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interest in, or who is
thinking of buying, one
of the already classic
Jaguar XK sports cars

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from the 1996 to 2005
period, this Essential
Buyer's Guide is a vital
requirement. All the
models are covered,
from the early 4.0-litre
models with the
infamous Nikasil
engines, through to the
very last and highly
sophisticated 4.2-litre S,
with mention of the
special editions
available in selected

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markets. All models are looked at in detail, and analysed for their strengths and weaknesses to provide the best possible advice on what to look for and how to buy the best car you can afford. A handy pocket-sized guide, that will always be at your side for constant reference.

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The Jaguar XK8 was launched to great acclaim in 1996 as the successor to the XJS, and the model range has been built on ever since. With styling cues taken from the E-type and the XJ220 supercar, and powered by a new 4.0-litre V8 engine, the XK8 found instant success on both sides of the Atlantic. Nearly 10

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years after its launch, the styling remains virtually unchanged, which says a lot for the original concept. This fascinating, all-color book is essential reading for all XK8 owners and enthusiasts.

This is, essentially, the story of three men--Jaguar company founder and owner Sir

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William Lyons,
aerodynamicist
Malcolm Sayer and
current Design Director
Ian Callum.

The new updated and
enlarged edition of the
only book on the
complete Jaguar
XK/XKR range of 1996
to 2014. Covering
design, development,
maintenance,

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Owners Manual and full
model-by-model details,
this is the perfect
'handbook' for the XK
range.

It was code-named
X100 and it was to be
Jaguar's latest sports
cars, featuring both
coupe and convertible
coachwork. It was to
have an all-new V8
engine and it was to

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replace the XJS. It

would also ultimately have the most powerful forced-induction engine of any production

Jaguar road car and it had a lot riding on its success. It was the XK8 - a sleek, purposeful grand tourer in the Jaguar tradition.

Graham Robson, one-time Jaguar apprentice and a motoring historian

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with several other Jaguar books to his credit, tells the story of one of the twentieth century's most beautiful sports car, from its conception to the end of the line for both it and the factory it was built in.

This book tells the story of how John Egan gradually overcame the

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odds and, piece by piece, rebuilt this great company, winning over the workforce, the overseas dealers and, most important of all, the customers. Working with Margaret Thatcher and her Government, Egan and his team of managers overcame every obstacle, every setback, every challenge.

Again and again, it

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Owners Manual. Yet
using innovative
techniques, intelligence,
eloquence, openness,
motor racing and much
more, they saved this
most charismatic
company which has
created some of the
finest and most loved
motor cars of all time. It
is an amazing story that
will appeal equally to
car enthusiasts, those in

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interested in social history.

Powered by a silky smooth 4-litre V8 engine, the XK8 and XKR have set new standards in performance, refinement and comfort. This colorful guide examines

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XK heritage through to the famous E-type and then traces Jaguar's return, after a foray into the GT market with the XJS, to the design and development of the cars which have been the company's flagships for the past four years. A special chapter is devoted to two exciting two-seater prototypes: the XK180 and the F-

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type Concept. Features production and sales history, technical specs, performance assessments, optional equipment, model ID features, design, and development.

First offered to the public in 1955 this four-wheel microcar featured a fiberglass two-door, four-seat body with a

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247cc two stroke engine

that suited the German license concessions. A coupT was introduced in 1957 and two larger engines, 293cc and 392cc, were also available. The company was taken over by BMW in 1966. This is a book of contemporary road tests, specification and technical data, new model introductions,

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driver's impressions.

Models covered include:
saloon, coupT, TS 300,
293, 400, T600, ISAR
35, TS 400, T 700, Dart,
Estate.

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