

# XCLUSIVELY JAGUAR

**12 YEARS**

## XCLUSIVELY JAGUAR TURNS 12

### INSIDE

FROM THE  
INDUSTRY

SPOTLIGHT ON:  
DAVID MARKS

CLUB IN FOCUS  
JDCA



PRODUCED BY:

xclusively  
jaguar.co.uk

MY... HOW  
YOU'VE GROWN!

"ONE MOORE  
FOR THE ROAD"

LOOKING BACK... XJ40  
SOVEREIGN J520 OVC



# JAGUAR DRIVERS' CLUB



## Bringing like-minded Jaguar owners together since 1956

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# Welcome to the latest issue of Xclusively Jaguar News!

This issue marks the 12th anniversary of Xclusively Jaguar, so what better way to celebrate than with a cover picture of an XJ12. Rob Jenner has owned this XJ81 version of the XJ40 for over 20 years, and it is still in impeccable original condition!

We also celebrate this issue with the launch of a new website and new magazine format for what has been our monthly newsletter for 12 years!

With this, our new website and magazine format, we have tried to address those issues that have been brought to our attention over the years, which we were perhaps not in a position to deal with before.

We hope that you, as regular subscribers, are pleased with the new website and magazine format and we would very much like to hear from you with your views, thoughts and opinions.

Please contact me at [Letitia@exclusively-jaguar.co.uk](mailto:Letitia@exclusively-jaguar.co.uk)

For those of you who are new to Xclusively Jaguar, I (Letitia Mace) developed Xclusively Jaguar in 2008 as a reliable base for collecting and sharing correct Jaguar data.

I sent out my first newsletter on 11th August 2008 and signed up for a web-design course and built the first website myself, completing it before the end of 2008.

Over the years websites have become a lot more complex and sophisticated, and being primarily a Jaguar enthusiast, rather than an IT enthusiast, it was more sensible to have the next website developed by a professional. So, it is with much gratitude that I would like to thank and acknowledge Colin Anderson for all of his hard work, keeping me online since 2015. Colin has now been joined by Brin Seward, who has built this latest version of the website and will now be responsible for magazine layout, while I will provide content.



## Contributors



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## Xtra Jaguar Resources

### Jaguar Club Newsletters

Many of the regional club newsletters contain information which is nationally or internationally relevant to Jaguar/Daimler owners, so, if your Jaguar club (regional, national, JEC, JDC, independent, register etc) publishes an internet based newsletter, we are happy to add the link to this page, provided it reaches us in time for our next issue.

[South Wales JEC Region – Latest Magazine](#)

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## Payen Head Gaskets from SNG Barratt

Payen head gaskets are a must-have for anyone involved in a rebuild or perhaps just looking for some peace of mind! Reinforced and made from a high-quality composite laminate, these Payen head gaskets are silicon sealed and able to conform to mating surfaces that may have slight imperfections in the surface finish.

Head over to the SNG Barratt website and select C19112U# for 2.4 and 3.4 litre models, or C19113U# for 3.8 litre models. Also due in stock imminently is AG570, a 1.33mm-thick Payen head gasket suitable for pre-1970, 4.2 litre models. Backorder this product today on [sngbarratt.com](http://sngbarratt.com)



**PAYEN HEAD GASKETS - SNG BARRATT**



**HEPOLITE PISTONS - SNG BARRATT**

## Hepolite Piston Sets

With over 100 years of heritage, we are proud to offer these iconic Hepolite piston sets for a wide range of Jaguar models. Manufactured with modern alloy allowing for a tighter running clearance, as well as modern ring packs with a wired oil control ring to prevent overlap and failure, these piston sets have been engineered to the same high-standards as the original factory-fitted parts.

## Amp Alternator Assembly

We are pleased to announce our brand new Amp Alternator Assembly. Up-rated to deliver a higher output than standard with no need for an additional regulator, this product from the Lucas Classic range is suitable for E-type Series 1, as well as 420 Saloon, Daimler 2.5 V8 / V8 250, Daimler Sovereign and Jaguar Mark X. Quote part number C25073U.



**AMP ALTERNATOR ASSEMBLY - SNG BARRATT**

# From the Industry



**CAR CARE RANGE -  
SNG BARRATT**

## Introducing the new car care range

We are also incredibly excited to announce the new Car Care range from SNG Barratt. Designed, developed and tested by our in-house team, these premium-quality products have been made specifically for Jaguar owners, by Jaguar owners. Including everything from Alloy Wheel Cleaner to Premium Car Shampoo, our car care range covers all the products you need to clean the body, interior and wheels of your Jaguar and give it a long-lasting shine.

