



# Jaguar XJC Muster



Celebrating 40 Years  
1975 - 2015

16 -18 October 2015  
Echuca, Victoria

*On the banks of the Murray*





# Your Road Map

# To a Great Weekend



***Here is your road map to a great weekend. Registration and bookings have been requested for some of these events so if you have not registered please check with the organising Committee.***

## **Registration**

**Friday 16<sup>th</sup> October 2pm to 5.00pm**

Registration will be at the Mercure Port of Echuca Hotel. XJC 40<sup>th</sup> Event packs will be available for collection for those who have pre-registered. Please Note: XJC 40<sup>th</sup> specific merchandise orders were requested when you first registered by mail or by internet. There will only be a small amount of excess merchandise available at the Event.

## **Welcome Party – Mercure Port of Echuca Hotel**

**Friday 16<sup>th</sup> October 2015, 5:00pm – 7:00pm**

This will be the opening event for the XJC 40<sup>th</sup> Anniversary Muster and our aim is to have a relaxed evening where the organisers will welcome attendees and guests and give XJC owners and enthusiasts a chance to meet and greet. Come along and enjoy some canapés. Drinks will also be

available to be purchased from the bar.

Following our welcome function you are free to explore and enjoy any of the numerous places to eat within easy walking distance from the Mercure. Check out <http://www.travelvictoria.com.au/echuca/food/>. It is highly recommended that you book ahead especially if you are planning for a large group.

## **Exploring and Enjoying Echuca**

**Saturday 17<sup>th</sup> October 2015**

Saturday is all about you; it's your day to select from a wide range of activities or just do your own thing. Event Packs will have details of activities to suit everyone from the Heritage Walk to the Food and Wine trail and shopping.

We have pre arranged a number of activities so that we can enjoy them together. Again you will need to have pre-booked on the **Part B Registration form**. They are:

**Option 1 – National Holden Motor Museum: 10.00am**

Not quite a Jaguar, but this little museum has a fantastic and historical collection of Holden memorabilia, models and developments in design that will be of interest to any motoring buff. Take a walk down memory lane and through the history of a company that put our nation on wheels.

**Option 2 – Murray River Cruise and 2-course lunch on board Paddle Steamer Emmylou departing at 11.15am & 1:00pm**

Murray River Paddle steamers, located in the historic Port of Echuca precinct, operate a fleet of lovingly maintained paddleboats from Echuca Moama on the banks of the mighty Murray River. The event organisers have pre booked two lunch time cruise sessions on the PS Emmylou for approx. 1.5hrs, the first at 11:15am and the second at 1:00pm. You must have already booked your place for this cruise.

**Option 3 – Historic Port of Echuca: Anytime**

Only a short walk from our event headquarters at the Mercure, you have the opportunity to walk back in time to the Historic Port of Echuca precinct. This is a fantastic authentic working steam port, home to Australia's largest fleet of steam-driven paddle steamers. Although its major





commodity has changed from wool to people, Port of Echuca still operates much the same as it did in the 1860's, with shipwrights and steam engineers providing a vital role in the Port's operations today, just as they did have in the late 1800's.

#### **Option 4 – Shopping: Anytime**

High Street, in the Port area, is lined with historic buildings housing giftware stores, delicatessens, outdoor disposals and souvenir shops. Most of the shops are open until 5.00pm, seven days a week. Echuca's central business district of Hare Street is the centre of town. Whatever you need you will find it in Hare Street, pharmacies, fashion centres, book shops and music stores grace the street, alongside department stores and intimate gift shops. Numerous cafes dot the street, perfect for a light lunch or coffee and all within walking distance to our event's headquarters at the Mercure Port of Echuca Hotel.

#### **Option 5 - Great Aussie Beer Shed & Heritage Farm Museum**

This is not just for the blokes men's shed, but a fascinating collection of memorabilia for all to enjoy. The museum is situated approximately 3km from the town centre and houses an amazing display of Aussie icon paraphernalia.

Entry \$12.00 per adult, \$9.50 seniors, \$5.00 children.

### **XJC 40<sup>th</sup> Anniversary Dinner**

**Saturday 17<sup>th</sup> October 2015, 7.30pm – 11.00pm –  
Mercure Port of Echuca**

As a prelude to the display day, the Saturday night dinner will provide the opportunity for all those who have registered to come along and enjoy a casual meal and acknowledge the 40<sup>th</sup> anniversary of one of the rarest production Jaguars built, the last Sir Williams Lyon's hands on design and arguably one of the most beautiful coupes ever produced. The function will be held in the Murray Room, a fitting name for the anniversary location and the release of the model on the banks of the Murray in Mildura some 40 years ago.

