

# JAGUAR ENTHUSIASTS' CLUB

ISSUE No 93 JAN 2015

*sharing the passion*



## CHAIRMAN'S MESSAGE

Here we are in 2015 and a really Happy New Year to all members and families. Where are the years going?? A new look to our newsletter has been designed to indicate the regions we cover. I hope that this will help identify the areas we operate in.

Our Christmas Club Night was its usual success with excellent food being supplied by the Golf Club. My thanks go to Mary & Geoff Monk for organising this again. A quiz was held in which those present had 25 general knowledge questions to answer. There was a draw between 3 members, all with 19.5 correct answers. Following a knock-out, Steve Perryman won the Praktica Digital SLR camera. Well done to Steve and we hope to see his creative photography in the near future.

As indicated in a previous newsletter, Mary and Geoff Monk are standing down at the AGM in May, after more than 10 years supporting the running of the club. They will, of course, continue to be members, but the time has come to hand their committee roles over. We need one or two members to take on the role of Club Secretary and Social Events Organiser. If you wish to contribute to the running of the club in either or both of these roles, please would you drop me an e-mail or call me. We cannot run without a Club Secretary and to this end I urge members to consider supporting the club further with their free time.

I hope to see some of you at the next meeting on Tuesday 6<sup>th</sup> January 2015.

*Doug Warren, Chairman & Editor.*



## 2014/2015 COMMITTEE

**Doug Warren**  
**Chairman & Editor**

**01245 261810**

**Mary Monk**  
**Vice Chairman/  
Secretary**

**01277 374030**

**Richard Gibby**  
**Treasurer & Webmaster**

**rwgibby@gmail.com**

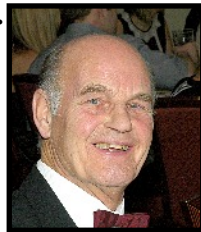
**Raymond Berris**  
**Membership Secretary**

**rayberris.jaguar@gmail.com**

**Geoff Monk**  
**Social Events Organiser**

**01277 374030**

**Committee Members:**  
**John Eusden & Neil Shanley.**



*Club meetings are the 1st Tuesday of the month at 8pm: The Langdon Hills Golf & Country Club ,  
Lower Dunton Road, Bulphan, Essex, RM14 3TY Tele: 01268 548444*



**December Club Night: Steve Perryman wins the digital SLR camera having answered the most questions correctly.**

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# GAYDON HERITAGE MUSEUM - SUN 12/4/15



The Heritage Motor Centre motor museum in Warwickshire is home to the world's largest collection of historic British cars. Visitors can uncover the story of the British motor industry with its fun and interactive exhibitions.

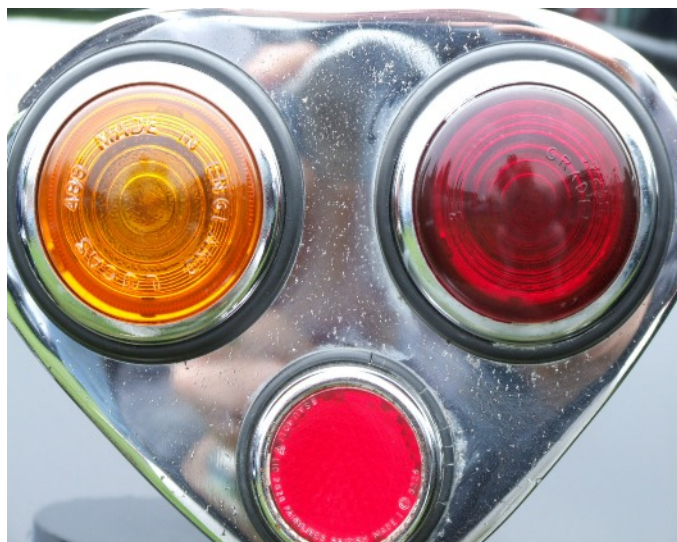
Jaguar Land Rover has provided 16 cars from the largest privately owned collection of British vehicles (543 in total) that they purchased from Dr James Hull earlier this year .

