

X C L U S I V E L Y Jaguar



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June
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Cover and Inner Cover picture:

Andrew Maynard's XKRS GT (one of only 30 produced worldwide) made its customary appearance at the recent Castle Combe Track Day and, once again, Rob Jenner was one of the lucky few who drove the car. The passenger, Ed Mace, is clearly impressed with the car's performance, and possibly that of the driver!



Letitia

Letitia Mace is a member of
The Guild of Motoring Writers

As a nod to the very first Xclusively Jaguar newsletter, sent out by email on 11th August 2008 to 35 recipients, the first 35 copies of each printed issue of Xclusively Jaguar magazine are numbered and signed by the editor, Letitia Mace, as a special limited edition.

Further printed copies are unsigned and un-numbered, forming part of a greater limited edition. Subscribers to the unsigned/un-numbered printed version are automatically added to the waiting list for the special limited edition in order of date of subscription.



WELCOME

Welcome to the June 2023 issue of Xclusively Jaguar Magazine!

Lots of news and events, with full details in this issue of Xclusively Jaguar!

TKF9, the D-type that kick-started Jim Clark’s career is currently at The Jim Clark Museum!

Our new series on rebuilding an XJ-S continues this month with Part 2 of “Long, Lean, Green and Mean!” by XJS Specialist, Andy Harvey.


XJR9 is the star of the show in a full pictorial report of a recent track day at Castle Combe.


In the last few months you may have noticed that Xclusively Jaguar patron, Sir John Egan, former Chairman of Jaguar Cars, the man who saved Jaguar back in the 1980’s, and now President of the Jaguar Drivers Club and Patron of Xclusively Jaguar, has joined us as a contributor.


Sir John enjoys giving us the benefit of his experience in matters of global importance, which all reflect upon us as vehicle owners. We hope you enjoy these features and appreciate their value and relevance.


Meanwhile we will be off to the next round of events and we may see some of you while we are there, if not, enjoy and report back to us – we love to see pictures of our readers Jaguars out and about!


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What's New at SNG Barratt?

1. POWERWASH JET COVER LH/RH (DAC7927/DAC7928)

Made in the UK by SNG Barratt, these sought-after powerwash jet covers are manufactured in stainless steel 17-4PH and polished to a high standard. They are suitable for XJS (Facelift) models and are made to order with a minimum 15 working day lead time.



2. WINDSCREEN PILLAR CAPPINGS, PAIR (BD15508/9E)

These new E-Type cappings and sockets for the top of the windscreen pillars are also made to order at SNG Barratt and produced in stainless steel 17-4PH with a polished finish. It's worth noting, these highly polished stainless steel parts are harder wearing and look great, but they may differ slightly to other areas of the car with a chrome finish. Suitable for E-Type Series 1 & 2.



3. DOOR CHECK STRAP (BD22662B, BD27794, BD22662)

New to range, this improved E-Type part is manufactured in the UK by SNG Barratt. Made from spring steel and produced by UK spring manufacturers using nylon buffers with a micro-carbon fibre infill for improved performance. The geometry of the buffer has also been modified so the action is much more satisfying when in situ. Suitable for E-Type Series 1 & 2.



4. STEERING RACK MOUNTING BOLT KIT (C8021)

Over the years, SNG Barratt has revived thousands of classic parts that are no longer available or difficult to find. The steering rack mounting bolt kit for the classic XK is one such part and is now manufactured by SNG Barratt, primarily to improve availability. The kit is supplied with 2 bolts, 2 sleeves and a mounting plate finished in bright zinc plating. Suitable for XK140 and XK150.



5. HORN RELAY BOX SB40 (C4532)

Suitable for Early Saloons and Classic XK.



6. HEPOLITE PISTON RING SETS (view website for full details)

Suitable for E-Type, Classic XK, XJ Series 1-3 and Classic Saloons.



7



7. TIMING GEAR DISTANCE PIECE (C30493)

Previously unavailable, this all-important V12 timing gear distance piece is now manufactured in the UK and available to order from SNG Barratt. Suitable for E-Type S3, XJ12 S1-3, XJS, XJ40 and X300.

8



8. SUN VISORS PAIR (BD9629P)

Keep the sun at bay and your eyes firmly on the road with a new pair of above-windscreen sun visors, available now from SNG Barratt. Suitable for Classic XK140/150 FHC.

9



9. BRAKE PRESSURE DIFFERENTIAL WARNING ACTUATOR ASSEMBLY (C36659)

Designed by SNG Barratt and manufactured to the highest standards, in the UK, this previously unavailable brake pressure differential warning actuator assembly is modelled on the popular E-Type PDWA valve for improved performance and reliability. Suitable for XJ Series 1-3 and Daimler Sovereign.

10



10. HEATER WATER VALVE (C4392)

SNG Barratt constantly checks and reviews the quality of existing parts as well as introducing new parts to the range. The heater water valve for the classic XK is a good example of an existing part that has been revisited and improved. This part is now manufactured in-house at SNG Barratt in an ongoing effort to improve the supply of superior quality components compared to similar parts available elsewhere. Machined in brass in the UK and assembled using high quality seals for a more reliable leak-free performance, these parts are now in stock and available to order. Suitable for XK120, XK140 and XK150.

11



11. PETROL TANK MOUNTING BRACKET (BD16553)

The mounting bracket for the E-Type petrol tank is another example of a part that is now manufactured in the UK to improve fit, function and availability at an improved price. SNG Barratt offers thousands of parts to Jaguar owners all over the world that are never out of stock. Suitable for E-Type.



For all your classic and modern Jaguar parts, visit the SNG Barratt website at www.sngbarratt.com and choose from over 300,000 parts and accessories from the world's largest manufacturer and supplier of classic and modern Jaguar car parts.

Can't find what you're looking for? SNG Barratt is constantly engineering new and uprated parts for classic and modern Jaguars. If there is a part you cannot find on the website, a part you think SNG Barratt should consider making, or you simply need some advice, please contact the sales team on 01746 765432 or email sales.uk@sngbarratt.com

Have you been chasing rainbows and dodging the puddles in your classic this year or are you waiting “for the right moment” to hit the road? Either way, with the summer season fast approaching, it’s time to get your classic ready for the road. SNG Barratt offers a huge range of brightwork parts and detailing products that will make your classic shine, but if your wheels have seen better days and are letting your car down or you just fancy changing the look of your car, SNG Barratt has a great range of classic wheels in stock from the world’s leading classic brands including MWS, Minilite and Dunlop.

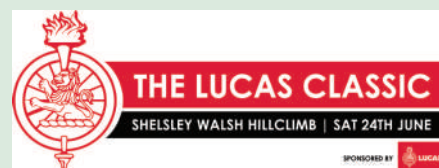
Replacing the wheels on your classic Jaguar can significantly improve its performance as well as its appearance. Although there is a vast range of chrome, stainless steel and painted wheels to choose from, it’s important to ensure that the new wheels you choose are compatible with your car’s specification and fit properly, to avoid any potential issues. The team at SNG Barratt will guide you through the options and ensure your classic Jaguar not only looks great as it drives past, but purrs and handles like the big cat was designed to do.

For more information on **wheels** for classic and modern Jaguars visit www.sngbarratt.com



For all your classic and modern Jaguar parts, visit the SNG Barratt website at www.sngbarratt.com and choose from over 300,000 parts and accessories from the world’s largest manufacturer and supplier of classic and modern Jaguar car parts.

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THE LUCAS CLASSIC, SHELSLEY WALSH – SATURDAY 24TH JUNE 2023

The inaugural Lucas Classic event for classic British cars and motorcycles will take place at Shelsley Walsh on Saturday 24th June. It promises to be a day of celebration on and off the famous Hillclimb at Shelsley Walsh with an impressive gathering of classic British cars and motorcycles synonymous with the Lucas and Girling brands. Since the very first car hit the road over 100 years ago, Lucas has been at the forefront of parts manufacturing for British marques including Jaguar, Land Rover, Aston Martin, Austin Healey, Triumph, MG and Mini.

Enjoy the spectacle of classic cars and motorcycles running up the historical Shelsley Walsh Hillclimb, the oldest running motorsport venue in the world, with breath-taking views of the track from around the course. This fun-packed family day includes classic car and motorcycle displays, attractions and games for all the family, a Lucas heritage display, shops, live music, food and drink, plus interviews with many of the leading authorities in classic motoring.

Entry to this exclusive event is strictly by invitation only. However, there are a limited number of tickets being given away by the organisers including car and motorcycle passes for owners of classic British vehicles looking to experience the historic Hillclimb, vehicle display passes for owners of classic British marques looking to show their vehicles and 500 spectator passes for family and friends.

The Lucas Classic event is sponsored by SNG Barratt Group, Britpart, Wassell, Involution, Holden Vintage & Classic and Lucas.

If you’re interested in attending this event, please apply for tickets at thelucasclassic.com

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PHOTOS

MAIN We had a great mix of Jaguars out on track - including this C-Type recreation...

BOTTOM PHOTOS (L - R)

A 1950 XK120...

A Mark 2...

And an eye catching E-Type V12





ED MACE



COLIN PORTER



ED MACE



LETITIA MACE

PHOTOS

ABOVE XJS V12 - converted to manual transmission!

LEFT Although I didn't see it out on the track, this was probably the oldest Jaguar in attendance on the day!