## Other News from SNG Barratt

### Opening Hours

Did you know we've extended opening hours? Customers can now call our sales and customer service teams between the hours of 8am and 10pm Monday to Friday.

### Pre-paid Collections

As lockdown restrictions ease across the country, we're very pleased to announce that we are reopening our shop counter for pre-paid collections between the hours of 10am and 4pm Monday-Friday. Amendments to orders cannot be made on site, nor can packages be opened anywhere on site with the exception of inside your vehicle.

### Live Chat

We're also pleased to announce that our website now features LiveChat, making it easier than ever to talk to one of the team! If you're lacking a bit of inspiration or are struggling to find that part you need, simply click on the chat icon during our normal opening hours and one of our team will be able to help.

## Engine Stand Mounting Brackets

We're very pleased to announce that our SBS9005 Engine Stand Mounting Brackets are back in stock! Produced in-house, this revolutionary bracket fits all XK engine blocks from the XK150 onwards, allowing for unrivalled ease of access when working on your engine. Head over to [www.sngbarratt.com](http://www.sngbarratt.com) and search for product code SBS9005 whilst stocks last, or call us on +44 (0)1746 765 432!

Be sure to head over to the SNG Barratt YouTube channel where you can see the bracket in action on an episode of 'Parts With Pete', as well as a whole range of other SNG Barratt products!



**ENGINE STAND MOUNTING BRACKETS - SNG BARRATT**

# try

# My... How You've Grown!

*For those who are new to this website and monthly magazine, my name is Letitia Mace and I own Xclusively Jaguar.*

I sent out my first newsletter on 11th August 2008 to 35 acquaintances, and within a couple of months I had signed up for a web design course and built the first version of the Xclusively Jaguar website.

It was a hobby to begin with, but after my husband passed away in 2012 I registered Xclusively Jaguar as a business as I needed a salary in order to survive.

In 2012 I was asked to organise a reunion of XJ220 owners and all those who were involved in the creation, production and marketing of the XJ220.

I had no idea at the time that this was to be the first of many events and parades that I would be asked to create or assist with, and these include Mark 1 Days and other events for Nigel Webb at the Mike Hawthorn Museum, a Jaguar display at the Great North Classic Car Show, and Jaguar Parades for the JEC - Windsor, Bodelwydden, Thoresby and Wroxall among them.





In 2014 Rob Jenner, then current Chairman of the JEC became my partner and between us we now own an interesting collection of more than 20 classic cars, most of them Jaguars, plus an enviable collection of Jaguar automobilia that includes books, brochures, models and all kinds of Jaguar parts and literature, spilling into every room of our house!

In 2015 our ex-Jaguar Heritage X300 XJR Manual won an important concours d'elegance class, setting the scene for the future, as we now have several important concours d'elegance awards to our name.

Xclusively Jaguar has afforded me the opportunity to win the respect and make the acquaintance of many important Jaguar people, including Norman Dewis, Jim Randle, Michael Quinn and Paul Skilleter, to name but a few, and to take part in many important Jaguar events.

The commercial side of the Xclusively Jaguar website underpins the services I provide to the Jaguar community, and those services have brought me into contact with Jaguar owners and enthusiasts across the world and the whole spectrum of Jaguar related interests - from Concours to kit cars and SS to I-Pace.

Through Xclusively Jaguar I am now sole distributor for Win Percy's biography WIN 1 and UK/European distributor for Jaguar Magazine.

An agent for Specialised Covers, we offer high quality bespoke indoor and outdoor car covers in our unique Xclusively Jaguar insignia and corporate colours.



Recently, Rob Jenner and I have travelled as far as Norway at the request of various organisations, including the Norsk Jaguar Klubb, giving presentations on Xclusively Jaguar and our life with cars.

In 2018 we celebrated the 10th anniversary of Xclusively Jaguar with a private event at the Mike Hawthorn Museum.

Already on our 12th anniversary, with many times the readership of our first newsletter, plus casual website traffic to add to this, we are taking the next leap forward and celebrating with the launch of a brand new website and online magazine!

