

JAGUAR

magazine

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ISSUE 3



JAGUAR
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QUOTE OF THE MONTH

"For a supposedly luxury saloon, the materials are flimsier than a politician's excuses..."

Paul Walton of Jaguar World on the X-TYPE



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CHAIRMAN'S CHAT



It has been a while since my last Chairman's Chat, in fact 9 years, 4 weeks and 3 days since I last put pen to paper in August 2011 but that's not to say I haven't been Chairman in the interim. It's just that our illustrious editor let me off the task of contributing to the magazine with his reason being that he had enough material to fill the magazine without me droning on about some arbitrary motoring event or capricious social occurrence.

However, I'm back on page 2 with the obligatory 500-word résumé of Christmases past & present with a year that nobody could have foreseen and a future that remains shrouded in uncertainty. The year started with people complaining a lot about the BREXIT monologue that filled our TV screens, but this was soon replaced with two new subjects that now never seem to go away – COVID and TRUMP. So whilst not wishing to under value human life and the global challenges that these two words represent, I will leave these two topics at the door as you would a smelly pair of takkies.

Global car companies are all taking strain and JLR is no different; parent company Tata announced recently that it was not intending to sell its stake in JLR despite getting little financial relief from the British government, which is great news, but where does the future lie for the Jaguar brand? After 51 years the XJ series was put into a temporary coma in 2019, to be resuscitated in 2021 with an electric-only power plant that reflects the way the automotive industry is moving. At the same time JLR have just announced that they will take over the manufacturing of their Supercharged V8 engines (currently produced by Ford in Bridgend) at their JLR Engine Manufacturing Centre in the West Midlands. So for the time being we will continue to enjoy the sonorous V8 in the F-TYPE, F-PACE SVR and Range Rover. The King is Dead, Long Live the King. It is my belief that the move away from Internal Combustion Engine (ICE) cars is a done deal (re: Volvo, VW and may others) and we will move into a period of hybrid ICE-Electric cars, until maybe even in my lifetime, pure EV cars will become the norm. I think the only question will be who will be driving them -you or the Artificial Intelligence black box?

Whilst peering into my crystal ball, I see a re-scheduled Jaguar Jamboree happening in Bloemfontein at the end of April 2021 (lockdown restrictions allowing) and this will be expanded into a celebration of the 60th anniversary of the launch of the E-Type. Planning is currently underway but the event will again be aimed at bringing the Cape Jaguar Club and JCNr together as well as any other E-Type owners from all parts of the country. Whilst getting 60 E-Types together in one place may be a stretch, it will certainly be an event not to be missed and I encourage you sign up for this event.

Best wishes, *Bob*

"I will live in the past, the present, and the future. The spirits of all three shall strive within me."

– Charles Dickens, A Christmas Carol

FROM THE EDITORS DESK



Greetings from the dam

I'm now sharing this page with Bob Brown, our esteemed chair – who has become motivated to write again – welcome back.

JLR have just announced noise cancellation technology that removes unwanted road and tyre sounds from the cabin. This, introduced on the new Jaguar F-PACE and XF, is capable of lowering unwanted noise peaks by

10dB and overall noise levels by 3-4dB – the equivalent of turning down the in-car sound system by four 'steps'. This significant reduction in exposure to low-frequency noises up to 300Hz can help prevent driver fatigue on longer journeys.

Active Road Noise Cancellation uses sensors on each wheel to constantly monitor the vibrations from the road surface and calculates the opposite phase sound wave needed to remove the noise heard by the occupants – this is then played through the Meridian sound system. By monitoring in real-time, unexpected noises from potholes or rough surfaces can be isolated and removed.

It reminds me of "white noise" that used to be – and probably still is – played through speakers to ensure optimum productivity in an office environment, which didn't work for me. Think I'd rather be aware of the changing road surface – one can always turn "Satisfaction" up a notch.

On, from this, to my editorial duties. Many thanks to Roy Henry for his version of Fifty Shades of (Opalescent) Grey, Rick Hogben for the history behind his XKR, Caroline Theiland for her report on our Stonehaven run and Brian Martin for his detailed article on the X350 XJ.

Our magazine is, yet again, facing financial challenges. JLR have declared a moratorium on advertising spending for the present. This puts us under pressure as several of our ads are from supporting dealerships. Please look to your business associates for life-style, technology or other advertising, if you have any ideas, leads or spare funds – please contact brian@quaestior.com. Stay safe.

Brian

Cover Picture: Jaguar F-PACE Design Sketch

QUARTERLY QUIRKS & QUOTES

Dateline Ryton-on-Dunsmore, UK – August 12th 2020

Jaguar Classic will create six matched pairs of E-Types to celebrate the iconic sports car's 60th anniversary in 2021. Each pair of E-Type 60 Edition cars pay tribute to two of the oldest and most famous Jaguar E-Types of all: '9600 HP' and '77 RW', which played pivotal roles in the unveiling of the car at its world debut in Geneva, Switzerland in March 1961.

An Opalescent Gunmetal Grey 3.8-litre Fixed-Head Coupe registered '9600 HP' was one of the first two E-Types unveiled to specially-invited guests at the Parc des Eaux Vives. Driven 'flat out' to Switzerland from Coventry the night before the launch, public relations manager Bob Berry arrived with minutes to spare for demonstration drives. With an outstanding reaction to the E-Type resulting in overwhelming demand for drives with Berry, legendary Jaguar Test and Development Engineer Norman Dewis was told to 'drop everything' and drive a British Racing Green 3.8-litre roadster registered '77 RW' overnight from Coventry to Geneva.



Both cars were also used for media road tests, which proved the car's sensational performance – including its 150mph top speed – matched its jet aircraft-inspired lines honed in a wind tunnel by aerodynamicist Malcolm Sayer.

Every E-Type 60 Edition built by the team at Jaguar's Classic Works facility in Warwickshire will be an existing 1960s 3.8-litre E-Type fully-restored to exclusive 60th anniversary tribute specification.

Each E-Type 60 Collection pair will include one Flat Out Grey '9600 HP' coupe and one Drop Everything Green '77 RW' roadster, with unique paint formulations exclusively reserved for these cars. Each E-Type 60 Edition will feature a number of 60th anniversary commemorative design details created in conjunction with Jaguar Design Director Julian Thomson.

Dateline Guildford, UK – August 20th 2020

There might just be one or two reasons to not be shocked by the remastered Jaguar E-Type portrayed in the rendering that now occupies our column. As anybody with an interest in cars and an Internet connection should probably be aware by now, one of the missions of the rendering realm is to come up with eccentric styling approaches.



The one adorning our column right now is the work of digital artist Khyzyl Saleem, who has decided to bring a retro-futuristic take to what is arguably the sexiest car ever designed. However, instead of throwing LED light clusters onto the classic styling of the Jag and calling it a day (the said elements are present, though), the pixel master took things one step further. For one thing, the Speedster take of the proposal mixes the chopped windshield with the redefined upper posterior. This brings a motorsport look to the vehicle, which is only fitting, given the racing heritage of the E-Type.

Speaking of motorsport, the artist had decided that the Jaguar and Carroll Shelby's interpretation of the Cobra can peacefully coexist. So yes, this is where the wheels and the side exhaust setup come from. From the airless tires to the widebody approach, which almost turns the hips of the E-Type into the kind of NSFW material for fans of the digital genre, the work has plenty of other details that deserve one's undivided attention.

FIFTY SHADES OF JAGUAR OPALESCENT GREY

Members and their Cars – VII

CHAPTER ONE

Hello! My name is Roy. I'm a self-confessed petrolhead and I think I need your help.



(All readers in unison) Hello Roy. Welcome! We are here to help you. Tell us your story.

Well my earliest recollections of my condition were as a child. I remember standing next to the pump jockey at Mr. Proctor's Umbilo Garage, savouring the fumes whilst the family saloon was being filled with a 3 to 1 87 octane petrol/Union (cane spirit) mix, as was the done thing in post war Durban. At first I thought that it was the cane spirit part of the mix that was the problem but by the time I had reached my late teens I had discovered that cane spirit (of the Mainstay variety) made quite a pleasant mix, especially with Coca Cola. So it must have been the 87 octane!

My formative business years were in the motor industry with the McCarthy Rodway Group in Durban looking after the Leyland Brand including Jaguar. There I was fortunate enough to have as my mentor's two giants of the motor industry – John Forsdick and Brian McCarthy. My first "company" car was an XJ6 Mk.1 4.2 Manual with overdrive (nogal). At the time the V12 E-Type Coupe was selling for R11 800 and the Roadster for R12 500.

All went well until a chance meeting with a primary school "friend" who I had last interacted with some fifty years ago. We'll call him MiniMike for reasons to follow. Having spent his formative years in the same area in Durban, and also been subjected to regular visits to the aforementioned

Mr. Proctor's Umbilo Garage, he appeared to have suffered a similar addiction. Having started his motoring life with an 850 Morris Mini bought from McCarthy's he had now gone a full circle and was the proud owner of a collection of the little British gems – including a rather rare 1071 Cooper S (a la Paddy Hopkirk 1964 Monte Carlo winner) and an immaculate Moke. Hence the choice of name for MiniMike.



It all went wrong one Friday when I responded to an invite to view the Mini collection. Overhearing a conversation between two other Classic enthusiasts about an auction the following day in Pietermaritzburg, which included a few classics, got the juices flowing. Further inquiry revealed that one of the offerings was a 1960 MGA Coupe. I immediately contacted a friend living in the Natal Midlands and asked him to investigate and report back. All was forgotten until my mobile buzzed whilst having breakfast with friends post our regular Saturday cycle up the Braamfontein Spruit. It was my friend from Nottingham Road – just to let me know I was now the proud owner of a 1960 MGA Coupe! I don't recall if I still have a friend in Nottingham Road! And so started a whole new chapter in my life.

Monday morning saw myself in the Land Cruiser with borrowed trailer and MiniMike in tow, heading for the "Last Post of the British Empire" to collect one of the greats of British motoring. In hindsight the first view of the 'A' came as a bit of a shock. It looked like I had bought six cars judging from the pile of bits and sometimes barely recognisable shapes we had to load onto the trailer. I knew that dabbling with classics was not for the faint of heart but this was pushing the envelope more than just a tad! But as the adage goes "in for a penny in for a pound!"