RIGHT (Top to Bottom)

Part of the fun included the opportunity to be a passenger in one of the Swallows Racing cars

Pauline and Ronald Ferguson came all the way from Scotland to drive their XKR on the track!

Andy Stodart returned with his rare manual X300 XJR



COLIN PORTER



ED MACE

Photos on this page feature the 1988 Le Mans winning Silk Cut Jaguar XJR9, which was brought to the event by Jaguar Heritage and was, without doubt, the most photographed car of the day!

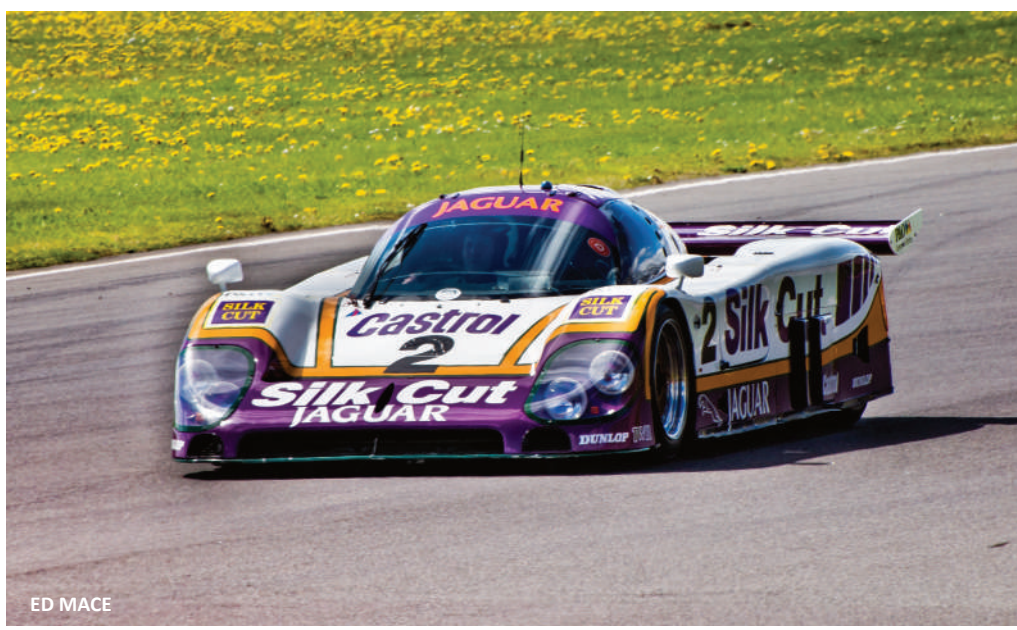
We believe this is the first time that an XJR-15 and an XJR9 have ever been out on a track together, so quite a momentous occasion!

TOP RIGHT
The race livery for this S-type R, belonging to Andrew Harper of AutoReserve, was inspired by the 1988 Le Mans winning Silk Cut Jaguar XJR9, but I don't think Andrew thought that the opportunity to park the two cars side by side would ever arise!

BOTTOM LEFT
Tom Robinson of Swallows Racing was the man behind the wheel of Andrew Maynard's XJR-15 which accompanied the XJR9 out on the track.



COLIN PORTER



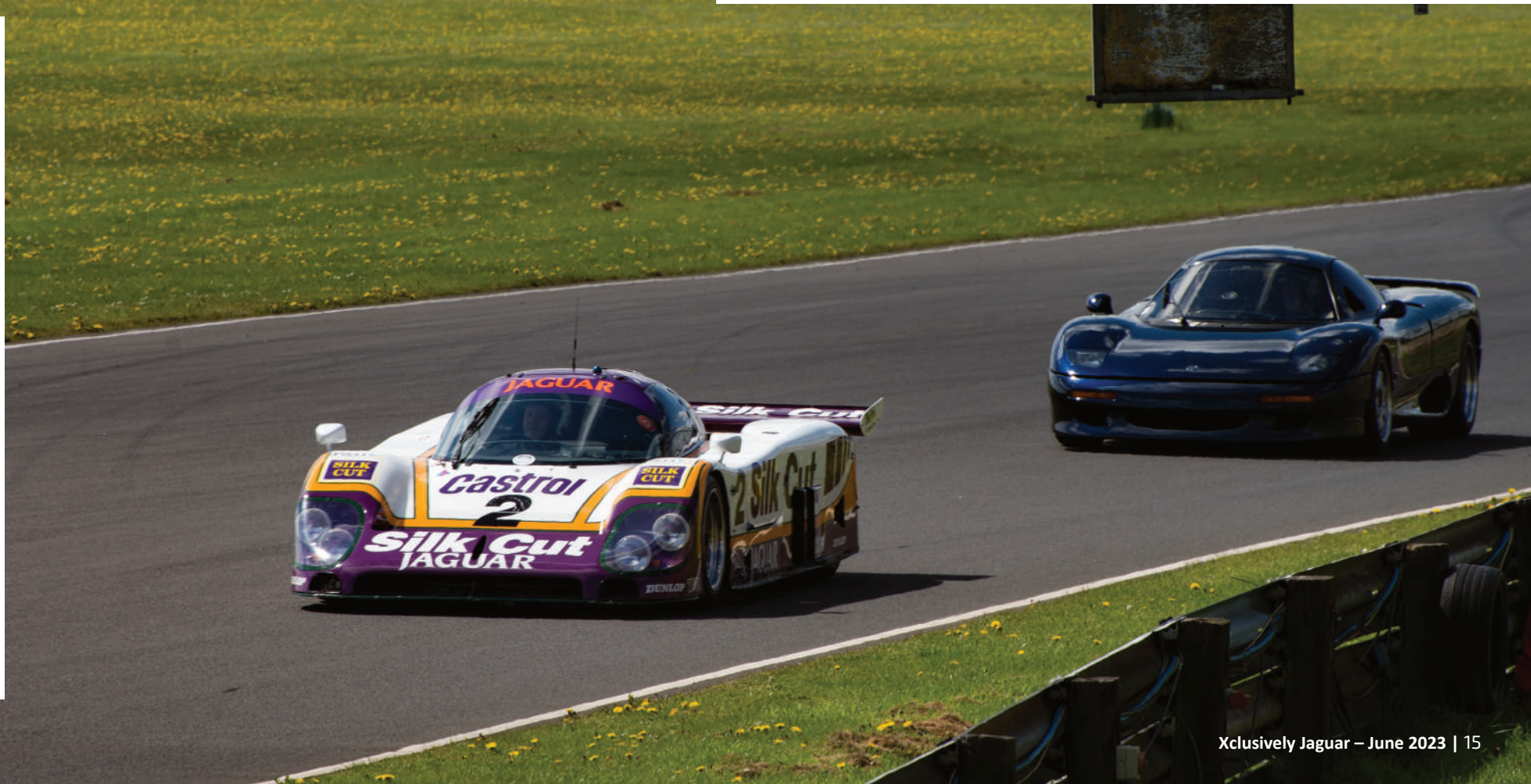
ED MACE



ED MACE



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Paul Chipp-Smith was at the event, with his trusty X-type estate, collecting for his charity run.

LETITIA MACE



Not content with bringing just an XJR-15 to the event, Andrew Maynard's XKRS GT (one of only 30 produced worldwide) also made its customary appearance at the Castle Combe Track Day and, once again, Rob Jenner was one of the lucky few who drove the car, to the point where it needed refuelling!

LETITIA MACE



Xclusively Jaguar were invited by Swallows Racing to stay with them at their base in Rooksbridge, Somerset and given a stunning XFR for the day!

ED MACE



COLIN PORTER



COLIN PORTER



COLIN PORTER



F-types were out in force, in all guises, and lunch was followed by a parade of F-types, around the track, celebrating their 10th anniversary!

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ALL YOU NEED TO KNOW ABOUT THE
FAMILY-FRIENDLY VALUE E-TYPE



CLASSIC JAGUAR

XJ6 vs P6

JAGUAR AND ROVER DUEL IT OUT IN
THIS BRITISH LEYLAND BATTLE



JAGUAR XJ81
FIRST 6.0 XJ TURNS 30



DAIMLER V8
BUYING THE BEST

PLUS C-TYPE SCRAPBOOK • V12 E-TYPE TO EIRE
• MK2 3.8 FOR SALE DRIVEN • MARKET TRENDS

Classic Jaguar magazine

Classic Jaguar magazine is a sister magazine to Jaguar World,
published every other month by Kelsey, and edited by Ray Ingman.

Beginning in the April/May 2022 issue it includes my diary and a
little background about Xclusively Jaguar, under the title "Xclusively
Letitia"

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The JUNE/JULY Issue of
Classic Jaguar magazine
is OUT NOW!

DIARY
LETITIA MACE

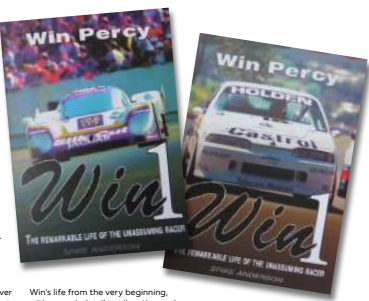
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WIN 1.... THE REMARKABLE LIFE OF THE UNASSUMING RACER

In a break from her traditional diary, Xclusively Jaguar's Letitia Mace
discusses a new book about racing driver Win Percy.

