



AUCKLAND  
JAGUAR DRIVERS'  
CLUB

VOL. 51 | JULY | AUGUST 2024

LOW DRAG  
E-TYPE

BRISBANE  
CAR MUSEUM





# PRESIDENT'S REPORT

**G**reetings everyone. I want to start this report by thanking some non-committee club members who've stepped in to organise events recently and in the coming months.

Last month I told you Dean Wright and Steve Heaney had agreed to work as a subcommittee organising various events. The first of these was a casual get together they've called "Supercharged Sunday", held on 28 July at the Red Shed near Drury.

By all accounts, it went off very well. Dean and Steve intend this to be a regular event for those members who own Supercharged Jaguars in particular, but of course all members are welcome to attend. Thanks to Dean and Steve for their efforts

Second, I'd like to thank Bryan and Helen Airey. They recently arranged a couple of mid-week lunches at the RNZ Yacht Squadron restaurant for retired club members (again, everyone is welcome). Bryan and Helen are also keen for this to be a regular event but it will be subject to the seasonal availability of The Squadron's restaurant. Bryan and Helen have organised several events in recent years and their efforts are very much appreciated.

Finally, I'd like to thank past President Peter McElroy for organising another very successful lunch at the Westbrook Winery. Lovely weather, excellent wines, good food and company, what better way to spend a Sunday. Peter is another club member who normally organises a couple of events a year helping to keep the club calendar full of quality events. Thanks Peter.

## AGM - nominations open

The Club Annual General meeting will

be held at 11am on Sunday 6 October at the Remuera Club. Nominations are open for the committee and the following club officer roles.

- President - I've been in the role for 3 years, 12 months longer than is intended by the club constitution. While I'm prepared to remain on the committee, my time as President is done and I'll leave the post after the AGM.
- Vice President - Simon Crispe has been in this role for 4 years, 2 longer than provided in the constitution. He is heavily involved in the organisation of the Ellerslie Car show on behalf of the club and has other commitments that require him to relinquish the VP role. Like me, he is willing to remain on the committee but not as VP.
- Secretary - this position has been vacant for over 12 months but covered "temporarily" by Sue Jeness. Again, she has done more than her share for the club and will leave the role post the AGM.
- We also need nominations for general committee members to bolster numbers up to the historical level of 8 or 9.

Nominations can be sent to the Secretary at jagclubak@gmail.com or passed directly to any committee member.

It is important that members understand that it's unlikely the club can function effectively without filling these roles.

*Should they not be filled at the AGM, the Committee will have to consider what changes are needed to keep the club running viably or if the process of putting the club into recess needs to be initiated.*



## Jaguar's Year Long Power Outage

The UK Daily Mail has reported that Jaguar won't sell a car in its home market for a year while it awaits the arrival of the first of its new EV product range.

The last remaining combustion engine powered model, the F Pace, will bow out in early 2025. The new electric powered GT won't be delivered until early 2026 so Jaguar Dealers will be without any new product for about 12 months. The GT is thought to be priced at over £100,000 (NZ\$200K) so, with that price positioning and its absence from the market, Jaguar will be like a new brand entrant in the UK when it resumes sales in 2026.

It's not yet clear what the situation will be in our market. Industry sources tell me there will be plenty of F-Pace inventory available here well into 2025. However, initial GT production in 2026 is likely to be prioritised for the profitable North American and European markets so it's likely we won't see it here until late 2026 or even early 2027. A lengthy gap between the end of F-Pace sales and the GT's arrival seems inevitable.

Best wishes,

**Tony Wright** Club President

# FROM THE EDITOR'S DESK

Welcome to another e-edition of our wonderful Club Magazine. The success of this club since its inception in 1969, has no doubt been the membership that volunteered their time and energy into taking on roles within the committee. With the AGM coming up, a number of key positions need to be filled. We do need your help.

These last two winter months have been relatively quiet. A new concept called 'Super-Charged Sundays' will hopefully fill the events calendar on every 4th Sunday of the month. This idea revolves around a gathering at some of Auckland's well known 'hot-spots' cafés. Thanks to Dean Wright and Steve Heaney for offering their skills to organise these events and destinations. A once a month meet somewhere for coffee, a meal and chat with fellow members, should be rather popular. For those members able to join in mid-week, Helen and Brian Airey have organised a few lunches. The first couple of events were at the Royal New Zealand Yacht Squadron. A great chance to get up close and personal with the Aid Mug. They plan to organise more midweek lunches throughout the year. Great to see club members stepping up and helping the Committee with running events.

Keep an eye on our 'Events' page of this edition and particularly, the website. As the weather becomes more and more predictable, the drives can venture further out of Auckland. An event that is ready to go is the Ross Brothers Muscle Car Museum - this is well worth the admission price. Shortly afterward, a revisit to the wonderful collection of Artworks and sculptures at Matakana - Sculpturem. This proved very popular several years ago so please book early for this one. A 'must-not-miss' event is the Annual General Meeting coming up on the 6 October at 11am at the Remuera Club. Roles on the Committee are essential to keep the club moving forward with all the activities on offer. Please consider putting yourself forward to help. Important roles we are looking to fill - Club President, Vice-President, Secretary, and a few other general helpers.

I wish to thank all those people that helped produce this special slice of Auckland Jaguar Drivers' Club magazine in electronic form. Special mention must go to our intrepid events reporter Larry Raynor Olive. I really appreciate your commitment to this wonderful little publication. To others that feel they can offer some assistance in content for the magazine, please pass it on to me. We will continue to look at making these editions as dynamic as possible so that this becomes your browser of recent interesting content and news associated with Jaguar. With many web and hypo-links on offer in this edition, I hope you enjoy the interesting reads in the section 'The World of Jaguar' and hope to see you at some events coming up later this year.

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Kind regards

**Gerard Leeuw** Editor



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As the AJDC entourage emerged from Roger's Den into the light of day, our eyes widened like Austin Healey Sprite headlights, the god of speed had morphed into the carpark in front of Roger's neighbour and good friend, Neil Tolich's shed.

A kinetic sculpture in the form of the most extreme hyper car of ultra-modern Italian racing design, performance, technology and celestial beauty sat under the gaze of several dozen disbelieving eyes. Oxides within the carbon fibre body mirrored a vibrant hue of sintering cobalt blue, enhanced with 22-inch bespoke gold wheels, made exclusively for the track. It was one of only a 100 Paganì Huaryas in the world and the only one in New Zealand, parked as if in pole position on the grid for us to feast our eyes upon.

Named after Wayra Tata, the Quechua (indigenous South American) wind god, its extraordinary form sat glistening with life under the autumn sun like a swallow tailed Papilio butterfly - which cloaked the enormously powerful 12-cylinder, 6.5 litre rear mounted engine that will likely make time fly at the speed of light and blast off into the stratosphere when you light her up!!!

The stunning Huayra is owned and driven by the acclaimed former Sports Car Racing Driver Andrew Bagnall. A cool, calm and collected gentleman, Andrew raced in the Australian Touring Car Championship during the late 1980's and NZ Touring Car Championship 1990 and some races in 1997 - 1998 FIA GT Championship seasons.

Andrew moved to the USA Road Racing Championships before filling in for other drivers in the American Le Mans Series for a few years from 1996, 2001, 2003. In 2004 he raced the full Australian Porsche Carrera Cup. Also: Bathurst 1000 1986-1990; Bathurst 24-hour 2002; Bathurst 12-hour 2016 - 2018.



Needless to say, Andrew has a passion for racing sports cars and his incredible legacy of motor racing is reflected in his choice to own and drive the utterly fantastic Paganì Huayra.

Andrew was very happy to chat with us about his passion. He not only has the Paganì, but numerous other special cars including several McLarens and his rather special Jaguar E Type that we were soon to see in the metal.

Having salivated excessively over Andrew Bagnall's Paganì "piece de resistance", it was time for AJDC members to savour the second helping of our Progressive Garage Raid and accept Andrew's long-time friend and business partner Neil Tolich's invitation to step inside his exclusive 5 Star







Classic Cars Showroom. Wow! 'You could eat your breakfast of the spotless Littleton grey coloured painted floor', said Gordon.

Neil is also a classic car collector and has been a keen amateur racing driver for many years and like Roger, has a collection of famous sports racers. Neil was one of the NZ "Famous Five" drivers of Formula Junior and invited cars from 2010 - 2017 and Neil knows first-hand how it feels to be showered with Moët & Chandon on the Podium. Some years earlier, Neil had taken his historic Fleetwood Motors 1965 Ford Mustang (ex Ivan Segedin) to Europe...and won the Spa Historic 6 Hour race.



Before us was a scene of gorgeous exotic vehicles that were thoughtfully placed like a panoramic scene which led the discerning eye along a corridor of chrome and colour, sizes and shapes, rarities and racing cars.

Next to steal the tour was of course the 1965 ex Sybill Lupp E Type 4.2 OTS that Sybill ordered from the Jaguar Factory complete with a number of special performance upgrades. The car is superb having never been totally dismantled but following a detailed audit/schedule of required work was done by our resident E Type originality nutcase/enthusiast Simon Crispe, the car was dispatched to spend 2 years with Auto Restorations in Christchurch. George Kear and his team went through the list to bring the car right up to its current

immaculate and factory correct "as originally specified" condition. Perched high up on axle stands above the painted showroom floor, we could all examine the flawless underside more intimately. The car is a real kiwi treasure, with factory mods including blue printed engine, 6000rpm rev counter, competition wheels, carb trumpets (no air cleaner), and rear disc pad access hatches in the boot floor (as in 3.8 E Types but not 4.2s).

Neil is a candid and very personable character with great



enthusiasm for his passion and the ability to bring the story of this very special Jaguar E-Type to life not only in describing the meticulous work that has been done, but also with his larger than life story of Andrew's and Neil's first hand experiences driving it to the South Island and then bringing the car back home from Auto Restorations to Auckland, after its refresh. Floods and horizontal rain the whole way...the E Type never missed a beat.

Neil's 1959 (very hot) Fiat Jocko Special Formula Junior is also a real showstopper, not just in the immaculate showroom but on the track doing what it is designed for, going very fast due to its low weight and high power to weight ratio. The Jocko was built in New York by dirt track racer Jocko Maggiamo...a front engine drum braked machine. The 1959 USA Formula 3 champion, Jim Haynes, ran it for a season. Then it was sold to famous USA racer Sam Posey... his mum bought him the Jocko when he was 16! Neil bought the car from New York 15 years ago and has since raced it at Monaco, Goodwood Revival, Spa, Dijon, Pau, Lime Rock, Laguna Seca, Road America and Watkins Glen. And all Kiwi racetracks of course!



In addition to a superb original Mk1 Lotus Cortina, a massive and mint 1966 Lincoln Continental, a Buick Roadmaster 'woody', two Corvettes (2002 and 2014...manuals), and a weird and wacky 2003 Renault Avantime (Jeremy Clarkson reckoned it's the coolest car ever), Neil revealed his passion for his unrestored and much loved 1957 Citroën DS19 with







all its unembellished origins on show. The "un-detailed" engine bay with unique height adjustable oil/pneumatic (nitrogen gas at 2500psi) suspension system adding to the French car's delightfully used patina. A front-mid mounted alloy head engine, front wheel drive, inboard disc brakes, a



semi-automatic manual gearbox (no clutch pedal), hydraulic power steer/gearchange/brakes, plastic and aluminium body panels, Michelin X tyres made this 1950s DS19 the world's most advanced car in its day. And Neil says almost 70 years on the car still drives, handles and rides beautifully. And it is reliable despite some of the early horror stories! What's more, this NZ new DS19 is now considered the oldest unrestored RHD example on the road in the world. Note... back then, RHD Citroëns were made in Slough, England... with Lucas (Prince of darkness) electrical systems and lights!! Neil's car still has its original electrics and is totally reliable.



Neil also told us that his first track racing experience was at Pukekohe in 1981 in his much-loved 1965 Jaguar Mk2 3.8 automatic! It was going really well.....until the left front Jet-X retread tyre blew out! And the car hit the bank coming onto the pit straight at 80mph in second gear! A very expensive early lesson! Subsequent to that, Motor Sport NZ banned any racing on re-treaded tyres!

No words, only a feeling can truly describe what it was like to have raced a Mk2 3.8 Jaguar or the Lotus liveried white

& green Ford 116E Twin Cam Cortina at Pukekohe or to chill out in the "Emberglow" Lincoln Continental Coupe along Highway 66. To float around the Arc de Triomphe roundabout aboard the Hydropneumatic Citroën DS or to savour the highly strung scream of the Jocko Special at Monaco. The thrill of V8 power, the endless highways, the rush of excitement is a wonderful mechanical motoring feeling that Neil has lived to ample sufficiency.

I know for certain that we all enjoyed and admired Neil's passion for speed like VIP spectators who were seated at one of the most privileged grandstands at Goodwood, Spa or Laguna Seca.

Having viewed ensemble of exquisite auto's, the JDCA members who attended will long savour this wonderful opportunity, be proud of Neil's sporting achievements and feel boosted by his collectible classic cars. Neil's layers of stories both preserve the legends of yesterday and eclipse tomorrow's insatiable dreams.

We then headed off to vanquish our thirst with a large double caffeine flat white head rush at the nearby Ravenhill Cafe and continue to enjoy more wonderful stories over lunch from our well-seasoned Flying Kiwi, Neil Tolich.