CHAPTER TWO

Work started on restoring the MG. Here we are a couple years later and restoration still proceeding on the MG! What it has done is expose me to the machinations of the classic car world and the characters that drive the industry – some good and lots bad. Will be happy to share some of my experiences with anyone with time on their hands and a bottle of Lagavulin to share!

A couple of months later MiniMike lets slip that he had heard from a Mini contact in East London that his father was off-loading his “recently restored” 1965 Series 1 4.2 E-Type Coupe. Now that got the octane bubbling given the love affair which had been simmering since those Blackheath visits in the early seventies. Further investigation revealed that the E-Type carried what MiniMike refers to as the “Triple C” seal.

“Triple C” you ask? Well I had to, so I may as well explain Mike’s theory now. CCC stands for Classic Car Capital which Knysna (and surrounding coastline) purport to be. And as such are surrounded by some strange mystique that any classic emerging from the area is beyond reproach. Sadly, according to MiniMike’s experience, this is not always the case hence his tongue in cheek branding. In some respects, I am beginning to concur!

Back to East London. As there appeared to be considerable interest in the E-Type and the asking price not too ridiculous I took the plunge! Rumour has it that the GDP of the Eastern Cape doubled on the day I did the transfer but cannot be substantiated!

So off to East London we went. This time sans trailer, having arranged to collect a rental at our destination. Passing through Bloemfontein en route I made a routine call to confirm the trailer only to be advised it was no longer available. The hunt was on in Bloem and one was eventually found at Avis.

The arrangement was that upon arrival in East London (scheduled for late afternoon) we would head directly to the seller’s house – we’ll call him Stormin’ Norm – for an initial viewing of the beast followed by a braai. A most appetizing thought having been on the road for twelve plus hours!

First impressions of the E-Type were favourable as she stood in her purpose built garage complete with under floor lighting. All very exciting.

But somehow I think the braai part was lost in translation as a “boerie” roll and a scotch (or two) later we were on our way to the rather pleasant lodging Norm had arranged for us.



The real fun began the following morning when the loading began. The E-Type was not going to get over the trailer tailgate short of losing an exhaust and possibly a sump! Three and a half hours later with a lot of coaxing she was on and we headed for the Highveld. The plan was to get to Bloem at about 20:00, overnight and head for home the following morning. One small problem! It was graduation week at the University of the Free State and there was not a bed to be found within a thirty kilometre radius of the city! So on we pushed through the night arriving in Sandton around 03:45. Talk about a long day at the office!

Somewhere along the long road MiniMike suggested we name the objet d’art swaying gently on the trailer behind us. He immediately proffered “Emanuelle” which he assured me was from the ‘E’ in E-Type and had nothing to do with the star of a series of movies of a similar name which were doing the art circuits in the mid-sixties! Although I must concede there is a similarity when it comes to comparing beautiful lines etc., etc.

CHAPTER THREE

And so the games began.

After asking around the recommended first port of call was Viv’s Motors. Emanuelle was dutifully delivered where she was stripped down and work commenced on the engine, gearbox and running gear – all completely overhauled.

Jaguar/Land Rover recommended the experienced manager at Renew It Wynburg for the bodywork and painting. They stripped the body and then for whatever reasons rejected the job? During this time all the body parts had been to Boksburg for aqua-blasting down to bare metal. It was there that a few more of her afore mentioned “Triple C” credentials were exposed.

CONTINUED → → →



FIFTY SHADES OF JAGUAR OPALESCENT GREY

Back to Viv's and on to Solly in Randburg who I was assured was the flavour of the month for bodywork. Body prepped and first attempt at painting. Back to Viv's for assembly and engine/gearbox installation. It was now that a bit of retouching work was needed to the bonnet. So back to Solly who I then discovered had taken the money and run – never to be seen again!

The flavour of the month had moved to Wolff and co. in Strydom Park. They re-sprayed the bonnet. Beautiful job except not quite a match to the rest of the car. Ah so there is more than one shade of grey after all! Desperation was beginning to set in. Viv had called and asked me to move the car as he needed the space, even though he had not finished the engine tuning and trim!



But a chance meeting with Mark of MH Classics (who had a mighty impressive CV and was working on some equally impressive motors) saved the day. So off went Emanuelle to Kyalami for a complete respray. All seemed to be on track until I dropped in one Monday morning to check on progress, only to be confronted with pandemonium. Mark had sold his vehicles over the weekend, packed his bags and done a "runner" – last known destination Como, Italy. It hurt enough that as a token of goodwill I had paid a considerable amount to him up front, but more so there were quite a few parts from Emanuelle that had gone missing again.

CHAPTER FOUR

So time to move again.

One of the positives so far was the ever smiling face of Franz Jensen who was always on hand to assist with moving (or rescuing) Emanuelle at short notice.

While we were loading all the bits and pieces at MH he suggested I try Mo at Designer Dent in Northcliff who he assured me was doing some excellent work.

So here we are in August. Emanuelle stripped down to bare metal and sprayed once again and beginning to look rather resplendent as the "shiny bits" go back on while awaiting 50 missing parts from Barrett's UK. At last we have a finish resembling the ever elusive "Jaguar Opalescent Grey". With the final interior trim and leatherwork on order I hope to have Emanuelle rolling out for public scrutiny before year end. Watch this space!



If I take all the greys I've been through in the past couple of years and add in the number of times I've been "screwed" in the process, I think there is definitely potential for a best-selling novel!

The End

Roy Henry 

Thanks go to:

*Members of the Jaguar Club for their guidance and often brutal advice.
Conrad van Wyk for his time, knowledge and critique of Emanuelle as she stands today.*

Franz Jensen for being ever present in emergencies.

Mike Duff for capturing my thoughts and emotions and committing them to paper.

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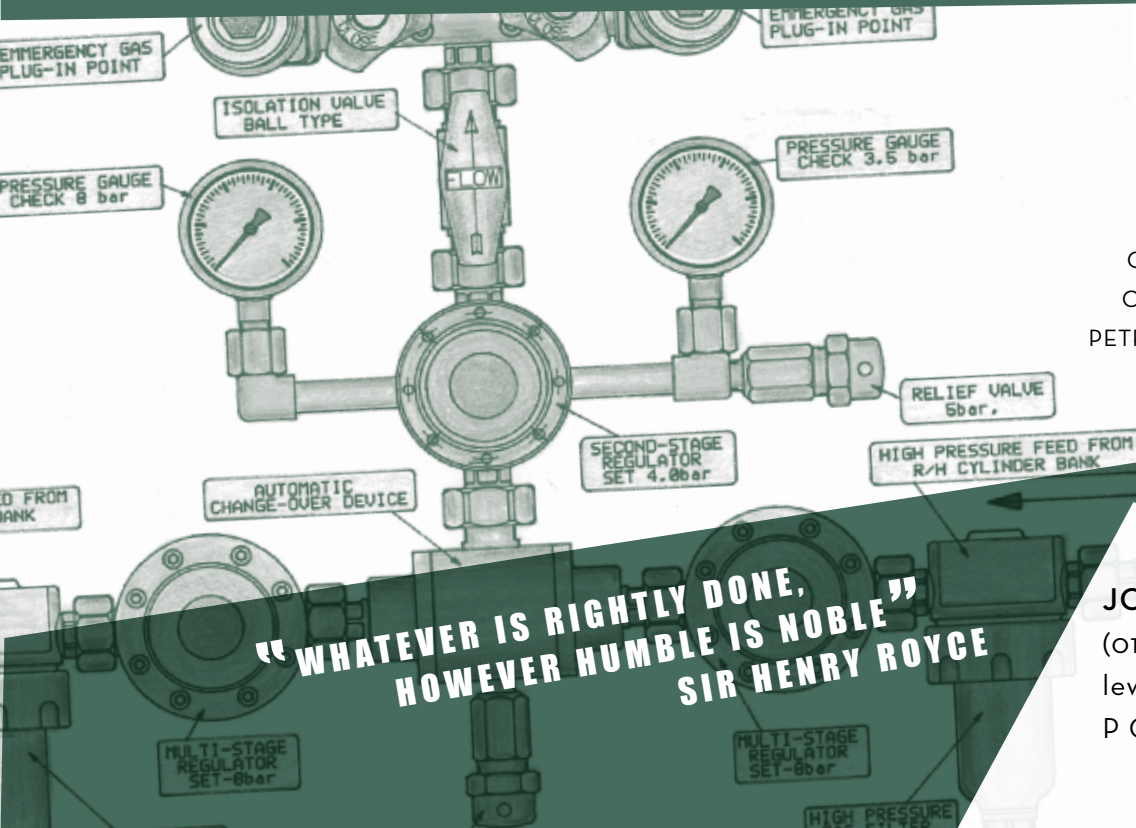
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FORMULA E UPDATE

DATELINE BERLIN - AUGUST 5TH 2020:

FORMULA E RESUMED RACING IN AUGUST AT TEMPELHOF AIRPORT IN BERLIN, WITH SIX RACES IN NINE DAYS TO DECIDE THE 2019/20 ABB FIA FORMULA E CHAMPIONSHIP WINNER - THREE DOUBLE-HEADERS IN QUICK SUCCESSION ON AUGUST 5/6, 8/9 AND 12/13. THE EDITORIAL CHALLENGE IS TO REPORT ON THESE, WHILST NOT TAKING UP ALL THE REAL ESTATE IN THIS ISSUE OF JAGUAR MAGAZINE.



Race 6 - August 5th 2020:

DS Techeetah's Antonio Felix da Costa sealed an imperious race win in the first event, securing a maximum 30-point score with Super Pole, a lights-to-flag victory and fastest lap in the process. Porsche's Andre Lotterer came second, with Sam Bird, of Virgin Racing, in third spot.