I First met Win Percy in June 2012. At the time he was already living in Spain, having moved there for health reasons, the warmer climate being kinder to him than our robust British climate. Win's racing career associated him with the XJ220 and thus he was on a list of people given to me to invite to a reunion of XJ220 Project Personnel and owners. Hailing from Tolpuddle in Dorset, Win and I had an instant bond in our West Country connections and Win agreed to become a patron of Xclusively Jaguar. Although I have now known him for a number of years, I didn't really know anything about him. Whenever we met it was to talk about his past as a Jaguar racing driver and all the associated antics. I had no idea that he was a successful businessman, team manager and accomplished driver of many cars in all forms of motorsport. Already held in high esteem, my respect for him has increased many fold since reading his biography. The title, "The unassuming racer" is very accurate, but could just as easily be "The forgotten racer" given Win's amazing list of achievements, on and off the track. I hadn't realised quite how accomplished Win, and indeed the entire Percy family, were until I read Win's biography. It is a frightening reminder that we are all on a knife edge and how success for even life can so easily be snatched away from us at a single stroke. The farming community has provided us with a number of successful racers, but as far as I am aware, these have all been the sons of wealthy farmers, not the sons of farm labourers in tied cottages, and this real-life story about a farm labourer's son who became a world class racing driver portrays the humdrum of everyday life, punctuated by tragedies, setbacks and triumphs along the way. It leads us through



Win's life from the very beginning, with enough detail to allow the reader to understand the circumstances that led to Win becoming and succeeding as a racing driver, but not so much that it becomes tedious. Tracing Win's racing history through his involvement with various teams and manufacturers, it also became obvious as to why Win's book has two sleeve options, his connections with Holden being as strong as those with Jaguar. If you know Win, but not much about his history, this book will fill in all the gaps and you will feel as though you know him all the better. It brings to our attention that despite Win's many achievements, he never changed as a person, and his many true friends included people from all backgrounds. Some of his more accomplished, high profile friends have contributed to this book, including Martin Brundle, Murray Walker and Lord March of Goodwood. As everyone who meets him will confirm, Win is a gentleman and a truly delightful person, as reflected in the title of his biography ... The

remarkable life of the unassuming racer. Written by Spike Anderson of "Samurai" fame, who has known Win for many, many years, this A4 300 page quality hardback book features over 300 images, 281 in colour and 46 period photographs in monochrome. Unsigned copies are available from Xclusively Jaguar, priced at £10.00 each. PBP is £10.00 (UK) or collection can be arranged. A limited number of signed copies of Win's biography are available, priced at £50.00 each - PBP or collection, as above. ■

CONTACT

Go to Letitia's website www.xclusively-jaguar.co.uk to sign up for her free online magazine and follow on Facebook and Instagram for regular news of special offers and events. She can be contacted on Letitia@xclusively-jaguar.co.uk

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www.sirwilliamlyons.com

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POLLUTION:

Carbon dioxide and other pollutants are threatening to destroy us all. Pollution, especially through the burning of fossil fuels, is threatening the existence of the human race. We do have ideas and systems which could work if all countries in the world did their best, most unlikely, but where lies the solution to make everyone try? Why hasn't the United Nations, created after the devastation of WW2, tamed the issues? What does the end game and safety look like?

I think firstly we have to accept that things are not yet bad enough to generate the solutions that common cause in the World would require. All countries will have to join in. Putin prefers to kill Ukrainians and sell his hydrocarbons. He does not even consider the issue. Xi Jinping is too busy with his position as lifetime dictator, eyeing Taiwan and continuously punishing dissent, to leave time to worry about the survival of the human race. Populist politicians anxious to be elected are unwilling to raise problems which are difficult to solve. It will take colossal disasters requiring the resources of all dictators and populist politicians before action will be taken. Solutions must be self-evident and do-able before we can even hope to start, and they must be universal, meaning every single country and every single industry will be involved. We must start finding these solutions fast. Two directions of travel have been presented.

Firstly let's examine the Greta Thunberg (of climate change fame) solution. Zero growth in economies, carefully controlled outputs, thus limiting the size of the problem. This is a Soviet Union style planning system required for the whole world. Even in a relatively stable and authoritarian Soviet Union, this system has not achieved prosperity, apart from the elite. How it would deal with a kaleidoscope of disasters, billions close to water shortage or starvation, is a very doubtful solution.

The more likely bet to satisfy the needs of the human race is probably a better version of the capitalist democratic model, but we will need a worldwide regulatory body. No single or small group of countries, nor even an industry, can prevail.

- If we looked to companies and their directors to do no harm; and if by necessity some harm must be done, to take best efforts to ameliorate it.
- If we had auditors capable of checking; not just the numbers but also the potential harm done, maybe we stand a chance.
- If we create a regulatory system; as seen in the English water industry, on a worldwide basis.

Creating knowledgeable regulators skilled and beyond reproach, will be an immense problem, maybe even this is beyond us, but to save the human race it might get done. We saw that the Water Regulator can control even poorly intended water companies, even ones spending more on dividends than capital investment, but this regulator is highly knowledgeable on water. Worldwide regulators of harm done will have to be immensely skilled in most of the fields of human endeavour and be very honest and above all, just. What a task!

THE SOLUTION

Words by Sir John Egan
Picture by Marilyn Young

“One hopeful sign is the increasing number of senior women in positions of power and influence; I have always found that they tend to be much more co-operative managers and more willing to accept the common cause over personal pomposity.”



What does the solution look like?

Firstly, the human race will need to make the United Nations its lifeline for the future. We have just seen that it takes a ten year battle to reach agreement to extend the protected parts of the world's oceans from 1% to over 30% enabling fishing to be controlled and biodiversity to be protected. So huge agreements can be achieved, if slowly. Disease eradication and education enhancements have been success stories for the UN, now we will have to look to that place for the very existence of the human race. As climate change and other pollutants throw the world into increasing peril, this is the only institution that will enable the world to come together and create standards for all countries and their companies.

At the other end of the scale companies, and in particular their directors, must be made fully responsible for the harm they do, and rectification if the harm cannot be avoided. They personally must be held accountable, just as the US justice department is seeking permission to do in the United States.

Pollutants are not the only problems created by world business. We know that tobacco companies create cancer, alcohol companies create alcoholics, drug companies and gambling companies create addicts and gun companies shoot innocents. House builders sell houses with inadequate insulation. The processed food industry creates obesity and Type 2 diabetes and is the second biggest contributor to climate change. To fix climate change, we probably have to try to fix everything else as well. All directors should be made fully responsible for their products and the harm they do!

Where do we find the directors willing to be held to account by expert regulators, to do no harm? Perhaps the human race needs something to believe in, post the "religious age" - religions gave us codes of belief,

which were often helpful, but no religion or its leaders seem to have withstood the expert forensic examination of the digital age. Perhaps doing no harm and saving the human race along the way, could be that new religion. One hopeful sign is the increasing number of senior women in positions of power and influence; I have always found that they tend to be much more co-operative managers and more willing to accept the common cause over personal pomposity. Over my very long career I have worked in some of the best and some of the worst companies, I have found that the vast majority of people, given the chance, will try to do their best. Given the prize of helping the human race to survive, I don't think that there will be a shortage of good honest leaders, but they will have to start writing the script and understand how to control behaviours well in advance of needing it.

So there we have it, for the human race to survive, we need to start preparing now for the solutions. First of all will come the catastrophes, so big and so bad that even the dictators and populist politicians will have to act and be willing to abide by the decisions made collectively by the United Nations. There will have to be a whole team of regulators created, probably based upon existing audit systems but augmented to include most fields of human endeavour, but these people will need to be experts because we do know that companies can cheat! And finally an oath of office for all company directors to do no harm, or pay for it if they do.

How likely is any of this?

The bad news is that things will have to be absolutely terrible before it gets done. Some would argue that this whole scenario is utterly impossible. How would the hard right in the US take to being regulated by the experts of the United Nations? What would be the size of this worldwide

regulatory force? Would any country take to it, even under the direst of circumstances? The latest best case scenario (created by the very accurate Shell scenario planning system) is that if things continue, as far as they can see and plan, the world temperature will rise by 2.2 degrees C by 2100, in other words – CATASTROPHE!

The only other answer is for human ingenuity to create power making systems cheaper than burning fossil fuels - can the smart guys do it all anyway? This final question points to the enormous size of the inventions necessary for ingenuity to save us, because burning fossil fuels has been basic to our incredible rise in standards of living over the last two hundred years. The initial list would include nuclear fusion, creating endless power but without creating the toxic waste of nuclear fission. It has always been about 20/30 years away and recently when I asked one of its leading promoters how much of the world's power would it provide by 2100 he replied, 20% - not enough to save us! Could the existing nuclear fission power industry save us? We will have to find a safe use, hopefully creating further power, for all the nuclear waste we are storing up. Could the answer be, to create continuous power using an efficient power storage system for the huge arrays of wind farms we could build in the oceans or the square miles of solar cells we could place in the deserts? Incidentally, in Australian arid regions they have discovered that water condenses on the solar panels at night and encourages grass to grow, so more sheep can graze than before. Truly a win, win situation!

When one worries about how difficult the United Nations approach will be and the scale of disaster needed to inspire it, our hopes might lie with scientists and their ingenuity, but all of these problems and dangers become insignificant compared with moving the human race to completely barren Mars!

