

A Jaguar Owners Story – Don Tyrrell

Fatal Attraction

My First Jaguar was a 1962 MkII 3.8 litre in Old English White with Red Leather Interior.

As a 19-year-old it was a bit different to what most of my friends were driving. It was a lot of fun and more important for a young guy, it was a fantastic chick magnet. I sold this car to fund a yearlong overseas trip, looking back Oh well the things we do.

Time for a New Jaguar

I purchased my first new Jaguar in Sydney, a beautiful mustard colour XJ6 series 3. I had a great run with the XJ over years, but like most XJ6 series 3, it suffered from the usual electrical issues and the timing chain letting go on a trip back to Adelaide.

It was however a great car on so many levels. I moved back to Adelaide and curtailed my Jaguar affair to concentrate on my children growing up and work, etc.

Jaguar Love Rekindled

In 2001, I purchased a 1963 MK10 from Rob Smith, a life member of JDCSA. This was a daily driver and had towed Rob's boat all over the place, and was very much a great club car. It was in very good running condition.

Later in the same year I purchased another MK 10, a 1962 as a parts car ... that being said it was a very complete car and 12 months later it came out of the shed fully restored. As part of my Jaguar reinvigoration, I joined the JDCSA and



last year became a twenty-year member. I have had so many great times and met so many fantastic people as a club member.

I kept both MK10's for twenty years and only last year sold one. The car now resides in Geelong.

12 Year Affair

In 2005 Kathy and I purchased a XJ6 X300 from a past club member and we kept this car until 2017. Having owned and driven many Jaguars I can say that the X300 is properly the best Jaguar to come out of the Jaguar factory. It was a 3.2 Petrol. A solid well-built car, and in all the years we never had any major issues. I replaced a differential bearing and seal, and the cooling system inlet

valve body. And that was it. I think it is possibly the most maintenance free and reliable Jaguar ever built.

If I look back to the MkII, Mk X, the Series 3 XJ and the X300, there are so many similarities in the body styling and interior finish. I think they embody what Sir William Lyons and Jaguar Cars were all about. In 2008/2009, with the release of the XF, all this changed and a new era of Jaguar cars began.

Diesel-powered XJ TDVi

We purchased our current Jaguar XJ6 X358 in Victoria. I had been looking for over a year for a Diesel Model of the X358 with the right colour and interior trim to come up for sale. My choice



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for a diesel was based on the engine performance specs plus the outstanding fuel economy for a car of the type and size. The other main reason was that this model was what I considered it to be the last true model of Jaguar XJ range.

It has been given many cosmetic updates from the 2006 model as detailed in the press release for its 2008 release.

Background

This XJ X358 was a one owner car with only 115,000 kilometres on the clock and was in immaculate condition with a service history and all relevant documentation. Even though the car was low mileage I slowly started sorting out a few things that were inherent issues with the diesel engines day to day running conditions that needed fine tuning.

In the past two years I have also been getting all the service work done on the car to bring it up to a standard that the car deserves. The air suspension was the first thing with two new air struts fitted and a new compressor. The air suspension at low speeds was a bit harsh in pot holes and with a small tweak in the ride height, it has greatly improved the ride at lower speeds.

All the wishbone arms and ball joints plus suspension arms front and rear have been replaced with the end result in the car now handling as it should at all speeds.

I had no real service history as to timing belts and service work on the EGR (Exhaust Gas Recirculation) valves and



the DPF (Diesel Particulate Filter). As the kilometres got up to around 150,000 km I had the engine removed and new timing belts as well as the fuel pump belt replaced. A new upgraded oil pump, new water pump and alternator serpentine belts. Also, replacements were done on the cooling system in and outlet valve bodies and hoses etc.

As part of the process, I had new Engine Management software loaded and a power tune done. The end result added an extra 25 bhp and the fuel economy delivered a fantastic 5.8 litres per 100

kilometres at just over 110 kph on the open road.

Final Outcome

The car is now every bit the car it was made to be with a great ride, superb performance and outstanding economy. As with all great Jaguar cars we are just the current custodians and the ongoing maintenance will no doubt continue.

The end result has delivered to me the best Jaguar I have owned TO DATE.....

Don Tyrrell
JDCA Member



The facelift X358 had new contemporary exterior styling for more assertive and sporting appearance – including revised front-end design, new side power vents, rear aero spoiler, full width chrome 'signature blade' and new rear bumper..