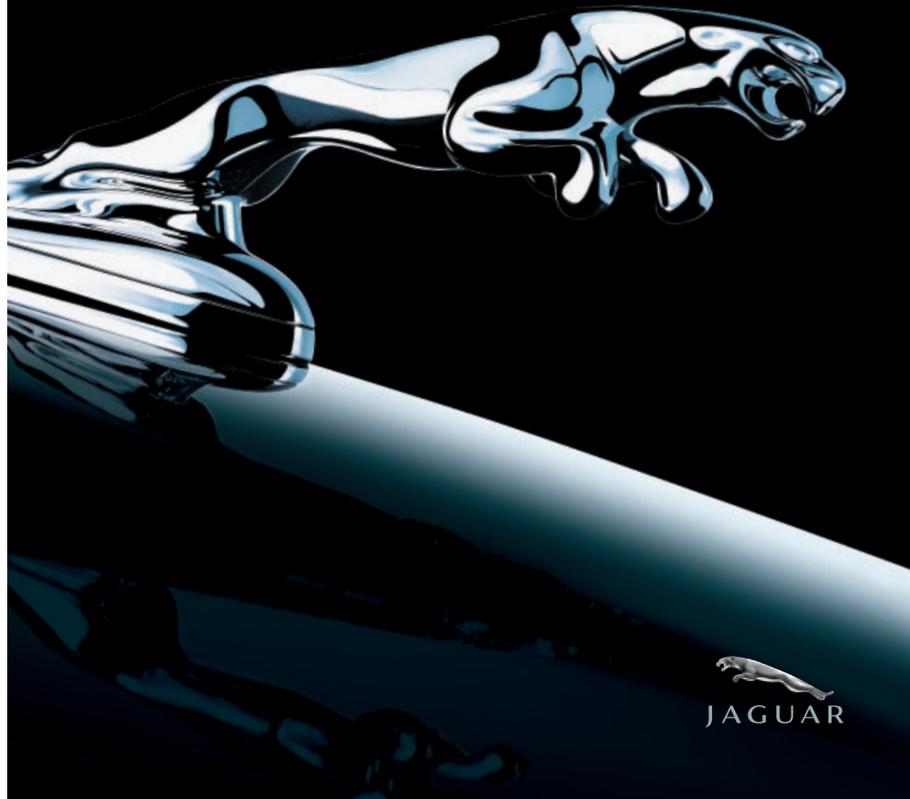


2005
MELBOURNE INTERNATIONAL
MOTOR SHOW



Contents

- 3** The Leaper Returns
- 4** The New XJ Long Wheelbase
- 12** 20th Anniversary of Jaguar's Win at Bathurst
- 13** Image Thumbnails

JAGUAR LEAPER LAUNCHES INTO THE AUSTRALIAN MARKET

Jaguar's famous leaping cat is back where it belongs – on the bonnet of Jaguar cars in Australia.

Jaguar Australia General Manager David Blackhall unveiled the new "leaper" at the Melbourne International Motor Show.

"One of the questions we are most often asked by customers, members of the public and the media is where did the Jaguar on the front of the Jag disappear to," Mr Blackhall said.

"Well we are pleased to announce its return and that it will be available on every X-TYPE, S-TYPE and XJ built from February, 2005."

The last time a leaper appeared on a production model Jaguar in Australia was in 1970 when the last of the Jaguar 420Gs were sold. It was replaced by the XJ6, which was produced without the leaper.

Due to safety regulations surrounding pedestrian safety the fixed leaper wasn't an option for the Australian market but the availability of a spring loaded figure (used in the United States for some time) means the new version meets all of the stringent regulations set by the Federal Government.

The Jaguar leaper has a rich history as a mascot that goes back to when the company changed its name from SS Cars to Jaguar in the 1930s.

Back in 1935 the first mascots were made by a small British company that sold them as an after-market accessory. Jaguar founder Sir William Lyons wasn't fond of their version and by 1938 a Jaguar produced leaper was made available as a factory option for an additional two guineas.