NUCLEAR FISSION VERSUS NUCLEAR FUSION

FISSION occurs when a neutron slams into a larger atom, forcing it to excite and split into two smaller atoms—also known as fission products. Additional neutrons are also released that can initiate a chain reaction. When each atom splits, a tremendous amount of energy is released.

Uranium and plutonium are most commonly used for fission reactions in nuclear power reactors because they are easy to initiate and control.

Energy released by fission in these reactors heats water into steam. The steam is used to spin a turbine to produce carbon-free electricity.

FUSION occurs when two atoms slam together to form a heavier atom, like when two hydrogen atoms fuse to form one helium atom.

The sun is powered by this process and creates huge amounts of energy—several times greater than fission. It also doesn't produce highly radioactive fission products.

Scientists are studying fusion reactions, but they are difficult to sustain for long periods of time because of the tremendous amount of pressure and temperature needed to join the nuclei together.

Source: [Energy.gov](https://www.energy.gov)



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LONG LEAN GREEN 'N' MEAN

ONE MAN'S BATTLE WITH A WELSH DRAGON

For further information and advice, please contact **Just XJS**

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E-Mail: justxjsltd@gmail.com

Information and pictures by Andy Harvey
(Just XJS)

"Long, Lean, Green & Mean" was first published in Xclusively Jaguar News in 2010 and is Copyright © 2010 Xclusively Jaguar www.Xclusively-Jaguar.com and Just XJS www.justxjs.com

PART 2

So there the beast sat, quietly smirking to itself and thinking the battles already won, that it can spend the rest of its days tucked up in the back of my lean-to without ever turning a wheel and enjoying an easy life. Well that's not going to happen, at that moment in time the car was worth more dead than alive, all that shiny chrome and perfect interior would go down a treat on eBay, and that unmolested corrosion free shell would be snapped up as a donor for some poor soul with a rot box. Four days hard work would see it stripped to its component parts and sent to the four corners of the globe, not so smug now are we my little Welsh pearl?

WHERE DO WE START, THEN?

Not really sure where to start, previous restorations have taught me to get the basics done first, no point buying the shiny pretty bits if the car won't pass its MOT. Just a quick recap on the list of ailments - blowing down pipes, high tickover, smoking engine, reluctant gearbox and a singing diff. May as well start at the front and work backwards; at least I'll know where I left my spanners!

HIGH TICK OVER/AUXILIARY AIR VALVE

As described last month the auxiliary air valve (AAV) assists the engine in starting and warm up by allowing extra air into the engine when cold. The valve also has a bolt screwed into the side which allows you to adjust the tick over when hot. Over the years this valve either seizes up or the wax bulb immersed in the cooling system fails to operate. The valve itself is situated at the rear left hand corner of the engine, one hose connects it to the LH air filter and the other to the inlet manifold. A quick way of fault finding the AAV is to remove the LH air filter and locate where it takes its suction from. Start the engine and then place your thumb to partly cover the AAV suction hole in the filter housing, the RPM will drop to normal if the valve is faulty. It's best not to leave your thumb there for too long, the small amount of air that's rushing past it is super cooled and you'll get frost bite!

Thus tested and deemed faulty the valve was replaced by a spare which had closed successfully in a pan of boiling water. The engine was fired and ticked over at 1500rpm until the bulb warmed up and closed the valve, bringing the tickover to a steady 750, this was better but still not good. The engine should only tickover at 900rpm when first started, 1500 is way too high and not good for a cold engine with lazy oil.

Two more valves were fitted with more or less the same result; they all closed eventually but allowed too much air in initially. It must be down to a tired bulb which relaxes too much at ambient temperature and causes the damaging RPM.

New AAV's run to 3 figures at the local Jaguar dealer - this is not an option in my book. If the valve works when warm, but lets in too much



Auxiliary air valve

air when cold, then some sort of restriction is required to bring the cold RPM down to 900. I made up a restrictive fitting from aluminium bar stock. This located snugly inside the metal inlet pipe of the AAV, had a 4.5mm hole drilled through the centre, and took the form of a silver top hat. The rim of the hat protruded out of the AAV and was clamped firmly by the rubber inlet hose and jubilee clip. This last point is very important, if anything is allowed to break free and get sucked into the engine, then a high tick over would be the least of your worries.

With the restrictor duly fitted it was time for the moment of truth. Bingo, the engine fired into life at 900rpm and after a few minutes the valve closed and tick over reduced to 750 - don't you just love it when a plan comes together?

RELUCTANT BOX

When crawling around underneath I noticed that the vacuum pipe attached to the auto box modulator had a large split on the moulded elbow. Air would have been sucked through this split and straight into the inlet manifold rather than the vacuum that should have been influencing the modulator. Is this the answer to the reluctant gear changes? Let's hope so.

BLOWING DOWN PIPES

With the tick over sorted the beast did not roar quite so loudly, this gave me the opportunity to suss which exhaust bank was blowing the worst, definitely the left hand side, that's a bonus, no steering column to contend with!

The nuts and studs holding the down pipe to the manifold were soaked in easing oil for a couple of days and then the fun began. Working from above and below, the four nuts were gradually worked loose and the down pipe removed. This is easier said than done, things are very tight between the manifold and inner wing, difficult to get a spanner in from the top and even harder to get any leverage on it. A combination of ratchet, extensions and a universal joint removed the inner nuts from below, slightly easier, even if you're lying on a cold concrete floor and the dog keeps marking its territory on the axle stands - that mutt had got the angles to perfection, the splash back was deadly!

STICKING ON THE NICOTINE PATCH

With the engine still warm from the exhaust test now was the best time to drop the oil. What emerged from the sump was not good: thin, brown and smelling very strange - no I'm not talking about the dog, this stuff was definitely not fit to lubricate an iconic V12 - got there with seconds to spare I reckon!

One thing to remember when draining the oil from this power plant is that there's lots of it, 11 litres to be precise, so make sure that the receptacle you're draining it into is up to the job, this is no Ford Fiesta. Changing the oil filter is a breeze; it will virtually drop into your lap if you're not careful. Remember to fill the new one with fresh oil before refitting and try not to dislodge any crud when offering it back up.

The wire mesh in the engine breather system was cleaned out, this was plugged with mayonnaise which was more than a



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little worrying; it had been smoke that emerged from the exhaust, not steam, so I wasn't expecting any trouble with the head gaskets.

Anyway, carry on regardless and fill the engine with oil, turn the key and wait for the pivotal moment of the restoration. If the car still smoked then it's a major set-back; I would have to go searching for a donor car with a good engine, and these don't turn up every day so it could be months or years before a suitable replacement is found.

Well it didn't so I didn't have to! The engine sounded just great, ticked over at 750rpm and didn't smoke. Oil pressure when cold was around 75psi and 35 when hot, at 750rpm. The only noise you could hear was coming from the turbulent radiator fan, everything else was mechanical perfection. Happy days, until next time!

Exhaust downpipes with new sealing rings in place



TKF9

TKF9, the D-type that was raced by Jim Clark in the late 1950's, arrived at The Jim Clark Museum earlier this year and will be spending the season on display at the museum in Duns.

This is an opportunity not to be missed, as TKF9 is only on loan to the museum for this season!

Another reason to visit Duns and The Jim Clark Museum, this year, is that on the 24th/25th June The Jim Clark Trust will be hosting an event in Duns to celebrate the 60th anniversary of Jim Clark's 1963 Formula 1 World Championship.

Celebrating Jim Clark's 1963 World Championship

We would like to invite all of our supporters along to our upcoming event on the 24th and 25th of June 2023 at Duns Castle, Duns, TD11 3NW, Scotland. Starting at 10am on both days.

The event will be held at Duns Castle Estate with the picturesque backdrop of Duns Castle. Come along and view classic cars that were driven or previously owned by Jim Clark, including the Lotus 38 from

Indianapolis in 1967. This will be a weekend of celebrating Jim Clark, with plenty of cars on display.

Help support the Jim Clark Trust, along with **Race Against Dementia** and **My Name's 5 Doddie Foundation**

There will be entertainment on both days along with a silent auction. Merchandise will be available from Jim Clark Trust along with a display from Jim Clark Fan Club. The Jim Clark Motorsport Museum will be open over the weekend, showcasing all things Jim Clark, including our latest addition, the Border Reivers Jaguar D-Type, TKF9.

There will craft stands, food stalls, toilets and camping available.

Cost per day is £5 with under 5s free. Tickets can be purchased online or on the day by either cash or card. Please bring your receipt as proof of payment if purchased online.

During the weekend, TNG 759 (the TKF9 Tribute car) will also be at the museum and the event.

Tickets are available from **The Jim Clark Trust**

On Saturday evening (24th June) limited tickets are available for:

An Evening with Motorsport Legends

7.00-9.00pm at Duns Primary School - as part of the Anniversary Event.

Join us for an engaging and fascinating evening and listen to each of their experiences with the late Jim Clark, refreshments will be available.

Book your tickets for: **An Evening with Motorsport Legends**

Please contact us with any queries at info@jimclarktrust.com

In a future issue of Xclusively Jaguar magazine I will be re-publishing the articles I have written on the fascinating D-types, TKF9 and TNG756, with updated information.

Words and pictures by Letitia Mace

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The JDC AGM

No April Fools!

Words and pictures by Letitia Mace



Unbelievably, F-type is now 10 years old – this is one of over 200 F-types that came to Gaydon to celebrate their anniversary!