Thank you so much Simon for organizing such a winning performance for us lucky JDCA members and for your inspirational images to accompany our co-written story.

Thank you very much Neil for allowing us the privilege to experience your colourful and exotic world of motorsport and classic car memories. I am certain that the AJDC members appreciated this most memorable Sunday morning garage raid and were duly entertained by Neil and Roger; a couple of true-blue Kiwi legends whose combined achievements were on par with the dangers of climbing mountains or bull fighting.

As the saying goes: 'It's not how fast you go but to go fast consistently, because to finish first, first you must finish'.

Ole' Ole' Ole'





Payment of your annual membership subscription is required to enable you to book for these organised events. If you have forgotten to pay your subscription, please contact us - jagclubak@gmail.com

## UPCOMING EVENTS | DIARISE



### Supercharged Sunday Ross Brothers Muscle Car Museum

Coordinator: Tony Wright

Further details via the website. Bookings are essential.

#20240907



### Club mid-week lunch event – Akarana Cafe

Coordinator: Bryan Airey

Further details via the website.  
Bookings are essential.

#20240911



### Supercharged Sunday Sculptureum, Matakana

Coordinator: Steve Heaney

Take a drive, meet up with fellow members, display your Jaguar, and enjoy a nice coffee & chat at a local café.

Further details and bookings via the website.

#20240922





Dear members.

Events are now booked via website members only section, and invoices will be generated and sent out via e-mail. All payments are now electronic payments via internet banking.

**Problems with event bookings?**

please contact  
events.jagclubak@gmail.com  
or Sue Jenness, Acting Secretary -  
jagclubak@gmail.com

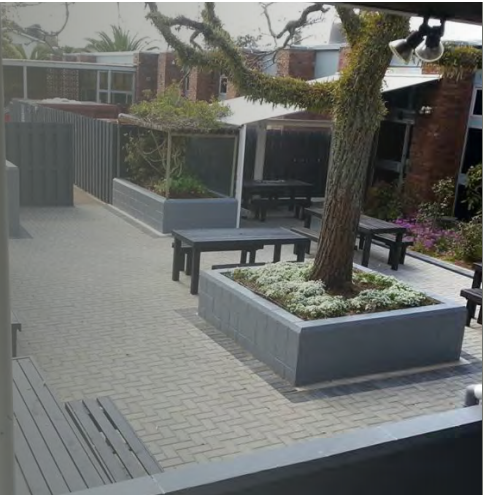


## AGM @ 11am REMUERA CLUB

Coordinator: Sue Jenness, Acting Secretary

Further details via the website. No bookings required so hope to see you all there.

#20241006



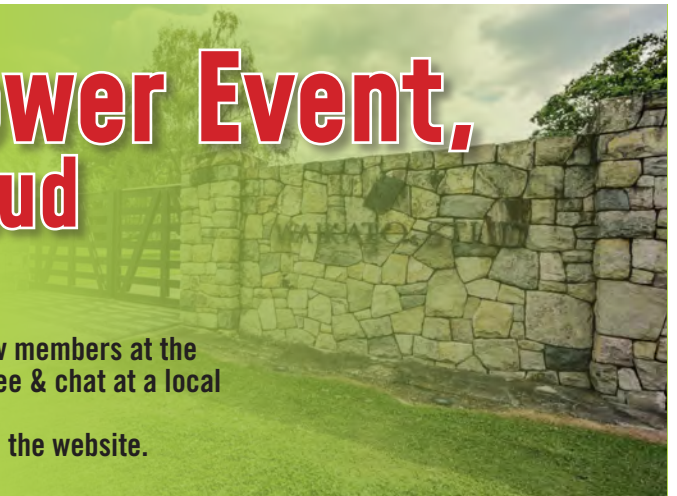
## Horse Power Event, Waikato Stud

Coordinator: Simon Crispe

Take a drive, meet up with fellow members at the Waikato Stud. Enjoy a nice coffee & chat at a local café afterwards.

Further details and bookings via the website.

#20241020



## Supercharged Sunday Castaways Resort

Coordinator: Steve Heaney

Further details via the website. Bookings are essential.

#20241103





# LUNCH *at The* ROYAL NEW ZEALAND YACHT SQUADRON

Words & Photos; Bryan & Helen Airey,  
Photos; Simon Crisp

**W**e have had two oversubscribed lunches at the RNZYS home of the Americas Cup, and this has encouraged us to arrange these monthly, on every second Wednesday of the month, until Christmas. Each will be at a different venue culminating with a three-course pre-Christmas dinner in December.

It has been a privilege to have the Americas Cup in our city for the last 7 years. It is an incredibly hard trophy to win, and New Zealand is one of only two countries to have won it more than once. The USA held the cup for 132 years from 1851 until 1983 mainly by making it difficult for challengers. A challenging yacht had to sail from their home country to the USA. This meant that their boats had to be substantial enough to make an ocean crossing. The Challengers boats were heavier and their mast and rigging stronger. In contrast the US boat hulls and rigging could be lighter for coastal conditions around Rhode Island.

After the War, the Americans relented allowing competing boats to be shipped to the USA. This made the sailing fairer and more competitive culminating in victory in 1983 by the Royal Perth Yacht Club. The bid was financed by Allan Bond and the boat designed by Ben Lexen.



*Recent new JDCA member Irene Kingsford signs the RNZYS guest book for herself and hubby Rex. The "Auld Mug" we hope will stay put here!!*



New Zealand entered a Challenger in 1987 financed by Michael Fay and designed by Bruce Farr, Laurie Davidson and Doug Peterson. The challenging club was the Mercury Bay Yacht Club, and the boat was helmed by Chris Dickson. We were just beaten in a close Challenger Regatta by Dennis Conner on an American boat. They went on to defeat the Australians. In 1988, New Zealand made what has become known as the 'Big Boat' challenge. This boat, which is 130ft long, is now on display at the Viaduct Harbour. Once again, the American's were twisting the rules, and the challenge was beaten by Dennis Conner in a trimaran. (The first time that a multihull had been used in an Americas Race).





At the next possible challenge in San Diego in 1995, made by the Royal NZ Yacht Squadron, we triumphed, and the Auld Mug was now made famous by Peter Montgomery announcement that 'The Americas Cup was now New Zealand's Cup'. The boat was designed Bruce Farr and skippered by 'red socks' Peter Blake. We successfully defended the Cup in 2000 and lost in 2003 to a bid financed by a Swiss businessman. This caused considerable controversy as most of his crew were enticed by money to sail for him instead of us.

Our challenge in Bermuda in 2017 was again successful. The race was sailed in very fast foiling catamarans. The power to control our boat was provided by Cyclers which gave more power than conventional winch grinding by hand. In 2021, we successfully defended the Americas Cup in Auckland against four challengers. Now in 2024, we are about to defend it again, but in Barcelona. This time we have five Challengers.

New Zealand has been incredibly successful in a competition that requires outstanding designers, engineers and boat builders together with absolutely top sailors, backed with substantial financial support. Not bad for a small country in the South Pacific.

After two successful lunches at the Home of the Americas Cup, we are looking forward to the next lunch at The Eatery at The Royal Akarana Yacht Club. Thank you for your support, we have enjoyed arranging the lunches and are planning to continue in the new year.

## Words; Larry Raynor Olive

I write to express sincere gratitude to Brian and Helen Airey for their exceptional hospitality in hosting the Auckland Jaguar Drivers Club members to a delightful luncheon at the Royal New Zealand Yacht Squadron (home to the America's Cup), it was truly a memorable occasion.

To be surrounded by the grandeur of such an historic maritime institution while enjoying excellent company and culinary delights was an experience akin to dropping anchor in a sheltered cove. The Yacht Squadron's elegant surroundings providing a stunning backdrop for our gathering, and the attentive service was as smooth as a sailing vessel gliding through calm waters.

On behalf of all who attended, I extend our heartfelt thanks to Brian and Helen for charting the course for such a wonderful day. Their generosity and thoughtfulness were as refreshing as a trade wind.

Fair winds and following seas.

Larry & Diane Olive

JDCA member.



Diane and Larry Olive with the Auld Mug



Jan & Nick Ossilof, John Endean, Bryan & Helen Airey



Rex & Irene Kingsford, Jim Rentoul, Ron Richards



Linda Endean, Julie Zhang, Paul Marchant, Raewyn & Peter McElroy



Ross Hindeman, Sue & Warwick Jenness, Simon & Marianne Crispe, Judy Hindeman, Helen & Bryan Airey.



John & Leigh Munro, Allison & Paul Ingram





Written and Photos by Larry Raynor Olive

# A PURR-FECT DAY AT THE RED SHED PALAZZO

The Auckland Jaguar Drivers' Club Super Charged Sunday Lunch took on a decidedly rustic charm as 30 members convened at the eclectic Red Shed Palazzo in Drury. A mid-winters day had dawned with an uncharacteristic warmth promising a purr-fect setting for a leisurely cat-chup amidst a tableau of Classic and Modern Jaguar Cars.

An unlikely oasis of culinary delights in the countryside certainly was a fitting venue for such a gathering. It's weathered exterior reminiscent of its past as a plant and garden centre belied an interior brimming with character and warmth. As the club members began to arrive a symphony of purring engines filled the air, a harmonious prelude to the day's events.

The Cafés interior was a captivating blend of old and new, with exposed wooden rafters and red corrugated iron walls and with outdoor seating areas either under the sun or, our area with long and round tables under a covered pergola, added a touch of cosy comfort was a welcome contrast to the crisp morning air.

As coffee orders were placed and choosing our comfort zones, a lively chatter filled what was once a fernery emporium. Old friends exchanged stories while newcomers were warmly welcomed into the Jaguar pride. The aroma of freshly brewed coffee mingled with the tantalizing scent of bacon and poached eggs, fruity French toast, Angus beef burgers and salmon omelettes and cheese etc. creating a mouthwatering olfactory experience.

The 12 o'clock hour had arrived and with it a toast to friendship and the joy of driving Jaguar cars, and as the afternoon progressed it was time to bid farewell with the promise of another Supercharged Sunday event next month. It had been a day of fine food, great company and the allure of driving Classic Jaguar cars.

The journey home was undoubtedly quieter, but the memories of the day would linger on in the minds of those who were fortunate to attend. As it was to be another day that will be etched in the chronicles of the Auckland Jaguar Drivers' Club.

A huge credit to Lana and Steve Heaney for organizing a fantastic club outing and arranging a surprise raffle for bottles of vintage baroque fermented grape juice, which capped off the Supercharged Sunday with a warm sense of satisfaction.

So, cheers to you Lana and Steve, you have made our day.

Larry Raynor Olive, JAGACE



Wine Draw Winners were;  
Ron Richards, Chris Hudson. Stu Sanders.





## A PURR-FECT DAY AT THE RED SHED PALAZZO







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# PISTON BROKE! ABBREVIATED!

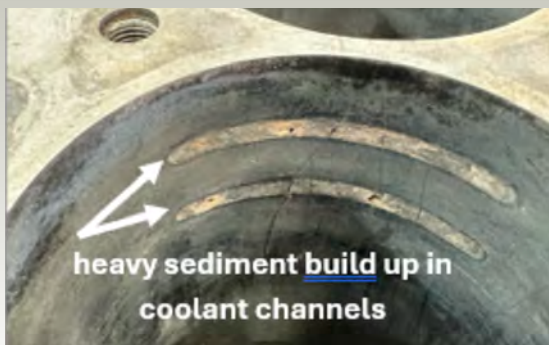
Part two

Continued from Part 1...

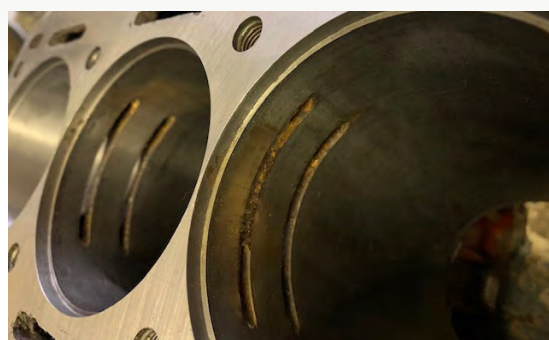
I now had a final conclusive diagnosis! A simple lack of cooling on the siamesed cylinders caused by potentially 63 years of sediment in the upper cylinder cooling slots. Bill Lyons and Bill Heynes would never have conceived that their XK engines would continue to be stripped down and rebored nearly 70 years later!