For Panasonic Jaguar Racing, the all-electric series started calmly but later turned into a frantic race to the finish which saw Mitch Evans spin out of the points after a late clash with Maximilian Guenther following contact with Eduardo Mortara. Starting from P8 Mitch fought to P6 in the middle of the race conserving his energy and carving through the pack. After a late full course yellow, Guenther clipped the Kiwi's Jaguar I-TYPE 4 and sent him spinning out of the points. Evans eventually finished P13 after an action-packed race, while James Calado had a day to forget after technical issues cost him valuable track time in both practice sessions.

Race 7 - August 6th 2020:

Antonio Felix da Costa produced another dominant display to tally a third win in a row in the championship with a serene lights-to-flag victory in Round 7. The DS Techeetah driver extended his championship lead, keeping Nissan's Sebastien Buemi at arm's length throughout the race, whilst Lucas di Grassi from Audi Sport took the final step on the podium.

It was a challenging one for Jaguar. Despite climbing up the field from P17, Mitch Evans finished just outside of the points in P12. The Kiwi did take a small positive away from a tough day with the team's first FanBoost helped by support from fans, team partners and JLR employees. James Calado had another tough day hindered by a P22 qualifying position finishing the day in P20 following a drive through penalty for a technical infringement.

Race 8 - August 8th 2020:

BMW's Max Guenther crossed the line just a tenth-of-a-second ahead of Robin Frijns of Virgin Racing to take narrow victory in Round 8, on home turf for both team and driver, whilst pole man Jean-Eric Vergne brought his DS Techeetah home third.





This round was full of progress today for Jaguar. Mitch Evans climbed an impressive ten places from P19 to P9. Scything through the field with purpose he set the fastest lap of the race and with it a valuable point. After out qualifying his team-mate, the race was less fortunate for James Calado who, after making up an impressive three places on the opening lap, was an innocent victim of Sette Câmara losing control of his GEOX Dragon thereby causing terminal damage to Calado's I-TYPE 4.

Race 9 - August 9th 2020:

Antonio Felix da Costa claimed the ABB FIA Formula E Drivers' Championship and DS Techeetah the Teams' title in Round 9, with the Portuguese following team-mate and race winner Jean-Eric Vergne home at Tempelhof. Nissan's Sebastien Buemi came home third.

Jaguar's Mitch Evans improved on his last finish by going two places better to bring his I-TYPE 4 across the line in P7. He lined up on the grid in P10 following an improved qualifying. Evans fought his way through the field trading places with René Rast and Felipe Massa. He moves to 6th position in the drivers' standings only four points behind 3rd and a potential drivers' podium.

Race 10 - August 12th 2020:

Nissan's Oliver Rowland secured a maiden Formula E race win in Round 10 to fire himself into second in the Drivers' standings. Yorkshireman Rowland led lights-to-flag in the penultimate round of the season, heading home Virgin Racing's Robin Frijns and Audi Sport's Rene Rast, who pinched a first Formula E podium with an aggressive last-lap move.

This round saw a promising debut for 'super-sub' Tom Blomqvist who made his race debut for Jaguar Racing. The Briton, who replaced James Calado for the final two races, lined up P6 on the grid and was in a points scoring position before falling back to P12. Mitch Evans continued to be disadvantaged by being in Qualifying Group 1 and eventually lined up P13 on the grid. The Kiwi fought well in the middle of the pack to move up six places and crossed the line P7. He secured six points and moves to P4 in the drivers' standings.



Race 11 - August 13th 2020:

Stoffel Vandoorne led home a stunning 1-2 for Mercedes-Benz in Round 11 for his first win in the series, with team-mate Nyck de Vries following second and Sebastien Buemi, of Nissan, third.

The season six finale was to prove cruel for Jaguar and Mitch Evans. Starting round 11 in P23, due to the disadvantage of being in Qualifying Group 1, Mitch scythed through the field with a trademark drive and gained 12 places to finish P11 just outside of the points places.

The first half of the season was more positive for Panasonic Jaguar Racing and Mitch which saw the team and Evans secure their second Formula E victory with a dominant win in Mexico City and a podium in Santiago. Rookie James Calado, who missed out on the final two races of the season due to a WEC clash, was only able to secure two points scoring finishes in Diriyah and Santiago. Reserve driver Tom Blomqvist made an impressive debut by going through to Super Pole on his debut.

Jaguar Racing will be back on track on 16 January 2021 in Santiago, Chile for the first race of the 2020/21 ABB FIA Formula E World championship with Mitch Evans and multiple-race winner Sam Bird behind the wheel of the Jaguar I-TYPE 5.



ETROPHY

BERLIN AND FIN

THE JAGUAR I-PACE ETROPHY RETURNED TO BERLIN TO COMPLETE THE SERIES IN A UNIQUE 'LOCKDOWN SHOWDOWN'. BERLIN'S TEMPELHOF CIRCUIT HOSTED SEVEN RACES IN NINE DAYS WITH THREE DIFFERENT TRACK LAYOUTS. SÉRGIO JIMENEZ WAS THEN LEADING THE SERIES, SIX POINTS AHEAD OF SIMON EVANS, AFTER HIS SECOND WIN IN MEXICO CITY IN FEBRUARY.

Race 4 August 5th 2020:

eTROPHY returned to Berlin today in the first of seven races with a reverse circuit layout to complete season two of the series. ZEG iCarros Jaguar Brazil racer Cacá Bueno used his exceptional qualifying performance to lead from lights-to-flag - a dominant drive after a five-month pause from electric touring car racing.

Sérgio Jimenez, currently leading the series, now has a fight on his hands following a battle with Simon Evans after finishing today's Jaguar I-PACE eTROPHY race in P4, just behind his series contender from New Zealand. Nick Foster took the fight to the established field with a stellar debut drive to finish just 3.5 seconds behind Bueno in P2 for Jaguar China Racing despite a damaged rear diffuser from early contact with the wall.

Race 5: August 6th 2020:

eTROPHY was fully-charged today with some of the closest racing we've seen all season between Sérgio Jimenez, Simon Evans and Cacá Bueno. ATTACK MODE was the order of the day and played into Sérgio's hands utilising the extra 20 per cent more power when he needed it most to defend his series ambitions by hunting down Evans and finishing in P1 – his third victory of the season. Heavy defending by Australian Nick Foster kept Simon Evans behind for the early part of the race. The Kiwi's strategic use of ATTACK MODE helped him put pressure on his title rival Jimenez to finish runner-up.

ZEG iCarros Jaguar Brazil racer Cacá Bueno was unable to capitalise on his pole position today when he missed the ATTACK MODE activation which



put him down the order to round off the podium. Michelin VIP driver Oli Webb finished just off the podium following a race-long battle with Jaguar China Racing driver Nick Foster who is making his eTROPHY debut in Berlin.

Race 6 August 8th 2020:

Round six of the 2019/20 series reverted to the original Berlin circuit direction. A day of many missed ATTACK MODE activations for many saw a strategically executed race from reigning champion Sérgio Jimenez, who took another lights to flag victory in the all-electric touring car series. Series rival Simon Evans lost out on the runners up position when he missed his activation and was forced to settle for P3 behind round four winner Cacá Bueno.



Races 7 and 8: August 9th 2020:

'Super Sunday' delivered the goods at Tempelhof today with two thrilling eTROPHY races. Title challenger Simon Evans secured both wins for Team Asia New Zealand to close the gap on the lead of the series.

The first of the double-header races saw Simon Evans start P4 after a tricky qualifying on Saturday. The Kiwi showed lightning pace throughout the whole race. A well-timed use of ATTACK MODE proved to be the deciding factor in the closest ever eTROPHY finish just a tenth of a second ahead of ZEG iCarros Jaguar Brazil driver, Sergio Jimenez. Brazilian team-mate Cacá Bueno showed further consistency with another podium at Tempelhof.

The 'Reverse Grid' race saw the fastest drivers start at the back. PRO-AM racer Paul Spooner put in a spirited performance to lead the race before the chasing pack closed in. Title rivals Simon and Sérgio picked off their rivals and were soon at the sharp end of the grid. In a familiar pattern the Brazilian was leading with just a few laps to go but the New Zealand driver Evans chose to use his optional ATTACK MODE to his advantage to take his second win of the day. With two races remaining in the second season of eTROPHY it was too close to call between Jimenez and Evans.

Saudi Racing driver Fahad Algoasibi put in another faultless performance in the PRO-AM category. A clean sweep of Berlin victories has crowned him champion elect with two races remaining – a truly impressive performance from the 27-year-old Saudi Arabian racer who celebrated with a head stand on the podium!

Race 9 August 12th 2020:

Team Asia New Zealand driver Evans brought his I-PACE across the line for his third victory in Berlin – a circuit which has favoured his style and car set up this week. Sérgio Jimenez had to rely on his team-mate for a last lap switch to retain his slim three-point lead with a P2 finish and with only one race remaining. Cacá Bueno started on pole ahead of Evans but again missed his ATTACK MODE activation which cost the chance of another win. Team orders dictated that he would give his P2 to Jimenez and round out the PRO podium in third.

Race 10: August 13th 2020:

The Jaguar I-PACE eTROPHY series concluded today in Berlin with Simon

Evans being crowned the season two champion. Team Asia New Zealand driver, Evans, kept a cool head to finish P2 ahead of his title rival Sérgio Jimenez who was leading the series until the last race. ZEG iCarros Jaguar Brazil driver Cacá Bueno won the final round of the ten-race all-electric series with a lights-to-flag victory. Kiwi driver, Evans, has won four races this season and continuous visits to the podium put him one step ahead of his Brazilian rivals. He only had to finish ahead of Sérgio to take the title and he drove his Jaguar I-PACE faultlessly throughout the seven Berlin races at the Tempelhof airfield.

First lap dramas saw Jaguar China Racing driver, Nick Foster, try to overtake Jimenez into turn one but the Brazilian closed the door which put the Australian down the order. Alice Powell, in her Jaguar racing Team Germany I-PACE finished just off the podium in P4 to secure fourth in the series. Gregory Segers, the French teenager, finished just behind his team-mate Foster and ahead of Team Yokohama Challenge racer, Takuma Aoki.