While everyone else was sitting at home awaiting the arrival of the April issue of Xclusively Jaguar magazine we were at Gaydon for the Jaguar Breakfast Club meeting with many other Jaguar enthusiasts and over 200 F-types who were celebrating their 10th anniversary!

This was followed by the Jaguar Drivers Club AGM, with over 60 members in attendance. The Chairman's Trophy was this year awarded to Ronnie Russell for his strong support of the club and promoting the Scottish Region. As Ronnie was unable to attend, Roger Kemp asked Rob Jenner and I if we would take the Chairman's Trophy to Scotland and arrange a handover to Ronnie Russell.

For those who are not aware, the JDC Chairman's Trophy is the original steering wheel from the Lumsden/Sargent Lightweight E-type, no less, so we were absolutely delighted to have it in our

possession if only for a short while and to be able to take it from Gaydon to Scotland!

During the AGM Gaynor Cauter put out a plea for someone to take over the role of Jaguar Drivers Club XJ Register Correspondent, so I have now taken on this role and my first instalment appears in the June issue of Jaguar Driver. My thanks go to JDC Chairman, Roger Kemp and JDC magazine editor, Gaynor Cauter, for giving me this opportunity.

Earlier this year it was suggested that one copy of each issue of Xclusively Jaguar magazine should be lodged with Jaguar Heritage, to be entered into the JDHT archives. While visiting Gaydon on this occasion, Matthew Davis, Managing Director of Jaguar Heritage met me at The Collections Centre to take delivery of a batch of 31 back issues of Xclusively Jaguar magazine, dating from August 2020, this being the first printed issue. Future copies will be sent to Jaguar Heritage on a monthly basis.

Ronnie Russell receiving the JDC Chairman's Trophy



PHOTOS:

LEFT: An inscription replaces the centre boss of the steering wheel

RIGHT: The JDC Chairman's Trophy - the first person ever to receive the JDC Chairman's trophy was Paul Skilleter!



A closer look at the Lumsden/Sargent Lightweight E-type steering wheel



Nick Cliffe's stunning original E-type wins its first award at Spring Motorfest 2023

First award for original E-type!

Words by Nick Cliffe
Pictures by Adrian Rhoden and Rob Cotterell

Spring Motorfest 2023 was held at Chetwynd Deer Park near Newport, Shropshire on Sunday 30th April and of course that is a month famous for its showers.

True to form, after spending hours cleaning my 1973 Series 3 E-Type coupé the previous evening I set off from home in a heavy shower! Fortunately I'd applied several coats of HydroSilex to the paint and brightwork; if there was a contest on the best beading I might have been in with a chance!

Eventually the rain eased off and I towelled the car dry, removing the accumulated mud from the slippery drive across the field. Little did I guess at that point my efforts were to be rewarded.

My E-Type attracted a fair amount of attention thanks to its factory special order paint in silver pearl complemented by red leather interior; it is all original, having covered only 28,000 miles from new. I've

owned it for six years now and it had done just 23,000 miles when I bought it. I've driven it to many shows, representing E-Types at Hampton Court Palace Concours of Elegance and a podium position on the Meguiar's stand at the NEC Classic Motor Show in November 2021 but it had never won any kind of award, despite being immaculate and original, with the carefully preserved patina of its 52 year life!

Leaving my car on display, I spent some considerable time walking around the showground, photographing a wide selection of great cars and chatting with the owners and eventually received a message from the organisers telling me to proceed to the winners' enclosure.

So at last my E-Type received its first award, for Best Club Car!

Now it's back in its dehumidified garage with Herschel InfraRed heaters keeping it warm and free from condensation.



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Jaguar Breakfast Club Meeting at “The Great British Car Journey”

Words and pictures by Rob Grace

Rob Grace recently took a great British car on a great British journey to The Great British Car Journey museum to enjoy a Jaguar Breakfast Club meeting!

30.04.23 - Jaguar Breakfast Club – Great British Car Journey

For once, not too early a start; an 08.00 am departure for 09:30 arrival at the museum in Ambergate, Derbyshire. After booking to attend, I had the idea to extend the day to a ‘mini road trip’ in the afternoon.

Using Peter Simpson’s book ‘The curved road’ as inspiration, and tips for planning, a route was created in Google and, for the first time, uploaded as a route in my sat nav. We arrived in good time - the car park was filling quickly! The volunteer marshals were doing a great job, as ever - always the unsung heroes of these days!

After a quick sausage roll and tea re-fill, we had a good walk round the various Jaguars present. I do appreciate the way the breakfast club get the whole Jaguar range presented and mixed together.

The museum has an audio tour with accompanying mobile device and one of the features it has allows you to scan the QR

code by the car you are looking at and more detailed history is provided. The museum is a real walk down memory lane, with family cars from the past, both Mum’s and Dad’s cars were there. It really is worth a visit!

On departing the museum we headed for my pre-planned route, which didn’t last long due to a road closure for an accident near Buxton. We diverted by Bakewell and picked up the original route short of Winnats Pass. The pass through the gorge is impressive but, unfortunately, being a bank holiday it was very busy in both directions. To our concern the three cars in front did the entire descent on the brakes – never lifting once! At the bottom of the incline, the stench of hot brakes was unpleasant and I am not sure entirely safe. Castleton, and all of the towns we drove through, were incredibly busy.

Onwards to Snake Pass, which was oddly quiet; at times we had both directions to ourselves. I did enjoy that drive a lot, after a quick coffee break in Glossop, based on the books recommendation, we crossed Holme Moor – stopping at the top for photos in the rain and wind. Again, almost having the roads to ourselves, and another great drive!

ADDITIONAL NOTES

The Great British Car Journey

Xclusively Jaguar visited The Great British Car Journey in 2022 and our review is featured in the **June 2022** issue of Xclusively Jaguar magazine.

Full details and a review of “**The Curved Road**” by Peter Simpson can be found in the **April 2022** issue of Xclusively Jaguar magazine

Rob’s reference to the smell of hot brakes at the base of the hill brings memories of Lynmouth, Devon and Porlock, Somerset and leads appropriately to Sir John Egan’s article on finding a solution to pollution, which appears elsewhere in this issue of Xclusively Jaguar magazine!



PHOTOS

TOP An early XJ40 makes an early entrance to the event!

ABOVE Rob Grace took his rare X300 XJR manual to the event

BELOW There is plenty of hardstanding at the museum and the large outdoor area was soon filled with a variety of stunning Jaguars, both modern and classic





▲ A walk around the museum reveals many British marques, now lost, and sadly this includes Daimler and Vanden Plas!



▲ Some of the Jaguars required a closer look!

Our day finished with a trouble-free run home:

Total distance covered: **260 miles**
Total fuel consumed: **12.4 gallons**
Average speed overall: **37.8 mph**
Average fuel consumption: **20.9 mpg**

Rob Grace followed his trip to The Great British Car Journey museum with an afternoon out on the Derbyshire moors. His supercharged X300 averaged 20.9 mpg for the entire journey, which Rob Grace considered "Not bad, as P500 did enjoy itself on the moors!"





Graham Gauld and Letitia Mace in The Drivers Club at the Sir Jackie Stewart Classic 2022

Introducing...

GRAHAM GAULD

Words by Letitia Mace | Picture by Rob Jenner

Graham Gauld is someone I had always wanted to meet in person as he has contributed so much to recording motoring history for 60 years or more.

Within Jaguar circles his name is often mentioned as he occasionally wrote articles for the Jaguar Apprentices Club magazine back in the 1950s and was a close friend of the late Andrew Whyte, Jaguar's PR Manager. He is still in touch with Les Hughes, Australian Jaguar Magazine editor, the connection here being through Jaguar and a mutual interest in Jim Clark and The Scottish Borders.

Graham was born in Edinburgh and reported on his first motorsport event in 1951. He then spent twelve years with the weekly Scottish motoring magazine Motor World, firstly as sports editor from 1955 to 1960 and then as Editor from 1960 – 1967.

He has published twenty books on motor racing history and driver biographies and is best known as the biographer of racing driver Jim Clark.

He is a Membre d'Honneur of the Grand Prix Drivers Club, AISA the Italian Association for the History of the Automobile and an associate member of the British Racing Drivers Club.

Over the years I have read Graham Gauld's books and articles and spoken to his many friends and colleagues, only ever corresponding with him, but never meeting, so it was a great honour to finally meet Graham in June 2022 at The Sir Jackie Stewart Classic, held at Thirlestane Castle in The Scottish Borders. I was able to spend an hour interviewing Graham in the Drivers Club, interspersed with almost continual (and very interesting) interruptions, as he is known to everyone in motoring circles!

As with Xclusively Jaguar patron, Mike Kimberley, we found that we also have a mutual interest in the products and people of Modena in Italy, as well as those of Coventry!

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JAGUAR
DRIVERS' CLUB

BERNARD CONSTEN: The Charming All-Rounder

Words and pictures by Graham Gauld

The only driver to win his category in 5 Tours de France and an Index Performance winner at Le Mans, Frenchman Bernard Consten was a very special driver.



Bernard Consten
(Photo Grand Prix Library/Graham Gauld)

Very few drivers could be called all-rounders. Vic Elford certainly was one as he was as adept at the wheel of a rally car as he was in a powerful racing car. Another was Frenchman Bernard Consten who was four times French rally champion and a factory driver racing for most of the small French sports car manufacturers as well as Alfa Romeo with GTAs and TZs but it was his handling of Jaguars that brought him real fame.