## **Jaguar XJC and Daimler Coupe Display Day**

**Sunday 18<sup>th</sup> October, 10.00am – 3.00pm. Aquatic Reserve Echuca**

The Display Day will be held at the Aquatic Reserve in Echuca, near the banks of the great Murray River forming the border between Victoria and NSW. The Reserve is managed by the Shire of Campaspe and is a public area that will offer the wider community an opportunity to freely access and admire not only the XJCs but also a range of other Jaguar models that will be nearby the main display.

A cavalcade of Jaguar XJCs will form a procession for the short drive from the Mercure Hotel, **departing at 8:30am** to the Aquatic Reserve. The Aquatic Reserve will be transformed into a display of Jaguars, providing a wonderful opportunity to showcase the Jaguar marque and our respective clubs to the public. Join in and bring along a picnic lunch, spread out a blanket and settle down to a day beside your Jaguar and enjoy one another's company. Local food vendors will be nearby as are toilet facilities, including those for wheelchair access.

### **Presentations and Farewells following the Display Day at Aquatic Reserve**

**Sunday 18<sup>th</sup> October, at 3.00pm**

A time to recognise the efforts and support of many who helped make the event possible and the presentation of an award or two. Say our goodbyes and bid friends farewell as we prepare to leave for the long drive home in the cars that helped unite all of us over this short week-end of celebration  
You might choose to stay another night and enjoy this fascinating area.





## Welcome

It was inevitable really that an event such as this one planned for Echuca in October 2015 would happen. XJC owners, a little like E Type owners, (but with some positive differences) are a special breed and it is pleasing that this event can be organised as a true inter club—inter state event providing the opportunity for the comradery we enjoy.

We know the XJC is one of the most beautiful coupes ever produced and no one will ever convince us otherwise and we know that tragically so few were produced. So it is that we feel not only a sense of pride but also a degree of privilege to own one of these lovely machines and a responsibility to see them preserved and maintained.

The weekend in Echuca is a celebration of the marque and the model as well as a celebration of ownership. We will demonstrate our pride of ownership and unashamedly share the passion. Hopefully new and lasting friendships will be formed as a result of the weekend.

A great deal of time and effort has gone into the organisation of this event (over a year in the planning) by the committee, Phil Evans (JDCA), John Mann (JCCV), Allen Williams (JCCV) and Phil Prior (JDCSA) all passionate XJC owners. We are grateful for the support received from the Jaguar Clubs of Australia and our sponsors as listed on the back page of this souvenir booklet and hope this booklet will be a treasured memento of this event.

It's now time to enjoy the weekend, each others' company and our Jaguar XJCs and Daimler Coupes.

**Phil Prior—Editor**

***“Life is too short not to own a Jaguar XJC”***

## Preface

Greetings to our many Jaguar friends 'down under'! In addition to celebrating the 80<sup>th</sup> anniversary of Jaguar Cars this year, we are also celebrating the 40<sup>th</sup> anniversary of one of the most stylish models ever produced – the Series 2 Jaguar XJ Coupé or XJC as it is popularly known.

The Jaguar Heritage Trust owns three examples of this rare model. Two are regular production models – a brown 1977 XJ6 Coupé that was gifted to the Trust in 2001 and a blue XJ12 Coupé from the same year that was the last XJC model to be produced at Browns Lane. The third car is rather different as it is one of the surviving Broadspeed XJ12C race cars from 1976. The Trust's car is chassis 3 which has the distinction of achieving the best ever race result for this model – a 2<sup>nd</sup> place at the Nurburgring ETCC 4 hour race in 1977, driven by Derek Bell and Andy Rouse! It is hoped to have all three cars out and about this year to join in the celebrations.

We would like to congratulate the XJC team in Australia for organising the Muster event and wish all the participants a successful and enjoyable weekend. We will be with you in spirit!

**Jonathan Partridge**

*Marketing and Communications Manager—Jaguar Heritage Trust*



HERITAGE TRUST

## Jaguar—A Living Heritage

The Jaguar Heritage Trust supports events, maintains a large historic vehicle collection and keeps Jaguar's proud heritage alive. It is the definitive information resource for Classic Jaguar and Daimler owners and enthusiasts.

