper is easier to remove. If there's a worn lip on the outer edge of the brake disc, it can restrict the removal of the caliper if the pads are still fitted



4

The hub cap needs to be removed. SNG's Pete Stant demonstrates how to do this using a small hammer and a moderately wide chisel to get between the hub and the cap



5

A split-pin slotted through the end of the stub axle prevents a castle nut from being undone (the outer wheel bearing is behind it), so this needs to be removed first



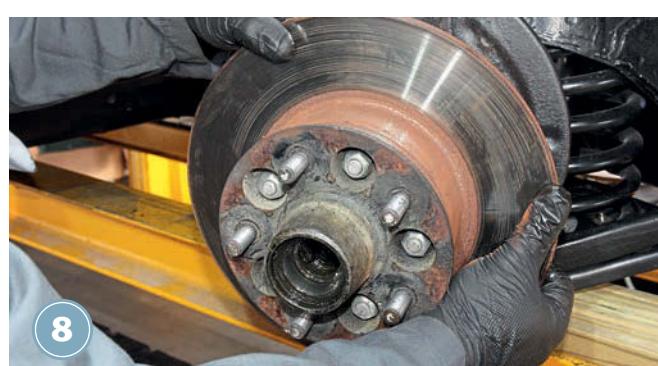
6

The 7/8in castle nut on the end of the stub axle shouldn't be very tight because there needs to be a small amount of play in the wheel bearing. Pete removes it, along with a washer



7

The outer wheel bearing is extracted. It sits inside the hub, on the end of the stub axle. If renewing the brake disc, the wheel bearing can be reused, providing it's in good condition



8

The heavy hub and brake disc assembly are carefully released and removed from the end of the stub axle. Pete takes the weight of the assembly when it's lifted free



9

**He cleans all the old grease from the stub axle and inspects its condition. It should be renewed if it's damaged or worn as this may result in excessive play in the wheel bearings**



10

**The washer extracted in Step 6 is inspected. Our washer has a deep score mark, but, providing this damage faces the castle nut and not the new wheel bearing, it isn't a problem**



11

**Pete checks that the castle nut removed in Step 6 can be smoothly wound onto the end of the stub axle. If there are any doubts, it's worthwhile replacing it and checking the threads on the stub axle**



12

**Using a hammer and a drift, Pete forces out the inner wheel bearing and its seal. These parts are being replaced. The bearing races also need to be drifted out, but first...**



13

**...Pete places the hub and brake disc assembly in the parts wash to degrease them. This will help to drift out the bearing races, reducing the risk of dirt scoring inside the housing**



14

**The inner and outer bearing races are quite awkward to drift out. For the inner race, there are a couple of cutouts inside the hub that help to position the drift. The walls mustn't get damaged**



15

**Here are the new Timken needle-roller bearings to be fitted, alongside a new inner seal (bottom of photograph). The inner seal is made from neoprene, whereas our old one contains leather**



16

**The new inner and outer bearing races are dry-fitted. Pete starts with the inner bearing race, carefully and evenly locating it in position with a suitable bearing drift**



17

A generous amount of LM (lithium) grease is applied inside the inner bearing race and the new inner bearing before fitting the bearing and applying more grease



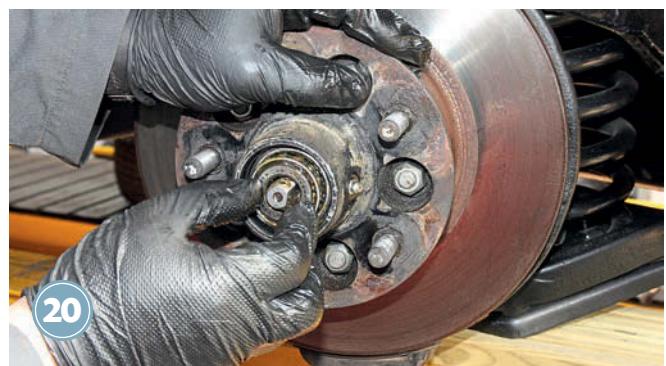
18

A new neoprene seal is fitted. Pete returns to using his bearing drift with a 63mm-diameter attachment to tap the seal evenly into position and avoid damaging it



19

Pete rotates the inner bearing to check that it moves freely. The outer bearing isn't fitted yet. Instead, the hub and brake disc assembly are fitted back onto the stub axle



20

The new outer bearing is fitted into the hub along with more LM grease, followed by the washer that was extracted in Step 6 and the castle nut, which is hand-tightened at first