Let me state from the start, Bernard Consten, who died in July 2017, became a very good friend and lived near Grasse, the town in the South of France best known for perfume.

Bernard had all the charm of a Parisien whose father ran a successful Renault dealership that allowed Bernard to follow his passion for motor sport.

He was born, however, in the Courbevois district of Paris in April 1932 and almost as soon as he had his driving licence he began competing and his first event was on the circuit de Bressuire with a little Renault 750 saloon.

When competing on rallies he normally took as his co-driver his cousin, Jean Hebert, who was himself to become a successful driver with Alfa Romeo. The Consten/Hebert duo soon began to win a number of events which eventually led to Consten becoming French rally champion for the first time in 1958. He also became Champion in 1961 and 1962, on both occasions with a Jaguar 3.8 saloon, and finally in 1967 with an Alfa Romeo GTA.

British enthusiasts best remember Bernard Consten for his wins on the Tour de France Rally with Jaguar 3.4's and 3.8's.

In the late 1980s the French Jaguar club, the Organisation Amicale Jaguar France, organised a rally from Paris to Edinburgh in Scotland and it was here that I first settled down for a conversation with him. I was well aware of him as a driver and had seen him in action during the 1958 Tour de France Auto. That year I was driving back from Modena in Italy where I had visited the Maserati and Ferrari factories and stopped at the Reims grand prix circuit where the competitors in the Tour de France had one of their racing tests. On that occasion Bernard was not driving a Jaguar, but an Alfa Romeo; he nevertheless shared the front row of the grid with two of Britain's best known Jaguar drivers. One was Tommy Sopwith running a 3.4 litre saloon and the other was the former Grand Prix driver Peter Whitehead with his half brother Graham Whitehead sharing their similar 3.4 litre. It was quite a race and was won outright by Tommy Sopwith's Jaguar.

As he recalled: "In 1951 the Tour de France Automobile restarted and when I was a student I dreamed about competing in that event. The following year my mother was keen to buy me a Triumph TR2. It was very difficult to buy new cars in France at that time as it was not all that long after the war. You had to have the right currency as the French importer was only allowed to import about five or six cars a year."

"For 1957 the Tour organisers, the Automobile Club of Nice, changed the



regulations to break it up into two classes, Touring Cars and GT cars. For this event I bought a Jaguar 3.4 from Charlie Delacroix who was the French importer."

"I took the car to Mont Revard to test it and coming down the mountain I ran out of brakes."

"When I got back to Paris Charlie Delacroix rang Coventry and asked if we could fit the disc brakes from an XK150 to the 3.4 and they told us there was no way this could be done which meant I had to do the Tour de France with drum brakes."

"On the first day we were in the lead in the Touring class battling against Nano da Silva Ramos in another Jaguar. On the third day they were delayed in Rennes repairing their brakes and then, when catching up time, we had a road accident with a Citroen. Of the three Jaguars on the Tour that year da Silva Ramos retired with the fuel pump, Peter Jopp crashed at Le Mans and his car burned out and I had my accident. Ironically my cousin, Jean Hebert won the scratch and the index of performance in an Alfa Romeo Giulietta."

One week after the Tour Consten went to the Paris Motor Show where the big news was that the Jaguar 3.4 was now available with disc brakes!

He was not impressed and bought an Alfa Romeo Giulietta SV for the 1957 season and became French Rally Champion. By the time the Jaguar 3.8 came along in 1958, it obviously became the car to have and Consten bought one for the 1960 season. By now, however, Lofty England had taken note of the Frenchman and his car was being prepared at the factory.

Bernard Consten (right) compares notes when judging the Valescure Concours d'Elegance with the author, Graham Gauld. (Photo Graham Gauld)

PHOTOS

TOP Consten with his 3.8 litre Jaguar on the way to winning another prestigious Touring Car class. (Consten archives)

MIDDLE On the front row at the Tour de France Automobile 1958, Reims. Bernard Consten, in his Alfa Romeo, is surrounded by 3.8 litre Jaguars. Two years later, he too would be in a 3.8 Jaguar and on a winning spree. (Photo Grand Prix Library/Graham Gauld)

BOTTOM Bernard Consten took part in a Jaguar France rally to Scotland in the late 1980s. (Photo Grand Prix Library/ Graham Gauld)

Phil Weaver was responsible for the building of the factory cars and for Bernard's 1960 Tour de France the factory also prepared another 3.8 for Charles Delacroix, the Jaguar dealer in Paris, and to keep an eye on the cars on the event Jaguar also sent Mike MacDowel who was a director of John Coombs garage and had himself been an international racing driver.

In 1960 Consten won the Touring Car class on the Tour de France for the second time and was to go on and win the Touring Car class consecutively from 1961 to 1963, also in Jaguar 3.8s, and so is the only driver in the history of the Tour de France to have won his category five times. He was never given a factory Jaguar to drive. His wins came either with his own private car or with his friend Delacroix's dealership car.

When Shell pulled out of the sponsorship of the Tour de France in 1964, the event stopped. However, thanks to his many successes Bernard Consten became President of the French motor sport association in 1968. As a result he restarted the Tour de France in 1969 and ran it until the 1980's.

Bernard Consten retired to Grasse in the Alpes Maritimes and continued to enjoy life driving his collection of cars. Indeed when I first visited him at home he took me down to the large garage under his house where he kept his cars.

We both became involved as judges in the well known Concours d'Elegance held each year at the beautiful golf club at Valescure in the south of France but occasionally Bernard would enter one of his own cars, such as, his Mercedes Benz 300SL and his short wheelbase 250GT Ferrari. When asked directly which he preferred, rally driving or racing, Consten plumped for rallying as he enjoyed the long-distance events. "I think you have to improvise more in rallying. It's not my idea to start a racing event and then have to make changes in the suspension every time you stop at the pits. For me driving on the road, looking out for changes in the road surfaces and all the little surprises you find on rallying is much more of a challenge".

Bernard Consten was intelligent and meticulous in his organisation and preparation for events, a fact reflected in the incredible number of wins he had in rallies, mostly with cars he personally owned. He will always be remembered, not only in France, but here in the UK, thanks to his support and love of Jaguar cars.



PATRONS OF XCLUSIVELY JAGUAR



SIR JOHN EGAN

Sir John Egan, former chief executive and chairman of Jaguar Cars from 1980 to 1990, is universally acknowledged as the man who saved Jaguar! Recently, he accepted the request to become President of the Jaguar Drivers Club and a patron of Xclusively Jaguar. Sir John Egan's full biography can be read in his book **Saving Jaguar by Sir John Egan**

www.sirjohnegan.com



HOWARD HUNT

Spanning 5 decades, Howard's career with Jaguar Cars began in 1964 as a test driver. By 1979 he was a Project Engineer for Special Vehicle Preparation (Press Cars) and went on to look after the Royal cars and prototype police cars. Involved in every model launch from XJ-S HE (1981) to X150 (2005) his press launch routes earned him the title "The Jaguar Route Man" – he finally retired in 2007.

Xclusively Jaguar January 2022



WIN PERCY

Win began racing his own car at weekends for fun, but his natural talent as a driver shone through and he was 3 times British Touring Car Champion and legendary for his prowess in Australia's premier event at Bathurst. To Jaguar fans he is best remembered for his involvement in Tom Walkinshaw Racing. Win's full biography can be read in his book **WIN1**

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KEITH HELFET

Born in South Africa, Keith came over to the UK to study automotive design at the Royal College of Art in London and then started work at Jaguar in 1978. He admits that he was extremely privileged to be the last Jaguar designer to work with Sir William Lyons, and is best remembered for styling the XJ220 at the request of Jaguar engineering director, Jim Randle.



MIKE KIMBERLEY

Born in Browns Lane, and apprenticed to Jaguar in 1954, Mike worked on XJ13 before moving to Lotus in 1969 where he rose to the position of Group Chief Executive for Group Lotus plc. Later, he became President and CEO of Automobili Lamborghini S.p.A. He is highly regarded as an accomplished engineer and businessman.



MICHAEL QUINN

Sir William Lyons eldest grandson, formerly Service Manager at R.A. Creamer, rising to Managing Director, and thence to Dealer Principal. Michael is involved in preserving the heritage of Jaguar, via the Jaguar Daimler Heritage Trust and several other motoring organisations. He now runs his own company **Quinn Lyons** Jaguar Specialists in London.

www.quinnlyons.org



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Quinn Lyons is owned and run by Michael Quinn, who aims to continue the same level of service and after-sales care that RA Creamer strived to achieve.

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Jaguar magazine is published every other month and was founded by Les Hughes in 1984, making it the first non-club magazine dedicated to the Jaguar marque!

It is edited and published by Australian Jaguar historian Les Hughes who spent a significant time in the UK during the 1980's, researching and recording the history of Jaguar.

Xclusively Jaguar and Jaguar magazine have worked together since the inception of Xclusively Jaguar in 2008.

Simply follow the link below to subscribe to Jaguar Magazine

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1961 Jaguar E-Type Lightweight - WAP66

A very well known car on both sides of the Atlantic. Featured at 'The Quail' Monterey, California in 2011, during Pebble Beach Week as of the E-Type 50th anniversary celebrations. Mechanically and aesthetically superb, the car was built as a competition car from an early E-Type Flat Floor 'OBL' Roadster.