The Gaydon display opened to the public on 22 November and is described as a 'first selection' with the prospect of different cars appearing in future.

Featured in the display are four 'historically significant' Jaguars, including a 1934 SS 1 Airline saloon from the time before the Jaguar name was adopted.

I am planning a trip to the museum on 12 April 2015, and would like to know how many members would like to join me? I have to gain a minimum of 12 members and partners, to qualify for a Group Booking discount - entry fee is just £8 with guided tour. Also available is the "Land Rover Experience" (rides last approx. 20 mins) which will cost an additional £9 if anyone is interested. Deposit required of £4 by 1<sup>st</sup> Feb. 2015 to confirm commitment as soon as possible please.

**Doug Warren**



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The UK capital has a thriving classic car dealer network, a vast number of classic owners and a first class exhibition centre...but no classic car show.

Brand Events aims to put that right. From 8-11 January 2015, the team behind the hugely successful Top Gear Live and CarFest events will harness its passion, expertise and enthusiasm to create the London Classic Car Show.

The aim is to build an event that will put London back on the classic car map, and rival the top shows in Paris and Essen by bringing together themes that have shaped the motor industry's incredible past.

The London Classic Car Show will gather some of the world's finest classic cars under one roof and bring them to life! One of the show's unique features will be the Grand Avenue, a motoring runway that will allow the star cars to be fired up and driven around the show.

The London Classic Car Show will bring you a dynamic and exciting aspect to an indoor classic car event. Instead of just being able to look, visitors will be able to see, hear and, yes, even smell them!

ExCeL, in London's Docklands, will be packed with some of the most valuable, rare and desirable classic cars in the world, all ready to kick start the New Year with an aural explosion.



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The Grand Avenue runway, centrepiece of the inaugural London Classic Car show, allows visitors to see and hear iconic cars in action

Move over London Fashion Week, you've got a catwalk competitor. The models on parade at The London Classic Car Show are every bit as glamorous, every bit as desirable and every bit as fashionable.

But there are two big differences – these models have a great deal more muscle, and they are much, much noisier.

The centrepiece of The London Classic Car Show, to be held at the ExCeL exhibition centre in London's Docklands from 8-11 January, is The Grand Avenue.

It's a brand new concept for a classic car show, a motorised catwalk along which dozens of the world's greatest cars will be driven. It will turn the show from a static exhibition into a moving experience.

"The Grand Avenue is a real innovation as far as classic car shows are concerned," said Bas Bungish from Brand Events, the company behind The London Classic Car Show.

"The show will be crammed with historically important and seldom seen cars which, by themselves, will ensure we can create a classic car show the capital deserves.

"But The Grand Avenue, which allows visitors to see – and hear – some of these cars in action, will take the show to another level."

The Grand Avenue will be in use at regular intervals through the four days of the show. A total of 40 cars, four from each decade from the 20th century, have been handpicked to illustrate the story of the classic car. Each car will be driven along the runway twice a day.

"We are extremely excited by the many wonderful cars in our line-up," said Event Director Bungish. "There will be iconic road cars and important competition cars, too... including some Grand Prix cars.

The 40 chosen range from a 1904 Lagonda Tricar to the ex-James Hunt McLaren M23 via a dramatic Lancia Stratos. Also lined up are the Maserati 250F that Stirling Moss used to win the 1956 Monaco GP, the ex-Elio de Angelis Lotus and a Jaguar C-type, originally owned by five times World F1 Champion Juan Manuel Fangio.

The Grand Avenue will also give visitors the chance to enjoy the rare sight of a 1920 Jaguar SS1 in action alongside a 1924 Bugatti, while other significant cars include a 1948 Land Rover, one of the first ever made, and a pre-production Range Rover from the 1970s.

Visitors can also expect to see and hear such mouth-watering machinery as a Gullwing Mercedes (top), a 1957 Ferrari Testa Rossa and a Lamborghini Muira S from the 1960s.