## New Liners

See the photos of my block with the liners removed BOTH before and after I cleaned out the sediment that had blocked up the coolant slots between cylinders 1&2 and partially blocked between cylinders 5&6. I had to use a diamond tipped burr on my Dremel tool to break out the concrete-like blockages.



heavy sediment build up in coolant channels



No. 2 cylinder - before and after coolant channels cleared and rebates cut for new RBR flanged liners

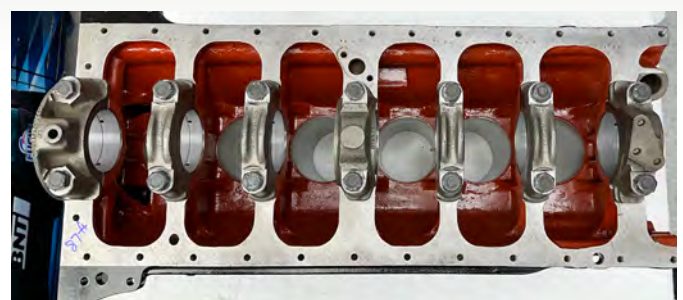
Rob Beere Racing (RBR) supplied me with a set of their special 6 upgraded flanged liners, stressing the importance of not installing the liners with too much interference in the block. If fitted too tight, the liners may "hang up" in the block casting. Then they sink when the head is torqued. RBR apply a special lubricating seal lock fluid (Australian product "Seal Lock") that cures with heat ensuring no leakage of coolant into the sump or combustion chambers. I also have RBR's detailed instructions available for installing replacement cylinder liners and have posted them under technical informa-



Block with new flanged liners installed and Block after liners bored and 2 pack painted internally

## The Bottom end

The crankshaft and cams were all in excellent condition, with no swarf in the sump, just the damage to the 4 pistons. The crank and camshafts have been polished and reinstalled with new quality ARP bearings. The sludge traps and oil galleries have been fully cleaned and the block dipped to remove all corrosion from the water jacket.



Block with main bearing caps mounted for measuring bearing shell clearances



Polished Crankshaft and parts laid out at Edgells. Note turned down 75mm journal for Viton "Flexy" rear main seal





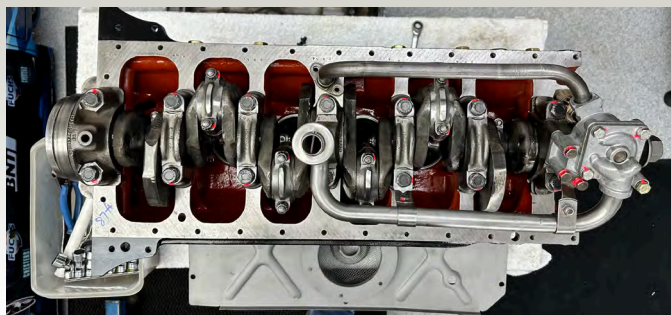
## PISTON BROKE! ABBREVIATED!

I've spent a small fortune on repolishing, replating and Hypercolour coating all the fixings fittings and finishes of the engine bay. I am also giving the engine bay a good clean too.

Randell Edgell kicked off the reassembly by checking and aligning pistons to the connecting rods, which must be arrow straight. The bend or twist in a connecting rod can be as little as a third of a thousandth of an inch (0.01mm) and cannot be seen by eye. Randell used a precise jig to measure any twist (none detected) and ensure the con-rods were correctly aligned to the pistons.

He then built the bottom end, first checking the big end bearing clearances then installing pistons, rods and crankshaft, along with oil pump and the new Viton flexi rear main "flexi seal", again developed by Rob Beere Racing (RBR). This is not a split seal as almost all improved rear main options are. The flexi seal is such that it will stretch over the rear flange on the crankshaft and yet shrink back to tightly fit the 75mm diameter of re-machined rear journal of the crank.

Randell disassembled the new Mahle pistons removing the rings to gap them and surprisingly the inner ring retainers for the oil control rings had been installed incorrectly by the Mahle factory. Randell commented that the engine would have been an oil burner if left the way the pistons had been delivered.



Bottom end of engine reassembled. Note red marking applied when each fixing is torqued.

I was then allowed to continue the build!

First, I fitted up new timing chain guide slippers with the new special non-stretch IWIS timing chains I imported from Australia. These chains are far superior the Renolds chains that are no longer made in the UK and I've been advised not to use them previously when building my MGA twin Cam engine, because of rapid stretch.

Then I installed the original front mounting bracket for the timing gear, with the engine still inverted. I discovered the eccentric adjustment shaft for the upper timing chain gear that runs in the mounting bracket, was very stiff to turn and its bearing was scored. This explained why the two holes in the serrated chain tension adjustment plate were rather hammered! I also found the "drip feed" oil supply hole that feeds the eccentric shaft bearing was solid with sludge and had to be drilled out. I replaced the worn bushes in both the upper chain gears.

It is very important that all these components run freely so that the upper cam chain tension can be properly adjusted

using the correct and readily available timing chain adjustment tool (pictured below). Otherwise the timing chain will loosen causing that characteristic loose chain rattle and eventually lead to serious engine damage if not adjusted. Rather hard to do if the adjustment gear is seized up! A diagram of the bracket follows to illustrate.

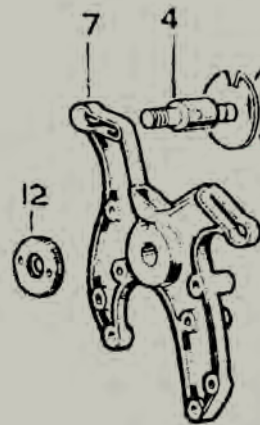


Diagram of front timing gear bracket and timing chain adjuster tool (readily available)

Once the timing chains were properly installed I moved onto reinstalling the alloy front cover, newly vapour blasted sump and front crankshaft oil seal.



Sump on



Randell helping wipe off excess sealant



Engine upright and assembled short engine: Note drip feed oil reservoir (arrowed)



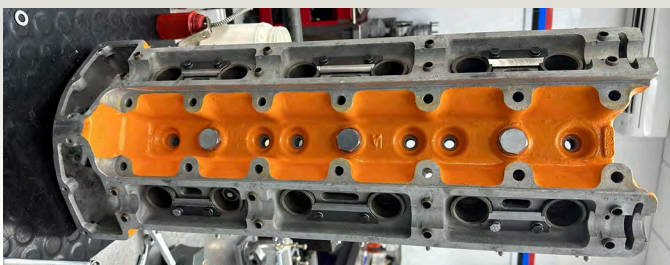


## PISTON BROKE! ABBREVIATED!

I then moved onto the cylinder head casting that had the following work done by Randell and his machine shop.

- Hot wash, decontamination/removal of all corrosion and sediment
- Weld up corroded water galleries
- Remove and replace one exhaust seat
- Vapour blast
- Recut and match to valves

I had a can of the original correct "pumpkin" engine paint converted into 3 aerosols by Wairau Paint Supplies. After an hour of careful masking, I completed the job of finishing the aesthetics of the head ready for the next stage of assembly.

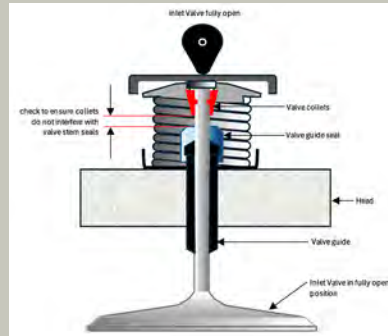


*Cylinder head painted and ready for reassembly*

I ordered a set of new valve springs and was about to install all the valves and camshafts, but was stopped with a lesson from the master! The installed valve spring heights needed to be checked and adjusted first. I have to confess, I had never carried out valve spring shimming operation on the many engines I've built since the 1970's, always believing (wrongly) that fitting new factory specification springs would not require any more than a quick check of their free length.

Randell explained to me that if you don't clamp the new spring to its solid position, add valve lift distance, plus 60 thousandths of an inch clearance, the springs are not working at their maximum safe compression and especially at higher revs, "valve float" can easily occur. I clamped a pair of inner and outer springs to solid and measured their length which was 0.862".

Therefore the installed spring dimension to be achieved is  $0.862" + 0.375' \text{ Valve lift} + 0.060" = 1.297"$ . I then set about shimming all the valve springs to achieve this installed length.



*Inlet Valve to valve guide seal clearance check*

Finally after several days working on the cylinder head I installed all the valves, with the inlet valve guide seals and all collars aligned vertically with equal spacings top and bottom (another quality control stipulation in the Edgell shop)! The next task was the setting of tappet clearances to .006" Exhaust and .004" inlet. As this is a such a tight set of clearances on the XK engine, accuracy is vital and no amount of plus or minus tolerance is acceptable. I spent the next two days working through each tappet clearance with the head propped on special rubber tube covered head support brackets and rotating each camshaft through the valve closed cycle on each cylinder to measure the clearances. I was able to re-use most of the original shims, although they all needed a whisker ground off them to reach the correct thickness using Edgell's special shim grinder. The final shim thicknesses ranged from the thinnest at 0.055 inch to the thickest on the valve with the new exhaust seat at 0.109 inch.



*ARP hi-tensile studs installed in completed short block*

It is important to calculate the compression ratio (CR) of the rebuilt engine by dividing the combustion chamber volume into the total swept area of the piston in its cylinder. This is important because most engines of circa 60+ years in age have been overhauled numerous times and both block and cylinder head mating surfaces have been re-machined. Potentially there could be a significant increase in the CR which may result in damaging pre-ignition unless running on the highest octane fuels.

With the head installed and temporarily torqued on a used headgasket, the CR for my engine was over 10.1:1, which is





## PISTON BROKE! ABBREVIATED!

significantly higher than the stock 9:1 CR for the E Type. By using a special 0.059" thick custom made high performance gasket made in the USA by Cometic, the CR for my engine will be reduced to just over 9:1.

While waiting for the gasket to arrive, I've finished setting up both manifolds, water-pump, carburettors and distributor, so the engine almost looks ready to go! However, the inlet manifold is only finger tight on the head without its gaskets, so very simple to remove when the head gasket finally arrives.

As I've mentioned in a number of emails to all members, the technical evening at Edgell Performance didn't happen in July and there is a distinct possibility that it won't happen in August either despite most of the engine's reassembly having been completed. I can confirm the elusive custom made head gasket for my engine made by Cometic actually left the USA on August 15 and is expected soon.

However, please be patient as this technical event should be a very good opportunity for JDCA members to see the Edgell Performance operation especially while there are no less than four Jaguar XK engines all being built and tested there. There are no less than three E Type 3.8 engines (including mine and fellow JDCA member Don Bowater's) plus an XK120 3.4 litre engine from an original NZ new 1951 OTS with period racing history.

AND...I have to say, I'm going to be rather sorry when this build is over because I've had such fun working alongside Randell Edgell and his amazing team. They have made me incredibly welcome and even allowed me to build quite a lot of my engine under their expert and very precise supervision.

Members may also be interested in the set of Nitrile rubber cam cover gaskets that I have had made. I have actually had 5 sets made, some of which will be used on my and the other engines. The good thing about nitrile rubber is that it compresses but returns to close to its original shape when released making it perfect for the leakage prone XK cam covers. It also making the covers simpler to remove for regular servicing. I have a set of these on my Daimler Dart/SP250 that are over a decade old and not leaking.



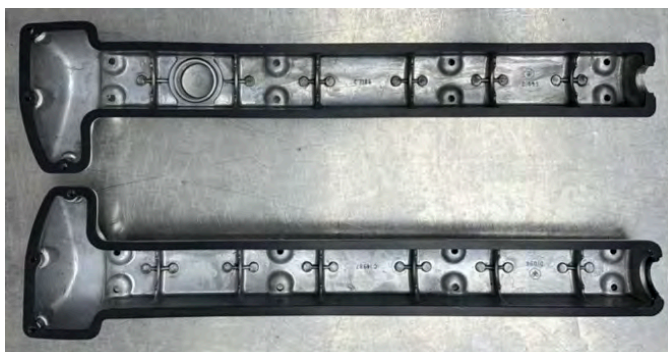
*Inlet cover*

*Exhaust cover*

Part 3 of this story (providing everyone hasn't lost the will to live reading the first two), will cover the setting up of adapter plates I designed for the dyno to suit mounting of the Jaguar XK engines. Of course, the next "exciting episode" will hopefully cover the test evening at Edgells whenever that maybe, but hopefully before the next Club Magazine arrives in your email inboxes!



*Completed temporary set up of engine*



*Nitrile cam cover gaskets*





# TCS Racing are the 2024 ABB FIA Formula E Teams' world champions



Jaguar TCS Racing win the Teams' World Championship with the Jaguar ITYPE 6 – the world's most technically advanced allelectric singleseat race car that powered Mitch and Nick to a season total of four wins, 14 podiums, seven fastest laps and four pole.

Jaguar TCS Racing have won the 2024 ABB FIA Formula E Teams' World Championship. The win follows a dramatic season finale EPrix in London, but one that ultimately ended with a record season points score of 368 for Jaguar TCS Racing. It is Jaguar's first World Championship win since 1991. Drivers Mitch Evans and Nick Cassidy finished second and third respectively in the Drivers' World Championship. Jaguar have also won the newly created Manufacturer's Trophy with 455 points.

This is a truly historic moment for Jaguar TCS Racing, the Jaguar brand and everyone who has played a part in this success. This World Championship belongs to the team, drivers, our partners, the fans and JLR colleagues around the world.

*"Jaguar has a rich racing history, and when we started our Formula E programme back in 2016 we were determined to add to that legacy. To win the 2024 ABB FIA Formula E Teams' World Championship - the pinnacle of electric racing - is fitting reward for everyone's hard work and winning*



*mindset. I feel for both Mitch and Nick - coming so close to the Drivers' crown is tough for both of them - but they have driven incredibly well all year and I know they will be fighting for the title again next year.*

*"I want to extend my personal thanks to everyone who has been involved in our journey so far. This is a great moment for Jaguar TCS Racing and together we will enjoy this incredible achievement!"*

**JAMES BARCLAY**

**MANAGING DIRECTOR JLR MOTORSPORT AND JAGUAR TCS RACING TEAM PRINCIPAL**

What a day! Congratulations to the team and to all our colleagues. Winning the Formula E Teams' World Championship is a great sporting achievement and underlines JLR's commitment to reimagine Jaguar as a pureelectric, modern luxury brand.