The world's first all-electric touring car series bows out after having showcased the award-winning Jaguar I-PACE in some of the world's greatest cities – New York, Monaco, Mexico City, Hong Kong, Paris, Rome and Berlin.

"Unreal experience - I'm incredibly proud to be the Jaguar I-PACE eTROPHY season two champion! The I-PACE came through for me again and it was like a rocket! It's been a tough nine days, with seven races but it's been epic at the same time. I'm over the moon!" said Evans following his victory.

"Every great series should come down to the wire and that's what we've seen today – the two protagonists, Simon and Sérgio, fought right up to the end in a tense and exciting finale. What a day to end on and what a final race! This is the future of the sport and Jaguar is incredibly proud of all the Jaguar Racing team, entrants, drivers and partners who made it possible and created history together" said James Barclay, Team Director of Jaguar Racing.

And so it ends...

Jaguar Racing 

The History of Jaguar

- the Mark 2

TWO ISSUES AGO, WE FEATURED JAGUAR'S FIRST UNITARY BODY SALOON – NOW KNOWN AS THE MARK 1. THE NAME UPDATE WAS DUE TO THE ARRIVAL OF THE MARK 2 IN 1959. WE LEFT THE ARTICLE WITH THE MARK 1 JAGUAR BEING TAKEN OUT OF PRODUCTION IN JUNE 1959 TO MAKE WAY FOR ITS IMPROVED REPLACEMENT.

The Gentleman's Express

The Jaguar Mark 2 went into production later in 1959. The relatively narrow rear track that had been subject to criticism, despite the fact that it did not significantly affect the car's handling, was widened with the fitting of a new live axle. The front and rear suspension designs remained unchanged other than the necessary changes to the geometry required. Four-wheel disc brakes were fitted as standard equipment and a new addition was the provision of a limited slip differential for the 3.8 litre engine model. Options included the Laycock de Normanville electric overdrive for manual cars, automatic transmission and power steering.



Above the car's waistline the changes were subtle but significant. Sir William Lyons and his team increased the glass area by 18% through widening of the windscreen and dramatically enlarging the rear window. Similarly, the side windows were enlarged with the rear quarter windows forming the Jaguar "D" shape that would become a familiar feature on other Jaguar cars.

The interior of the car kept true to the design of the original Mark 1 but was upgraded, retaining the overwhelming impression of being surrounded by walnut wood veneer while being ensconced in sumptuous leather. If you weren't completely captivated by the outside appearance of the car you were pretty much guaranteed to fall in love with the interior, I know I did, and just to make everyone's joy complete the heater was ducted through to the rear of the passenger compartment to provide luxurious comfort for all.

The Jaguar Mark 2 was made with three engine options, the 2.4 litre and 3.4 litre carried over from the Mark 1 and a new 3.8 litre. The 2.4 litre (2 483 cc) version with twin Solex carburettors delivered 120bhp, the 3.4 litre (3 442 cc) with twin SU HD6 carburettors provided 210bhp, while the 3.8 litre (3 781 cc) also fitted with twin SU HD6 carburettors put 220bhp beneath the driver's right foot. The Jaguar Mark 2 shared both its larger engines with the XK150.

The Jaguar Mark 2 remained in production until September 1967 when the 3.8 litre version was phased out and the 2.4 litre and 3.4 litre models were re-badged the Jaguar 240 and 340. The 240 and 340 were run-out models intended to use up the remaining inventory of Mark 2 parts and to fill the gap while the world anxiously awaited the new Jaguar XJ6, which would make its debut in September 1968.

The Jaguar 240 and 340 were downgraded in terms of quality and fittings. The upholstery was changed to Ambler imitation leather while the fog lamps were replaced with vents, with fog lamps being an optional extra for the British market. Production of the Jaguar 240 and 340 ended in 1969.

The "Bank Robbers' Car"

There can be no doubt that Sir William Lyons did not intend to create a motor car that would become the getaway car of choice for Britain's underworld crime gangs, but it did. It was similar to what happened in Germany when the BMW "Neue Klasse" cars proved to be so quick that the communist terrorist group the "Baader-Meinhoff" gang tended to choose them over most other cars to the extent that the letters "BMW" came to be facetiously said to stand for "Baader-Meinhoff Wagen".

The British did not tend towards communist terrorism back in the 1960's but bank robbery was considered to be a viable business project for some in the criminal underworld and the Jaguar Mark I and Mark 2 saloons were found to be pretty much perfect for bank robberies because you could get a few gang members with illegally acquired guns and masks in the passenger compartment and there was room in the boot for a satisfying quantity of crisp freshly

acquired bank notes or gold bullion. Not only that but the stolen Jag was near guaranteed to be much faster than the typical Wolseley police cars of the day. Thus it was that the Jaguar Mark I and Mark 2 were so adept at providing "Grace, space and pace" that they also became known as "Bank robbers' cars". As you can see below the police eventually caught on.

Conclusion

The Jaguar Mark 2 and its predecessor the Mark I were the first of the unibody "modern" Jaguar cars and they became the car that most people in the 1950's and 1960's would have recognized as a "Jag". They pioneered the way for Jaguar's ultimate replacement for them, the graceful Jaguar XJ6. The Jaguar Marks I and II were much different to the XJ6 however in that they looked like luxury sports cars with four doors and performed like sports cars: a feature that made them popular with car enthusiasts and bank robbers alike.

These are cars that enthusiasts and collectors are often willing to spend significant amounts of money doing a full restoration on and there are companies such as Vicarage who specialize in doing such restoration work to produce a car that is without doubt far better than it originally was when it emerged from Jaguar's factory.

[Ultimatcarpage.com / Wikipedia / et al](http://Ultimatcarpage.com/Wikipedia/et al) 🐯



RACING THE MARK 2

THE MARK 2 HAD A SHORT BUT SUCCESSFUL RACING HISTORY DURING THE FIRST PART OF THE 1960S. HERE, WE'VE CHOSEN TO LOOK AT SOME AUSTRALIAN RACING HISTORY, WHEN BOB JANE WON THE AUSTRALIAN TOURING CAR CHAMPIONSHIP TWO YEARS RUNNING. JANE (18TH DECEMBER 1929 – 28TH SEPTEMBER 2018) WAS AN AUSTRALIAN RACE CAR DRIVER AND PROMINENT ENTREPRENEUR AND BUSINESS TYCOON. A FOUR-TIME WINNER OF THE ARMSTRONG 500, THE RACE THAT BECAME THE PRESTIGIOUS BATHURST 1000 AND A FOUR-TIME AUSTRALIAN TOURING CAR CHAMPION, JANE WAS WELL KNOWN FOR HIS CHAIN OF TYRE RETAILERS, BOB JANE T-MARTS.

The 1962 Australian Touring Car Championship was a CAMS sanctioned Australian motor racing title for Appendix J Touring Cars. It was contested as a single race, staged at the Longford Circuit, in Tasmania, Australia, on 3 March 1962. The title, which was the third Australian Touring Car Championship, was won by Bob Jane, driving a Jaguar Mark 2 3.8.



Jaguars continued their domination of the championship in 1962. Four were entered for the event, though Ian Geoghegan was forced to withdraw his after breaking a rear axle during practice. This left the Jaguars of Bob Jane, defending champion Bill Pitt and Bill Burns to take the front row of the grid. Jane led away from the start with Pitt in pursuit. However, Pitt suffered an overdrive problem during the race which allowed Jane to take an easy win, while Burns completed the podium. West was running in fourth during the final lap, but a burned piston meant he had to limp to the finish. He was passed by Brigden, who then went straight ahead at the final corner with fading brakes. West retook fourth heading onto pit straight but Brigden was able to turn around and repass West in the final 400 metres.

The domination of the Jaguars was proven in the speeds taken from the flying-eighth: Jane was recorded at 134 mph while West and Brigden only managed 117 and 106 mph respectively.

The 1963 Championship was also a CAMS title for drivers of Appendix J Touring Cars. This year, it was contested over a single 25 lap race at the Mallala Race Circuit in South Australia on 15 April 1963. The race was won by Bob Jane, driving a Jaguar Mark 2.

Much of the interest in the 1963 title centred on an anticipated duel between Bob Jane's much developed Jaguar Mark 2 and Norm Beechey's new Chevrolet Impala. The confrontation failed to eventuate after the Impala blew its engine the previous weekend and was a non-starter. Beechey raced his backup car, a Holden 48-215. Jane took pole position




by one tenth of a second over the Valiant of Ern Abbott, with Clem Smith's Valiant another second behind. The second row comprised the Holden of Clive Millis and the Fiat 1500 of Pat James.



Beechey retired on lap 1 after starting sixth, while Jane led the field. He set a new lap record on lap 2 as he extended his lead, while Firth passed James, Brindley and Manton to move into fourth place by lap 7. Abbott was able to stay with Jane as the two pulled away from Smith in third, who was ten seconds behind at half distance. Both Valiant drivers then encountered problems: Abbott's brakes began to fade and he fell back into the clutches of Smith, but Smith was low on fuel and had to conserve.

Jane went on to win Jaguar's fourth and final Australian Touring Car Championship, leading Abbott home by seven seconds, with Smith a further 22 seconds adrift. Firth finished one lap down in fourth ahead of Manton, Millis and Reynolds.

Wikipedia and Ed 

Daimler

DAIMLER

2020 marks another 60th anniversary. In 1960 Jaguar Cars purchased the Daimler Company. Daimler was an independent British motor vehicle manufacturer founded in London by H. J. Lawson in 1896, which set up its manufacturing base in Coventry. The company bought the right to the use of the Daimler name simultaneously from Gottlieb Daimler and Daimler-Motoren-Gesellschaft of Cannstatt, Germany.



After early financial difficulty and a reorganisation of the company in 1904, the Daimler Motor Company was purchased by Birmingham Small Arms Company (BSA) in 1910, which also made cars under its own name before World War II. They are not to be confused with Daimler AG – the manufacturers of Mercedes Benz, who's history dates back to the merger of Benz & Cie. and Daimler Motoren Gesellschaft in 1926. In 1933, BSA bought the Lanchester Motor Company and made it a subsidiary of Daimler.