The London Classic Car Show is the latest creation from Brand Events, the company behind all-action car shows like Top Gear Live, and promises to be unlike any classic car yet staged.

One of the show's curators, Top Gear's James May, will be revealing what he considers to be the most significant car of all time while another curator, TV chef James Martin will not only be displaying his private collection of classics but will also be running the James Martin Classic Café offering up 'good, simple, grub' to visitors.

The 60th anniversary of the dramatic Citroën DS will be celebrated with many examples of 'The Goddess' – as well as a first look at the new DS brand – on show, and there will also be displays from leading classic dealers and specialists.



# JAGUAR XK8

Jaguar's XK8 is now an amazing 19 years old, and is one of the best up and coming modern classics. It's time to let this cat out of the bag reckons Alan Anderson

How time flies – is it really a staggering 15 years since Jaguar launched the real replacement for the E-type, to put us all out of our XJ-S misery? The XJ-S may have followed William Lyons' philosophy of looking ahead but it always lived in the shadow of the 50-year-old classic, plus those ungainly looks hampered the XJ-S's desirability, no end, as did the poor build quality, before the car finally came good late in the day. What Jag fans really wanted was a cat to drool over once more, as well as being fun to drive, and the XK8 supplied it, resulting in this particular Coventry Cat becoming Jaguar's best selling sports car ever. Today a good XK8 makes a brilliant bargain buy for those after a modern classic that can only appreciate in value over time, while still being used as a regular driver. Prices now start from under £5000, so there's really no better time to buy one.



## Which model to buy?

After the once unloved XJ-S enjoyed a bit of Indian summer for sales, the XK8 was launched at the Geneva motor show, following in the footsteps of the E-type 35 years previously. Cost constraints meant that the new car had to use an existing platform, which was a development of the old XJ-S platform, itself a direct descendent to the XJ6 of 1968! The major differences lied in the new double wishbone front suspension set up and grafting on the famous IRS assembly, first designed for the E-type, but this time the modified, improved XJ40 one. However, the power train was all new – an excellent V8 four-cam 32-valve engine it was too, also used in the XJ300. For reasons best known to Jaguar, only the top 290bhp 4.0 unit was offered in the XK8, while rivals such as Mercedes or BMW were marketing a broader choice to entice buyers. Why the sweet and swift enough 3.2 engine wasn't also considered remains a mystery to us. On the other hand, despite the XK8's adequate pace, it wasn't long before cries for more power were heard, answered in the shape of the XKR, in spring 1998. Thanks to its Eaton M112 supercharger, no less than 370bhp was now on tap and its torque was so massive that a sturdy Mercedes automatic gearbox was the only one deemed strong enough to handle the vast reserves of grunt delivered. Roadholding was courtesy of standardised CATS chassis (Computer Active Technology Suspension) that was optional on the standard coupe but sensibly standard on Convertibles. Apart from the brawnier 300bhp 4.2-litre V8, (with six-speed auto 'boxes in 2002), the XK8 range remained largely untouched during its decade-long production run, save for detail changes to the trim and appointments. Always available as a coupe or convertible, either a Classic or Sport trim could be specified with the former comprising of traditional wood and leather, while Sport added leather seat facings with embossed centre panels and a charcoal-look dash layout. Naturally, they are sumptuously equipped, with all the modern toys you'd expect.

Two limited-run models worth seeking out are the Silverstone and 100 Special editions. The Silverstone came out in April 2000, as a normal Coupe or XKR convertible, with platinum silver paint, leather trim, 20inch BBS wheels shod with Pirelli P-Zero tyres, racing Brembo brakes and bespoke badging. Only 100 were made in total. Ditto the 100 Special, launched a year later, featuring nine-spoke BBS alloys, Brembo brakes, anthracite paint, Charcoal trim, R-Performance Recaro seats, racer-look gearshift and instrument surround, DVD/sat nav, reverse park control and more. Comparisons with the E-type aren't fair, but are nevertheless unavoidable. What's the better classic is arguable but, you can't knock the sheer value of an XK8. Prices have dipped to £4000 or even less, according to trade guides, and while we'd advise you to avoid a mangy cat (they can be sadly unreliable but not as bad as past Jags), £10,000 will buy an excellent example worth pampering. Rag tops hover at around £2-3000 more, while the first of the 4.2s start from a paltry £12,000! XKRs normally command an extra £1000 on average but they'll probably have been driven harder and, besides, do you need all the extra performance anyway? Compare the XK8 to its cousin, the DB7, that's also featured in this issue of Classic Cars For Sale. On average a Jag is almost half the price of the DB7, but the Aston sure isn't twice as good.