It continued as an option until the Mark VII in 1950 when a stylised Jaguar head with a winged emblem was fitted as standard on the radiator grille.

The leaping mascot returned in 1956 as a standard fitment on the Mark VIII although by now the seven inch animal had again been restyled.

The last cars to have a factory fitted mascot were the 420, Mark X and 420G models and since then the leaper has been used only in Australia in advertising material and of course the company logo.

THE NEW XJ LONG WHEELBASE AT MELBOURNE MOTOR SHOW

Jaguar has revealed at the Melbourne Motor Show for the first time in Australia the latest addition to its XJ saloon range, the long wheelbase version of its luxury sporting flagship – the XJ Long Wheelbase.

Jaguar Australia General Manager David Blackhall welcomes this prestigious addition to the Jaguar range commenting that it broadens the options for customers looking for luxury, comfort and space.

"The Long Wheelbase is the ultimate reflection of the grace and luxury Jaguar has to offer. It not only provides greater room for rear-seat passengers but also offers the ultimate in luxury and performance in a stylish package," Mr Blackhall said.

The advantages of the new XJ Long Wheelbase do not compromise the excellent dynamic abilities and performance of the standard wheelbase car. Weighing just 24kg more than the standard wheelbase model, the XJ Long Wheelbase posts fuel economy, emissions and performance figures equivalent to the standard wheelbase models. And remember that, in standard form, the new XJ is some 200kg lighter than the previous generation XJ and around 100kg lighter than its nearest rivals. This weight advantage is even more noticeable among the long wheelbase models, with the new XJ LWB easily the lightest in its class.

Combined with the agility and driving dynamics for which the new XJ saloon is already renowned, this makes the new long wheelbase Jaguar as impressive from the driver's seat as it is from the rear passenger seat, giving owners the best of both worlds according to their mood or requirements.

The new XJ Long Wheelbase isn't a stretched version of the standard car – it's a fully integrated model in its own right. That's one of the main reasons the driving experience is so close to the other models in the XJ range, and why owners will enjoy being at the wheel as much as sitting in the rear seat.

Like the latest generation of the standard wheelbase XJ, the new XJ LWB shares all the advantages of advanced aluminium construction, including light weight, and significantly improved body strength, comprehensive safety features, refined performance and superb driving dynamics. The wheelbase and overall length of the new long wheelbase car have

increased by 125mm (5 inches) and the rear roofline is subtly raised by 7mm (0.28 inches).

The new XJ Long Wheelbase is constructed using an extended version of the innovative aluminium monocoque. The additional body length is incorporated behind the B-pillars, the longer rear doors giving the long wheelbase car an integrated and graceful appearance as well as aiding passenger entry and exit.

Depending on specification and customer preference, there is a choice of four optional rear-seat configurations, including fixed or power-adjustable bench layouts and individual powered and heated rear seats separated by a centre console with additional storage space.

Burr walnut-finished Business Trays that fold down from the front seat-backs – and are big enough to hold a notebook computer are optional – maximising comfort and convenience for passengers who need to work in the car. There is also the facility to incorporate 6.5-inch display screens in the head restraints of the front seats, with rear-seat multi-media options including iPod, MP3 player and DVD connectivity.

Communication possibilities include a telephone conference call facility for front and rear passengers, while rear-seat passengers can specify voice-activation for the four-zone climate-control system, with individual seat-to-seat settings.

In Australia the new XJ Long Wheelbase is available with the choice of two powerful, refined and efficient V8 petrol engines – the 4.2 litre V8 (224kW) and the supercharged variant of the same engine (298kW). These impressive powerplants are all matched to Jaguar's advanced ZF six-speed automatic transmission.

The XJ saloon's elegant lines are enhanced by the increased length – the subtle increase in roof height ensures that the visual profile remains pure XJ.

Despite the increase in length, the XJ Long Wheelbase remains compact enough to fit into a normal-size garage, and can easily cope with the tight spaces of multi-storey car parks – its turning circle is just 340mm wider than that of the standard wheelbase XJ saloon.