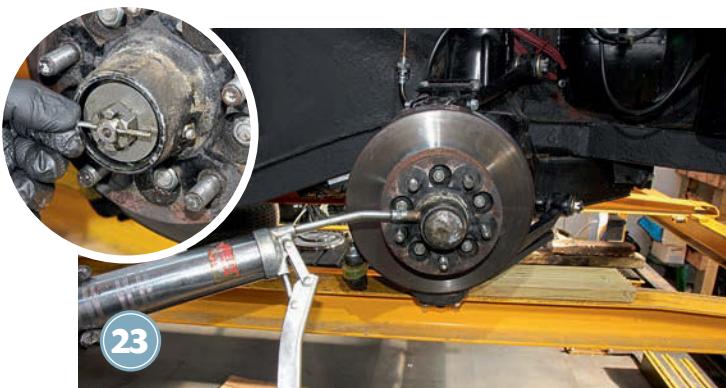
21

Pete tightens the castle nut and spins the brake disc to ensure that both it and the hub rotate freely. If the castle nut is too tight the bearings can overheat and become worn



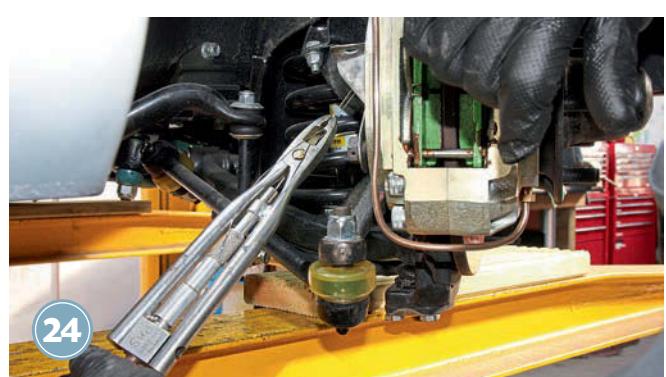
22

Pete is satisfied that he has the castle nut set to the correct tightness, so he refits the road wheel with three wheel nuts, then waggles it to check there's a little play in the wheel bearing



23

A new split-pin is fitted through the end of the stub axle to stop the castle nut moving. Grease is applied, then the hub cap is refitted and further grease is pumped inside via the grease nipple



24

Finally, the brake caliper is refitted along with the brake pads. The caliper mounting bolts are tightened to their recommended torque setting, then secured with lockwire

# GEARBOX



## Cooling fan

The Revotec range of cooling fans from SNG Barratt offers a vast improvement over the originals, ensuring that the correct temperature is guaranteed in all conditions, from hotter climates to heavy traffic. Other benefits include greater efficiency, leading to faster warm-up times and improved fuel economy.

Most classic models are catered for at an affordable price, too. See [www.sngbarratt.com](http://www.sngbarratt.com)

### Sales Office UK

01746 765 432

[Sales.uk@sngbarratt.com](mailto:Sales.uk@sngbarratt.com)

### Sales Office USA

+1 800 452 4787 (toll free)

[Sales.usa@sngbarratt.com](mailto:Sales.usa@sngbarratt.com)

### Sales Office France

+33 (0) 3 85 20 14 20

[Sales.fr@sngbarratt.com](mailto:Sales.fr@sngbarratt.com)

### Sales Office Holland

+31 (0) 13 52 11 552

[Sales.nl@sngbarratt.com](mailto:Sales.nl@sngbarratt.com)



## Pirelli tyres for classic XJ

The return of the Pirelli P5 tyre will be great news for owners of XJ saloon, XJS, E-types and other classics with 6in wide rims.

Homologated for Jaguar in 1979, they are now in stock at Longstone Tyres in sizes 205 and 215 section 70WR x 15in.

The 205 section costs £169 each, and the 215 section is £239. Inner tubes and rim tape, when needed, are extra. All prices exclude local taxes and delivery.

**Tel:** 01302 711123

**Website:** [www.longstonetyres.co.uk](http://www.longstonetyres.co.uk)



## Classic Jaguar six-speed automatic conversion

Motor Legends has developed a modern six-speed unit for all V12 Jaguars. Benefits include increased fuel economy and dramatically improved performance without any visible changes to the interior or exterior of the car.

As an example, Motor Legends tells us that it would expect the engine speed at 70mph in an E-type Series 3 V12 to drop from 3,000rpm to 2,000rpm.

**Tel:** 01622 673404

**Website:** [motorlegends.co.uk](http://motorlegends.co.uk)



## High-performance Series 3 E-type radiator

The new Series 3 E-type radiator from NAR, which is manufactured from aluminium with a high-performance core, has a built-in air-blast oil cooler that is streets ahead of the low-performance oil cooler that originally resided in the bottom

water tank and only cooled the equivalent of an egg cup of oil at any given time.

No modifications are required to fit one as they share the same overall dimensions as the original radiator.

The oil cooler take-off points are the same as the automatic transmission cars', allowing regular hoses to be attached to the Borg-Warner gearbox, while, for manual cars, the oil cooler can be adopted to act as a performance enhancer that will protect the engine without the need to fit a modern-style oil cooler in the car's nose. Gearbox oils are independently cooled with no transfer of heat into the water jacket.

Part number AL007S costs £725 (plus local taxes and delivery).