## Behind the wheel?

Jag is half the price of a DB7 but the Aston isn't twice as good

This Jag is a beauty – that's a fact, and it goes as good as it looks. Like all Jags it can fit your mood, being fast and sporting when demanded, yet smooth and serene if desired. Now that premature bore wear and timing gear maladies is a thing of the past, the V8 is as good as any XK engine and even in standard form has more torque than the old V12 masterpiece! The more powerful XKR is fast enough to beat the Le Mans-winning D-types, but bear in mind that even a standard 4.2 isn't far short of the old 4.0 XKR in terms of pace and power plus is cheaper to buy and easier to maintain. The Jaguar XK8 excels as a quality, if heavy GT, rather than a lean and mean Porsche 911-eater. It handles better than the old XJ-S that's for sure while the CATS system really tightens things up further, although it does spoil the ride somewhat, especially if the ever-popular wider 20-inch alloys are fitted. It's a stiffer car than the old XJ-S with a stronger shell but even so the convertible models can suffer from traces of scuttle shake. However the sheer sense of occasion that only Jaguars impart isn't diminished one bit.

## The Daily Option?

There's not a lot you can do by the kerb to an XK8!

Like all moderns, the XK8 is ultra user-friendly and daily driving is both possible and pleasurable – if you can afford the petrol that is. Actually overall economy is not too bad on fuel considering that the Jaguar is a performance V8 – expect an entirely respectable 22-25mpg during normal rather than heavy pedal use, perhaps better on the 4.2 models as they feature sixspeed transmissions and longer gearing. At 15ft 6ins long (about the same as an E-type) and 6ft wide, it's pretty big, and can be tricky to use in town – not helped by poor visibility. The hidden nose and tall alloys may take the odd biff if you're not particularly careful parking. The XK8 just about qualifies as a practical 2+2 although rear seat space is minimal, and storage space virtually non-existent – but it's no worse than an E-type 2+2 or XJ-S. There's a typical luxury feel about the Jag's cabin as you'd expect, although the dashboard isn't a exactly thing of beauty compared with past Browns Lane furniture in our view.

## Ease of Ownership?

Like all moderns there's not a great deal that you can do to an XK8 by the kerb, apart from oil, filters and perhaps a brake pad change. But that's all that most of today's cars need anyway! Bear in mind that the 60,000 mile service interval is a biggie, involving belt changes and more, costing some £700 from a specialist. So, check that the service history is intact or factor in the hidden cost of this service if it's coming up or has been skipped. Also, find out whether the recalls on bore wear and timing gear failure have been dealt with. The former was caused by certain fuels reacting to the metals and many engines were replaced under warranty. The timing gear failure was only cured when Jaguar replaced plastic for metal tensioners back in 2001. Doing the entire job relieves you of £1100 – and stress. The XK8 is a mix of good and bad – the former because it uses a fair number of Ford parts, which if you know your components can save you a packet. On the other hand, consumables such as tyres cost a small fortune, especially 20-inch rim types. Don't skimp on quality either, as cheap rubber can spoil this Jag. In fact penny pinching is a problem on older cars that will only get worse. And you seem to get what you pay for with this Jaguar. Mega milers are temptingly cheap on the face of it, but the Jag lacks the stamina of its German counterparts. Interiors, for example, can look very shabby quite quickly and rust on early XK8s can be bad enough for the rear bumpers to actually fall off! Also there are now reports of neglected XK8s failing the annual MoT due to terminal chassis rust, although repair panels are now produced. Flat batteries aren't unknown (it's usually simply the connections to be fair) and hoods are known to leak so keep a watch on both. Some specialists also reckon that, while the car is virtually identical under the skin (apart from engines), Aston Martin parts, such as suspension bushes, are made of better quality. As the car is now 15 years old XK8 will qualify for classic car insurance with some companies but don't take it for granted and check with your company first. The real stinger could be the horrific cost of taxing post 2001 cars thanks to the emission VED bands. That magnificent V8 is considered to be a 'dirty' engine and you'll pay accordingly.