Dynamically, too, the new XJ Long Wheelbase is virtually indistinguishable from the standard wheelbase car. The aluminium monocoque shell retains its exceptional stiffness and light weight, while spring and damper settings and suspension mounts and bushing have been revised to give the XJ LWB the same highly acclaimed level of ride, handling balance and steering feel as the standard wheelbase model. The revised suspension mountings also reduce transmitted noise levels and improve overall refinement.

The XJ LWB includes a full list of active and passive safety features. Jaguar's Adaptive Restraint Technology System (A.R.T.S.) combines dual-stage driver and passenger airbags with seat-occupation sensing, side-impact chest airbags in the front seat bolsters, front and rear side air curtains, anti-whiplash seat design and ISOFIX rear child seat attachments. The XJ LWB has four-channel anti-lock brakes (ABS) with Emergency Brake Assist (EBA), traction control and Dynamic Stability Control (DSC) as standard. High levels of security are also incorporated, with transponder-operated remote double deadlocking and automatic drive-away locking.

These features, together with low repair costs (thanks to careful design and a bolt-on front end) give the XJ LWB very competitive insurance ratings.

This new XJ Long Wheelbase offers additional space, luxury and convenience without compromising style, driving pleasure or ownership costs.

THE NEW XJ LONG WHEELBASE SALOON AT A GLANCE

- New long wheelbase models extend Jaguar's flagship saloon car range
- Longest wheelbase and overall length in class, with both extended by 125mm (5 inches) over the standard wheelbase model
- Minimal weight increase of just 24kg – beating Jaguar's own maximum weight-gain target by 20 percent – the comparable standard wheelbase car. As lightest LWB in class, performance and dynamic ability are not compromised
- All the additional length is rearwards of the B-pillars, giving an elegant and integrated appearance
- Fully competitive with the class leader for front leg – and rear headroom – and comparable with the best-in-class for rear accommodation, with an impressive 999mm (more than 39 inches) of legroom

- Longer rear doors improve accessibility to larger rear passenger space
- Choice of rear seating configurations, from fixed or power-adjustable bench to individual powered and heated seats
- Comprehensive range of comfort and equipment options, including folding Business Tray work-tables, voice-activated four-zone climate control with individual rear passenger settings and a multi-media system with iPod, MP3 player and DVD connectivity, plus facility for rear display screens and telephone conference calls
- Uncompromised XJ style, thanks to subtle changes in proportion and detail, including new grille treatments and new, larger wheel designs
- All the lightweight, high-strength advantages of the new XJ's technically advanced, aluminium monocoque bodyshell construction
- Choice of naturally aspirated 4.2 litre petrol V8 and supercharged 4.2 litre V8 – all with Jaguar's six-speed ZF automatic transmission
- Minimal weight increase ensures fuel economy, emissions ratings and performance are equivalent to the standard wheelbase XJ saloons. Both 4.2 versions have an electronically limited maximum of 250kph; 0-100kph acceleration times for the variants are 6.6 seconds for the naturally aspirated 4.2 and just 5.3 seconds for the supercharged 4.2
- With the same controlled and comfortable ride, composed handling and communicative steering as the standard wheelbase XJ saloon, the new XJ Long Wheelbase is a true driver's car in the Jaguar tradition
- The XJ LWB pricing is as follows:

XJ8 4.2 LWB **\$179,900**

Super V8 LWB **\$234,900**

XJ LWB SPECIFICATIONS

TRANSMISSION/SUSPENSION/BRAKES			
Air suspension	– standard	■	■
	– CATS (Computer Active Technology Suspension)	■	■
Brakes	– Electronic Park Brake	■	■
	– discs front & rear, vented	■	■
	– Brembo, four-piston with silver painted calipers and Jaguar R logo	□	■
Drivetrain control	– Dynamic Stability Control	■	■
	– Traction control	■	■
Transmission	– 6-speed electronic automatic	■	■
EXTERIOR FEATURES			
Chrome exterior pack	– chrome window surrounds, boot plinth, front grille surround and chrome grille vanes	■	■
	– black window surrounds, body coloured boot plinth, front grille surround and black grille vanes	○	□
Exterior mirrors with ground illumination	– power adjustable, heated	■	□
	– power foldback, heated, electrochromic	○	■
Front fog lights		■	■
Headlights	– automatic headlights	■	■
	– halogen headlights	■	□
	– headlight powerwash	○	■
	– Bi-xenon headlights (1)	[○]	■
Heated front windscreen with timer		○	■
Heated rear window with timer		■	■
Metallic paint		■	■
Park distance control	– front	○	■
	– rear	■	■
Rain-sensing windscreen wipers		■	■
Sunroof	– glass, electric tilt and slide with one-touch open/close	○	■
Wheels	– cast alloy 8 x 18" Dynamic	■	□
	– cast alloy 8 x 18" Luxury	○	□
	– cast alloy 8.5 x 19" Performance	□	□
	– cast alloy 8.5 x 19" Custom	○	■
	– 2-piece BBS cast alloy 9 x 20" Sepang	○	○
	– spare full size	■	■

■ Standard ○ Optional △ Optional at no extra cost □ Not Available [○] Linked option A Accessory

XJ8 4.2 V8
Super V8 S/C
4.2 V8

INTERIOR THEME, TRIM AND SEATING

Classic interior theme	- colour keyed upper facia, steering wheel, door top rolls and carpets, burr walnut veneer facia and door trims	■	■
Seats and trim	- classic leather	■	□
	- classic soft grain leather, rucked	□	■
	- ivory leather	□	○
Seats, front	- electrically-adjustable, driver and front passenger	■	■
	- variable heated cushion and squab	○	■
Seats, rear	- head restraints x 3	■	■
	- variable heated cushion and squab [2]	(○)	■
	- electric heated bench seat with individual power seat back adjustment, head restraints, lumbar support and front adjustment from rear	○	■
Steering wheel	- wood/leather	■	□
	- full burr walnut wood, heated [3]	(○)	■
	- wood/leather, heated [3]	(○)	△
Gearknobs	- wooden	■	■

INTERIOR FEATURES

Air conditioning	- automatic climate control	■	■
	- 4-zone temperature control	○	○
Analogue clock		■	■
Cruise control	- adaptive cruise control	○	■
	- cruise control with steering wheel audio and telephone controls	■	■
Cupholders	- front and rear, twin	■	■
Electric windows	- front and rear with one-touch open/close	■	■
Footwell mats	- carpet	■	■
	- lambswool rugs	○	○
Foot pedals	- electrically-adjustable	■	■
Interior mood lighting		■	■
Power-assisted steering	- speed-sensitive, variable-ratio	■	■
Rear business trays		□	○
Rear cigar lighter		■	■
Steering column	- electrically-adjustable with memory and entry/exit function	■	■
Sunblind	- side rear window, manual	■	■
	- rear window, electric	○	■
Sunvisors	- illuminated with vanity mirror, driver and passenger	■	■
Trip computer	- with twin function	■	■

AUDIO/COMMUNICATION

Audio equipment	- Jaguar Premium sound system with 12 speakers, 320 watt output, DSP, power amplifier, subwoofers, single slot CD, facia speakers and rear multimedia switch pack	■	■
	- CD autochanger (6-disc capacity)	■	■
	- cassette/radio (in lieu of single slot CD/radio)	△	△
Jaguar Voice	- front, voice control of audio, automatic climate control, telephone, navigation and TV	○	■
	- rear, voice control of audio, automatic climate control and telephone with conference call facility	○	■
Multimedia system	- navigation, touch screen and TV tuner	■	■
	- twin rear display screens [4]	○	○
	- twin rear display screens and DVD player [4]	○	○
Telephone system	- fixed, front (available until February 2005 build)	■	■
	- Bluetooth (available from March 2005 build)	■	■

SAFETY

Adaptive Restraint Technology System (A.R.T.S.)		■	■
Airbags	- front, driver and passenger	■	■
	- front side, seat mounted, driver and passenger	■	■
	- side curtain	■	■
Anti-lock braking system		■	■
Emergency Brake Assist		■	■
Energy absorbent seating system		■	■
First aid kit		○	○
High-level stop light		■	■
Rear view mirrors	- electrochromic	■	■
	- electrochromic, with compass	○	○
Seat belts	- pre-tensioners, front and rear	■	■
	- belt minder	■	■
Warning triangle		○	○