Built on the 13th December 1961 and dispatched on the 2nd January 1962. Sold via Henlys Limited, London UK to H. A. Pierpoint of Haywards Heath, father of British Saloon Champion Roy Pierpoint. The car has a good period race history and was extensively campaigned in the 1960's by Mick Jones. Subsequently it was acquired by Philip Bennett of Leeds, a very well-known E-Type specialist. Bennett raced the car with some success in 1971, '72 and '73. Bennett retained ownership of the car for the next 21 years and rebuilt it to its present form which includes an all aluminium body, bulkhead and hardtop.

Tony Statham owned the car from 1994 to 2001 and competed three times in the prestigious Rallye des Pyrenees. In the early 2000's it underwent a full mechanical overhaul at our workshops and was sold to Mr Roger Clark in 2004, who kept the car until 2006, when it was shipped to the United States to its new owner.

Originally notable as the 301st E-Type produced and the first factory E-Type produced with Internal Hood Latches and also first with factory fitted Seatbelt Anchors. Comes with a huge file of invoices, receipts, researched history file, factory build sheet, restoration photos, and history images and printed results.

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PRIDE OF OWNERSHIP

Geoff McClelland : X300 XJR manual

My X300 XJR6 Manual has been with me since 2004 and is my favourite Jaguar of all time. It is one of only 102 examples built by Jaguar Cars from 1994 until 1997, the vast majority of X300 XJRs being specified with an automatic gearbox.

My first XJR6 was an automatic and the power loss in the transmission was evident and the family described the car as boring! It was a change for me as I have always chosen cars with manual gearboxes as I find automatic transmission does not suit my driving style. I like to drive my cars!

It was a member of the spares department at Gatwick Jaguar who set me on the right course to finding my Manual XJR6, but it took me three and a half years of searching all over the UK to find this low mileage example.

Having met up with experienced Jaguar Specialists and former Jaguar engineers we decided to take the car to Nottingham and ask David Marks to bring the engine up to a stage 2 state of tune which he did, with modifications to the supercharger pulley as well as an AJ6 big bore stainless steel exhaust and a re-chipping of the ECU. The rolling road test proved a healthy up lift of 64 BHP and 18 lbs more torque and the car performed well in modern traffic conditions.

The years passed and an MOT failure on emissions prompted me to explore the

fitting of a multi branch stainless steel header system to replace the cracked cast iron exhaust manifolds, as original to the car, which have been unavailable for some time now.

As Swallows of Rooksbridge race an X300 XJR6 Manual they seemed to be the right place to take my car, and they had already carried out a lot of work on my other XJR6 in the past.

Swallows proposed to use my car as a prototype for the installation of the custom made multi branch header exhaust manifold and they ultimately designed and installed a completely revised exhaust system.

The car is now even better to drive, and more than able to keep up with modern traffic, with close to 400BHP and over 410lbs of torque, without altering the original design of the engine, but just refining its specification.

The rest of the car, apart from a few suspension upgrades, is standard specification and having had a complete Dinitrol anti corrosion treatment I have little worries as far as rust is concerned.

My wife also enjoys driving the XJR6 and we look forward to sharing future journeys, Jaguar events and maybe a tour or two, until the Government forces us off the road!

I am a huge fan of the X300 Series so I have started a register for these cars and would welcome details from anyone who wishes to register their X300 with me, Geoff McClelland

E: ghmcc02@icloud.com



To contribute an article, or to see your cherished Jaguar, Daimler or SS car featured in Xclusively Jaguar Magazine, please send details and pictures to Letitia@exclusively-jaguar.co.uk

Please note, this is not a for sale feature – it is a feature dedicated to cherished cars; the car you sold and wished you hadn't, the car you always promised yourself and those in long-term ownership or with a special story.