**Tel:** 01604 684850

**Website:** [www.nargroup.com](http://www.nargroup.com)



## Big bore XK engine kit

The Americans reckon there is nothing like cubic inches for power. Although Jaguar's largest XK engine is already 4.2-litre, that hasn't stopped Rob Beere Racing from enlarging it to 4.7-litre. It's a radical package that works.

Two kits are on offer. The base level includes flanged liner and forged piston set, new billet Arrow connecting rods, RBR crankshaft, an ARP/RBR heavy-duty head stud set and Cometic MLS gasket

to suit. The full kit also includes a new RBR forged X-beam connecting rod set, a lightweight steel performance flywheel, an RBR billet high-capacity oil pump, RBR high-performance 9.5in billet clutch assembly and an RBR fluid crankshaft damper kit.

Prices for the kits only are £8,580 and £12,695, respectively, plus local taxes and delivery.

**Tel:** 02476 473311

**Website:** [www.rob-beere-racing.co.uk](http://www.rob-beere-racing.co.uk)



## Back-light upgrade

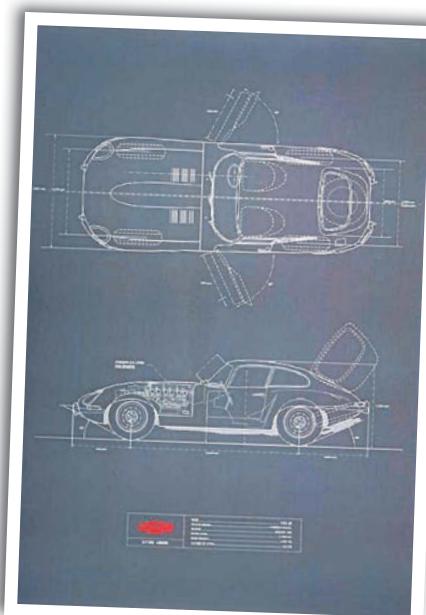
The Better Car Lighting Company has developed new high-tech LED bulbs for such Jaguars as the XK 120, Mk V and Mk 1, which do not have a flashing orange rear light. The new LED bulb is red when the taillight is on, but turns orange when the indicator is engaged.

Installation consists of changing the bulbs and inserting a small control unit between the back light and the original wiring.

The kit will be priced at £249.99, although a special introductory offer this month sees that reduced to £199.99 (excluding local taxes and delivery).

**Tel:** 0121 7737000

**Website:** [www.bettercarlighting.co.uk](http://www.bettercarlighting.co.uk)



## E-type artwork

Available through Jaguar's online shop, this 700mm x 500mm digital print on high-quality 250gsm paper (product code: 50JGAP915NAA) celebrates Jaguar's most iconic vehicle in a unique, blueprint style.

Priced at £100 and limited to just 1,000 prints, each is numbered with a certificate of authenticity.

**Website:** <https://shop.jaguar.com/uk/gifts-lifestyle/artwork>



## XK 140 brake pedal kit

If you are looking to buy an XK 140 brake pedal, Coventry Auto Components now manufactures the complete kit to include the pedal, stem and plate, return spring and roller bearing.

Part number 3238K (right-hand drive) and 3212K (left-hand drive) cost £310 each (excluding local taxes and delivery).

**Tel:** 02476 471217

**Website:**

[www.coventryautocomponents.co.uk](http://www.coventryautocomponents.co.uk)

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#### PLEASE TEL:

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**Email: PJarvis646@aol.com**

## E-TYPE 2+2



**1966, 23,000 miles, £39,995.** Dark blue and great value. Please call 07590 078383, Cheltenham. (T)

## E-TYPE



**66,000 miles, £75,000.** Original right hand drive, 2 former owners, matching no's, lots of history, many updates, good usable car and valuable. Please call 01697 476539

100024

## E-TYPE



**1971, 36500 miles, £92,500.** Here we have a series 2 FHC Jaguar E-Type, in fantastic, original condition this car has been maintained and looked after by Bill Rawles personally since 2014. Structurally sound and no areas of corrosion underneath, the bodywork overall is in great condition and due to its age and lack of restoration there's only a couple of points you could pick up on, which is remarkable. It is not perfect everywhere, but this adds to the character of the car. Please call 01420 564343

100251

## E-TYPE

**1969, £69,000.** SII DHC. Low mileage. Left-hand drive, regency red with black leather interior. Very original, Virginian family owned for over 35 years. Heritage certificate, well maintained. Bills available, elderly owners who want a smaller classic. Please call 01722743681

100221

## 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



**£23,999.** Newly built, major components all with the vehicle and very solid bodyshell. Please call 07774261674

100038

## 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, £94,995.** 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)

### F-PACE



2017, 18000 miles, £28,995. 2.0 R SPORT. Polaris white, with Jet hide. Auto, diesel, Climate Control, DAB, Ambient Lighting, Cruise Control, HLDF touchscreen, 19" Grey/Diamond Split alloys, FFSH. Visit our website [www.beechdowngarage.co.uk](http://www.beechdowngarage.co.uk). Please call 01803520026