Daimler was awarded a Royal Warrant to provide cars to the British monarch in 1902, however it lost this privilege in the 1950s after being supplanted by Rolls-Royce. Daimler occasionally used alternative technology: the Knight engine which it further developed in the early twentieth century and used from 1909 to 1935, the worm gear final drive fitted from 1909 until after the Second World War, and their patented fluid flywheel used in conjunction with a Wilson preselector gearbox from 1930 to the mid-1950s. In the 1950s, Daimler tried to widen its appeal with a line of smaller cars at one end and opulent show cars at the other, stopped making Lanchesters, had a highly publicised removal of their chairman from the board, and developed and sold a sports car and a high-performance luxury saloon and limousine.



In May 1960, the Daimler business was purchased from BSA by Jaguar Cars for £3.4 million. William Lyons was looking to expand manufacture, wanted the manufacturing facilities and had to decide what to do with the existing Daimler vehicles. Jaguar had been refused planning permission for a new factory in the area in which it wanted it to be. Daimler had shrunk to representing just 15% of BSA group turnover in 1959–1960 and BSA wished to dispose of its motoring interests. Jaguar stated publicly that it would continue production of the existing range of Daimler, that it would continue normal research and development for future Daimler products, and that it would expand Daimler markets in Britain and overseas.



Jaguar was then merged into the British Motor Corporation in 1966 and British Leyland in 1968. Under these companies, Daimler became an upscale trim level for Jaguar cars except for the Daimler DS420 limousine. When Jaguar Cars was split off from British Leyland in 1984 it retained the Daimler company and brand. In 1990 Ford Motor Company bought Jaguar Cars and under Ford it stopped using the Daimler marque in 2007. The last Daimler produced to date was the X350 based Super Eight. Ford sold both Jaguar and Land Rover to Tata Motors in 2008. In 2013, Jaguar Cars was merged with Land Rover and the rights to the Daimler car brand were transferred to the newly formed British multinational car manufacturer Jaguar Land Rover.

Ed et al 

2021 MODEL YEAR F-PACE

JAGUAR HAVE JUST ANNOUNCED A FACE LIFT FOR THEIR BESTSELLING F-PACE. WITH AN ASSERTIVE NEW EXTERIOR, BEAUTIFULLY CRAFTED ALL-NEW INTERIOR, LATEST GENERATION INFOTAINMENT AND NEW POWER TRAIN OPTIONS, THEY SAY, THE NEW JAGUAR F-PACE IS MORE LUXURIOUS, CONNECTED AND EFFICIENT.

Exterior

The new exterior design gives a cleaner, more assured presence, featuring a new sculpted bonnet with a wider power bulge and smoother, more precisely defined surfaces. The new bonnet also contributes to a more striking finish by reducing the number of shutlines on the front of the car.

An enlarged grille features Jaguar's heritage logo-inspired 'diamond' detailing, while the side fender vents now feature the iconic Leaper emblem. A new front bumper with redesigned air intakes and dark mesh details visually widen the new F-PACE. New super slim all-LED quad headlights with 'Double J' Daytime Running Light (DRL) signatures, deliver increased resolution and brightness. With Adaptive Driving Beam capability, which evaluates the road ahead and automatically adapts the high beam light to mask oncoming traffic or traffic signs, the system can create varying light beam patterns by selecting different LED segments to optimise visibility and minimise risk of distracting other drivers.

Premium LED technology is fitted as standard across the range and is available with Auto High Beam Assist on SE and HSE models. The technology uses the forward-facing camera to automatically switch between high and low beam, reducing risk of dazzling oncoming drivers. Animated Directional Indicators are also

available. At the rear, new slimline lights feature Jaguar's double chicane graphic to accentuate the width of the vehicle. The new bumper design and sculpted new tailgate also add visual drama.

All-New, Crafted Interior

The F-PACE has an all-new interior, where the new cockpit design has a greater focus on the driver. A new centre console incorporates an optional wireless charger and greater console stowage. At the heart of the new interior is a seamlessly integrated centrally-mounted 11.4-inch curved-glass HD touchscreen in an elegant magnesium alloy casing, which controls the new Pivi Pro infotainment system. Authentic finishes, including open-pore wood veneers and aluminium, feature in beautifully formed shapes. The new Drive Selector features an upper section finished with 'cricket-ball' stitching, the lower part being made of precision-engineered metal for enhanced tactility.

New door casings, featuring a new 360-degree grab handle, provide easier access and increased storage. New seats feature wider cushioning, new massage functions and enhanced coverage of the heated and cooling areas. An embossed Jaguar Leaper features on the headrests on selected models, while a set of 'Est.1935 Jaguar Coventry' upholstery tags highlight the brand's heritage. Hmm, Ed.





A series of advanced technologies ensure the health and wellbeing of all occupants. Cabin Air Ionisation improves interior air quality through Nano technology, which removes allergens and unpleasant odours. The system now also features PM2.5 filtration, which captures ultra-fine particles to improve occupant health and wellbeing.

Plug-In Power and Performance

The new F-PACE is available with the P400e PHEV powertrain as well as the latest four-cylinder and new in-line six-cylinder petrol and diesel Ingenium engines. Mild Hybrid Electric Vehicle (MHEV) technology is also available on selected engines for the first time.

The new 2.0-litre four-cylinder PHEV model produces a combined 404PS and 640Nm from its petrol engine and 105kW electric motor. The advanced electric motor is powered by a 17.1kWh lithium-ion battery and helps contribute to a fuel economy of up to from 2.2l/100km as well as impressive performance figures of 0-100km/h in 5.3 seconds.

When fully charged, the new P400e is capable of up to 53km of all-electric driving, enabling the new F-PACE PHEV to complete the average UK daily commute of 30.2km to and from work, in EV mode without requiring a recharge. Fast Charging (32kW DC) is capable of delivering 0-80 per cent charge in 30 minutes while a domestic 7kW wall box can provide a charge of 0-80 per cent in as little as one hour 40 minutes.

Advanced MHEV technology, available on the four- and six-cylinder diesel engines and featured on the six-cylinder petrol powertrains, uses a Belt integrated Starter Generator (BiSG) to harvest energy usually lost when slowing and braking. This energy is then stored in a separate 48V lithium-ion battery before being intelligently redeployed to assist the engine when accelerating away, as well as delivering a more refined stop/start system. With MHEV technology, the next-generation 163PS 2.0-litre four-cylinder Ingenium diesel engine achieves fuel economy of up to 6.2l/100km.

The in-line six-cylinder 300PS diesel engine delivers strong performance from low speeds while returning fuel economy of up to 7.4l/100km. As well as the competitive efficiency, performance is just as impressive with 0-100km/h in 6.4 seconds. The new diesel engine meets stringent emissions targets, thanks to a raft of advanced technologies - series sequential turbos

and an advanced after-treatment system make it one of the leading diesels in the world.

Petrol customers can choose between the 340PS or a 400PS version of the 3.0-litre in-line six-cylinder producing 480Nm and 550Nm of torque respectively. Both feature the latest engine technologies including an electric supercharger supported by a twin scroll turbocharger and Continuous Variable Valve Lift (CVVL), for a strong combination of refined performance and efficiency. In 400PS form, the new F-PACE is capable of 0-100km/h in 5.4 seconds.

Finally, the 2.0-litre four-cylinder 250PS Ingenium petrol engine produces 365Nm of torque, delivering 0-100km/h in 7.3 seconds with fuel economy of up to from 9.3 l/100km.

All engines are paired with Jaguar's eight-speed automatic gearbox, which can be controlled using the steering wheel shift paddles for added driver engagement. All-wheel drive is standard across all F-PACE models and Intelligent Driveline Dynamics provides rear-wheel drive biased performance, with the ability to vary torque to individual axles almost instantly depending on conditions.

The new F-PACE chassis has been updated to support the introduction of the new electrified engines as well as enabling the latest JaguarDrive Control and new Auto Vehicle Hold. The latest JaguarDrive Control features Comfort, Eco, Rain-Ice-Snow and Dynamic modes, which can be chosen manually by the driver based on the road conditions. The settings, selected through a new rotary dial next to the all-new Drive Selector, adapt the F-PACE's steering, transmission, throttle and (when specified) Adaptive Dynamics settings. Auto Vehicle Hold provides added convenience and smoother operation than conventional Automatic Hill Hold. This holds the brakes for an unlimited period of time when stationary on a gradient, gently releasing the brakes only when the driver depresses the accelerator.

Cutting-Edge Connected Technologies

The new F-PACE features Jaguar's advanced Electronic Vehicle Architecture, dubbed EVA 2.0. The latest Pivi Pro infotainment technology is accessed through the 11.4-inch touchscreen. Key benefits include enhanced clarity and the simplified menu structures allow drivers to access or view up to 90 per cent of common tasks from the home screen in two taps or less.

To help drivers access vital information quickly, new F-PACE also features a new 12.3-inch Display, which can show full-screen navigation mapping with turn-by-turn instructions, digital dials, media, contact list or infotainment details. Working with the optional Head-up Display technology, new F-PACE gives drivers all the information they need with least distraction.

The intuitive new infotainment system allows customers to connect two phones simultaneously via Bluetooth. Optional wireless device charging with phone signal booster fast charging of compatible smartphone. The system also provides clearer calls through the help of an external aerial.

The collection of new convenience technologies includes Software-Over-The-Air (SOTA) capability, which ensures the performance SUV is always using the latest software. Pivi Pro connectivity is provided by the dual-sim technology enabling the system to carry out multiple functions at the same time, such as streaming media and downloading SOTA updates.

Segment-first Active Road Noise Cancellation technology constantly monitors vibrations from the road surface and calculates the opposite phase sound wave needed to remove the noise heard by the occupants. This means quieter levels within the cabin and improved refinement that helps to reduce fatigue, commonly associated with prolonged exposure to low-frequency noise. The lightweight technology ensures that vehicle weight and handling characteristics remain unaffected. Engine Noise Cancellation isolates the cabin from unwanted engine noise.