# ON THE TRACK



*"The performances the team have delivered on the track in winning the World Championship continue to inspire everyone at JLR, driving the reimagining of the Jaguar brand and the delivery of technical innovation to the next generation of Jaguar electric vehicles for the direct benefit of our customers."*

**CHRIS THORP**

**JLR CHIEF OF STAFF AND CHAIRMAN, JLR MOTORSPORT**

Congratulations to Jaguar TCS Racing on this remarkable and historic championship win, which is testament to the team's passion, relentless pursuit of excellence and unwavering determination to succeed.

*"As Official Technology Partner of Jaguar TCS Racing, together we leveraged the power of technology to support in driving championship performances."*

*"TCS is proud of the work we are doing with Jaguar TCS Racing to realise the vision for a more sustainable world, both on and off the track."*

**K KRITHIVASAN**

**CEO & MD OF TCS**

After an incredibly close qualifying session that saw Nick Cassidy take Pole position with Mitch Evans in third place, the two Jaguars controlled the early part of the race following a safety car, ahead of Drivers' Championship leader Pascal Wehrlein. After Nick took the second of his two Attack Modes by lap 14, Evans led from Wehrlein. With Nick in third, both Mitch and Wehrlein still needed to take their final attacks and he was therefore in a prime position to take the lead in the closing stage of the race. Unfortunately contact from Porsche's António Félix Da Costa caused a puncture which effectively ended Nick's race and his chance of winning the Drivers' World Championship.

By lap 33, having taken his second Attack Mode after an initial failed attempt, Mitch was in third, behind Rowland and Wehrlein - positions that were held to the finish.

*It's really difficult today. Securing the Teams' World Championship is a fantastic achievement, I'm really happy for the team and everyone at Jaguar deserves this so much. They*



*deserved it a long time ago and it's great it's now finally done but I do still feel disappointed that neither Nick nor I could get the Drivers' World Championship. We achieved half of what we set out to achieve but sadly didn't finish it.*

**MITCH EVANS**

**JAGUAR TCS RACING DRIVER, #9**

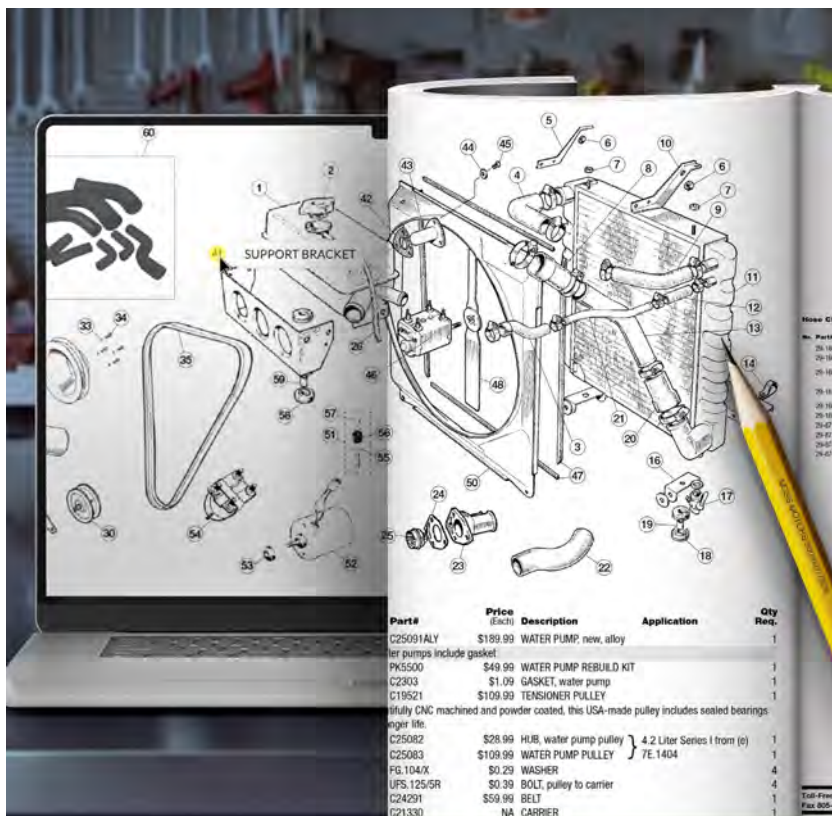
*I think what we did this morning was unbelievable to not do a single lap in FP3, but then go on to be quickest overall in the groups and then take Pole position. I was just incredibly proud of how strong I was mentality. Congratulations to all of our team at Jaguar TCS Racing on winning the Teams' World Championship, they thoroughly deserve it.*

**NICK CASSIDY**

**JAGUAR TCS RACING DRIVER, #37**

Earlier this season in Tokyo, Jaguar TCS Racing completed its 100th Formula E race. In Monaco, Jaguar announced its commitment to be a manufacturer with its factory team, Jaguar TCS Racing, in the GEN4 era of the ABB FIA Formula E World Championship through to 2030.





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**This is YOUR magazine,**  
please send us articles of interest or technical  
requests, there are many riveting stories that are just  
waiting to be published. Remember the cutoff date for  
all any submissions is the 20th of the month.





# Mitch Evans finishes second in London as TCS Racing extend points lead

With Mitch Evans also taking Pole and Fastest Lap, the result sees Jaguar TCS Racing extend its lead in the Teams' World Championship to 36 points with one round remaining

After the penultimate round of the 2024 ABB FIA Formula E World Championship, Jaguar TCS Racing lead the Teams' World Championship by 36 points, with drivers Mitch Evans and Nick Cassidy second and third respectively in the Drivers' World Championship. Just seven points separate the top three drivers.

Pole sitter Mitch Evans finished second and took Fastest Lap in a drama filled race around the London ExCeL's 2.09km circuit, while Nick Cassidy fought his way up through the field from P17 on the grid to a seventh place finish.

It was a dramatic race from the start with Mitch Evans controlling the early stages after a safety car period from laps one to five. When racing resumed Mitch led from Envision Racing's Sébastien Buemi with Porsche's Pascal Wehrlein in third. None of the leading four took Attack Mode until the 16th lap, at which point Mitch led again only to be passed by Wehrlein on lap 22 – a lead he would never relinquish. A late safety car on lap 32 closed up the field again, but ultimately Mitch clinched second place, also taking Fastest Lap and a valuable extra point.

Unexpected rain at the start of Qualifying Group A saw Nick initially head the time sheets, but as the track dried towards the end, Nick's run plan was compromised. Despite the pace in his Jaguar ITYPE 6, he failed to make the knockout stages. Starting P17 on the grid, Nick progressed through the field – protecting his car despite contact from other drivers – to finish an eventual seventh and score six valuable World Championship points.





# ON THE TRACK



Second place for Mitch Evans after an incredibly tense race, and Nick fighting through to seventh, gives Jaguar TCS Racing a 36point lead in the Teams' World Championship heading into tomorrow's final round. As it played out with Mitch and Sébastien Buemi swapping the lead in the early stages of the race it passed the advantage onto Porsche's Pascal Wehrlein as it allowed him to conserve and create an energy advantage. Mitch did his best in the closing laps to get the lead but we didn't quite have enough at the end. Regardless another podium and a great performance from Mitch and the team in what was a tight race at the front.

*"Starting from P17, Nick drove a very smart and mature race. He held his head really well despite some, in my opinion, overly aggressive moves and contact from cars around him. To come through the field and keep his Championship aspirations alive was just reward. Tomorrow, we'll fight hard as a team to try and bring both the Teams' and Drivers' World Championship titles home for Jaguar."*

JAMES BARCLAY

JAGUAR TCS RACING TEAM PRINCIPAL

*We had the car and the pace to win today, but we couldn't execute the race the way we wanted to. We secured Pole position and fastest lap so we know we have a great car, but at the end I didn't have the energy left in the car to keep fighting Pascal. We will go again tomorrow and hope to qualify at the front in the season finale.*

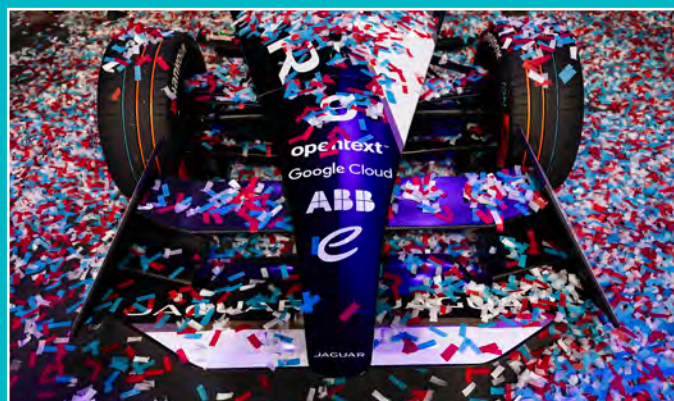
MITCH EVANS

JAGUAR TCS RACING DRIVER, #9

*It was a tough day today. Qualifying didn't go to plan, so it was frustrating to be starting near the back. The race could've been much better, but it also could've been much worse. Considering I started P17, I finished in P7 so I've still got a chance at the Championship tomorrow. I'm relatively relieved after today so now I focus on winning tomorrow. I have the tools, I just need to execute.*

NICK CASSIDY

JAGUAR TCS RACING DRIVER, #37







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# TRIP OVER THE DITCH

## BRISBANE CAR MUSEUM

In a recent 'car' orientated holiday over the ditch, we came across a wonderful collection of Jaguars. We rocked up to the Brisbane Motor Museum in the suburb of Banyo near the Brisbane Airport, with about fifty minutes before closing time. We knew they were having a celebration of '100-years of Jaguar' but were not quite expecting what we saw.

This museum is not large at all from the outside and certainly not large within either, but it was packed to the rafters with some very interesting and well-presented cars. This museum was not like any others we have visited. Its point of differ-



ence was not what it displayed but more what it owned. The museum owned nothing but the building, and it was merely a short-term parking lot of someone else's pride and joys. The contents on display changed bi-monthly with the help of local car collectors and various Queensland car clubs. The month we visited - July, was all about the '100-year history of Jaguar'. The next event organised for August and September was the big rivalry - Holden vs Ford muscle cars.

On show today was the wonderful collection of Jaguars which





were privately owned originals, modified, and beautifully restored vehicles, sourced and arranged in one place for the public to enjoy. The \$25 entrance fee clearly was enough to keep this place ticking over. This display was coming to end of its run but was still attracting a good number of interested people. Even in the short time we had perusing the special cats, many other punters had arrived to do the same.

As we walked about the display, we were blown away with the detail given on the plaques attached to the group of different models. It was not just a collection of cars [like many other car museums], there were featured videos scattered throughout the display about the history of Jaguar. For example, videos on where it all began - sidecars and coachbuilding, through to the last advertising promos on the F-Type. A visual display overload from show casing the release of the different models through to Jaguar motor racing triumphs and developments. Included in these presentations were pieces from motoring journalists such Clarkson and May [Top Gear fame] critiquing new showroom releases. Interesting to note that the 'something that was missing' from the display was any mention of the 'electric' versions. May be the curator found it hard to define a full electric as a car.

One could sense that the curator had done their homework as the display was brilliantly arranged. The story cards were very detailed with information specific to that model. Stories on the SS Jaguar, C & D Types, Mark IV, Mark VII, XK120, XK140, XK150, E-Type S1, S-Type, 420G, Mark II, XJS, XJ, XK X150, and XE & XF. I must say that the videos on show were a moving-picture display of the marque as it matured through from humble beginnings of side cars to the last of the true petrol modern cars such as the XJ's and F-type.

A few cars on display worth mentioning were the 1964 Daimler Saloon Resto Mod. A real sleeper under the cloak cleverly disguised as an ordinary Daimler. The colour was the first hint that this was not a normal restoration project. The British racing green colour had a sprinkle of metallic making it sparkle under the special lighting. Beneath the hood was a 3.2 V8 AJ27 with a Mercedes 5-speed transmission and an exhaust system to match any larger V8. The wood grain dash hid the fully electronic dashboard cluster of dials, stereo and air conditioning system. It was described as 'attending an elegant wedding with the band AC/DC'. Another special car was the very original 1973 E-type Series 3, 2+2. The paint work was fantastic for its 50 years and the interior looked like it had been used very rarely indeed. The owner, who happen to be in the museum at the time, described it as an original family car that was handed down the generations. This was special as it had a Webasto sunroof. The owner was not too sure if this was factory fitted but it came with the car when ordered new. A little googling suggests these Webasto sunroofs could be ordered when purchasing a new E-Type. During assembly, the car would be shipped out of the production line to an outsourced professional roof installation company. It was a perfect hardtop/convertible mix giving the occupants the best of both worlds.

Time was up and we were not last to leave. We thoroughly enjoyed the 50 minutes plus we were allowed to appreciate this wonderful spectacle. May be the fifty minutes was not long enough as there was plenty to absorb. Hopefully, the good number of photos on the website will give you a small glimpse of this special event and highlight the collectability of the '100-year history' that is Jaguar.