Never afraid to take on new challenges, I predict more of the same success as we have already experienced, going forward and expanding into the future! ■

## JDC... it just keeps getting better

The Jaguar Drivers' Club just keeps getting better, firstly with our redesigned and class-leading magazine and now with a brand-new website at [www.jaguardriver.co.uk](http://www.jaguardriver.co.uk). Further improvements are still to come, with a whole new range of merchandise and members' facilities to be available before the end of the year. Of course, some things never change and our reputation for quality and our world-famous Club badge remain as strong as ever.

The JDC is a club for all models of Jaguar and Daimler, from the earliest SS to the latest all-electric I-Pace. You don't have to own a car to be a member either, because as a genuine lover of these wonderful cars you are welcome in the JDC, whether you actually own one or simply aspire to one.

Our members meet regularly at venues all over the UK (and abroad) and we are famous for the warm welcome we always give to newcomers to the Club. A full programme of tours and events encourage our members to get out and about with their cars and the magazine supports them with technical articles, inspiring stories and up-to-date news on the latest parts and services.

The Club's modern and user-friendly website keeps you in touch with everything the JDC has to offer, from individual model support through the Registers and social activities through the regional Areas, to parts, services and insurance schemes from our partners in the trade.

Driving a Jaguar or a Daimler is much more than simply owning a car and membership of the Jaguar Drivers' Club is the perfect accessory to enhance your enjoyment of these unique cars. Become a part of the worldwide Jaguar family by joining the JDC.

**“I sent out my first newsletter on 11th August 2008 to 35 acquaintances, and within a couple of months I had signed up for a web design course and built the first version of the Xclusively Jaguar website.”**





LETITIA MACE WITH JAGUAR PROJECT 7 LEADER, CESAR PIERI AT HIS 2015 EXHIBITION OF PAINTED JAGUAR BONNETS

LETITIA MACE WITH ROB JENNER ACCEPTING 2 AWARDS ON BEHALF OF THE JEC AT THE 2018 NATIONAL CAR CLUB AWARDS



LETITIA MACE IS PRESENTED WITH A PRINT BY STUART SPENCER, SIGNED BY THE ARTIST AND NORMAN DEWIS, AT THE 2017 ANDREW WHYTE MEMORIAL LECTURE



## NORMAN DEWIS OBE

On 3<sup>rd</sup> August 2020 Norman Dewis would have celebrated his 100<sup>th</sup> birthday. Norman was Vice-President of the Jaguar Drivers' Club and is greatly missed by our members.

In recognition of his commitment to Hope House Children's Hospice, we will donate £1 to this worthy cause for every baseball cap we sell during August.



For details visit

<https://www.jaguardriver.co.uk/shop/leisure-clothing/baseball-cap-suede>

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Similar to "S Spec". Original 3.8RHD car with 3HD8 Carbs. Fitted With wider wheels 215-65-15 Toyo tyres and Koni shock absorbers.

£107,500



**XK150S 3.8 Roadster**

1959 3.8 RHD was a LHD 3.4. This is a very correct car with the original chassis, brakes, steering etc. very rare in this condition.

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**S1 4.2 E-Type**

1965 Fixed Head Coupe. Genuine RHD Car. Drives well, good original condition. Mangoletsi cable kit fitted.

£94,950



**XK150 Special**

1957 Genuine RHD car. Home made 2 seater body. High ratio diff, no overdrive. Would consider swap or PX.

£29,500



**XK150S 3.8 FHC**

1960 late car. Genuine RHD car, Very original low mileage car with matching numbers. Fitted with a Webasto sun roof. An important car.

£195,000



**1962 3.8 E Type FHC**

Original RHD car, finished in Gunmetal with red leather, present owner since 1978. About 110,000 miles from new, fitted close ratio gearbox.

£107,500



**S2 E Type Roadster**

Converted from LHD to RHD, This 1970 car has been fully restored recently. Drives very well.

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“CAN YOU  
LEAVE A PILE  
OF BUSINESS  
CARDS ON  
THE TABLE,  
PLEASE?”

## Spotlight on David Marks Garages

**Back in 2004, as the owner of a newly acquired Jaguar I read about David Marks, a Jaguar specialist based in Nottingham, who had been invited by the Jaguar Daimler Heritage Trust to rebuild a very important Mark 1 Jaguar (TOX1) and to re-engineer the Daimler Corsica, turning it from a Jaguar Cars body styling exercise into a fully operational motor car.**

I wished that I could get my own Jaguar to Nottingham to be serviced and maintained by him, but at that time it was impossible.