## BUYERS BEWARE

❗ The XK8 is still a relatively new car so a service history is very important. Look for a fat wad of main dealer or specialist stamps to confirm mileage and maintenance.

❗ Recalls involved mods to the engine's throttles, gearboxes and driveshafts – although the biggest damage limitation exercise concerned the engines where early (pre 2000 year) V8s suffered from excessive bore wear due to the special Nikasil lining of the bores breaking down and resulting in loss of compression.

❗ The unofficial way of determining any bore problems is to remove intake breaker pipes and listen to any undue wheezing. Also cars that are reluctant to start after a long period of standing idle is another good pointer.

❗ But the real worry with this sophisticated quad cam engine is the timing gear where the tensioner assembly can break up with dire consequences and a potential £1000 bill to put right using improved 4.2 parts.

❗ If the recalls have been carried out then the transmission should be sweet and smooth although do run the car in manual mode to check that all is well.

❗ Running gear is virtually identical to that of an XJ-S. The main wear points are the wheel bearings, which can be knocked out in less than 30,000 miles. It's a dealer job to repair.

❗ A good XK8 will drive like a dream, feeling swift and smooth – but even a rough one will feel good. So try a few to gauge the car – or seek out a specialist to confirm your opinion.

❗ Rust can be a problem on early cars. The paint is known as being pretty 'soft' meaning chipping and damage is common.

❗ Check behind the bumpers where electrolytic corrosion can set in between the alloy mounts and steel bolts – especially at the rear causing the bumper to fall off. Floors rot through now so check the chassis thoroughly.

❗ Inspect the tyres. Penny pinching with cheap brands usually means similar meanness elsewhere. Early cars ran on 17-inch rims but most folk like to see the fatter wheels.





REGIONAL EVENTS /OTHER EVENTS				
MONTH	DAY	DATE	TIME	LOCATION
				<b>2015</b>
JAN	TUES	6th	8pm	Club Night: Langdon Hills Golf & Country Club
FEB	TUES	3rd	8pm	Club Night: Langdon Hills Golf & Country Club
MAR	TUES	3rd	8pm	Club Night: Langdon Hills Golf & Country Club
MAR	SAT	14th	9:30am	<b>MEGUIAR'S SEMINAR</b> - Daventry, Northampton. Members are invited to attend. Each club seminar consists of a 45 minute presentation of "Best Practice" in the Training Room. This is a great opportunity to ask questions and hopefully dispel a few myths. Next will be an hour or so working on a visitor's car in our Detailing Bay to demonstrate products and techniques and give visitors an opportunity to try for themselves. Every visitor receives a pack of sachet samples to take away.
NATIONAL EVENTS				
				<b>07/07/1905</b>
JAN	FRI / SUN	9th/ 11th	10am- 6pm	<b>London Classic Car Show.</b> Excel Centre, Docklands, London. Tickets need to be purchased on-line at: <a href="http://www.thelondonclassiccarshow.co.uk/tickets">www.thelondonclassiccarshow.co.uk/tickets</a> . <b>Note: Preview evening on Thursday 8<sup>th</sup> January at 19:30 to 10pm</b>
MAR	SAT	7 th	9am	<b>SEMINAR - Jaguar V12 Engine-</b> Covering Jaguar models such as, the Series 3 E-Type, XJ (S1, 2 and 3), XJS, XJ40, X300 (XJ 1995 - 1997). This engine has appeared in some of Jaguar's most desirable cars and the seminar is the perfect place to learn about the engine. Whether you are planning a rebuild, repair or general maintenance, Bob Bates, David Marks and Ken Jenkins will all be on hand to guide you through this very distinctive engine. The cost of the seminar is £60, which includes lunch. Contact Nigel Thorley at <a href="mailto:nigel.thorley@jec.org.uk">nigel.thorley@jec.org.uk</a> if you wish to attend.
MAR.	SAT	21 <sup>st</sup>	9am	<b>SEMINAR - Jaguar AJ6 and AJ16 Engine Seminar</b> - This engine appeared in Jaguars built between 1984 and 1996 proved to be very reliable and remains popular with enthusiasts looking for a reliable, easy to maintain Jaguar. Experts David Marks, Bob Bate and Ken Jenkins will be on hand to present the seminar and answer the questions you have regarding the rebuild, maintenance and servicing of this Jaguar engine. Covering cars such as the XJS, XJ40 and X300 in their straight six form, this seminar is sure to be popular as these cars are still affordable and easy to maintain for the DIY mechanic. Book early to avoid disappointment. The cost of the seminar is £60, which includes lunch. Contact Nigel Thorley at <a href="mailto:nigel.thorley@jec.org.uk">nigel.thorley@jec.org.uk</a> if you wish to attend.