Whether you have an archive enquiry, want to order a Heritage Certificate or browse our unique vehicle collection, come to Jaguar Heritage for the authentic experience. For further information please contact us;

**E: [enquiries@jaguarheritage.com](mailto:enquiries@jaguarheritage.com)**

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**Archive T: +44(0) 1926 645083**



# Our cars



## A Brief History

Originally purchased by Danube Smallgoods Erskville 10<sup>th</sup> May 1977 rego JFC 670.

Owned by John and Joy Kirwin of Victoria in 1992 when the Australian Jaguar Magazine article came out with it on the front cover rego JK 201.

We purchased it in September 2009 from N.G. Haymes of Elwood Victoria rego XCI 607. We were looking for a classic car having both owned various classics before we met including Minis, Citroens, Mercedes, an EH Holden Wagon and even a Bug Eye Sprite. Neither of us had ever owned a Jaguar (Cat's stepmother had a red series1 XJ6 4 door) but we both had always admired their elegant lines. We were actually investigating an S-Type in Melbourne when we were shown the XJC on the lot at Caulfield Jaguar. We took it for a drive and were seduced by its looks and the smooth ride. The previous owner (Haymes had bought it from a deceased estate) had owned it as a long term restoration project. He had done a lot of work including rebuilding the suspension and retiming the front seats- hence the smooth ride. We drove it home to Yamba in northern NSW without incident! We kept the old white on black plates from our 1974 240D Mercedes, so it is now NSW rego KE 223.

We have since reconditioned the head and are replacing other worn bits and working on the electrics and trim as needed (rolling restoration). We love our Big Cat and keep her garaged and covered but take her out for regular drives. John's eldest son insisted that the first car he ever drove was the XJC.

**"We love our Big Cat!"**



Owned by: John Smykowsky  
State: NSW  
Chassis Number: 2J2777BW

### Description:

Brought to Australia by Leyland Australia (Ken Mathews Rose Bay) in 1977 Jaguar XJ4.2C with automatic transmission, air conditioning in sable/carrige brown with a specially ordered lighter coloured roof (Australian Jaguar Magazine June-July 1992 Edition 45) and cinnamon leather interior.



Owned by: David Middleton  
State: VIC  
Club: JCCV  
Chassis Number: 2J1582BW

### Description:

Jaguar XJC 1975, automatic in white with the vinyl top removed. Originally Australian delivered by Brysons on 9th July 1976 with Rego JW 177.

## A Brief History

My Jaguar XJ4.2C 1975, is an automatic in white with the vinyl top removed. It was Australian Delivery by Bryson's, first registered on 9th July 1976 with Rego JW 177.

The car was driven by the wife of the owner of Auto Care, the first pre delivery company for imported cars in Melbourne.

I purchased the car in 1989 and am only the second owner. At the time of purchase the car had extremely low mileage as the wife only drove it from home to the shops weekly, except for an occasional trip driven by her husband.

This was my daily drive till 1998 when I semi retired it from active service with the purchase of an XK8 Roadster, I fully retired in 2005.

**"Long term restoration over past 3-4 years (never seems to be complete) but looks good"**

# The 1969 Series 1, XJC Prototype Story

**In 1969 Sir William Lyons was convinced that the market for cars was changing to one which the Americans had created where Coupes like the Mustang, Camaro, Javelin and the like offered a sporty car with lots of options. He therefore thought Jaguar could not afford to let that pass, so when the XJ6 production and sales had begun to settle down he ordered a four door Series I body be taken into one of this secret departments. He knew what he wanted and ordered the team to take this rejected shell, earmarked originally for Sweden, and cut it up and turn it into a two door Coupe. It was the final car the great man ever designed and created.**

We know now from having pulled it down to repaint and restore it, that in very simple terms they removed the pillar, lengthened the doors by around three inches by taking a door skin and grafting a piece of it on, and taking a rear door skin and welding it in place to form the side of the car. Special glass was made for the windows on the sides, but the windows never worked on this car (or the Series 2 prototypes) until many years later.

A huge amount of cutting and shutting had been made to the inside of the doors, the rear cabin and even behind the rear seat (and I have photographed all of that). When the car was completed it was painted Regency Red with Beige trim and then viewed by Sir William. He approved this - his only two door Jaguar saloon - but Leyland would not approve production and so the car was kept in secret storage and very few people knew it existed.