Eventually encountering a problem that was beyond all the ‘specialists’ local to me, I wrote to David Marks and he replied with a set of instructions for my local specialist to apply to my car. Ensuring that they worked to the letter, the fault was cured! The advice was free, and for this I was truly grateful to David Marks.

Life is an odd thing, and I would never have believed that a few years later, fate would lead David Marks to be a travelling companion on a memorable trip to Shetland, and I know first-hand that he is extremely knowledgeable and has incredibly high scruples.

Rob Jenner and I now travel regularly from Scotland to Nottingham to have our Jaguars cared for by David Marks.

After becoming a sponsor of Xclusively Jaguar I invited David to speak at Nigel Webb’s 2015 Mark 1 Day. His talk went down so well that when he invited questions, the first response was ‘Can you leave a pile of business cards on the table, please?’

David has since done a number of presentations at my request and has also been a travelling companion with Rob Jenner and myself on further trips to Shetland and Norway. He visits Europe regularly servicing cars onsite and many European customers travel to Nottingham for more complex work to be carried out on their cars.

Although primarily a Jaguar specialist, known and respected for his knowledge of the Jaguar range, he does like a challenge, accepting Aston Martin Lagondas, Virage and the DB7 family on a regular basis.



▲ DAVID MARKS 'EXPLAINS THE FINER POINTS' OF THE DAIMLER CORSICA TO JIM RANDLE

▼ BRUCIE PARKED OUTSIDE DAVID MARKS GARAGES IN NOTTINGHAM



◀ DAVID MARKS WORKING ON BRAKES AND SUSPENSION IN A PRESENTATION AT THE RESTORATION SHOW

DAVID MARKS GIVING A PRESENTATION ON 50 YEARS OF THE XJ SALOON ▼





# JAGUAR DRIVER'S CLUB OF AUSTRALIA

## Club Magazine

The Australian Jaguar Driver magazine started in August 1965 and today is a classy, full colour publication produced monthly, packed with photographs, articles and information for the members. A "Cover of the Year" and "Writer of the Year" Award is presented each year at the Annual Presentation Night.

## Our Committee

A dedicated group of people work together to promote the Club's activities and help members to get the best experience of belonging to the JDCA.

## Background

The JDCA was formed on 19 February 1964 by an enthusiastic group as a branch of the Jaguar Drivers Club in England. Therefore, the president was Sir William Lyons.

Meetings were held initially at C V Murray's Jaguar Sales and Service Centre in Parramatta.

The first Sydney Concours d'Elegance was held at Vaucluse House in 1965. The JDCA separated from the JDC in England and the Register organisations started the XK group.

Today the JDCA is a vibrant Club with over 1000 members that strongly fosters associations with the other seven Australian Clubs under the auspices of the Australian Council of Jaguar Clubs. The JDCA strongly supports the annual National Rally held in the six Australian States.

## The JDCA Ethos

The JDCA's emphasis is on what members want to do and how they like to use their cars. The cars are the glue that binds the members together.

## Opportunities for social interactions with a large emphasis on fun include:

- Mid-Week and Weekend Club Runs
- Concours and Display Days
- Sporting Events
- Monthly Club meetings facilitating social interactions over dinner
- The ability to join a vibrant Committee that works for the benefit of the Club Members
- Joining with members from Interstate for the Annual Jaguar National Rally and the Terribly British Day in Canberra

## Why Join the JDCA?

- A friendly and extremely active social Club for owners of Classic and Modern Jaguar & Daimler vehicles
- Monthly General meeting in a convivial location at the superb new Strathfield Golf Club. Pre meeting get-togethers over dinner and drinks
- A wide choice of Social and Sporting events both intrastate and interstate
- Our own Club Plate Registrar
- Excellent, tactile Website
- 40 page full colour monthly magazine & free digital version. Optional discount subscription to the Jaguar Magazine
- Members throughout NSW, interstate and overseas
- Annual Concours & display days
- Technical advice & practical tips
- Advertisers with links to their websites
- Weekend events, Super Sprint and Motorkhanas with driver instruction for junior members
- Free classified advertisements
- Extensive Library & Archive
- Good financial position
- Quality, stylish, exclusive Regalia and Merchandise

## PJI launches new and improved Multi-Vehicle Cover

Peter James Insurance is making life easier for classics owners after re-launching its Multi-Vehicle cover.

The new 'Classic+ Multi-Vehicle' product covers a wider range of vehicle types than ever before and offers even better rates.