100666

### F-TYPE



8900 miles, £46,995. Santorini/Ultimate black metallic paint. Limited edition confirmed by JLR as one of only 41 black convertible 400 Sports world wide, cheap road tax, Private Plate, full dealer service history. Please call 07801352780

100406

### F-TYPE



2017, 33000 miles, £28,995. 3.0 SUPERCHARGED V6 COUPE. Corris grey with Jet Hide. Auto, petrol, panoramic roof, navigation, ambient lighting, Incontrol Apps, FMDSH. Visit our website [www.beechdowngarage.co.uk](http://www.beechdowngarage.co.uk). Please call 01803520026

100665

### E-TYPE SERIES 1



1966, £39,995. Fixed head coupe, green/black and fitted with a V8. Solid car. Please call 07590 078383, Cheltenham. (T)

### MK II



1966, 70299 miles, £36,995. A look under the bonnet also tells us this car retains its original numbers matching 3.4L engine-rebuilt less than 10000 miles ago and in excellent health. The car even retains its original red leather seats, with no rips or tears. The car is equipped with overdrive (Working perfectly) and its original automatic choke (Also working as intended). Please call 01590 612999

100255

### MKII



1963, 57,000 miles, £19,500. 2.4 manual overdrive, opalescent dark blue with grey hide interior. New tyres, exhaust and in beautiful condition. Please call 01342 712886, Sussex.

12299

### MKII



1965, £38,995. The vehicle itself is in superb condition, the interior shows very few signs of wear and the exterior paint looks like it's just come out of the factory. It even still retains its original tool kit in the boot and comes with some hard to source spares. The car drives without fault and has just passed it's (Not required) MoT without any advisories. Please call 01590 612999, Hampshire (T). 10048

### MKII



1962, 37,120 miles, £45,000. Concours, red wire wheels, bottom up rebuild 1998, new engine, warranted, fine speed, gearbox, power steering, disc brakes and cream hide. Please call 07747 600639, Norfolk.

12693

### MKX 420G



1970, 75,660 miles, £16,995. Now finished in sable over ivory with a cream interior piped in sable. Car looks wonderful. The Jaguar has just had a full automatic gearbox re-build by a Jaguar specialist ( August 2018 ). Drives superbly with factory fitted power steering. Please call 01437 760760, Pembrokeshire (T).

12048

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**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

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£34,995



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6 months warranty, Full service history, Excellent bodywork, Full leather interior - Excellent Condition, Tyre condition Excellent, Metallic Polaris, 3 owners

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6 months warranty, Full service history, Excellent bodywork, Full leather interior - Excellent Condition, Tyre condition Excellent, Metallic Frost

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**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,

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**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 FJSB,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**  
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[www.chilternjag.co.uk](http://www.chilternjag.co.uk)

### MKX 420G



£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 07774261674

100037

### MK 420G



79,400 miles, £10,000. Very rare, series one, recent bare metal, re-spray, full stainless steel exhaust, full Webasto sunroof, undersealed, new battery, tax and MoT exempt, although MoT'd, advisories, Jaguar heritage certificate, rust fee and drives like a V12 Jaguar should. Please call 07985 549052

100025

### S-TYPE



1965, £19,000. The body is finished in Indigo Blue and the interior is finished in dark blue leather. Recent work has been carried out the fit a full stainless steel exhaust. A CD is available showing the restoration to its current condition today. Please call 01487 842168, Cambridgeshire. (T)

11783

### S-TYPE



30,000 miles, £5,990. One owner from new, rose red, full cream leather, electric windows, cruise control, rear parking sensors, audio system, air conditioning, factory alloy wheels and MoT till August 2020. Please call 07432503005

100129

### S-TYPE



55,000 miles, £2,500 ONO. 51 reg, 12 months MoT and good condition. Please call 07769 226777, Shropshire.

11884

### S-TYPE



1999, £1,500. This car is in excellent condition with new suspension ball joints, front hubs, anti roll bar bushes recon steering rack tyres as new, new battery, new fuel filter, changed new rotary gear selector switch just fitted and this car drives extremely well with a new engine fitted. Please call 07413 197397.

11531

### S-TYPE 3.0



2007, 5,000 miles, £6,495. Frost Blue with Barley Hide, SAT NAV, Cruise Control, Climate Control, Traction Control, Memory Pack, 12 Service Stamps Please call Beechdown Garage on 01803 520026 or visit our website [www.beechdowngarage.co.uk](http://www.beechdowngarage.co.uk)

### 2.2D SE ESTATE



2008, 79,000 miles, £POA. Two Owners, Full Jaguar Service History, Barley Leather interior, Sat-Nav, Stunning Tekte Grey. Visit [www.jagtechnic.co.uk](http://www.jagtechnic.co.uk) for full details or call 0333 666 1950

### 2.5 S V6 AWD 4D AUTO



2007, 51,000 miles, £4,999. Three owners (last 2 same family), full-service history, barley leather interior, stunning emerald fire green. Visit [www.jagtechnic.co.uk](http://www.jagtechnic.co.uk) for full details or call 0333 666 1950.