**T**his Jaguar XKE-based coupe is the first Low Drag GT constructed by Sussex-based E-Type specialists Eagle and was unveiled at the St. James Concours d'Elegance in London in September 2013. In the ensuing months, the car was showcased in numerous automotive media reviews, including a 2015 Top Gear segment in which it was driven by Jeremy Clarkson on the BBC program's test track. Based on the underpinnings of a 1968 XKE Series 1.5 2+2, the car features aluminum coachwork finished in Mercury paint and is powered by a Crosthwaite & Gardiner-built 4.7L aluminum-block inline-six equipped with sequential electronic fuel injection via individual throttle bodies. Additional features include an aluminum-case five-speed manual transmission, a limited-slip differential in an aluminum housing, AP Racing disc brakes, sport-oriented revised suspension geometry with Öhlins adjustable dampers, 16" magnesium peg-drive wheels, speed-sensitive electric power steering, a carbon-fiber cold-air intake manifold, programable electronic ignition, an electric cooling fan, blue leather interior upholstery over adjustable sport seats, and recirculating air conditioning. This Eagle Low-Drag GT was purchased by the selling dealer in 2023 and is now offered with a collection of magazines featuring the car, a tool kit, a luggage set, a Jaguar Heritage Certificate for the donor car, and transferrable New York registration.



Established in 1984 by Henry Pearman, Eagle progressed from the restoration and rallying of E-Types to offering its own series of cars rebuilt with various updates for improved reliability and handling in the 1990s under the Eagle E-Type name. In the early 2000s, Pearman and Eagle Technical Director Paul Brace began development of the company's interpretation of the low-drag coupe built by Jaguar under the lead of Malcolm Sayer in 1961. Construction of the first Eagle Low Drag GT began circa 2010 on commission for a client, and just six Low Drag GTs had been built as of February 2024.

The hand-formed aluminum body was designed with inspiration from the original low-drag coupe but incorporates lower floors and sills, a wider track, revised door profiles, and a





# JAGUAR HERITAGE



Watch



Watch

bonded and heated windshield and rear window. This example is finished in custom Mercury paint formulated to evoke a polished-aluminum appearance, while additional features include faired-in headlights, satin-finished brightwork, dual side mirrors, and dual exhaust outlets.

Custom magnesium peg-drive wheels are finished in dark gray and are secured by bright three-eared knock-offs. Vredestein Ultrac Cento Giugiaro Design tires measure 225/55ZR16 up front and 235/60ZR16 at the rear and show 2012 and 2013 date codes. Stopping is handled by power-assisted AP Racing disc brakes with cross-drilled and ventilated front discs and dual master cylinders. The steering system features speed-sensitive electric assistance.

The cabin is trimmed in dark blue leather over high-backed adjustable bucket seats with matching upholstery over the door panels, sills, console, and rear shelf. Additional features include color-keyed carpeting over the cabin and trunk floors, dotted aluminum console and center dash trim, blue-tinted visors, a gray Alcantara headliner, and updated air conditioning and sound systems.

The Nardi wood-rimmed steering wheel sits ahead of Smiths instrumentation including a 160-mph speedometer and a 6k-rpm tachometer. The five-digit odometer shows approximately 5,900 miles since the Eagle build, 200 of which have been added under current ownership.

The XK-based 4.7-liter DOHC inline-six was built by Crosthwaite & Gardiner and incorporates an aluminum block, forged pistons, a billet crankshaft, competition camshafts, Cosworth valve springs, an oil sump with gaited baffles, and a harmonic crankshaft damper. Features include sequential electronic fuel injection with individual throttle bodies, a carbon-fiber intake manifold, programmable electronic ignition, a Pectel ECU, stainless-steel exhaust headers, an electric cooling fan, a high-output alternator, a high-torque starter, and a long-range fuel cell.

Power is sent to the rear wheels via a five-speed manual transmission with an aluminum casing and a limited-slip differential with an aluminum housing. Sport suspension incorporates revised geometry, Öhlins adjustable dampers, uprated torsion bars, and rose-jointed adjustable anti-roll bars.

A collection of magazines featuring the car is included in the sale, and several articles can be viewed in the photo gallery below. Also included is paperwork outlining the car's specifications as well as a tool kit, various spare parts and accessories, and a set of Eagle-branded luggage.





## TURNER V8 ENGINE TECH GUIDE

**W**e explore the life and times of the Turner V8 inherited by Jaguar as part of the firm's takeover of Daimler. It's generally accepted that the well-regarded AJ-V8 unveiled in the XK8 in 1996 marked the beginning of a new era for Jaguar.

Not only was it a state-of-the-art powerplant, but it also offered the crucial V8 format needed to face up to German rivals BMW and Mercedes, especially in the USA where the V8 had long been a mainstay.

It wasn't, however, Jaguar's first V8 – or to put it more correctly, the first to be marketed as a Jaguar powerplant, that honour going to an engine design which was acquired as something of an orphan in the takeover of Daimler.

In typical William Lyons fashion, even senior executives at Jaguar were largely unaware of Lyons' intention to acquire the struggling Daimler concern, even Chief Engineer Bill Heynes apparently hearing the announcement on the morning radio news.

Lyons agreed a fee of £3,110,000 for Daimler, but the prize wasn't the firm's low-volume car-making business, rather the 92,903sqm factory in the Radford area of Coventry. In fact, the vehicle making business made for rather dismal assessment: Jaguar engineers discovered that the V8-engined SP250 sports car suffered from such chassis flex that pushing down on the rear wing of the fibreglass body made the door shuts open up 8mm, while the car's looks were challenging to say the least. To cap it all, it was discovered that the Daimler name hadn't even been registered in the important US market and the newly introduced Majestic Major was selling so slowly that it was being made at the rate of ten cars a week.

Even Daimler's once proud bus division wasn't doing well, having declined to the point where it was making losses, but there were two glimmers of hope: the Ferret armoured car manufactured under contract for the MoD was profitable and the Turner V8 powering the SP250 and the Majestic was a gem.

The engine is generally regarded as being the work of Daimler's boss at the time of the sale, although it's been suggested that much of the detail design was the work of his colleague Jack Wickes.

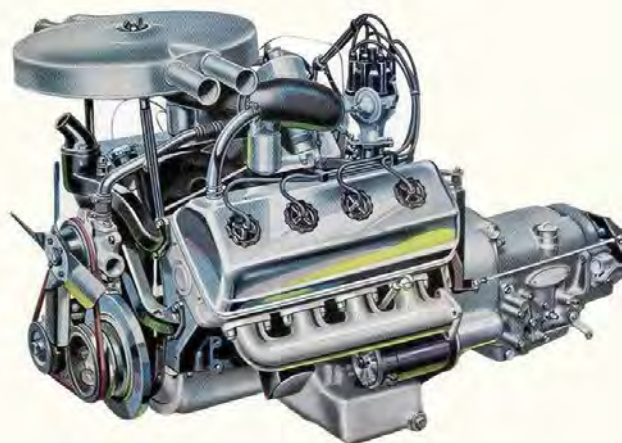
Edward Turner may have been at the tiller when Daimler was run into the ground, but much of the financial mishap can be

laid at the feet of the extravagant tastes of former chairman Bernard Docker and wife Norah, who between them effectively bankrupted the company during his time in charge. In any case, Turner had an impeccable CV when it came to the world of motorcycle engineering, having designed the Ariel Square Four and later becoming chief designer and general manager of Triumph motorcycles, before becoming head of parent company BSA's automotive division.

This included Daimler and one of his first tasks was to design a V8 engine for a proposed new saloon car. Unsurprisingly, Turner drew on his experience with motorcycle engines for much of the inspiration, including an overhead valve layout driven by pushrod. Usefully, this allowed him to follow motorcycle practice in the head design, notably the hemispherical combustion chambers which had been employed by his Triumph Speed Twin engine.

Amusingly, it's also been suggested that Turner and Wickes also studied the workshop manual and parts lists for the Cadillac V8 – clearly a complete Caddy engine was beyond the Daimler budget.

The Daimler engine wasn't the first car engine Turner had designed – he already had the Riley Nine to his credit – but clearly a V8 involved rather more complexity than a twin-cylinder bike motor. Nevertheless, the resulting Turner V8 was held in far higher regard than the car in which it debuted.





# JAGUAR HISTORY



In many respects the iron block, alloy head design was very conventional for the era, using two valves per cylinder and a single chain-driven camshaft, this mounted high up in the block to keep the pushrod length short.

The 90° vee layout allowed for compact dimensions, the short 760mm block length meaning the five-bearing crankshaft was commendably rigid, contributing to the smoothness for which the engine became known. Dynamo and water pump were driven by belt from the front of the unit, while the distributor was driven from the camshaft. Fuelling was by twin SUs and the polished alloy valve covers meant the underbonnet appearance compared well to Jaguar's own XK.

Two different versions of the engine were developed: 2548cc and 4561cc, although precious little production economy was achieved through their shared design features since the block castings are in fact different.

Although the brief which had originally resulted in the V8 had been for a saloon car, the V8 made its first public debut at the New York motor show in April 1959 in the SP250 sports car. At the time it still wore the proposed name Dart, which was later changed to SP250 after Chrysler pointed out that it had registered the name for its own Dodge Dart.

The Turner V8 didn't get its time to shine until after Lyons had swooped down to buy Daimler, whereupon it was realised that the smooth-running V8 engine offered an ideal stepping stone between the breathless 2.4-litre XK engine and the 3.4-litre version.

It also offered a less sporting option for buyers not wanting the racy image of the Jaguar Mk2 and so in 1962 the Daimler V8 was born – or to give it the correct title, Daimler 2.5 V8.

With 140bhp, the Daimler was usefully faster than the entry-level 2.4-litre Mk2 and gained the crinkled chrome which would become a trademark of Daimler-badged Jaguars. It's often assumed that the V8 was sold only in automatic form but a handful of manual cars were produced by the factory from 1967 and are highly prized today.

The 4.5-litre version of the Turner V8 was also used in the Daimler Majestic Major, which was a rare sight even in its heyday but which was a surprisingly rapid vehicle for its size, thanks to the 220bhp of the bigger engine.

The Major would be discontinued in 1968, but there's a delightful urban rumour which suggests its engine was tried in the Jaguar MkX, where it rocketed round the MIRA track at 133mph. It's reckoned that a V8-engined MkX didn't make it to production purely because it was actually faster than the 3.8-litre Jaguar-powered car, but the truth is probably more prosaic: cash-strapped Daimler had only invested in tooling to produce the engine in very low quantities. And in any case, Jaguar already had the 4.2-litre XK on the way which would in fact be faster-accelerating than the V8 prototype.

in a cruel twist, the Majestic was replaced by the Daimler DS420 limousine, which was based on the Jaguar MkX and used the 4.2-litre XK.

The V8 sold steadily and would even make the transition from Mk2 to Jaguar 240/340, being renamed as the Daimler V8-250 in 1967. When production ended in 1969 some 17,620 had been produced.

It would also herald an era of range-topping Jaguars carrying the Daimler name which would continue until the end of X350 production in 2010. Daimler versions of the XJ weren't available in the US market however, the range-topping cars wearing Vanden Plas badging instead. The reason was simple: that failure to register the Daimler name back in the '50s had come back to haunt Jaguar.

Following the de-merger of DaimlerChrysler, Jaguar attempted to trademark the Daimler name for use in the US market, but was refused in 2009 by the United States Patent and Trademark Office on the grounds that it was primarily a surname.

This effectively meant the end for the Daimler-badged Jaguars, with the final Daimler – a Super V8 – now resident in Jaguar's own Heritage collection.





# JAGUAR AROUND THE WORLD

## — NEWS CLIPS

### 1. JLR and Meridian extend audio collaboration for electrified future

JLR has extended its longterm engineering collaboration with British audio innovator Meridian to supply and develop high-performance in-car audio technology for its next generation of electric vehicle architectures.

Since 2010, JLR has been working with the Cambridge-based audio specialist to develop the audio systems in all vehicles across its house of brands: Range Rover, Defender, Discovery and Jaguar.

The extension to this collaboration will enable Meridian's specialists to input into the design of new models at an even earlier stage, which is critical as JLR's modern luxury electrification plans mature. This early work is something that has come to define the relationship between JLR and Meridian, with cabins designed to ensure optimum audio experiences can be created.

The collaborative partnership between JLR and Meridian allows us to deliver fantastic sounding audio systems while being sympathetic to the design language of the vehicles. Together we will ensure the listening experience in our vehicles continues to be as engaging and enjoyable as possible.

**Callum Hubbard: Technical Specialist - Vehicle Audio Technology, JLR**

It's a true collaboration that creates one stronger team from the expertise of both participants, working together from a very early stage to create and deliver innovative, value-adding experiences.

**John Buchanan: CEO, Meridian Auto**

The current pinnacle of Meridian in-car audio technology can be found on Range Rover models with the Meridian Signature Sound System. This 1600W system features 35 speakers - including two 20W speakers in each of the four main headrests - for the most immersive sound experience.

The audio system also supports the fundamental refinement provided by the MLAflex body architecture to deliver serene cabin calmness - ensuring passengers enjoy a first-class experience. A third-generation Active Noise Cancellation system monitors wheel vibrations, tyre noise and engine sounds transmitted into the cabin and generates a cancelling signal, which is played through the system's speakers.

By monitoring wheel vibrations, tyre noise and engine sounds

transmitted into the cabin, and generating a cancelling signal through the speakers, this technology can help occupants arrive at their destination feeling refreshed, even after the longest journeys.