# ***JEC ESSEX THAMESIDE REGION CHRISTMAS DINNER DANCE***

The evening started at 7pm with drinks at the bar followed by a sit down meal. There was a varied choice of starters, main meals and sweets, including the standard Christmas Turkey & Christmas pudding. The members occupied 5 round tables together, while the rest of the guests were occupying combinations of tables nearest the bar. A disco was supplied, as well as the standard Christmas crackers, party balloons and hats. Throughout the early stages of the evening, 'farting' balloons were being let off all over the room and flying through the air, landing in some very unusual places! With the background of crackers and streamers popping everywhere, the starters started to arrive by the very efficient 'silver service' staff. During the meal, a raffle was held amongst the JEC Essex Thameside members for the privilege of two front stall tickets to attend the "Best of Broadway" concert at the Royal Albert Hall in March donated by member Helen Clark's employers - Societe Generale Bank. The show incorporates music from New York comes to London for a musical-theatre extravaganza presented by the Royal Philharmonic Orchestra. The winning ticket was won by Carrol Perryman who was overjoyed at winning these prestigious tickets as the photo on the right shows! £170 was raised for the Alzheimer Charity which Societe Generale Bank will match and donate the same amount to the charity. A worthy cause and well done to the bank!

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## REMINDER:

We are in need of a Club Secretary and one or more Events Organisers. If you are able to assist with the running of the club and can spare some time in either of these roles, please let me know.

Doug Warren

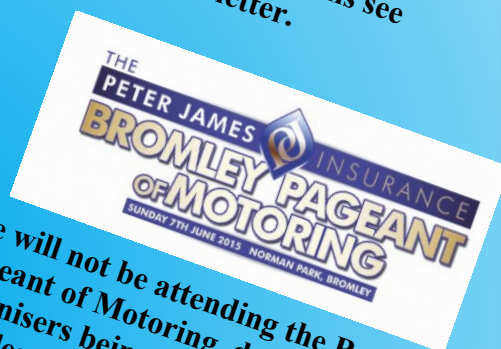


## REMINDER:

We have arranged a Meguiar's Car Cleaning course in Daventry, specifically for Essex Thameside Region. A number of members have already signed up for the FREE course and are travelling up the day before to stay at a Travel Lodge to make the morning journey easier. There are still spaces and would like to encourage other members, partners or friends to join us. For more details see Events page of this Newsletter.