### XE PRESTIGE 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

## XE R-SPORT



**2017, 5,000 miles, £21,995.** Italian Racing Red with Jet Hide, Ambient Lighting, HDLF touch screen, Navigation, Voice Activated controls, Cruise Control, DAB Radio, Front/Rear parking aid, FFSH. Please call Beechdown Garage on 01803 520026 or visit our website [www.beechdowngarage.co.uk](http://www.beechdowngarage.co.uk)

## XF SPORTBRAKE



**2014, 28,000 miles, £15,995.** Italian Racing Red with Alcantara, SAT NAV, Bluetooth, DAB Radio, Front Parking Aid, Keyless Start, Rear View Camera, Cruise Control, Climate Control, FSH. Please call Beechdown Garage on 01803 520026 or visit our website [www.beechdowngarage.co.uk](http://www.beechdowngarage.co.uk)

## XE 2.0D PORTFOLIO



**2016, 28,000 miles, £16,995..** Auto, Diesel. Ultimate Black with Jet Black Hide, SAT NAV, Ambient Lighting, Sport suspension, Stop/Start, HDLF touchscreen, DAB, Cruise Control, Voice activated controls, Front Parking Aid, FFSH. Please call Beechdown Garage on 01803 520026 or visit our website [www.beechdowngarage.co.uk](http://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.

## 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](http://www.beechdowngarage.co.uk)

## DAMILER XJ SERIES 4.0 V8 LWB SOVEREIGN



**2000, 72,000 miles, £9,995.** Petrol, platinum silver with Ivory Hide, high specification sunroof, etc. Full service history. Please call Beechdown Garage on 01803 520026 or visit our website [www.beechdowngarage.co.uk](http://www.beechdowngarage.co.uk)

## XJ X350



**£2,750.** Black with black interior, sat nav, heated front and rear screens, heated seats, bluetooth phone connectivity, Xenons, rear blind, memory seats. Mine for the last 6 years with all the receipts for every penny I've spent on it. Genuine reason for sale. Please call 07711 047367. 12484

## 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

## XJ12



**1976, 68,000 miles, £5,250 ONO.** One of a kind and one owner. Used by Jaguar as experimental car. Excellent condition and resprayed. Original leather cream interior. Vinyl roof. Mechanically sound. Drives and runs well. Please call 07808 929300, Derbyshire. 11975

## 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



**£13,995.** 4 former keepers, good service history, recent service and MoT, signal red, beige leather, last owner for 9 years and absolutely immaculate. Please call 01268 820200

100504

### XJR

**2001, 38250 miles, £17,500.** Only 82 were made for the UK market in 2001. The car is in excellent condition having only done 38,250 miles.

**Mot is valid until November 2020.**  
 Please call 07740 739040

100237

### 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

### 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

**THE XJS REBORN**

KWE CARS.COM 01635 30030

### 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

100034

### 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

100036

### XJS



**1987, 85,600 miles, £0.** 5.3L, 2 door sports and very good condition and a long MoT. Please call 07989466035

100064

### XJ SUPERCHARGED SOVEREIGN



**2007, 50,183 miles, £12,495.** Finished in Indigo blue with a cream leather interior and in excellent condition. Specification includes, heated seats/ steering wheel, sunroof, rear seat, entertainment screens, walnut business tables and reversing camera. Please call 01908 867771, Buckinghamshire. 12380

### XJS



**1991, 74000 miles, £24,000.** Le Mans, limited edition of only 250 models. Excellent interior and exterior condition. Cream leather seats with matching colour trims. Automatic will all 'Le Mans' extra features. Brooklands green. Full service history plus MoT. Only 2 owners. Please call 01620248226

100191

### XJS



**1995, £25,950.** Many features include, later AJ16 4.0 engine with improved performance, electric seats, electric mirrors, electric hood, cruise control, trip computer, air conditioning, heated rear window, all owners manuals, Spare set of keys and only featured on the celebration models a half wood wheel, wood gear selector, embossed seats and stunning diamond turned polished celebration wheels. Please call 01435 863800, Sussex (T).

11845

With choices like these, now is the time to own your piece of **Jaguar** history...