Another innovation resulting from the JLR and Meridian collaboration includes the optional Range Rover Tailgate Event Suite which features an additional four rear speakers for the entertainment system to work perfectly when socialising with the tailgate deployed.

### 2. JLR engineers build manual washing machines to help relieve the burden of hand washing clothes for more than a thousand women and children in South Africa

JLR launches Clean Clothes Campaign, building sustainable Divya washing machines, as part of its commitment to improving opportunities for women and children across the globe and its objective to attain a net-zero future.

JLR has teamed up with The Washing Machine Project to help transform the lives of thousands of women and girls in South Africa by building ten community manual washing machines to help a community in need in Diepsloot, Johannesburg.

The Clean Clothes Campaign aims to help tackle the burden of handwashing clothes and promote gender equality by relieving women and children of up to 20,000 hours of chores a week, so they can fully enjoy their rights to work, education, good health and leisure time.

As well as JLR engineers volunteering their skills and time, the yearlong campaign project has seen efforts across JLR's broader workforce, with over £4,900 of funding raised by its colleagues who are part of the business's Race, Ethnicity and Cultural Heritage (REACH) network.

The luxury car manufacturer's talented engineers used their automotive expertise to enhance the design and functionality of the Divya washing machines, to meet the needs of households in the South African villages.

"This project means a lot to me. My grandma used to hand-wash clothes due to no electricity. It was a privilege to contribute to a product that's going to change people's lives in South Africa."

**Jo Alexander: JLR Lead CAE engineer**

With support from its freight team, JLR delivered the Divya washing machines, built at its Gaydon HQ in the UK to the communities in South Africa using one of its Defender vehicles.

Mandisa Gordon, JLR's Finance Business Change Manager, who led the campaign on behalf of JLR said: "JLR is dedicated to making an impact in communities where the need is greatest. We were overwhelmed by the huge support we received from our colleagues in the UK and in South Africa, to make this initiative a success. Participating in food parcels and personal







care product deliveries, as well as fundraising, has been some of my proudest moments!"

Former JLR employee Navjot Sawhney, who founded The Washing Machine Project, started this project on a trip to India, engineering cook stoves. Nav was struck by how much time his neighbour would spend doing backbreaking chores, including hand washing clothes for up to 20 hours each week. He promised her a washing machine, and he developed the first prototype when he returned home and called it Divya after his neighbour. He started the social enterprise five years ago whilst still working at JLR, where he received full support from his colleagues.

"This project will impact over a thousand lives in South Africa for many years to come. I can't thank JLR enough for their massive support, I knew I could rely on my former colleagues to use their expert skills to support building these machines to such a high standard."

#### **Navjot Sawhney: Founder of The Washing Machine Project**

This project also aligns with JLR's mission to achieve a netzero sustainable future, the project takes a holistic approach to community engagement. The sustainable Divya washing machine operates a 30minute wash cycle where it completes a 5kg load with only a few minutes of manual turning saving up to 75% of time for its user, and halving water consumption. It eliminates the need for electricity and can be recycled at the end of its life due to the materials used to build it. It has large capacity for communal use which meets the needs of big families and womenled households. Additionally, the machine addresses common physical handwashing issues like chronic back pain and skin irritation.

"Cleaning clothes is essential and should be done by both men and women. I fully support this project because it touches on Sustainability, ESG, and DE&I, aligning with JLR's mission to positively impact our stakeholders, partners, and extended communities."

#### **François Dossa: JLR Executive Director of Strategy and Sustainability**

As part of the clean clothes campaign, JLR colleagues have also spearheaded other charitable initiatives such as delivering 100 food parcels to families in Diepsloot, South Africa.

JLR stands firm in its commitment to take care of the communities and environments in which it operates and make a positive, lasting impact on the world. Its Engage for Good programme aims to deliver this mission through partnerships with NGOs, employee volunteering, vehicle supply and project funding.



### 3. JLR to roll out fsc-certified natural rubber in tyres across its luxury vehicles



JLR has joined forces with global tyre manufacturer Pirelli in a global automotive industryfirst commitment to using tyres made with FSC®certified natural rubber across its range of modern luxury vehicles (FSC® N004537).

The luxury car manufacturer will be the first to adopt FSCcertified tyres at scale, transitioning all tyres from Pirelli across its entire portfolio, debuting on the new Range Rover Electric. The commitment will amount to over 250,000 FSCcertified tyres per year.

The collaboration between JLR and Pirelli represents a significant step in increasingly sustainable tyre production and adoption, supporting the preservation of forests and promoting sustainable development.

As part of its Reimagine strategy, JLR is fully committed to responsible sourcing, including working to ensure natural rubber used in its tyre production is traceable across every processing stage through to origin.

The complex Forest Stewardship Council (FSC) chain of custody certification process verifies that FSCcertified material has been identified and separated from noncertified material as it makes its way along the supply chain, from the plantations to the tyre manufacturer meaning it is fully verified to support to the highest standards of sustainable forestry.

This is an exciting point in our sustainable luxury journey, as we partner with Pirelli, a company that shares JLR's sustainability ambition and is at the forefront of sustainable tyre production. We're looking at every aspect of our vehicles to find solutions that enable us to redefine luxury in a way that's better for people and planet. By choosing Pirelli's FSCcertified tyres, we're offering our clients highquality, highperformance tyres whilst supporting responsible forest management and protecting the communities in our rubber supply chain to drive real progress.

#### **Andrea Debbane: Sustainability Director at JLR**

Innovation in materials and reliability on our products sustainability features are a must for us. The FSCTM certification confirms that forests are managed to preserve biological diversity, while benefiting local workers and communities in a way that is economically beneficial for them. We are pleased that JLR has chosen to join our Pirelli journey as the first car maker to use Pirelli tyres with this certification across a wide range of vehicles.

#### **Matteo Battaini: Pirelli Head of Sustainability & New Mobility**

JLR's decision to adopt tyres made with FSC®certified natural rubber across their range is a groundbreaking move that sets a new benchmark for sustainability in the automotive industry. This initiative not only boosts the demand for responsibly sourced natural rubber, but it also positively impacts the





environment and the smallholder communities involved in its production.

## **Fabian Farkas: Chief Markets Officer at FSC International**

FSC insights show that 85% of those who said they both recognised and understood the FSC logo, and 81% would be very or fairly likely to give preference to FSCcertified products\*.

In addition to introducing FSCcertified products across JLR's portfolio, Pirelli and JLR are working together to increase the percentage of sustainable and recycled content of all tyres supplied to JLR as they work towards shared sustainability ambitions.

JLR has also strengthened its global sourcing process to enable supplier evaluation on ESG criteria, as part of its effort to set new benchmarks for environmental, societal and community impact as a luxury business. By empowering buyers to collect supplierspecific ESG data it can identify and select suppliers that can demonstrate they meet the highest standards relating to environmental performance, labour practices, and social responsibility.



## **4. JLR hires more than 1,500 skilled ex-forces personnel**

JLR today confirmed it has hired more than 1,500 former armed forces personnel globally over the last decade, as the nation honours Armed Forces Week in the UK.

This year marks the 10th anniversary of JLR signing the Armed Forces Covenant and 10 years of working in partnership with Mission Motorsport, the Forces' Motorsport Charity, leading to the UK's largest luxury car maker employing an average of 150 veterans a year

Last year, JLR engaged with over 500 service leavers and hired over 180 former service personnel as part of a programme to help armed forces leavers to find employment opportunities and maximise their transferrable skills.

The transition into civilian life after finishing a forces career can be challenging, as civilian recruiters may not always fully appreciate military CVs and their unique skillsets.

JLR supports veterans by employing a dedicated Armed Forces Engagement Manager, running an Armed Forces Community support network, providing CV and interview advice and offering prospective employees site visits.

JLR has a rich history of employing people from military backgrounds, actively encouraging and supporting other companies and sharing our experience through the SMMT's Mission Automotive Armed Forces Engagement initiative.

"As well as technical skills many service leavers and veterans

have, we also recognise the exceptional project management, leadership and organisational qualities and unique experience military candidates bring. JLR provides a sense of belonging that individuals have held so dear throughout their military service in shared common values and ethos through JLR's company purpose.

## **Stephen Lees, JLR Armed Forces Engagement Programme Manager**

Through understanding the transferrable skills on a military CV, JLR has successfully hired former servicemen and women with diverse military experience into JLR roles, including:

- Royal Tank Regiment Captain; JLR Virtual Vehicle Coordinator
- Major Royal Logistics Corps: JLR Leadership Development Manager
- RAF Supply Specialist; JLR Operational Risk Manager
- Infantry NCO (Rifles); JLR Senior Customer Success Lead
- Royal Navy Weapons Engineer Officer; JLR Platform Lead Engineer

Across JLR there are hundreds of former service personnel with years of military service from board level leaders, to right across the shop floors of the manufacturing and engineering sites.

Lead Engineer and British Army Veteran Peter Whittenbury comes from a deeprooted family history in the Royal Electrical and Mechanical Engineers (REME), both his grandfathers were founding members of the REME.

Having originally joined up in 1988, Pete went onto serve a full career as a regular soldier in REME until November 2012. Since then, he has served as an Army reservist.

He is now playing a key role in the JLR's electric future, being responsible for JLR's Environmental Test Management supporting on all the testing for powertrain and more recently, the new Range Rover Electric.

It was through one of the many careers events that JLR attends that I managed to get my role within the company and I've never looked back. I've been able to fulfil my Reservists career alongside my engineering one," he said.

JLR has embraced my military background and with policies in place to support my time serving, I've found that I've got the best of both worlds with the added understanding from my employer.

## **Pete Whittenbury, Lead Engineer and British Army Veteran**



## **5. Jaguar TCS Racing announce sustainable performancewear brand Reflo as official teamwear supplier**





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Jaguar TCS Racing, the 2024 ABB FIA Formula E Teams' World Champions, announce new partnership with sustainable sportswear brand Reflo, who become Official Teamwear Supplier.

With the teamwear line to be worn and available from Season 11 of the ABB FIA Formula E World Championship, Reflo will be the exclusive apparel provider for the Jaguar TCS Racing team across all races and events.

The partnership between the two British brands is born out of a shared passion for sustainability in sport and a combined mission to reimagine racing, bringing forwardthinking innovation, highperformance and sustainability front and centre. Not only will Reflo's Official Teamwear be worn by the race team, including drivers Mitch Evans and Nick Cassidy at races, during training and at events, but it'll also be available for fans and supporters to purchase at Reflo.com.

As a British company committed to becoming the most sustainable sportswear brand in the world, we couldn't think of a better match than Jaguar TCS Racing – a World Championship winning motorsport team in the allelectric carbon net zero sport of Formula E. The team has an impressive track record and are reimagining racing when it comes to performance, innovation and sustainability."

"At Reflo we benchmark success through major partnerships adopting our sustainable teamwear, to spark industrywide change. Through this partnership we will merge toptier performance with unwavering sustainability practices, with the ambition to set a new norm, through provision of sustainable apparel, accessories and circular solutions, such as our pioneering RELOOP solution, as well as through environmental and community focused activations. Together, we seek to inspire other teams (and sport categories) to follow suit, future proofing the competitive world of racing and beyond."

"Reflo prioritises the sourcing, design and development of recycled and circular teamwear, as well as the provision of sustainable packaging, delivery services, waste management and wider environmental initiatives. Reflo is continually dedicated to making a tangible impact on the environment and wider communities, having to date, recycled the equivalent of over 1 million plastic bottles, offset over 400 tonnes of carbon, planted over 100,000 trees and supported causes through monetary and resource contributions.

## **Rory MacFadyen: CoFounder of Reflo**

Whilst we are still celebrating our Teams' World Championship title win, we will soon begin our preparations for our next season in the pinnacle of allelectric racing with our most advanced race car yet. For next year, we wanted to partner with a teamwear provider who matched the same level of performance, quality and sustainability – and Reflo deliver exactly that.

"Our partnership with Reflo provides our team, drivers and fans sustainable apparel and accessories without compromise on performance, quality and design. This partnership underscores our commitment to sustainability, ensuring that every piece not only performs exceptionally but also supports our mission for a greener future. We're looking forward to working with the team at Reflo and having their support going into Season 11 and beyond.

## **James Barclay: Jaguar TCS Racing Principal and JLR Motorsport Managing Director**

This is a historic moment for Reflo, as their first partnership within the world of motorsports. Reflo are paving the way for change as leaders within the sustainable sportswear market, after securing multiple partnerships across a range of sports including golf, padel, training, running and now motorsports.

For more information on Reflo and Jaguar TCS Racing, visit



**visit:**



## **6. Jaguar TCS Racing accelerates into the future with Google Cloud as official cloud partner**

This collaboration will look to leverage Google Cloud's cuttingedge artificial intelligence (AI) and Cloud technologies to bolster Jaguar TCS Racing's performance both on and off the track. By optimising realtime captured car performance data from the moment the Jaguar IYPE 6 race car enters the pit garage, the team's engineers and drivers gain a critical edge in making live decisions, ultimately enhancing their competitiveness in the world's premier electric racing series.