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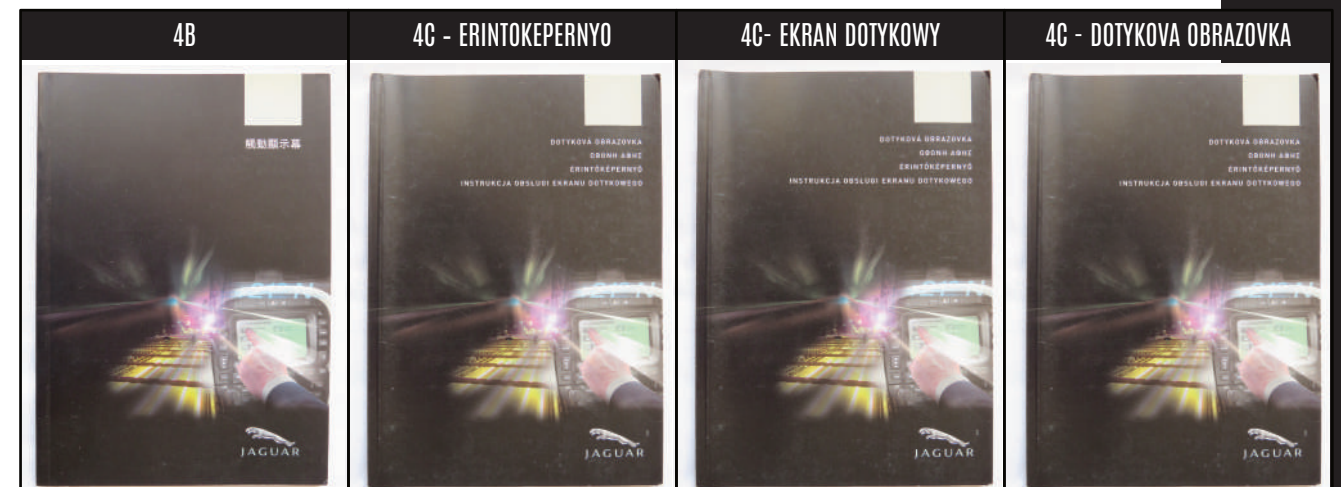
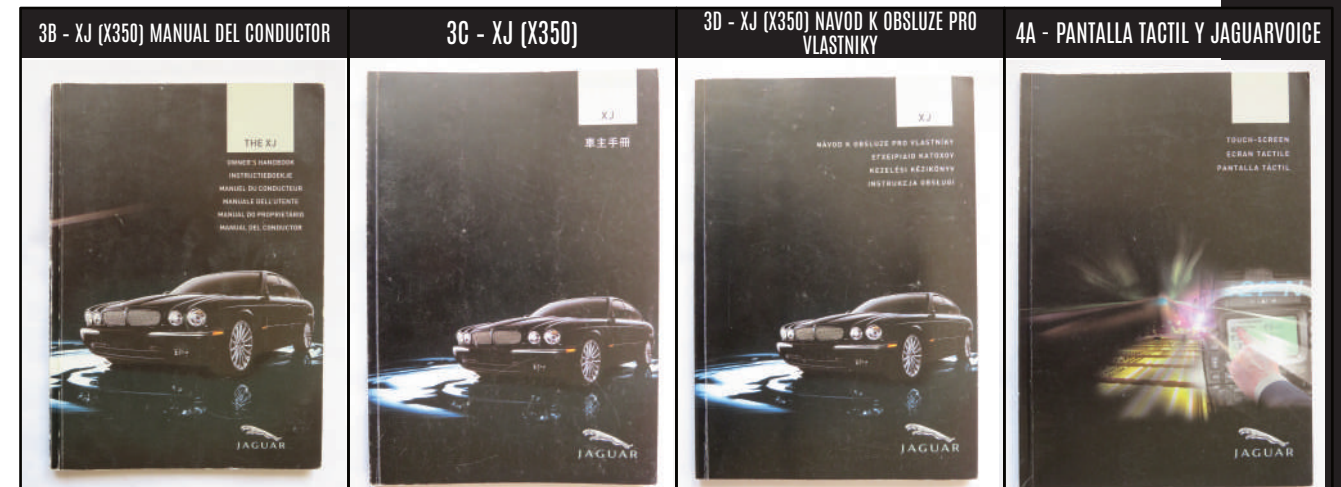
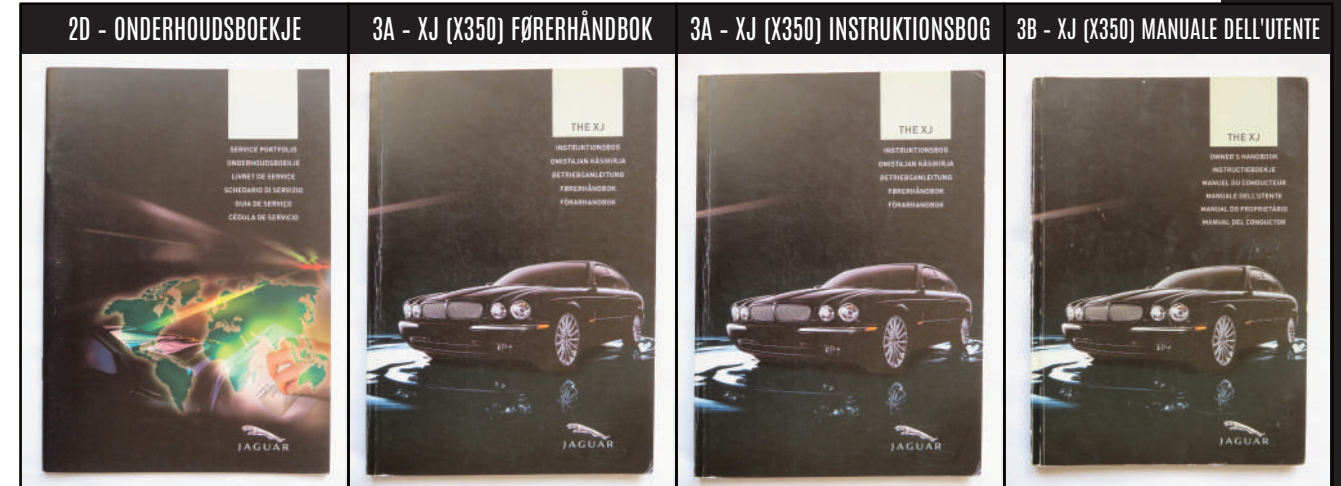
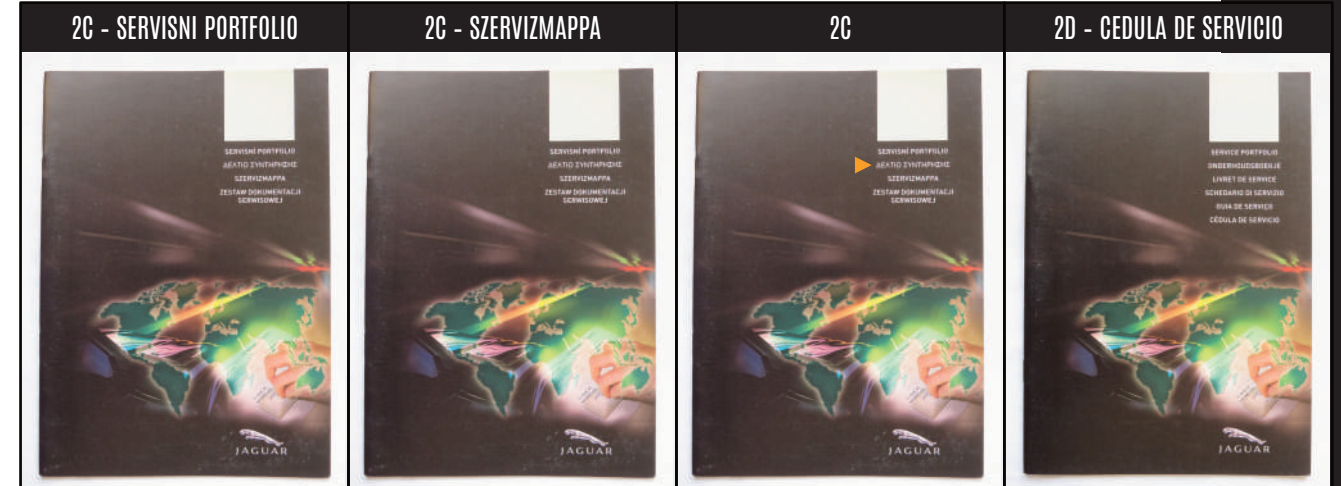
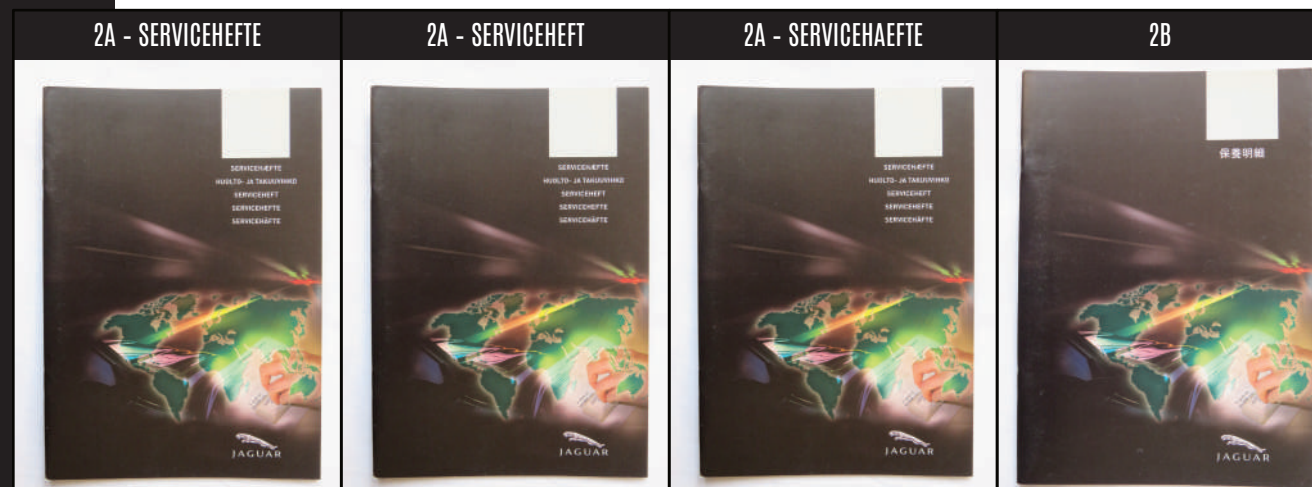
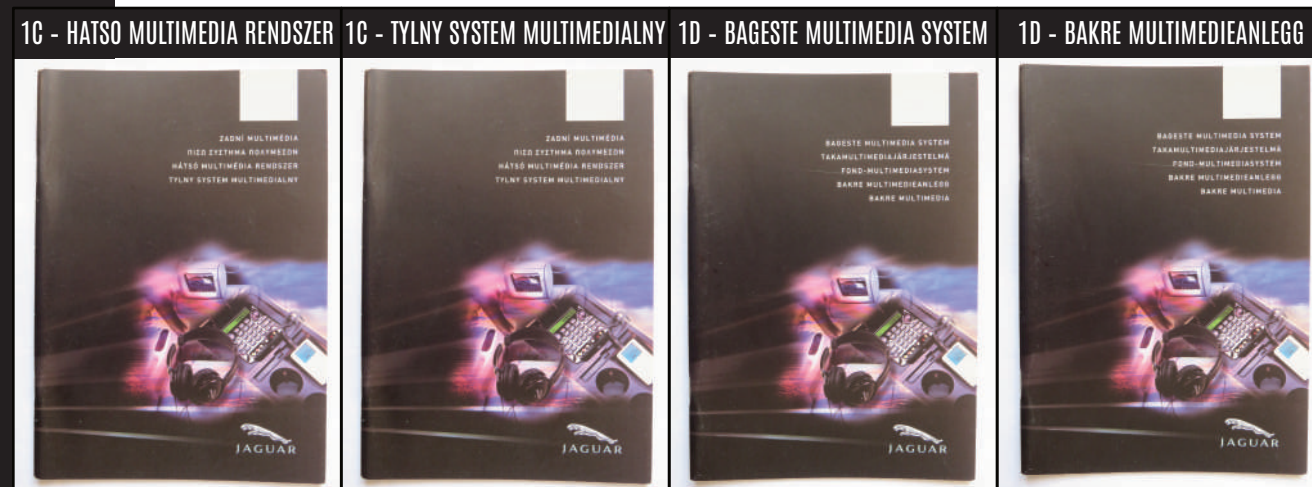
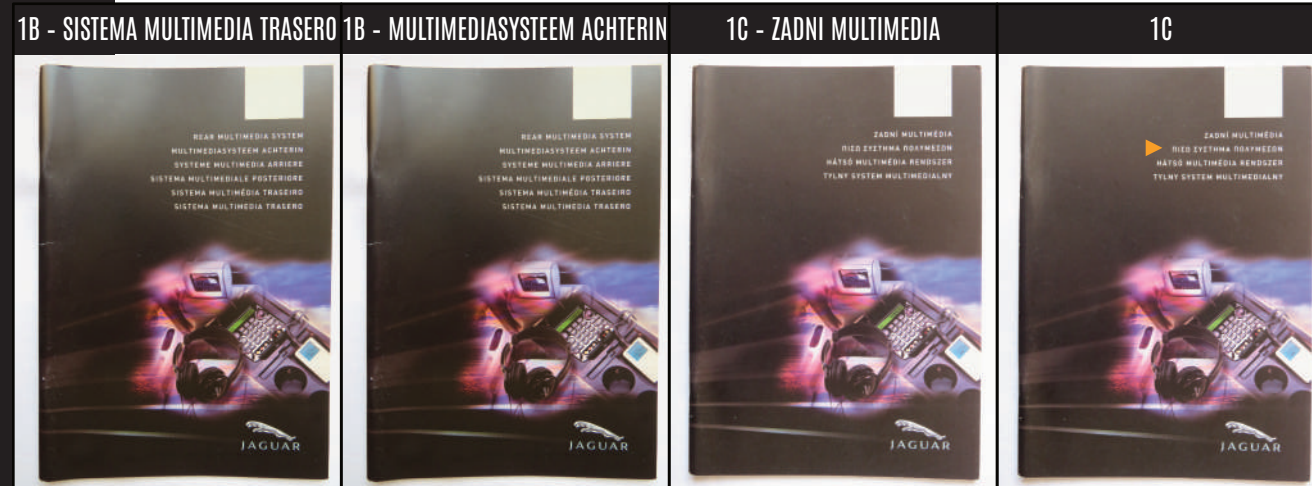
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