**1961 XKE Series 1 3.8L FHC VIN: 885041**

National Champion, Nut & Bolt Restoration



**1954 XK-120 SE 3.4L OTS VIN: S674753**

Nut & Bolt Restoration, Driving & Comfort Improvements



**1954 XK-120 SE 3.4L OTS VIN: S674424**

Numbers-Matching, Professionally Restored, Show-Level



**1966 XKE Series 1 4.2L FHC VIN: 1E31442**

Rotisserie Restored, BRG & Tan Color Combo



**1961 XKE Series 1 3.4L OTS VIN: 875781**

Recent Comprehensive Show-Level Restoration



**1958 Mark I 3.4L Saloon VIN: S986312BW**

Highly original example; Black & Cinnamon color combo



**1962 Mark II 3.8L Sedan VIN: P218990**

Recent Show/Driver Restoration, 5 Speed



**1965 XKE Series 1 4.2L OTS VIN: 1E10502**

Fully Restored, Matching-Numbers XKE Roadster



**1966 XKE Series 1 4.2L FHC VIN: 1E32792**

Rotisserie Restored, Show-Winner, Opalescent Silver Blue/Dark Blue



**1959 XK-150 S 3.4L OTS VIN: T831604DN**

Numbers-Matching, Preserved, Special Equipment Model



**1967 340 "Mark II" 3.8L Sedan VIN: P180755**

Single-Family owned since 1968; Preserved condition.



**1967 XKE Series 1 4.2L OTS VIN: 1E13274**

30k miles since new, includes hard and soft top



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**XJS**



1994, 53,325 miles, £34,950. V12 in unusual spindrift white with tan leather hide trim, brown piping and contrasting tan roof, stunning V12 model with lots of features such as cruise control, trip computer, heated rear window, unmarked diamond cut and polished Jaguar. Please call 01435 863800, Sussex (T).

11846

**XJS**



1989, 9600 miles, £44,999. V12 convertible, G reg, one private owner from new. Full history, in red with full leather seats, piping in red, automatic, power steering, power hood in black, electric windows, also fitted with tyres and chrome wire wheels, air conditioning. Please call 02380766870

100287

**XJS**



1995, £32,500. It is fitted with 20 spoke diamond cut polished wheels and many other Jaguar extras as well as the usual refinements. Some include, headlight jet washers, half wood wheel, 6 CD stacker, inlaid wood, space saver spare wheel, heated lumber support seats. There are 2 sets of keys present with 2 remote fobs. A full genuine Jaguar tool kit, owner manuals and wallet and the original colour interior matching tonneau cover. Please call 01435 863800, Sussex (T).

11844

**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**



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**



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**



1992, 60,420 miles, £19,600 Ono. Full service history in A1 condition throughout. Beige leather, electric seats, carpets, new mohair hood, head lining, new brakes, disc pads and callipers front and rear. Please call 07779 301332, Wales.

10230

**XJS**



43000 miles, £12,999. v12 HE with genuine TWR fitted kit, TWR steering wheel, finished in British racing green over silver with full service history. This car gleams and looks like mirror down the sides. This car has been in dry storage for some years, this XJS v12 HE TWR could easily become a show car, MoT to February 2020, good condition with a nice service history. Please call 02380766870

100291

**XJS**



1992, 60550 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 07779301332

100595

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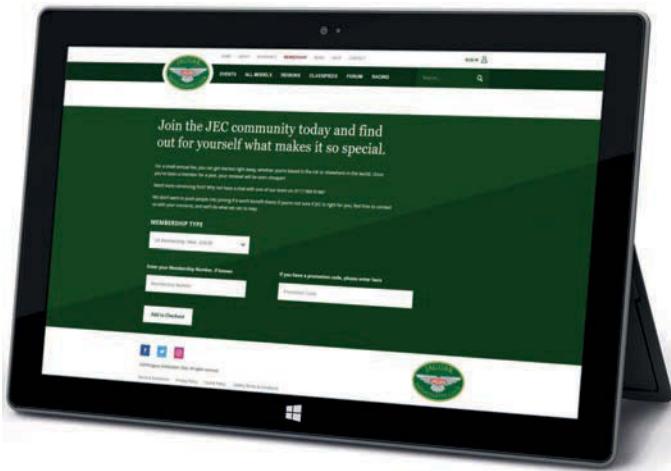
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## XJS V12 CONVERTIBLE



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

## XK



2010, 46,000 miles, £23,995. 5.0 V8 SUPERCHARGED. Pearl Grey with Ivory Hide, petrol, auto, FSH. Visit our website [www.beechdowngarage.co.uk](http://www.beechdowngarage.co.uk). Please call 01803520026

100663

## XK



2013, 31000 miles, £23,995. 5.0 COUPE. Ultimate Black with warm charcoal hide. Auto, petrol, Bluetooth, cruise control, sat-nav, DAB radio, 20" Kalymnos alloy wheels, FSH. Visit our website [www.beechdowngarage.co.uk](http://www.beechdowngarage.co.uk). Please call 01803520026

100664

## XK



16,800 miles, £25,000. Full service history, interior black/cream leather, beautiful condition and always kept inside garage. Please call 07776 140515,

11906

## XK 5.0 2D AUTO 550 BHP



2011, 43,000 miles, £41,999. Stunning example with full jaguar service history, Jaguar extended warranty expires Aug. 2020, 12 months MoT and jaguar annual service inspection. Visit [www.jagtechnic.co.uk](http://www.jagtechnic.co.uk) for full details or call 0333 666 1950