Customers insuring one classic car (or bike) can add any other vehicle, including extra classic car, classic bike, PLUS modern car, modern bike, commercial vehicle, kit car and more. They can even add their partner's everyday cars and bikes too.

Named drivers and breakdown cover can be added by vehicle to ensure policies are tailored to suit.

All this with one set of documents, one renewal date, no upper value limit and great rates for all vehicles – a just reward for careful classics owners.

PJI's Garry Carlin explained: "We've really listened to lots of feedback from people on what they want when it comes to their insurance and feel this product meets that demand. We hope it'll make classics owners' lives that bit easier."

To find out more, call the PJI team on 0121 506 6000.

Remember, if you're an existing PJI customer who has received your renewal letter and have no detail changes to your policy, you can also now renew online via the PJI Renewal Portal at [www.peterjamesinsurance.co.uk](http://www.peterjamesinsurance.co.uk)



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# " ONE MOORE FOR THE ROAD "

BY DAVID MOORE

BOOK REVIEW BY LETITIA MACE

## Background

Back in 2013 I was given the task of finding some unusual Jaguars for the JEC Southern Day at Littlecote. I managed to assemble an interesting group that included an XJR-15, the XJ Sentinel (a fully armoured X351), a faithful replica of the Lumsden-Sargent lightweight E-type, and an XJ220 .... The one that got away was the XKR-S GT and it was to have been the star of the show. There was only one prototype, so never dreaming I would get it, I hadn't even dared to ask.

Then one day completely out of the blue, an email arrived from someone at Jaguar who claimed to be responsible for the XKR-S GT Prototype and they offered it to me for Littlecote! After pinching myself several times and checking that it wasn't April Fools Day I replied and accepted the offer. The event brochure went to print with the promise of the XKR-S GT Prototype as the star attraction.

Alas, it was never to be .... With just a few days to go another email confirmed that Jaguar needed the car elsewhere for important promotional work. I consoled myself with the fact that at least the person who was responsible for the car had the decency to let me know.

I still remember lusting over the official video of the new Jaguar XKR-S GT time after time!

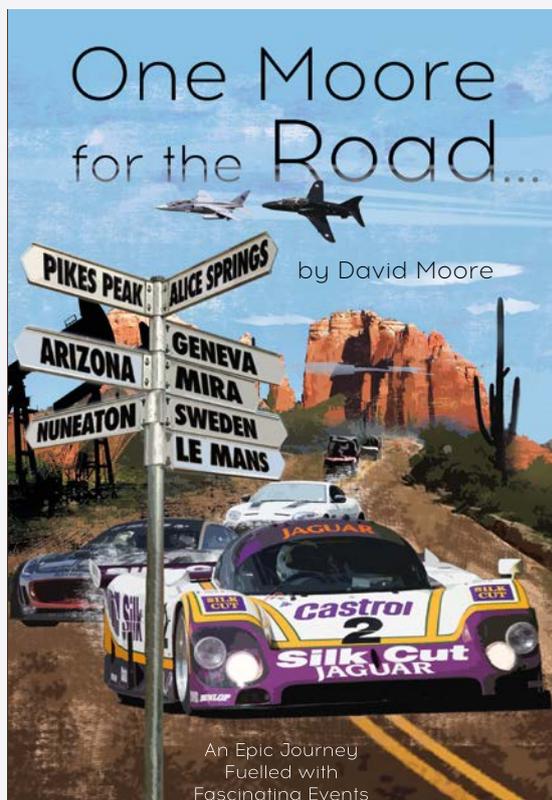
Roll forward 7 years to 2020 and Tony O'keeffe sent me details of a book written by a member of staff at Jaguar Classic, asking me if I would promote it. Well, of course I was happy to, and after reading the few brief details I felt that I must have a copy and do a full review in due course.

Normally, the offer of a review ensures me a free copy, but not in this case, my signed copy was fully paid for – that's not the way to ensure a good review, is it?

The book, entitled "One Moore for the Road" has been written by David Moore, and even though I am a regular visitor to Jaguar Classic the name didn't ring any bells ... That is, not until I had read the first chapter which introduced the reader to all the stories that would follow in full.

One of the chapters was about developing the XKR-S GT - this, it said, was David Moore's baby. Turning immediately to my little black book, there it was, 2013 – David Moore, along with email address and work phone number, personally bringing the XKR-S GT Prototype to Littlecote on 1st September 2013 and available to answer questions about the car!