## CLUB NEWS

The committee will be discussing the future Christmas Dinner Dance events in the new year. There are a couple of suggestions for 2015 and we would welcome feedback from ALL members whether they would consider either or both of these as an alternative. First we are considering a summer bar-b-que and secondly a Christmas Lunch/Dinner, rather than a dinner dance. The bar-b-que and Christmas dinner will need to be paid for by the members and a suitable venue and costings will need to be agreed on. I would envisage to keep it around the £35 mark or less.



We will not be attending the Bromley Pageant of Motoring, due to the organisers being intransigent about vehicles on display, which would have restricted a number of members from participating. Members are entitled to visit under their own individual entry.

Club window inserts available **NOW**. Either collect from me at club nights or club events. Alternatively **send a self stamped address envelope** to Doug Warren, 7 The Limes, Galleywood, Chelmsford, Essex, CM2 8RA for your free insert. Please specify "Round" or "Oblong" version required. Additional window inserts are available at only 50p each.

### SPRING CLUB SEMINAR PROGRAMME

Jaguar Visitors Centre  
Castle Bromwich  
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The Jaguar V12 Engine 1971 - 1993 7th March

A comprehensive full day seminar covering the background and development of the legendary 12-cylinder engine from the earliest 5.3 litre variant fitted to the E-type Series 3 and XJ12 Series 1, through to the last 6.0 litre units fitted to the XJS and XJ12 (X-300). General service, maintenance and aspects of refurbishment covered.

Both seminars cover a full day 9am - 5pm of activities

Morning Coffee, extensive Buffet Lunch and Afternoon Tea along with commemorative Cd and handouts supplied

The Jaguar AJ6/AJ16 Engine 1983 - 1997 21st March

A similar comprehensive full day seminar covering the 6-cylinder engines fitted to the original 3.6 litre XJ-S and XJ6 (XJ40), through 2.9, 3.2 and 4.0 litre units fitted to the last XJSs and XJ6/R (X-300) including supercharged version.



Pre-booking essential through the Club's office  
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Want to stop over the night before?  
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# WHAT IS IT?



**C-X17 Concept** is Jaguar's first sports crossover concept vehicle and blends the seductive design and intelligent performance that are hallmarks of Jaguar, while delivering the benefits of a crossover's assured driving position and high levels of flexibility. It showcases Jaguar's all-new intelligent aluminium architecture, with the cars rolling off it engineered to deliver class leading quality, durability and reliability

## FROM IMAGINATION TO CREATION

C-X17 Concept's highly advanced, aluminium-intensive modular architecture provides the flexibility to deliver a great range of models without compromising the unique character, design, vehicle dynamics, performance and luxury that Jaguar is renowned for.

The first production Jaguar that is based on the all-new architecture will be on sale in 2015. This new, mid-sized premium sports sedan will be powered by engines with a wide range of capacities and outputs, all delivering inspirational performance and offering the latest innovations in fuel-efficient technologies without sacrificing drivability.

## THE BEAUTY OF JAGUAR

C-X17 Concept had to be stylish, sporty and exciting. It had to stand out from the crowd, while retaining the sense of timeless sophistication that is typically Jaguar.

Jaguar's Design Director, Ian Callum, says, 'We designed the C-X17 from the ground up from a distinct set of principles, a deep sense of what makes a Jaguar: exciting proportions, clean lines, balance of form. Assertive and powerful, yet with a beautiful sensuality about it, the C-X17 is boldly, distinctively Jaguar.'

## CLEVER INSIDE

C-X17 Concept's cabin brings together innovative interactive technology with a modern take on traditional high-quality materials and British craftsmanship for true luxury and sophistication. The inviting design and overall usability of the interior, along with its versatility – including its extensive loadspace – means that it is as good for the family as its is exciting for the driver.

## DRIVER FOCUSED

The assured driving position is designed to give a feeling of security and being cocooned within the luxury of the cabin. There are premium materials used throughout including milled aluminium and black brushed anodised metal finishes for a dark, sophisticated effect. The attention to detail even includes the rotary gearshift which controls the vehicle's driving modes. It is finished in striking ruthenium and dramatically rises as soon as C-X17 Concept is activated.



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