The new F-PACE also benefits from a selection of advanced driver assistance technology. This includes Clear Exit Monitor, which can alert both front and rear occupants to the presence of an approaching car or cyclist when exiting the vehicle. Adaptive Cruise Control automatically maintains a set distance from the vehicle in front. Jaguar's latest 3D Surround Camera technology delivers advanced 3D functionality using the latest camera technology to deliver more detail and a choice of real-time viewing when manoeuvring the vehicle.





JCNR RUN TO STONEHAVEN

Dateline Johannesburg - August 30th 2020

Having experienced some early spring weather prior to this latest Jaguar event, it was with some shock to wake up to temperatures in the single digits.

Fortunately, the organizers had prepared for us all to meet at the Jaguar Bedfordview dealership. On arrival, hot, steamy cappuccinos and muffins were laid on, thanks to the kind hospitality of Calvin Watkins and his staff. It also afforded the members an opportunity to view the Jaguars and Land Rovers on display in the showroom. Outside, neatly lined up, were the Cats, old and new, ready for another outing with their loving owners.

The planned route was provided with directions and clues which lead to a prize at the end of the outing. We masked up and were ready to go.

Being a solo driver, I rely on the convoy of those in front to lead the way. I started with a group of three in front, but by the time we hit the highway there were only two of us. I assumed the balance would catch up at some point.

Things were on track until we reached instruction 28 on our Route Guide which indicated to 'turn left on the R42 – unsigned'. How easy it is to not check the distance provided on our Route Guide which would have avoided taking the wrong turn. Be that as it may, we took the first unmarked turn left and within a few hundred meters in, we hit a gravel road. Due to the next clue being 'this hub is not for your wheels' the driver and co-driver thought a gravel road could comfortably fit this clue, which made a whole lot of sense to me as well. We should have known better! But on we went.

After a few kilometres and a nagging feeling, we flagged down a driver in his jalopy and asked where the nearest main road was. He indicated, a little further up, which would be the highway to Vanderbijlpark. So, we continued, through potholes, cattle crossings, and peaceful farms – and not another Jag in sight! All I could see was this very nimble, 1972 black E-Type, bravely manoeuvring these harsh dirt tracks.



We eventually did reach the highway after around 20km! The cars were covered in dust, proof of our off-road detour.

Finally, we arrived at a very busy Stonehaven resort. The other Jags were already parked, in pristine condition, in the allocated parking lot (which was now full) leaving our two dust-covered Jags to sit in the most prominent spot, next to the entrance where people were being temperature checked. Not an ideal way to show off this legendary brand, but it showed that we're made for any terrain.

Stonehaven management had organized for the club members to be seated at the water's edge which was beautiful. A perfect spot to have brunch and a catch-up with friends.

Ravi Chetty, the owner of the E-Type, accompanied by his daughter Charise, told me over a much-needed beer, that he had just finished a two-year refurbishment of his Jag and that this was its maiden drive to run the engine in. It was certainly put through its paces! This was also his first event as a member of the Jag club, and it was one of my most memorable - I have to say. A fun way to spend a Sunday morning.

As always, thank you to the organizers for the effort to make it the success it was.

Caroline Theiland / Pics Ed 🐦



JAGUAR XF R-SPORT

Rens Rademeyer and Calvin Watkins of Jaguar Bedfordview were kind enough to supply me with some wheels to join the Stonehaven run. My suggestion of a Jaguar Approved used car from their selection led to us driving a 2016, Polaris White 2-litre diesel XF across southern Gauteng to the finish venue of the run. "Our" XF was a basic model with manually adjustable seats, no Sat-Nav – but it had the appropriate Jaguar luxury and feel.

I had driven the 2-litre petrol XF in the past and was interested to make a comparison between the two. The car was immaculately prepared and, after signing my kids' inheritance away, we set off for the Vaal. We sampled the acceleration and road holding en route. Our initial impression of the Ingenium diesel was good, with the power coming in strongly up to 4 500 rpm. Is it quiet? No, you can clearly hear the oil-burning engine pulling on firm acceleration and also when idling. Once cruising at 120ish on the R59 silence and comfort reigns, however.



The XF, updated in 2016 and to be refreshed again soon, contrasted well with its earlier steel, Ford based version being nearly 200 kg lighter. In addition, it has nearly 100 NM more torque than a petrol 2-litre I had previously driven – excellent mid-range grunt to pass those recalcitrant taxis – caveat below. Driving on country roads was a pleasure with 160 kph coming up on short straights and its cornering capability being beyond the driver's.

On previous drives with 2-litre Jaguars, I have complained that the combination of a small engine and the eight-speed box was not a happy one. Sadly, this XF had a similar concern. When demanding overtaking enthusiasm by the time the 'box had changed down two gears and the turbo spooled up, the overtake was less positive. Jaguar World testing the XF noted this, but praised the lighter chassis, supple dynamics and the well-balanced electric steering. I'm pleased to concur with these comments.

The Jaguar online configurator seemed a bit shy to give me a current price for this version of the XF, but CAR magazine assured me it was a small amount north of R1 000 000. In contrast, this particular XF can be sourced from Jaguar Bedfordview at an excellent value.

As ever, many thanks to Calvin and Rens at Bedfordview for the opportunity to try out an approved XF down to the Vaal.

Ed 





enough to find one - and this is it. Ice white with ivory Nappa leather interior, piano black fascia and dark charcoal - as opposed to black - dash and folding roof. A V8 5 litre supercharged engine (supercharged always sounds superior to turbo charged) with 6 speed gear box. Every year it gets a polish and wax with Meguiars and it is only washed with Meguiars Wash 'n Wax..... and a wash mitt made of sheepskin from Harley D. It's only done 44 000 km. I think it's magnificent and I wonder if Jaguar will ever make a car like it again. Is it the last V8?

I joined an XK owner group on Facebook. It's useful because I can pick up a few tips, but two things that come up repeatedly strike me as dumb - those who want a low cost

maintenance garage and those who want to modify their car. When you are lucky enough to own one of these magnificent cars you do two things: leave it just as it came from the factory (or go and buy a BMW to play around with) and only have it serviced by an accredited Jaguar agent. In my case it has only been serviced by our friends at Jaguar Bryanston.

William Lyons said that a Jaguar should have Space, Pace and Grace, and my XKR cabrio has all three in abundance. With the love affair with e cars, will they ever make another V8 grand tourismo?

Rick Hogben 🐾

Members and their Cars – VIII

My parents emigrated to South Africa in 1952. Until then the only car my father had owned was a pre-war Morris 8, courtesy of a bequest from a senior partner. A friend who had emigrated a few years earlier was the manager of Grosvenor Motors, and he urged my father to bring a Jaguar with him - he would need to keep it for a couple of years but then could sell it for a fortune. So Dad ordered a Jaguar MK VII. It was duly paid for and delivered in Johannesburg, and for a while we had this splendid car - dark grey with cherry red and walnut interior. All went well until the revenue authorities came knocking. It seemed that by paying for the car after he had arrived in South Africa (albeit with money brought from England) Dad had unwittingly contravened the foreign exchange laws. Goodbye Jaguar. I've often wondered what happened to that car!

I always wanted a Jaguar, but for many years it never quite worked. My first car was an Austin 1100 which I tried unsuccessfully for two years to turn into a Mini Cooper. It was followed by a Triumph 2000 and then a succession of company cars. Peugeot 404 (yuck) followed by a Chev 4100 (unsophisticated raw power), a Granada Ghia (lovely but thirsty) and a succession of Mercs. A XJ was too expensive, an X-TYPE too small, an XJ-S unaffordable as a third car. And there was always a thing about Jags - there was never enough headroom! After I retired I cast longing eyes at an XKR, and over the years I would pop into the showroom down the road from time to time while the R1 million price tag grew to R1.5 million. I couldn't justify a new one, but in 2012 I actively started to look for a second hand one. Not too old, there had to be years left on the maintenance plan. And in 2013 I was lucky





Christmas

IS COMING

SO, LAST ISSUE I SPENT A PAGE OR SO RUMINATING ON WHICH OF JAGUAR'S SUVs WOULD BEST SUIT THE EDITORIAL MOTORING NEEDS. THE F-PACE SVR CAME OUT TOP OF THE "PLEASE, MUMMY" LIST. THIS ISSUE'S QUESTION IS: "IF MONEY WAS NO OBJECT, WOULD YOU PREFER AN INSANELY FAST 'PACE – OR WOULD YOU ELECT FOR AN EQUALLY RAPID E-TYPE?"

Two UK Jaguar specialists, Lister Motor Company and Eagle, have just made mouth-watering and account-draining vehicle announcements.

Lister have taken the wraps off Britain's fastest and most powerful SUV – the 666 bhp Lister Stealth. Their team of highly experienced engineers set to work on the 5 litre V8 engine and cooling system to get it to deliver an outstanding 666bhp and 881Nm of torque – 22% up on the standard car. They began with a custom-built intercooler and high-performance air filtration system for optimising combustion temperatures and airflow into the unit. Upgraded dual supercharger pulleys have the cumulative effect of forcing more air into the combustion chamber. They also applied the proprietary Lister Engine Management System to the Stealth, modifying the programme mapping to exploit its full capabilities. The result, they say, is a five-seat SUV that can deliver a devilish 666bhp with ease.



With a top speed of 195mph, the Stealth does 0-60mph in 3.6 seconds, making it not only the fastest but the most powerful British SUV. They apparently organised a drag race at the VMAX200 testing ground to

prove their assertion - thereby beating the Lamborghini Urus, the Aston Martin Vantage and the McLaren 570 GT.

Eagle have taken a different tack to claim your hard-won Rands. Sorry, I take that back, there aren't enough Rands left to buy either of these. They have focussed more than 35 years of E-Type experience on the analysis of every component, identifying no compromise design improvements, followed by an 8 000 hour build to create a road capable Lightweight.

They start with a 100 per cent strip-down of an original Series 1 E-Type, replacing every panel with lightweight aluminium of a modern grade suited to road use. Specialist craftsmen invest more than 2 500 hours forming the sensual curves, then fitting them to tolerances far finer than those specified by Jaguar's Competition Department.