I have since received a full personal apology from Mr Moore along with the promise of a spin in the car at some point in the future, as it apparently resides at Jaguar Classic along with its creator! Too late, I fear, as the infamous Rob Jenner was loaned an XKR-S GT at Castle Combe last year, and although not the prototype, it was absolutely amazing and behaved impeccably on the track - a very impressive piece of kit, I have to say!



An Epic Journey  
Fuelled with  
Fascinating Events

◀ "ONE MOORE FOR THE ROAD..."  
BY DAVID MOORE



▲ DM DRIVING THE XKR-S GT AT GOODWOOD IN 2013

"THE REMARKABLE THING IS THAT IT HAS BEEN LIKE READING THE MODERN HISTORY OF JAGUAR THROUGH THE EYES OF A FRIEND – THE INSIDE STORY OF WHAT WE READ IN THE PRESS, WRITTEN IN A STYLE THAT SUGGESTS THAT DM HAS A ROBUST SENSE OF HUMOUR AND WOULD TAKE MY COMMENTS ON THE CHIN."

THE RECORD BREAKING  
BONNEVILLE SALT FLAT  
SPEED TRIAL XFR DOING  
A DEMONSTRATION LAP  
AT REIMS



### About the book

But this book is not just about the XKR-S GT or even about David Moore, it is a very interesting insight into modern day development of Jaguar cars and where your career can take you. Until now, nothing had been written about Jaguar behind the scenes after circa 1990 and that is where David Moore's story begins.

There's more, much more, if you'll pardon the pun, but without writing a book about the book, if you don't see enough here to entice you to read it, google "One Moore for the Road" and you will find several reviews. Some just quote chunks of text from the book and all make reference to the same events – Pikes Peak, the Mille Miglia and the fire in the desert. Here, I try to give an overall flavour of the books' contents, leaving you the thrill of discovering the stories for yourself.

Inspired by the TWR years and Jaguars' successful return to Le Mans, David was determined to work for Jaguar and throwing himself into his work 100% with a 'can do' attitude, and a thought process that was usually outside the box, he became ever more deeply involved in the development, proving and marketing of Jaguar cars from 1990 onwards and in his book he shares the stories of working on standard production models. Then, as his career progressed he moved onto special projects that include developing not only the XKR-S GT, but also the Project 7, Project 8 and record breaking Bonneville XFR. These amazing cars are an integral part of DM's story.

If, on the other hand, it is name dropping that turns you on, stay tuned for multiple trips around the globe, stopping off at exotic locations that include Monaco, Goodwood, Pikes Peak, Le Mans, and Italy, for the Mille

"THEN, AS HIS CAREER PROGRESSED HE MOVED ONTO SPECIAL PROJECTS THAT INCLUDE DEVELOPING NOT ONLY THE XKR-S GT, BUT ALSO THE PROJECT 7, PROJECT 8 AND RECORD BREAKING BONNEVILLE XFR."



Miglia, meeting celebrities, royalty, film stars and the aristocracy along the way!

DM's achievements went literally above and beyond merely working for Jaguar, with the opportunity to race cars and even fly a jet fighter – hard work, driven by passion, has its rewards.

### Final Verdict

DM has been nagging me for my thoughts on his book since I began reading it, but I never pass judgement or leave feedback until I'm satisfied that I've reached a fair verdict.

Inspired? YES!

Maybe I too am very lucky because my life has been touched by all of these cars, and some of the people and places, so reading this book was very special.

Very much in my own style, and appealing to my sense of humour, it is written with the enthusiasm that would have enveloped the events themselves and relayed to the reader in a conversational manner which holds your attention and makes it very readable and entertaining.

It is, in fact, as informative as it is entertaining, a real inspiration to anyone starting out on an automotive career, and I would recommend it to future Jaguar historians as essential reading.

Primarily written with his 3 daughters in mind, it will be interesting to see if they take up the baton and pursue an engineering career at Jaguar, in the footsteps of their father.



Tony O'keeffe, Ken McConomy and Kev Riches are all part of the story and there are lots of other names I hope to remember, and people I'd now like to meet – not the celebrities, but DM's co-workers at Jaguar, those whose skills created some incredible pieces of automotive engineering in the name of Jaguar, marketed them and made them available for us to see and hear and feel, if not to own!

Equally, there are ideas that I would like to remember and put into action if ever the opportunity were to arise.