## 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

## XK8



1997, 77,000 miles, £5,000. MoT until August 2020, no advisories, new headlining, blue with ivory leather, looks good and runs well. Also includes personal number plate R1 RXK. Please call 07802 935914

100048

## XK8



2004, 82500 miles, £10,750. Ultra-reliable, on 10 foreign tours. Extensive maintenance history. Mine since 2011. Comes with all bills. Restored footwells, sills, front chassis. Rear subframe replaced, new headlining, alloys refurbished and much more. Excellent throughout. 14 stamps, 3 keys, MoT to March 2021. Please call 07974936422

100223

## XK8



1998, 87000 miles, £7,995. Automatic Coupe, with 4 owners, and Full Main Agent Service History up to 2018, Professionally stored for most of 2019. Please call 01246 451772

100524

### XK8 CONVERTIBLE 4.0



**2014, £31,999.** Former jaguar world magazine feature car. Visit [www.jagtechnic.co.uk](http://www.jagtechnic.co.uk) for full details or call 0333 666 1950

### XK



**1955, £114,995.** Stunning Jaguar XK 140 drop head coupe. Fully restored over an incredible 17 year period, the car retains its original numbers matching 3.4L straight 6 engine and 4 speed gearbox. The interior has been fully re-trimmed in high quality 'Nutmeg' leather which suits the cream bodywork to a tee. Mechanically the car is as it left the factory bar a header tank to help with cooling and a brand new stainless steel exhaust. The car is a pleasure to drive. Please call 01590 612999

100252

### 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



**£75,000.** This XK120 has been in sole ownership for the last 12 years during which time the owner has meticulously restored the car as a ground-up restoration. Please call 07774261674

100569

### XK



**£64,999.** XK 150 FIXED HEAD COUPE. Original right hand drive. Complete new interior. Has had a mechanical restoration and has been repainted. Please call 07774261674

100570

### XK



**£44,999.** XK 150 Drop Head Coupe 2DR. This car is for restoration . Very complete. Minimal panelwork required. Please call 07774261674

100571

### XK150



**1961, 3,100 miles, £68,500.** In red, matching numbers, previous total restoation, now recommissioned after 15 year storage. New wiring harness, new ancillaries, professionally rebuilt. Very late and ready to enjoy. Please call 608 876 6768, Wisconsin.

11931

### XK



**XK120 Roadster 2DR Manual,** is an original left hand drive XK120 roadster. At present the chassis has been stripped, repaired and powder coated, as has all of the ancillary suspension components. Please call 07774261674

100574

### XK



**XK140 dhc 2DR Manual.** Currently carrying out work to this vehicle. U.K. Registered. Can be sold as is or built to customers own spec. Please call 07774261674

100575

### X-TYPE



**2005, 76000 miles, £3,750.** V6 Sport Manual AWD, with 3 Former keepers and FSH. Last serviced at 74,196 miles March 2019. Superb condition. Please call 01246 451772

100537

## XKR



**2010, 41,000 miles, £30,999.** Stored in dry workshop for years. Painted in Aston Martin silver with ghost stripes and wrapped in diablo red and ceramic coated. Exceptional mechanical order and fitted with active boot spoiler. Please call 07711 143156.

11317

## XKR 4.2 2D AUTO 416 BHP



**2007, 32,000 miles, £19,999.** Stunning with full jaguar service history, ultimate black, luxury sports ivory leather, new tyres, 12 months MoT and jaguar annual service inspection. Visit [www.jagtechnic.co.uk](http://www.jagtechnic.co.uk) for full details or call 0333 666 1950

## XS LED



**2005, 116,000 miles, £1,200.** 4 door saloon, diesel, silver/grey leather seats, manual, full service history, no rust, new tyres and excellent condition. Please call 07850 569430, Berkshire. 11524

## Miscellaneous

### JAGUAR - THE ART OF THE AUTOMOBILE

**2019, £20.** Book for sale, Jaguar - The Art of The Automobile. Price is inclusive of postage. Please call 07534342021

10048

**JAGUAR WORLD MAGAZINES**  
POA. 2008 through to 2018 complete years in very good condition. Please call 01892 832848, Kent.