The announcement comes ahead of the London EPrix doubleheader, the 2024 ABB FIA Formula E World Championship season finale, where this weekend the British team will compete for both the Teams' and Drivers' World Championship titles. Jaguar TCS Racing currently lead the Teams' World Championship, with drivers Nick Cassidy and Mitch Evans first and second respectively in the Drivers' World Championship.

It's fantastic to welcome Google Cloud as our Official Cloud Partner for next season. This collaboration represents a significant step forward for Jaguar TCS Racing as we continue to push the boundaries of innovation in electric motorsport. Google Cloud's expertise in AI and cloud technology is unparalleled, and we are eager to integrate their solutions to drive our performance to new heights. With just days until the finale of what has been an incredibly competitive season, we look forward to the journey ahead with Google Cloud.

## **James Barclay: Managing Director, JLR Motorsport and Jaguar TCS Racing Team Principal**

We are thrilled to partner with Jaguar TCS Racing, a team at the forefront of electric motorsport innovation. This collaboration is a testament to the power of cloud technology and AI in transforming industries, while demonstrating Google Cloud's commitment to driving innovation across the entire automotive sector. We are excited to contribute our expertise to help Jaguar TCS Racing achieve new levels of performance and success on and off the track.

## **Tara Brady: President of EMEA at Google Cloud**

## **7. JLR invests more than £1m to support UK Police in tackling vehicle thefts**

JLR is investing more than £1 million in support of proactive policing to tackle the organised crime groups targeting vehicles in the UK.

The commitment is part of an unprecedented security programme to support owners by tackling the issue at source.

JLR's investment will support several police forces with additional, dedicated resources to respond to vehicle thefts in hotspots across the country, as well as a new national policing





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unit to gather intelligence. This will inform increased activity at the ports exploited by criminal gangs to export vehicles, including stolen Range Rover models.

Specialist officers will now also have more capacity to investigate these crimes. Pilot operations with two police forces have already resulted in stolen vehicle recoveries and arrests.

We are constantly developing our systems and security features and through our close collaboration with police, we stay ahead of any emerging methods and quickly deploy anti-theft measures. This additional investment, coupled with our other ongoing and proactive action, shows our commitment to supporting the authorities in having a tangible impact on combatting this issue in the UK.

## **Patrick McGillycuddy: Managing Director JLR UK**

In addition to its direct support for operations against vehicle thieves, JLR is supporting UK authorities by sharing vehicle location and telematics data, that aids prosecution and vehicle recovery efforts. As part of this, JLR has trained more than 650 officers to assist the search of recovered stolen vehicles and seizure of the tools used.

Today's announcement reflects JLR's multifaceted strategy to tackle vehicle thefts and the impact on insurance premiums for its clients.

The latest generation of JLR vehicles is proving highly resilient to thefts: Police National Computer (PNC) data show since January 2022, only 0.2% of new Range Rover and new Range Rover Sports have been stolen, while only 0.3% of new Defenders have been affected since launch in 2020.

For clients of previous generation vehicles, including those out of warranty, JLR has invested £15m to update vehicle security - giving them the highest possible levels of protection.

In October 2023, JLR introduced Jaguar Insurance and Land Rover Insurance, to help new and existing owners obtain competitive cover - in particular those clients looking for Range Rover insurance. It has already provided more than 46,300 quotes, with an average quote premium of £183 per month.



## **8. The Coolest Jaguar You (Probably) Forgot About Is Now a Wicked Resto-mod**

Designed in collaboration with Porsche tuner Magnus Walker, TWR's resto-mod has racing roots and comes with a manual.

Credit - Justin Banner

There are two names that are legendary in U.K. motor-

sports: Tom Walkinshaw Racing and Jaguar. While the competition side of Walkinshaw has long been done and over with, the name has also been associated with tuning and developing notable sports cars around the world. Now the tuning side has been revived under the TWR Performance banner, and its reintroduction reaches back to 1984 for inspiration: Enter the Supercat, a resto-mod Jaguar XJS packing a potent V-12 under the hood.



## **A Brief Look At TWR History**

[See All 14 Photos](#)

This isn't the first time TWR has been associated with the XJS. Back in 1984 and as TWR Sport, the team created a heavily modified version of the XJS called the "XJR-S" with better aerodynamics, suspension, brakes, and a beefier engine than what Jaguar had originally packaged. Much of those changes stemmed from TWR's experience in European Touring Cars. Just four years later, TWR Sport became the joint venture Jaguar Sport and developed the legendary XJ220 prototype and road car. Other highlights of TWR and TWR Sport include the creation of Holden Special Vehicles, the Renault Clio V6, Saab 9-3 Viggen, and the Aston Martin DB7. Sadly, its namesake, Tom Walkinshaw, passed away in 2010, but the new TWR Performance is headed by his son, Fergus. He is also a racing driver and is now following in Tom's tuner footsteps with this new venture.

## **The Supercharged Supercat**

To really follow his famous father, Fergus wanted a car that screamed "TWR" and was built as a "Super-GT" coupe—a simple tune of a modern Jaguar just wouldn't do. What better way to do that than reach back to TWR Sport's roots and build the ultimate XJS resto-mod? Under the Supercat's hood still sits a V-12 engine, but rather than be happy with "just" the stock 328 hp, this modern take on a TWR-tuned XJS will use a supercharger to produce 600 hp. This engine is then mated to a modern rarity: a six-speed manual transmission.

## **The Body Of The Beast**

Channelling the original XJR-S' aerodynamic tweaks over the standard Jaguar XJS, TWR Performance brought on Khyzyl Saleem as the Supercat's designer. Saleem has worked with Ken Block and Travis Pastrana and other OEM brands on performance-focused projects before and has experience in digital and 3D concepting. One of the things that was import-





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ant was not to take away from the XJS' unique profile while also improving its aerodynamics as a Super-GT coupe utilizing carbon fibre panels.

"This project is an incredible opportunity to interpret TWRs winning legacy in today's design language," said Saleem in TWRs release, "In merging the requirements of Super-GT Form and racing functionality, we have created a unique identity that is instantly recognizable from its silhouette. I am proud of the work we have done to bring inspirations from TWRs performance and racing car history into this extraordinary new design."

Another talent brought up for the Supercat design? Classic Porsche modder and expert, Magnus Walker. While Walker might be most closely related to the brand from Stuttgart, at heart he is a car guy and collector of anything automotive. "Like every collector and enthusiast, I love the Jaguar XJS as an iconic expression of a British GT," said Walker, "TWRs uncompromising approach to delivering pure performance and driver involvement takes this to another level. I couldn't be more proud to have contributed to this landmark statement of TWRs bold future."

## Price And Availability

The TWR Performance Supercat is set to fully debut this summer, but order books are open now with deposits of \$12,513.15 required to reserve a slot. The full price will be \$281,757.15 and won't just be limited to the U.K. as TWR will offer sales to major international markets, including the U.S. Production will be limited to just 88 examples to coincide with the 1988 Le Mans win of the TWR Jaguar XJR-9.



## 9. The Jaguar XJ220: History, Specs, Legacy - All things Jaguar XJ220 on Automobile.

Credit - Conner Golden

Sotheby's Photographer

[See All 26 Photos](#)

### Jaguar XJ220 Essential History

Some younger readers might not know it, but for the better part of the past seven decades, the Jaguar name and leaping cat mascot were steeped heavily in extensive motorsports success and sometimes domination. Jaguar made a name for itself with the inimitable C- and D-Type race cars in the 1950s, followed by the legendary E-Type in the 1960s. After moderate success in the 1970s with modified E-Types and XJ-Ses, the British automaker entered the 1980s with high-hopes of returning to Le Mans in a full prototype capacity.

### Group B Genesis of the Jaguar XJ220

The subsequent XJR programs resulted in Le Mans victories in 1988 and 1990, along with a flurry of 'first-place' finishes elsewhere that included winning the overall championship in



1987, 1988, and 1991. As reworked regulations on refuelling rendered the XJR's thirsty V-12 ineffective, Tom Walkinshaw Racing investigated using the 3.5-liter twin-turbo V-6 from the MG Metro 6R4 following the cancellation of the 6R4's Group B racing series.

Parallel to all this, Jaguar management decided its road cars were too far removed from its racing program, which at the time had been essentially outsourced to the TWR racing team. Work began on a high-level race program developed internally at Jaguar, with initial focus placed on then still-existing Group B. In late 1987 director of engineering Jim Randle drafted a plan and rough design for a Group B prototype, which was incorporated by the Jaguar design team in its spare time into the functional XJ220 prototype.

Adhering to the rulebook of Group B, the XJ220 packed a 6.2-liter V-12 developed from the XJR program, mated to a complex all-wheel-drive system. Presented at the 1988 British International Auto Show, the concept was an overwhelming success, generating enough interest from wealthy collectors and enthusiasts for Jaguar to later announce a limited production run of around 350 units.

### Jaguar XJ220's V-12 Replaced by Turbocharged V-6, AWD Nixed

Work on the production car began immediately. As part of TWR's existing motorsports contract, Jaguar laid part of the XJ220's development and production on the race team's plate. Thus, Jaguar and TWR formed a joint venture—Project XJ220, Ltd.—and got to work. The first major change arrived with the replacement of the V-12 with the aforementioned 3.5-liter twin-turbo V-6 from the 6R4. Problems with reliability, emissions, and power output were the death knell for the twelve, and the new compact engine shortened the wheel-base, cut weight, and added additional power and torque when compared to the specifications launched with the V-12 concept.

The complex all-wheel drive was also nixed, leaving traditional rear-wheel drive instead, paired with a six-speed manual transmission. Other advanced technologies like rear-wheel steering, height adjustable suspension, and active aero were also cut in the name of complexity and cost, but the impressive honeycomb aluminium structure was retained, as was the svelte, cocoon-like body shape.

### Jaguar XJ220 Performance: Fastest Production Car in the World (Briefly)

Performance was contemporarily spectacular. The production version of the 6R4 engine as applied in the XJ220 put out a whopping 542 hp and 475 lb-ft of torque, returning a 0-60 mph sprint in a claimed 3.6 seconds and a top speed of 212 mph (217 mph with unrestricted catalytic converters), briefly making the Jaguar XJ220 the fastest production car of its time until the mighty McLaren F1 conquered all in the mid-1990s.

### Demise of the Jaguar XJ220

Unfortunately, despite all of Jaguar and TWR's hard work, the project was doomed the minute deliveries began. A global recession—the same that eventually killed Bugatti Automobili





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and the EB110—dramatically cut interest, as did the extensive mechanical and design changes levied on the final production version. With struggling sales and relatively lukewarm press reception to the finished product, only 282 out of the planned 350 units were completed and sold between 1992 and 1994, with some owners even taking legal action against Jaguar for its deviation from the original concept.

## Jaguar XJ220 Highlights

Like the Bugatti EB110, the Jaguar XJ220 is one of the enigmatic semi-forgotten supercars from the 1990s that briefly burned supernova-bright before being extinguished in the wake of both a global recession and the indomitable McLaren F1—itself a victim of the same financial woes. We call the Bugatti and Jaguar supercars, but these were crucial half-step stopgaps between classical supercars and the rise of hyper-cars. Straight-line performance and integrated technology for the Bugatti and Jaguar were considerably beyond that of contemporary Lamborghinis and Ferraris, as were the stratospheric price tags.

In our eyes, the XJ220 remains one of the prettiest and most organic supercar profiles in history. It's a shame the driving experience and accompanying soundtrack don't live up to the bullet-train appearance. Aside from crushing straight-line speed, the Jag is allegedly balky in normal driving, drives large, and is unrewarding for the driver when pushed. This, coupled with limited legality in the 'States — it was never federalized for sale here— and complex maintenance, have kept values and desirability relatively low. In most cases, ownership of an XJ220 doesn't last long. After a bit of initial fun, it seems mounting running costs outpace the benefits, and the XJ220 is sent back to the auction house.

## Jaguar XJ220 Buying Tips

As previously mentioned, the XJ220 pulls much of its high-performance tech from the world of motorsports, so keeping the car out of the shop for long may prove difficult. Regular upkeep on an XJ220 should be approached much like maintaining a decommissioned race prototype: Fuel bladders time out, composite materials delaminate, and specialty tire sizes can be a difficult to replace.

As we always suggest, a pre-purchase inspection from a local specialty or race shop should be job number one, since Jaguar will usually refuse to service the XJ220 at a dealer. If you live outside the U.K., it might be difficult to find a specialist, so reserve some capital to ship your new supercar around the country if need be.

For the most part, values of the XJ220 are on the rise, but the market has proven volatile. As we mentioned before, people don't seem to hold on to XJ220s as long as buyers of other supercars, so if you miss out on a particular car, be patient—it just might pop up again, and sooner than you'd think.

## Jaguar XJ220 Recent Auctions

The Jaguar XJ220 market remains an exercise in "right crowd, right time" auction results. Values differ tremendously, with some claiming nearly half a million dollars, while others strug-

gle to reach the \$350,000 mark. Regardless, the Jaguar has not enjoyed the same exuberant market rise as, for example, the contemporaneous Bugatti EB110.