This is one book that should definitely be in your Jaguar library, and being a softback available from Amazon at £7.99, or Kindle at £1.99 it is easily achievable by any Jaguar enthusiast.

The remarkable thing is that it has been like reading the modern history of Jaguar through the eyes of a friend – the inside story of what we read in the press, written in a style that suggests that DM has a robust sense of humour and would take my comments on the chin.

Being critical, just as a prototype vehicle needs proving, the text could do with a good proof read before a second edition goes out, which I am sure is imminent if Amazon's claim to have one copy left is correct? ■

◀ FPP15 - F-TYPE PIKES PEAK 2015 (SKUNK WORKS PROJECT LED BY DM)



# Looking Back...

# XJ40 Sovereign J520 OVC

# 1992

Alan Jenner joined the Standard Motor Company as an apprentice in 1946, his National Service with the Coldstream Guards being deferred until he had completed his apprenticeship, after which he re-joined the company as a draughtsman, in 1953.

His was a generation where a job was for life, and although he never actively sought to change his employer, The Standard Motor Company became Triumph Cars and eventually he found himself working for British Leyland. As Triumph closed and Sir John Egan was assembling his team in order to move Jaguar forward, down the line, Alan's boss was given the opportunity to choose his team and one of those he selected was Alan Jenner.

Alan began his time at Jaguar working on the development of XJ40 as part of Jim Randle's team so it was only fitting that before he retired he had the use of a new Jaguar company pool car, an XJ40 4.0 litre Sovereign, finished in Bordeaux Red with Doeskin hide trim and registered by the company on 1st September 1991 as J520 OVC.



ALAN JENNER WITH HIS WORKS JAGUAR XJ40 ON HIS RETIREMENT IN 1992



Five years later, in 1997, J520 OVC was acquired by the JEC as a prize draw car for the club's annual charity fund raiser.

Browsing through the family album, Rob and I must have looked at the picture of Rob's father standing next to his Jaguar on the day of his retirement, many times, and never knew of the significance of this car or what became of it until one day when we were scrolling through some very old JEC magazines looking for something quite different when we came across a picture of the car, and the penny dropped!

In March 1997 a double page spread introduces J520 OVC as the prize draw car for 1997 and describes it in great detail, referring to its former life as a senior managers' company vehicle in superb condition, with a complete main dealer service history.

# 1997

# 1998

A final reference to J520 OVC in the JEC magazine of January 1998 reports on the handover of the prize, by Joe Greenwell of Jaguar Cars, to the winners. At the time, they were planning to move to Spain and said they would probably take the Jaguar with them.

Checking the DVLA website, there is no export marker on the car, the last V5 was issued on 13th July 2001, tax expired on 31st July 2001 and there is no online MoT history. Sadly, I think this one has passed on.



**“The last V5 was issued on 13th July 2001, tax expired on 31st July 2001 and there is no online MoT history. Sadly, I think this one has passed on.”**



## Introducing Martin Joyce

Martin Joyce did a fabulous presentation on developing the X300 supercharger at XJR Manual Day in August 2019 at Nigel Webb's Mike Hawthorn Museum. From next month he will lead us through the development of Jaguar engines from the first XK to the present day.

Beginning with a general overview of engines from each era, he has planned a series of features explaining details that include power, friction and fuel economy, emissions, refinement – sound and vibration, fuel injection and engine control, boosting technologies, variable valve timing technologies, the future, and... the AJ6 prototype engines that didn't make production.

In his quest to please, Martin has asked for requests on any other engine features that readers may like to see. I have already asked for an indepth explanation on emissions coding.

About the author: Martin Joyce joined Jaguar Cars Ltd in the last days of BL ownership directly from university. After a year of graduate training, he joined the Engine Development department and worked there with increasing responsibility for 14 years, which culminated in leading the development of the AJ26 engine from 1st prototype until 1 year after production started. A transfer to the Vehicle Engineering department started with a short spell on the X308 and then 5 years working on the X Type. A move to the Japanese supplier DENSO followed in 2003 where he led Powertrain Engineering in the UK and subsequently Europe, working at times with most European OEM. In 2011 he returned to an OEM to head up the then new Engine Department in the UK Technical Centre of Changan Automobile, one of the largest Chinese OEMs. In 2015, the first Changan UK designed engine, a 2.0l Turbo GDI went into production and in 2019 a completely new, state of the art engine family ranging from a 1.0l 3 cyl to a 1.5l 4 cyl Turbo GDI was introduced to considerable acclaim. Martin continues to work at Changan helping the company develop future engines and to match them with transmissions and hybrid systems to meet the modern demands set for vehicle powertrains.