The original profile is faithfully recreated, with enhancements to aerodynamics including a deeper rear ramp angle, deeper sills (which also increase chassis stiffness and allow the driver to sit lower, improving headroom and lowering the centre of gravity) and increased screen rake front and rear with bespoke glass. Wheel arch size has also been enlarged to accommodate 16" peg-drive magnesium alloy wheels, modelled on the original Dunlops, which allow more modern tyres.

The heart of the car is Eagle's 4.7 litre evolution of the famous Jaguar XK straight six. Factory Lightweights were specified with an aluminium block replacing the iron block of road cars, an upgrade replicated by Eagle. A bespoke crankshaft, pistons and con rods improve responsiveness and durability, while a wide-angle head accommodates larger valves





and a higher lift camshaft for improved breathing. Peak power of 380 bhp arrives at 5 750 rpm, but the pleasure of this unit is the vast wave of torque: 375 lb ft at 4 000 rpm and a flat curve that makes the car feel effortlessly fast, before a dash for the redline.

The two vehicles are not all about raw power. Refinements, from different perspectives, have been incorporated for the driving experience.

The Stealth has a number of cool handmade bodywork enhancements that contribute to aerodynamics and cooling. The carbon fibre front bumper features two large air intakes to aid airflow into the engine, the front splitter increases aerodynamic efficiency and the updated brakes, lets it stop as well as it accelerates. A large carbon fibre rear diffuser creates additional downforce. It also has a custom-designed, stainless-steel exhaust system, matching side skirts and wider wheel arches, complemented by bespoke 23-inch Vossen forged wheels.



The Stealth features the highest-grade Bridge of Weir Nappa leather interior that is tailored to every customer's specification, with 36 colour choices and 90 different stitching options. So each Lister will pretty much be unique.

Eagle, through extensive use of specialist lightweight materials, have a Lightweight that weighs just 1 017 kg, but is luxuriously specified and fully air conditioned for road use. They have resisted the temptation to give the car an excessive exhaust note or a suspension calibration that can make it too harsh. Working together with the seats and tyres, their suspension, carefully specified geometry, spring rates, bushings and bespoke Ohlins adjustable dampers, ensure long, comfortable trips.



The driving position has been enhanced to increase legroom in the E-Type's notoriously cramped cabin while the seats are redesigned to improve safety, retention and long-term comfort. Most of the revisions could be described as evolutions of period technologies, but there are also selected upgrades. These include the braking system - now by four piston, servo assisted vented discs and the integration of a discreet air-conditioning system.

So can I afford one? The Stealth weighs in at £109 950 or close on R2.5 m. Eagle are being coy on their Lightweight – but they have a replica, by another builder, on their website for £325 000. And they sold one of their low-drag E-Type for an eye-watering £650 000 in 2014. Nigh on R14.5 m. Ah, well, happy Noel. – **Ed.** 🐾

STOP PRESS

Dateline Whitley, UK - October 6th 2020

Jaguar have announced a refresh for both the XE and the XF today. The Jaguar XE now features a new electrified powertrain option and latest connected technologies, says JLR. For the first time on the Jaguar XE, the next-generation 2.0-litre four-cylinder Ingenium diesel is available with the latest Mild Hybrid Electric Vehicle (MHEV) technology for enhanced efficiency. Inside, Jaguar's state-of-the-art Pivi Pro dual-sim infotainment system ensures the XE is always connected. The intuitive new interface makes it easier for drivers to view information and perform frequently used functions on the move.

The dynamic new Jaguar XF Saloon and XF Sportbrake feature enhanced exteriors, an all-new interior incorporating luxurious new materials, and

seamlessly integrated, connected and future-proof technologies. New XF showcases contemporary British design and engineering at its best. A next-generation, 2.0-litre four-cylinder Ingenium turbocharged diesel engine featuring Mild Hybrid Electric Vehicle (MHEV) technology and the latest 2.0-litre four-cylinder Ingenium petrol engine power the new Jaguar XF, providing enhanced efficiency with strong performance.

If you have already read our article on the 2021 MY F-PACE, then you will be familiar with the Pivi Pro based infotainment system and the different power train options now available for the Jaguar range. The XF has had an interior and exterior refresh as well. You can look forward to a full report in our next issue.

Ed. 





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Derek Sturgess

Employee: Excuse me sir, may I talk to you?

Boss: Sure, come on in. What can I do for you?

Employee: Well sir, as you know, I have been an employee of this prestigious firm for over ten years.

Boss: Yes.

Employee: I won't beat around the bush. Sir, I would like a raise. I currently have four companies after me and so I decided to talk to you first.

Boss: A raise? I would love to give you a raise, but this is just not the right time.

Employee: I understand your position, and I know that the current economic down turn has had a negative impact on sales, but you must also take into consideration my hard work, pro-activeness and loyalty to this company for over a decade.

Boss: Taking into account these factors, and considering I don't want to start a brain drain, I'm willing to offer you a ten percent raise and an extra five days of vacation time. How does that sound?

Employee: Great! It's a deal! Thank you, sir!

Boss: Before you go, just out of curiosity, what companies were after you?

Employee: Oh, Truworths, Woolworths, Edgars and my Visa card.

MANAGEMENT COURSE

Derek Sturgess

Lesson 1: A man is getting into the shower just as his wife is finishing up her shower, when the doorbell rings.

The wife quickly wraps herself in a towel and runs downstairs. When she opens the door, there stands Bob, the next-door neighbour.

Before she says a word, Bob says, 'I'll give you R1 000 to drop that towel.'

After thinking for a moment, the woman drops her towel and stands naked in front of Bob, after a few seconds, Bob hands her R1 000 and leaves.

The woman wraps back up in the towel and goes back upstairs. When she gets to the bathroom, her husband asks, 'Who was that?'

'It was Bob the next door neighbour,' she replies.

'Great,' the husband says, 'did he say anything about the R1 000 he owes me?'

Moral of the story:

If you share critical information pertaining to credit and risk with your shareholders in time, you may be in a position to prevent avoidable exposure

Lesson 2: An eagle was sitting on a tree resting, doing nothing.

A small rabbit saw the eagle and asked him, 'Can I also sit like you and do nothing?'

The eagle answered: 'Sure, why not.'

So, the rabbit sat on the ground below the eagle and rested. All of a sudden, a fox appeared, jumped on the rabbit and ate it.

Moral of the story:

To be sitting and doing nothing, you must be sitting very, very high up.

THE JAGUAR XJ X350 SERIES - THEN AND NOW

IN 2003 JAGUAR CARS ANNOUNCED THE INTRODUCTION OF THE THIRD GENERATION OF THE JAGUAR XJ SALOON RANGE, INTERNALLY IDENTIFIED AS X350 LATER CHANGED TO X358 FOLLOWING UPON A FACELIFTED MODEL IN 2007.

The new car represented a radical departure for Jaguar, featuring an all-aluminium unibody chassis and bodywork. This was among the first such construction for a mass produced car. The bodyshell was claimed to be 40% lighter and 50% stiffer than the previous model, despite increased overall size. The body shell used aerospace construction technology featuring a hybrid of adhesive bonding and rivet joinery, referred to as riv-bonding. This required the introduction of many new techniques, development and significant capital investment. The front end featured a hydro formed aluminium extrusion. In the interests of manufacturing feasibility numerous styling elements of the original design had to be redesigned to facilitate forming in aluminium rather than steel, especially the profiles around the headlamps and the rear door/fender shut pressing. Steel was used for the front and rear sub frames whilst magnesium was used for the seat frames and lateral instrument panel beam.



So impressed were the then owners of Jaguar with the riv-bonding system, that when the unit was sold to Tata Motors in 2008, Ford retained the bonding and riveting patents of the XJ's body.

However, the styling retained a conservative evolution of the previous model's appearance and overall the car retained a strong bond to the previous generations of the original Series 1 which launched in 1968. However, the overall body was wider, longer and higher giving increased head, leg shoulder and storage room. Manufacturing was to take place at the Castle Bromwich Assembly plant in Birmingham and the launch of the car largely coincided with the takeover of Jaguar by Ford's Premier Automotive Group.

The X350 made an interesting debut at the 2002 Paris Motor Show with a car featuring an unpainted but highly polished body being displayed. This car is now on display at the Jaguar Museum at Gaydon.

The car also featured advanced electrical systems and a multi-link four wheel self-levelling adaptive air suspension featuring Bilstein shock absorbers. The new system was known as CATS and the entire suspension was controlled electronically. The system was also designed to activate every 24 hours to level the car when parked and not in use. This arrangement was a major departure from the previous generation's double wishbone IRS. Some would later complain that the new system that the new system did not give the same ride quality and reliability of the traditional Jaguar IRS system which was universally admired.

The X350 featured a range of engines from a 2.7 litre V6 diesel producing 204 PS or 150kW to a 4.2 litre supercharged V8 petrol producing 400PS or 294kW. The V8 engines were revised and more powerful versions of the V8 engines found in the 2003 S Type. The XJ8 models featured a naturally aspirated V8. The XJR boasted impressive performance achieving 0-62 mph (100Km/Hr) in 5.0 sec with an electronically limited top speed of 155 mph (240 Km/hr). The gearbox was a six speed automatic manufactured by ZF.

The car was available worldwide in various trim levels including, Executive, Van den Plas, Sovereign and XJR specifications. The Super V8 also known as the Daimler Super Eight and was the most expensive model followed by the XJR, which was only available as a short wheelbase model. In 2004 a long wheel base version became available. The interior was both luxurious and opulent but without being garish. Build quality in the cabin area was praised as being a big step up from previous XJ models.

A distinctive wire mesh grille and chrome finished side mirrors set the Super V8 and XJR models apart from the other less expensive XJ models. In early 2005 Jaguar announced the introduction of the Super V8 Portfolio, a limited-edition trim level but with the supercharged V8 engine. The car was launched at the New York Auto Show and had a base price of \$ 115,995 – no cheap car and a car obviously aimed squarely at the Mercedes Benz S55 AMG.