SECURITY

Security	- security system with remote central locking - 2-stage unlock, deadlocking, drive away locking, engine immobiliser, ultrasonic intrusion-sensing and passive sounder with battery back up	■	■
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(1) Only available with headlight powerwash

(2) Only available with heated front seats

(3) Only available with heated front seats

(4) Only available with 16-way electrically-adjustable seats and rear sunblinds

XJ8 4.2 V8

Super V8 Supercharged
4.2 V8**ENGINE**

Cylinders/valves per cylinder	8/4	8/4
Bore/stroke – mm	86.0/90.3	86.0/90.3
Capacity – cc	4196	4196
Maximum power – DIN kW	224	298
@ rev/min	6000	6100
Maximum torque – DIN Nm	420	553
@rev/min	4100	3500
Compression ratio:1	11.0	9.1
Transmission	6-speed automatic	6-speed automatic

PERFORMANCE

Acceleration 0-100 kph - sec	6.6	5.3
Top speed – kph	250 Limited	250 Limited

FUEL CONSUMPTION (1)

Urban – l/100km	16	18.6
Extra urban – l/100km	8.1	9.0
Combined – l/100km	10.9	12.3
Carbon dioxide emissions – g/km	264	299
Tank capacity – ltr approx.	85	85
Including reserve	5.8 ltr res	7.5 ltr res

WEIGHT (2)

Kerb weight – kg	1639	1689
Gross vehicle weight – kg	2251	2284

WHEELS/TYRES

Wheel type	Dynamic Alloy	Custom Alloy
	8.0 x 18"	8.5 x 19"
Tyre size	235/50 ZR18	255/40 ZR19
Turning circle – m	12.04	12.04
Boot volume – litres – VDA	470	470

(1) The fuel consumption figures were obtained in tests carried out in line with Australian ADR 81/01 and ADR 79/01 test procedures. These figures were correct at the time of going to print.

(2) Please consult your dealer for charges associated with option fitment. Kerb weights reflect vehicles to standard specifications. Optional extras increase weight.

20TH ANNIVERSARY OF JAGUAR'S WIN AT BATHURST

In 2005 Jaguar celebrates the 20th Anniversary of its outright win at Bathurst – the first European car manufacturer to take this prestigious Australian motor racing title.

To mark the anniversary Jaguar has a number of activities planned throughout the year starting with displaying one of the original cars on the stand at the Melbourne Motor Show.

Jaguar Australia General Manager David Blackhall says he can clearly recall the thrilling win by Jaguar in 1985.

"The win was possible because for the first time the event became a true international touring car event switching from the local Group C to international Group A regulations," Mr Blackhall said.

"This opened the door for not only Jaguar, but Europe's best to compete in the James Hardie 1000, an event that already had a lot of international credibility. The result for Jaguar couldn't have been better – first and third.

"And now 20 years later we are excited to be working with John Goss on celebrating this significant milestone."

Australian racing legend John Goss was behind the wheel of the winning car in 1985 as it crossed the line and for the past few months he has been working to restore one of the original XJ-S V12s to its prime.

In 1985 the Jaguar team was a joint effort between Jaguar Rover Australia and TWR with three entries. John Goss was partnered in his winning effort by German Armin Hahne in the number 2 Jaguar. The number 1 Jaguar had TWR boss Tom Walkingshaw and British touring car champion Win Percy at the wheel – the car came in third. A third Jaguar driven by Jeff Allam and Ron Dickson failed to finish. The Schnitzer BMW rounded out the top three at Bathurst with a second place.

IMAGES



XJ 01



XJ 02



XJ 03



XJ 04



XJ 05



XJ 06



XJ 07



XJ 08



XJ 09



XJ8 01



XJ8 02



XJ8 03



Leaper 01



Leaper 02



Leaper 03



Leaper 04



Leaper 05



Leaper 06



Bathurst 01