11878

## ROYAL MAIL STAMPS



**1967, £60.** Royal Mail British Inventions Technology set of stamps. 1 of 4 Jaguar E-Type, signed on mount by famous Jaguar test driver Norman Dewis OBE from 120 down to 15. Please call 07837891426

100203

## RAC BADGE



**£30.** Complete with box and 8 fittings. Size 78mm x 78mm. Please call 07794775975

100208

## LIMITED EDITION PRINT



**£20.** Ian and Pat Appleyard in their XK120 (NUB 120) on their way to winning the 1952 Alpine Rally. Signed 'artist's proof' print by Ross Wardle. One of only 10 artist's proof copies. Image size approx 15 1/2" x 7". In perfect condition, ready for framing. Postage at £4. Please call 02089425151

100271

## PIT STOP, LE MANS 1953 LIMITED EDITION PRINT



**£120.** One of an edition of 850 from the original Terence Cuneo painting which was presented to Lofty England upon his retirement. This highly detailed and evocative print is signed by both Terence Cuneo and Lofty England and comes with a Certificate of Authenticity incorporating a key of 'who's who' in the picture. Large image size approx. 27" x 21". In pristine condition, ready for Conservation Quality framing. Very rare!. Please call 02089425151

100267

## XK120 LIMITED EDITION PRINT BY ERNEST MOSELING



**£30.** Johnson and Walker leading and eventually taking 1st and 2nd places in the 1949 Silverstone 1 hour Production Cars race. Bira had been in the lead until forced to retire with a puncture. Image size approx. 25" x 18". In perfect condition, ready for framing with Certificate of Authenticity. Please call 02089425151

100266

## Wanted

### XKR 2003

**2003, 50000 miles, 4.2 Coupe 2003 - 2005.** Price - will to pay a good cash price for the right 1 owner car in immaculate condition. Less than 50,000miles. Light colour with cream/white leather upholstery. Please call 07976 642237

100523

# NEXT MONTH

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## XJR-S 6.0 vs XKR 4.0

Which of these two early R models has the edge – the refinement of the XJR-S' 6.0 V12 or the grunt of the XKR's supercharged 4.0 V8?



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# FINISHING LINES

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**U**NLIKE THE 24 Heures du Mans, Jaguar's successful hunting ground during the Fifties, Italy's Mille Miglia was a harder race for the company to crack. Its best finish is a fifth place in 1950, on what was also its first assault of this car-breaking event.

However, Jaguar never considered the Mille Miglia as worthy as the French race, and rarely entered a works team, because it was seen as more of an Italian event than an international one: not only was it dominated by local manufacturers, there was also the time and expense it took to get the cars to the Brescia start line in northern Italy.

But, in 1950, and keen to get as much experience as possible with the still largely untested XK 120 over a variety of events, Jaguar supported three works-prepared XK 120s, and supplied another to four-time Mille Miglia winner Clemente Biondetti, who was increasingly unhappy with the local manufacturer's growing negative attitude towards him. Conversely, the Italian driver's signing was a huge coup for Jaguar because it hoped Biondetti's experience would be enough to beat Ferrari and Alfa Romeo. It wasn't. He instead finished a disappointing eighth due to his XK 120 (chassis number 660043) suffering several issues during the 1,000-mile race from Brescia to Rome and back, including a broken rear spring.

"I had intended to withdraw at a certain point," Biondetti later wrote to Angelo Chieregato, proprietor of Jaguar's North Italian distributor, the Compagnia Generale Auto, in Milan, "but I wanted to help protect Jaguar's name. So, I pressed on doing my best despite these regrettable happenings."

Ironically, it was the British entrant, Leslie Johnson, who was highest placed of the four works Jaguars. As an established racing driver and a close friend of Jaguar's chief engineer, Bill Heynes, he had been allocated

one of the six XK 120s prepared for competition. His car, 660040, registration JWK 651, was the first to be finished and, like the others, featured a tuned version of the 3.4 XK engine and improved suspension components. Johnson had a relatively uneventful Mille Miglia, other than the fuse for the wipers blowing, which meant he had to borrow the seat cushion from his co-driver, John Lea, to peer over the screen to see in the atrocious weather. Leslie finished a strong fifth, benefitting from many of the front runners crashing out in the wet, and was a mere 50 minutes behind the winning Ferrari 195 S of Giannino Marzotto.

Of the other works Jaguars, Nick Haines (660041) crashed early and Tommy Wisdom (660057) retired just 30 miles from the finish due to transmission problems. The Swiss driver 'Ideb' finished 16th in his privately entered car.

Jaguar's later successes – such as Stirling Moss winning the Dundrod Tourist Trophy in September 1950, plus Le Mans victories in 1951, 1953, 1955, 1956 and 1957 – sadly saw Leslie's fifth place in the Mille quickly overlooked. He died in 1959, aged just 47, his many achievements largely unrecognised.

Yet Leslie's car remains one of the most famous of the early XK 120s. He used it at Le Mans in 1950 (although he didn't finish), the Production Sports Car Race at Silverstone (where he came home eighth) and the Dundrod Tourist Trophy (seventh). The car also finished 16th in the 1952 RAC Rally of Great Britain, and, in 1951 and 1952, was chosen for Leslie's speed and distance record attempts at Montlhéry, the banked track near Paris.

Leslie sold JWK 651 in 1952. In spite of so much action it survives, and, following several owners, is today a regular at classic racing events, including the return to the Mille in 2011 – a reminder of Jaguar's only real Italian success.

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