- [Gooding & Co. sold this blue 1993 XJ220 for a low \\$340,000 in January](#)
- [An ultra-low mile 1992 Jaguar XJ220 sold for just over \\$400,000 at RM Sotheby's Paris sale](#)
- [A classic silver XJ220 owned by a single collector for almost 20 years sold for \\$478,000 last November](#)
- [This beautiful green-blue XJ220 took home \\$412,000 at last year's RM Sotheby's Monterey sale](#)

## Jaguar XJ220 Quick Facts

- First year of production: 1992
- Last year of production: 1994
- Original price: ~\$831,000
- Jaguar's first—and last—attempt at a true supercar
- Stunning looks and performance
- Driving experience doesn't match upkeep cost

## Jaguar XJ220 FAQ

You have questions about the Jaguar XJ220. Automobile has answers. Here are the answers to some of the most frequently asked Jaguar XJ220 queries:

Considering the XJ220 is not necessarily prone to fire, we figure the majority of the 282 originally produced still exist, but crashes have sent more than a few to an early grave.

If you go by Jaguar's original test data, the Jaguar XJ220 is capable of a mighty 212 mph. With a higher rev limit and de-restricted catalytic converters, Jaguar recorded a record-beating 217 mph on a test circuit.

The XJ220 is the fastest Jaguar, of course! Nothing the automaker has produced since the XJ220 has topped its 217-mph top speed (or the earlier 212-mph figure, for that matter).

For a good one, expect to pay somewhere north of \$400,000 at auction.

## Jaguar XJ220 Specifications

ENGINE	3.5L DOHC 24-valve V-6/542 hp @ 7,000 rpm, 473 lb-ft @ 4,500 rpm
TRANSMISSION	6-speed manual transmission
LAYOUT	2-door, 2-passenger, mid-engine RWD coupe
L x W x H	194.1 in x 79.1 in x 45.3 in
WHEELBASE	103.9 in
WEIGHT	3,240 lb
0-60 MPH	3.6 sec (mfr. )
TOP SPEED	217 mph

## 10. The 10 best Jaguar cars of all time

evo takes a look back through the glittering history of Jaguar to pick our ten best Jaguar cars of all time...

Credit: Louis Frankel for evo.





# JAGUAR FUTURE

Jaguar's resurgence to reclaim its place as a big player within the global market must go down as an extraordinary turnaround. When one considers that not so long ago, the famous British brand was clinging on to its very existence by the slimmest of threads, its recent return to form has been a reminder of what Jaguar can do when it gets things right. It's also given cause to look back at the fantastic back catalogue of models that are the ultimate source of the affection that Jaguar is held in today.



With the announcement of the new Jaguar...

 **Read more:**

## 11. The nine best Jaguar road cars of all time



Written by: Seán Ward for Goodwood Road and Racing

There have been many ups and downs in Jaguar's history, with multiple owners and a fair few financial troubles dotted along the company timeline. But as well as some fantastic race cars and motorsport successes, there have also been some truly fabulous, world-beating road cars. A few have been the world's fastest, and at least one is surely motoring's most iconic, so here's a list of our favourites, the best Jaguar road cars of all time.

If you read .....

 **Read more:**

 **Video:**

## 12. A. Every Jaguar, Except the F-Pace, Is Dead

The F-Pace is the sole survivor. For now.

By: Adrian Padeanu

It's been more than three years since Jaguar Land Rover outlined its "Reimagine" strategy centered around electrification. The most controversial bullet point of the plan was Jaguar becoming EV-only by 2025. That brings us to a new announcement made by a JLR spokesperson in an interview with Automotive News Europe. Before the end of this year, the axe will fall .....

 **Read more:**

## 12. B. The F-Pace Will Soon Be Jaguar's Sole Survivor

by Nik Berg



Jaguar is about to become a single-model manufacturer with only the F-Pace SUV escaping dramatic cuts at the British brand.

According to a report by Autocar, the E-Pace and electric I-Pace will be axed, following the demise of the XE, XF and F-Type in June.

"They're all close to zero-profitability products," JLR CEO Adrian Mardell explained to investors. "We are eliminating five products, all lower value. None of those are vehicles on .....

 **Read more:**





## 13. Ten things you never knew about Jaguar

By: BBC Autos

"British car manufacturing reached its peak in 1972. Back then, 1.92 million vehicles rolled off its production lines.

1. Jaguar continues to embrace the tech age

Jaguar has gone digital in a big way in recent years, from scouting start-up tech companies to hosting a three-day development hackathon in the UK. Today, the Jaguar XE is able to sync a growing number of apps and even has speech recognition software, .....

[Read more:](#)

## 14. The Strange Tale of the Fastest XK 120 of Them All

by Brendan McAleer



There were plenty of stories to watch at the 1950 running of the 24 Hours of Le Mans, not least of them the first arrival of an American competitor, Briggs Cunningham, who had entered two Cadillacs. Perhaps most carefully watched, though, was the storyline of the Jaguars. It was the Le Mans debut for the marque, .....

[Read more:](#)

## 15. Rock 'n' roll star: Driving Noel Gallagher's 'most expensive mistake' Jaguar MkII drophead

by Antony Ingram Photos: Dean Smith



"I was putting the kettle on, thinking, f\*\*\*ing lovely car, that. I'm gonna get one of those, one day..."

The next thing Noel Gallagher knew, the person unloading a 1967 Jaguar MkII (chosen for the year Gallagher was born), converted by specialists Vicarage into a drop-top...

[Read more:](#)

## 16. Why we love our daily drivers

By: SMITS Group

*Our daily driven vehicles become companions, confidantes, and silent witnesses to our lives. They carry us through the mundane daily commute, the weekly shop, and often fun family trips!*

Our daily drivers are the vehicles we spend the most time in, sure the weekender or project car gets bought up the most in conversation, and so they should, they're our pride and joy! But it is true...

[Read more:](#)

## What's on your mind?

email: [Editor.jagclubak@gmail.com](mailto:Editor.jagclubak@gmail.com)

Letter to the Editor

Good evening.

We thoroughly enjoyed the Red Shed gathering. Very colloquial, friendly & welcoming.

Best regards

Dave & Jinkee Warren

JDC

AUCKLAND  
JAGUAR DRIVERS' CLUB



**This is YOUR magazine,**  
please send us articles of interest or technical requests, there are many riveting stories that are just waiting to be published. Remember the cutoff date for all any submissions is the 20th of the month.





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**advertise in here...**

For booking in our next issue, contact [susan.jdca@gmail.com](mailto:susan.jdca@gmail.com)



## Welcome! new members

- 2 July, Richard & Judy Wingfield  
**XK8 - black**
- 11 July, Alan Followell & Susan Ferguson  
**1994 XK69 - Gold**
- 21 July, Graham & Judith Searle 1968 420  
**Daimler - blue; 1971 XJ6 - brown; 2021 I-pace - grey**
- 2 August, Peter Grant & Linfeng Zhang  
**F Type conv - Salsa Red**
- 9 August, Kevin Chappell  
**2008 XKR - black**

A reminder to all members to wear their name badge at club events.

*Thank you to all members who have paid their subs.*

## JAG ON THE NET

Snippets, video clips and articles from the world wide web...



**Joyride!**



**Lottery winner's collection**



**EV concept in December, then no new car sales for a year**



**Concept Jaguars**



# CLASSIFIEDS

More photographs & details on  
JDC website

## Jaguar XF 2016 Auto

Aluminium, Burgundy red with Bone leather upholstery. Low kilometers (57,800) and a very economical 2 litre turbo charged diesel engine with DEF system (diesel exhaust fluid AD Blue). Rear seats fold down; tow bar, cruise control, heated front seats, electric front seats, parking sensors front and rear, excellent reversing camera and owner's handbook. Service history available.

One owner. UK import in 2020. Asking price \$29,850 ono Peter & Paula Daye. Mobile 0272087973



## 2006 XJ6

At only 75800 KM this car is in excellent condition.

2960 cc petrol. Finished in iridescent Green with Beige upholstery. The paint work is in excellent original condition with only minor blemishes. Head lining replaced, and it has near new tyres. Comes with a quality lined car cover and a set of rubber floor mats.

Alloy body. Reluctant sale due to another project.

Contact Hamish Russell

027 4931 896



## For Sale - 2014 Jaguar XJ V6 Supercharged Portfolio

Experience luxury and performance with this stunning red 2014 Jaguar XJ V6 Supercharged Portfolio, 3 litre, petrol saloon. With 51,500 kms, this Jaguar XJ has been meticulously cared for. Current registration & WOF. 'JAGSON' plates can be negotiated in the deal.

Price - \$34,000

Contact Nick Whiteacre at 0278 757 575 or [nickwhiteacre@gmail.com](mailto:nickwhiteacre@gmail.com)



## For Sale, Sills for a Mk2 Rob Andrew

Pair of brand new door sills for Mk2 Jaguar. Ex UK including freight and GST cost NZ\$700, sell for NZ\$475 ONO.

Rob Andrew

at [arjay2@extra.co.nz](mailto:arjay2@extra.co.nz) or 0212417591

## Rare Jaguar XJ 220 - P.O.A.

A rare opportunity to purchase this one special Jaguar XJ 220 of the 274 ever built. This unique vehicle is the Turbocharged V6 version, built in 1994. Right-hand drive and one of 69 hand-built cars in that year. Imported from the UK to New Zealand in 2005 with 174 miles on the clock. Despite having two previous overseas owners, it was first registered in New Zealand. Currently, this car has driven a total of 1200 miles.

Contact Rod Sullivan  
e-mail; [rod@sullivan.kiwi.nz](mailto:rod@sullivan.kiwi.nz)  
Phone: 021 945156



## 2003 Jaguar XKR

NZ New with low kilometres of 52,000. This handsome red 4.2L V8 supercharged version has a 6-speed automatic gearbox. The 20 inch alloy wheels comes with performance 4 pot Brembo brake calipers all round. The interior is Beige leather upholstery, electric seats with driver's side memory including exterior mirrors. Automatic headlights and wipers.

Price: \$46,000 ono.

Any questions please contact me.

Mike Dalton. E-mail: [tifoso1@gmail.com](mailto:tifoso1@gmail.com)



## XJ8 2003

This smart aluminium bodied XJ8 is powered by the smooth 3.5 litre 6-speed 224kw V8. Grey, with cream leather upholstery. This vehicle is New Zealand new. Travelled a mere 150,000 kms. Roof lining has been professionally repaired. Fully serviced including an auto transmission oil change. This is a lot of car for the money.

Asking price \$10,900

Contact details. Logan Leeuw  
Mobile: 02108415751



JDC AUCKLAND JAGUAR DRIVERS' CLUB



This is YOUR magazine,  
please send us articles of interest or technical  
requests, there are many riveting stories that are just  
waiting to be published. Remember the cutoff date for  
all any submissions is the 20th of the month.





# CLASSIFIEDS

More photographs & details on  
JDC website

## 1986 Jaguar XJ6 Series 3

Covid CASUALTY (Need the Garage Space)  
Any interest in this lovely 1986 XJ6  
Series 3? Spent good money restoring it  
(receipts available). Offers considered.  
Ph: Barry 0274192256



## 1960's Jaguar MK2 Racer

ex John Ure's classic race car - For Sale.

Contact: Phil Hall, 021 757 410  
or sales@primespeedsport.co.nz



## Genuine Jag & Daimler brochures

A rare opportunity to purchase genuine  
Jaguar and Daimler original factory  
brochures. Brochures range from  
1949-2015 and are in as new condition  
unless stated. Also available are some  
Jaguar and Daimler books, calendars,  
handbooks, some signed by Lofty  
England and Paul Skilleter. Calendars  
ideal for framing the 12 photographs of  
rare Jaguar models.

Mark Shorter 021 613616  
David Shorter 021 610910  
Email david@shortercars.co.nz

## For Sale

'XK GB' personalised plate for sale.  
Asking \$1200  
Contact Adrian 027 656 3732



# is all about making your life better

We operate with lower overheads so we can pass fuel savings on to motorists... helping the family budget go further each week. Our fuel sites are easy to use, with weather protection, good lighting and plenty of room, making your day a little bit better. As a 100% New Zealand-owned family business, we're locals just like you. Filling up at NPD is great for your budget and for our local economy too.

From NPD - At NPD we work of an 'Area Card' pricing. We will offer you a '12 cent' discount on this Area Card pricing. (not pump pricing). We can confirm that the Club membership is the enabler, but the liability and responsibility are with the individual via the application form and credit obligations. The card that is issued to the individual is \$5, however all the costs such as transaction fees and other admin fees a stripped out as again this offer is a monthly account.

Below is a link to an application form should you wish to proceed but please add in that you are a member of the Jaguar Drivers' Club Auckland.

With the completed form, then this is all information needed for the staff at H/O.

<https://www.npd.co.nz/wp-content/uploads/2023/06/NPD-Credit-Application.pdf>

From JDCA Committee - We need to stress that this arrangement is totally at the discretion of members and not based on any recommendation from the Jaguar Drivers' Club, which is simply passing on an offer from NPD that members may wish to consider. Members must decide for themselves if they are happy with the fuel that is on offer from this supplier, and, if they wish to enter a contractual arrangement with NPD. Note that as a card holder of NPD, the "Area Card Pricing" (ACP) is updated each week and notified to you by email. The ACP pricing is apparently less than the NPD pump price. There are a growing number of NPD outlets, 3 in South Auckland so far (Wiri, Otara & Manurewa) but, many more dotted throughout the North Island with the majority of their outlets in the South Island.



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Articles of interest, comments or letters to the editor, please forward to PO Box 11043, Ellerslie 1542, Auckland, or email: Editor.jagclubak@gmail.com, by the 20th of the month.

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