It was tested however with the XK engine, four and five

speed gearboxes, automatic and even the quad cam V12 engine and pre-production versions of the standard but then secret V12. The car still carries a V12 wiring loom plus the XK one for the 4.2 engine it had when it left the factory to be scrapped. This is still mated to the four speed manual overdrive gearbox.

It finally saw the light of day in early 1974 after the Series 2 XJ-C was shown. The car was not registered at this time but the rear seat was removed and it was driven around the Browns Lane plant by the apprentices as a hack to deliver parts and the like. It still has covered less than 5000 miles from new. Ron Beaty remembers it when he worked there, and he told me it once ran down a slope at Browns Lane and demolished a shed. He said the roof had a dent in it, but otherwise the car was unharmed. Later when we restored it we took about an inch of bog out of the roof and pushed the dent out!

I saw it at Browns Lane in 1976 when Andrew Whyte explained that it was a one-off and was due to be scrapped soon after! I was dumbfounded, but he said that this was the Company policy so there was nothing that could be done.

The car was sent to the wreckers in 1977, but it survived illegally and was sold off to an owner in Staffordshire. He put it into a shed (I have photographs) and removed the front guards and bonnet and 'updated' the car to look like a Series 3. He painted a two-pack coat of BRG straight over the original enamel, and took the car to a number of JDC events! I have pics of it there too - but nobody twigged to it being anything other than a 'modded' standard Series 2 XJC.

It had one more owner who wrote to the factory about it (to Ian Lockett) but nobody still realised what he had - despite his questions (I have his letters and Ian's in reply). It ended up in a car dealership, but when that went broke it was put into a liquidators in London, and it was from them I purchased the car through Jim Patten in 1990. I had the car shipped to Brisbane sight unseen, and was really worried when I first saw it because the body was all full of bubbles. I suspected rust - but it turned out to be the two pack paint





falling off the original!

I had the car restored in 1994 by one of Australia's top restorers, but found very little wrong. Apart from the dent in the roof the body was perfect, and showed all of the handmade signs expected. Series 1 panels were put back on the front, the rest carefully prepared - but left imperfect - the way it was built. I wouldn't even let it be painted in two pack as that would have looked 'too good'. I found a set of Dunlop Aqua-jets, and in every way it is as accurate as it could be to the day it was made.

Lofty England supplied the full story of the car, as did Cyril Crouch who was the body man on the car and the man who designed the rear window 'Monkey Climb' lifting system as he describes it. Lofty brought the concept out again in 1972 and ordered the prototype show cars be created for the 1973 events. He loved the Series 1 Coupe and thought that was the best thing Jaguar could do in 1973 to add some excitement for the shows.

The completed Series I XJC has only been seen publicly once since it was restored, and has been in secret storage ever since - but maintained in perfect condition. This



masterpiece of motoring history was sold in Melbourne Australia recently. The new owner is from Perth Western Australia, no other details as we go to print.

#### **Acknowledgment:**

This story and pictures are reproduced from [www.xjc.com.au](http://www.xjc.com.au)

Sincere thanks to Les Hughes, Editor of the Australian Jaguar Magazine for the original material.



## **A Welcome to our Special Guest Speaker**

### **—Bill Hemming**

We are delighted to welcome Bill Hemming as our special guest for this weekend. Bill has significant connections with Jaguar cars both in Australia and Europe and in particular with the Jaguar XJC.

Bill was born and bred in Brisbane (1950) and started an accountancy degree which he says, "was interrupted by girls and cars".

He took on his first job as a Tax Assessor and then joined BMC/Leyland Australia as an Advertising Cadet in 1969. This was the beginning of a rather long association lasting 12 years, working in Australia and various parts of Europe as Marketing Manager.

When Jaguar launched the new Jaguar XJC in 1975 in Mildura along with the new XJS, Bill Hemming was one of Jaguar's representatives. The XJC was driven to Mildura by Tony and Sue Cummings – but driven back to Sydney by Bill. He writes that he much preferred the XJ-S, but as he got older, things changed and he bought an XJC (1982) and says, "I doubt that I will ever find a more beautiful car".

Bill has owned a marketing company since 1982, but his real passion is for racing historic cars (cars before 1975), which he took up in the 1980s. In late 1997 Bill and Nick Kovatch, a specialist Aston Martin and Jaguar restorer, acquired the Elfin Sports Car Company and in 2008 he set up the Elfin Heritage Museum in Melbourne to keep the memory of these cars alive in the public arena. There are 24 Elfin cars on display there as well as a workshop for like-minded enthusiasts.