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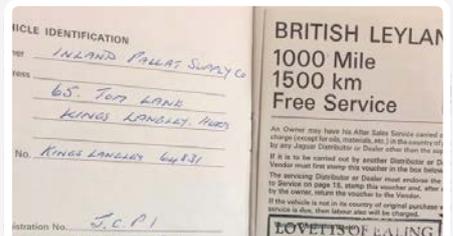
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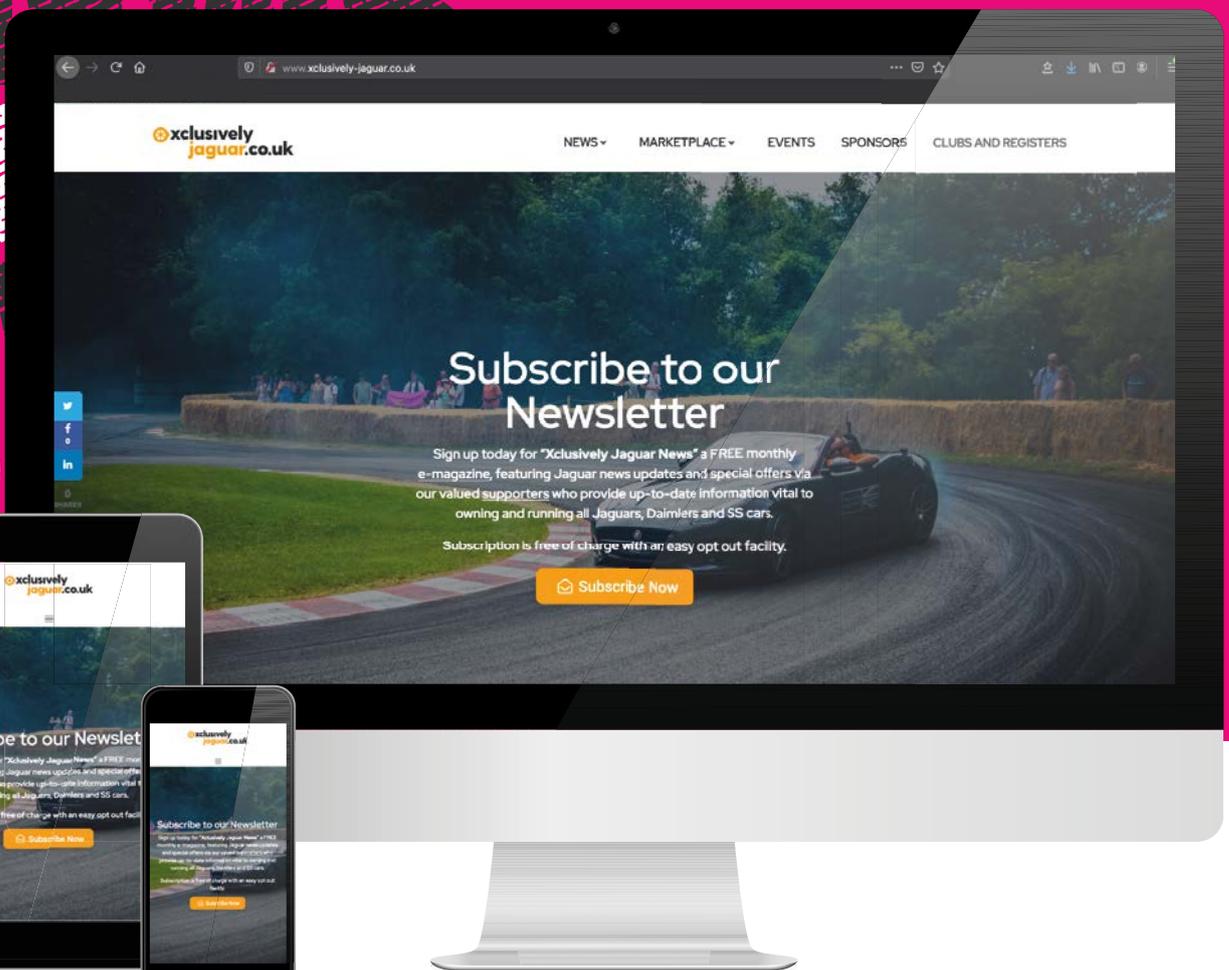
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