In February 2007 a facelifted model for the 2008 model year appeared with a revised front grille and a prominent lower grille. The front lights were revised and the door mirrors incorporated side repeaters. The front fenders incorporated faux side vents whilst the interior featured redesigned front seats.

Sadly, production of the X350 series ended in March 2009 after seven years to make way for the new XJ X351 series. In this time 83 566 cars were produced, many of which are still in regular use today. The X350



XJ's were available in SA but were expensive and did not sell in large numbers. Only 50 XJR variants were imported into SA for example. They thus remain rare and exclusive cars, highly regarded by Jaguar enthusiasts throughout the world.

So how has the X350 fared in the seventeen years since its introduction and is it a car worth owning today? In fact, the X350 is more popular than ever and has a fanatical following especially in the UK and the US. The cars are regarded by many as far superior to the replacement XJ and as being the last of the true Jaguar saloons. Ford ownership of Jaguar, often derided, in fact brought many benefits including significantly improved reliability and build quality. The engines on the X350 range have proven to be incredibly tough and many owners report on Jaguar forums that their cars have covered upwards of 200 000 miles without problems, with some cars in the UK being reported to have covered more than 400 000 miles and still being used as daily drivers. Despite its age these cars continue to command attention from the public and to offer amazing levels of comfort, refinement and performance. They are fabulous cars to own, especially the V8 variants.

However, the X350 is not without its weak areas and faults. Maintaining these cars in tip top condition can be both expensive and time consuming. However, the effort is well worth while. The following are some of the more commonly encountered problems:

Bodywork Corrosion and drainage

Despite the aluminium construction the X350 is subject to corrosion around the doors, boot lid, rear windscreen frame and wheel arches. This arises from a reaction on the aluminium panels to moisture, but fortunately this tends to be localised and does not spread to adjacent areas unlike normal rust. There may also be galvanic corrosion where steel rivets were used to join aluminium panels. Pay particular attention to places where there is a sharp contour or crease in the body as well as the underside for the presence of rust on the front and rear sub frames which are made of steel. It should also be noted that accident damage may be difficult and expensive to repair as aluminium is more brittle and harder to repair.

With time a critical issue with the construction of the X350 body has emerged in the form of the drainage holes. These tend to become blocked over time with potentially far reaching consequences. A particular problem area is the pollen filter housing which features a drainage hole to allow water accumulating in the cavity to drain. However, this housing sits directly above the ECU and if the drainage hole becomes blocked with debris, this leads to water seeping down onto the ECU unit causing corrosion within the ECU and other major problems. There have been horrific reports from the UK of the consequences of water build up within the pollen filter housing and consequently all the drainage holes on the car should be regularly inspected and cleaned out, especially if the car stands outdoors a lot. Other important drainage points are the sunroof and fuel tank filler housing.



CONTINUED → → →

Another similar problem area are the parking sensors in the bumpers which can fail when water gets into the units. Fortunately, removal and cleaning often resolves the problem. Other frequently encountered body related problems are the door handles, door locking mechanisms and electric windows.

Interior

A common failure on most XJ series cars, is the headlining which tends to delaminate and become detached with time, especially if it has been subjected to water or excessive heat exposure. The headlining then tends to drop and look unsightly. The only option is then to replace the headlining which is not a simple exercise.

Gearbox

The X350 features a six speed auto ZF gearbox, claimed to be sealed for life and requiring no maintenance. This claim is completely misleading and untrue. These gearboxes can be very temperamental and are often plagued by jerky take-off from low speeds. The gearbox on the X350 is really one of its weak points and is rather disappointing. Changing the gearbox oil and replacement of the pan should be done every 50 000 miles or 80 000 Km, possibly coupled with a gearbox ECU reflash which may help cure any snatchy changes. This was a feature of the cars from new. When changing the oil, it is imperative to use genuine ZF parts and fluid.

Whilst changing the oil may improve performance a little it needs to be remembered that a considerable quantity of oil remains trapped within the gearbox and torque converter. In fact, I have heard of some owners drilling a hole into the torque converter in order to drain the trapped oil from the unit, but this measure is not advisable. However, the gearbox has the ability to "learn" from driver behaviour and following upon an oil change the performance of the gearbox tends to improve over time as the box adjusts to the type of driving style used. Nevertheless, the gearbox does not adapt particularly well to slow driving in traffic. These cars prefer driving in uncongested conditions.

Engine

Whilst the various engines in the X350 range are tough and enjoy great reliability there are some problem areas to watch out for. In particular, on the XJR models, the coolant pipes run underneath the supercharger in the valley between the cylinder banks. These hoses can fail and access is difficult involving the removal of the entire supercharger, charge cooler and intake. Constant inspection for coolant leaks underneath and at the rear of the engine is imperative and the coolant hoses should be replaced at regular intervals. At the same time the oil in the supercharger should be replaced, something which is often overlooked.

Another weak point is the coolant expansion tank which can become over-pressurised and either blow off the connecting pipe or cause cracking of the tank itself. Regular inspection of this item and replacement of the pressure valve is most important if trouble is to be avoided.

Electrical

The X350 boasts a highly sophisticated electrical system with sensors for just about every function. Many owners have complained about endless issues with warning lights which come on randomly, malfunction and can be extremely difficult to resolve. Experience however has shown that the systems on the X350 are highly sensitive to battery voltage and the quality of electrical connectivity.

Even small changes in voltage can result in all manner of erratic behaviour and in fact most problems can be traced to this issue. It is imperative to keep the battery fully charged at all times and it is especially important to check all earth points, especially the main points behind the headlights for connectivity. Other important ground connections to check over are located in the boot and underneath the front seats. There must be good clean contact with metal surfaces. Poor connections account for a very high percentage of electrical problems on these cars. All ground connections should be regularly monitored for corrosion and meticulously cleaned. Care must however be exercised when loosening connections to avoid shearing off the contact stud.



Suspension

Suspension issues are perhaps the most commonly heard of complaints from owners of X350's. The electronically controlled adaptive air suspension system, whilst delivering a wonderful ride in any conditions without any intervention from the driver when the car was new, has proved prone to failure at some point. The Bilstein air bags wear out, especially on the front struts and the compressor fails leading to very expensive replacement. After market units have become available in recent times, at a significant cost saving, but they do not deliver as smooth a ride as the original units.

In fact, so problematic has the issue of the replacement of aging air suspension components become that replacement parts featuring traditional coil over shock absorbers have become available in recent times, especially in the US. This option has become increasingly popular with many owners as it eliminates so many of the suspension related issues that can plague these cars and provides years of reliability. I have two XJR's one of which has been fitted with this option produced by Arnott. There is very little difference in the ride quality although the air system is perhaps a little softer and more compliant at slow speeds but for all practical purposes the coil over option will remove an ongoing weakness of X350 ownership and save a fortune in maintenance costs. The ride experience on these cars is also influenced by the choice of wheels and tyres. The optional good looking 20 inch Sepang wheels were fitted to many cars, especially the XJR, but in reality the standard 19 inch wheels with a higher profile tyre is a better option offering a softer, more comfortable and less skittish ride.

Suspension bushes are another problematic feature, with rear suspension bushes wearing more quickly than the front and requiring frequent replacement, which is not cheap. Experience has also shown that when one bush goes, this places an abnormal strain on the remaining bushes, leading to them rapidly deteriorating and consequently it is desirable to replace all the bushes at the same time. Fitting new bushes transforms these cars.

The ECU's Body Processing Module can also fail which affects the suspension, but fortunately this is not a very common problem.

Conclusion

The Jaguar XJ X350 range can make a compelling case as being the finest of the XJ series cars produced over a period of 50 years and as being one of the most luxurious and striking saloons ever produced. These cars are stylish, fast, and reliable and surprisingly fuel efficient. In fact, Jeremy Clarkson of Top Gear famously drove a diesel XJ from Switzerland to Blackpool in the UK on a single tank, a distance of over 1000 Km. Amazingly, when the tank was later drained it was found to still contain around 5l of fuel.

The X350 XJ saloons offer a quality of motoring that even the most expensive of modern day cars struggle to better. They offer unbelievable



value for money and sophistication today. A fully sorted out and near perfect example will probably cost less than a third of the cost of a modern day equivalent, which probably explains the models ongoing popularity as reliable family transport, some sixteen years after its introduction. In fact, they are far more highly regarded than the X351 XJ series that replaced them.

However, these are not cheap cars to maintain. Beware of buying a car that seems unduly cheap. A "cheap" example is likely to set you back a considerable sum to get back into pristine condition and as a general rule of thumb, be ready to spend what you paid for the car and often far more, to get your XJ back to being a sorted and superb looking example. For this reason, it is often advisable to pay more for a fully overhauled and well maintained car with a proven history. This is likely to save you a lot of money- and aggravation - in the long run.

Brian Martin 



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This magazine, together with our website – www.jagclub.co.za – comprise the official voice of the Jaguar Club: Northern Regions.

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The Jaguar Club Northern Regions is an independent organisation of enthusiasts who own Jaguar vehicles ranging from the classics of the early Thirties to the modern Jaguars of the current day. The club originated in 1977 from informal gatherings of a small band of dedicated Jaguar owners in the Johannesburg area to an organisation now comprising many hundreds of individuals from all over Southern Africa who wish to associate themselves with this superb marque. Our purpose is to further your enjoyment of all Jaguar automobiles both by driving them and sharing information in our website, Facebook and magazine.

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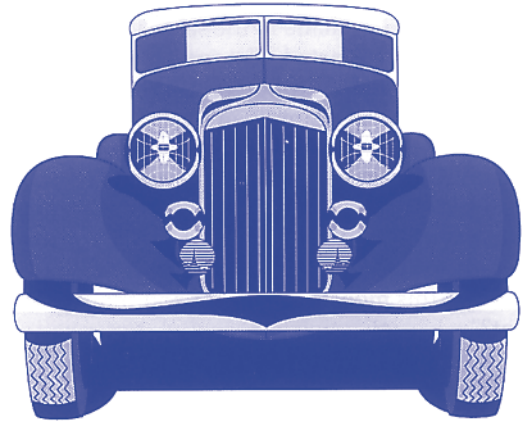
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