Throughout the 80's and 90's Bill at various times has owned and enjoyed a collection of 9 Jags (XK150, E Type, Mk 4, 2 x Mk V DHCs, Mk 11, Mk 9, XJC, XJ40). He raced the XK150 in historic racing from 1988 to 2009 along with various Elfins from 1996 to present but is now down to one Jaguar, a modified Mk1 saloon.

Bill says he is starved for male company after two wives and four daughters and admits his collection of cars became a bit obsessive, much to the chagrin of his wife, who thinks he has an obsessive/compulsive habit and needs help! Bill says "But she did get upset when I sold the XJC, which was her favourite."





Owned by: Paul Creighton  
State: QLD  
Chassis Number: 2J2722BW

Description:  
Jaguar XJC year 1977. Automatic, finished in Yellow Gold. Delivered on 29th March 1977.

## A Brief History

OOJ200 has a complete service history. Initially by Kellow Falkner of South Melbourne. In September 1979 (2.5 years) it had covered 70,000 Km. an average mileage of 28,000 Km per year. Later it was serviced by Brent Motors and Gold Coast Jaguar where on the 29<sup>th</sup> March 1988 (11 years) it had recorded 131,255 Km. (12,000 Km per year)

My work was now overseas, though I maintained the Jaguar for my visits back home and to date it has recorded 190,000 Km for an average of 5,000 Km per year.

The replacement parts over the time include; three air conditioner compressors, three alternators, one water pump, one starter motor, three sets of front brake rotors and four sets of tyres. The carburettors have been overhauled three times, the fuel tanks have been out once and the automatic transmission has been rebuilt. There is no accident damage and the body is rust free.

**“The Coupe, is a great looking car that is easy to drive for any distance.”**

## A Brief History

My car is an imported Jaguar XJ5.3C with automatic transmission, painted in Signal Red with a contrasting Biscuit leather interior and the optional Kent Alloy wheels.

I purchased a yellow gold Jaguar XJ 4.2 in 1977 but always admired the coupe version of this model. So I eventually purchased my XJ5.3C from Darren Tenby, also a Jaguar enthusiast in South Australia in March 2011.

Substantial work has been carried out on the vehicle by JagDaim in Melbourne, particularly an overhaul of the fuel injected engine.

The car presents well but does require some attention to the interior at some stage in the future.

I enjoy driving the car at weekends but only in fine weather and usually to golf. Sometimes I take more extensive trips.

**“The car attracts a great deal of attention and drives very well”**



Owned by: David Brahe  
State: VIC  
Club: JCCV  
Chassis Number: 2G1325BW

Description:  
Jaguar XJ5.3C, Imported car with automatic Transmission, in Signal Red with biscuit interior and optional Kent Alloy wheels.





Owned by: John Elmes  
State: NSW  
Club: JDCA  
Chassis Number: 2G1113

#### Description:

The car is a 1975 Jaguar V12 XJC Automatic, Regency Red

## A Brief History

The car was originally owned by John Alexander the Australia Tennis Star and now a Member of Parliament. I have been advised he bought it at the Sydney Motor Show 1975, it was a Bryson display car. It was then purchased by a well known Jeweller who kept it for several years and in keeping it garaged out of the sun and rain managed to avoid the dreaded rust occurring.

He carried out some major cosmetic work including a respray in two pack. He eventually sold the car and it was bought by a bloke who kept it for only six months and after a few failure to proceed days he put it in to Ian Cummins on consignment.

At this time about 15 years ago, my partner Ian and I (also well known Jewellers) saw it there and I fell in love with it. During this time we have had the gearbox rebuilt, the whole rear end rebuilt, the starter motor, along with the cooling system, the power steering, the brakes, including new rotors. The annoying failure to proceed moments were earlier traced to poor earthing of the engine which was rectified by fitting a stout lead from the block to the chassis frame and the car hasn't stopped since.

However, at the time of writing the XJC has both its heads off due to a blown head gasket. It is about to go to Graeme Lord's for rectification and reassembly ready for this event.

As to the driving experience. I have to say it is perhaps better than our Silver Shadow. The Shadow was a fine example but the XJC is just that bit quieter and smoother.

## A Brief History

The car's first owner was Mrs E.B. Carter of Karratha. She bought it from Winterbottom Motors in Perth and took delivery of it on 24 November 1976. It had several owners, including a photocopier salesman who carried photocopiers in it because its boot was so big. Eventually he put it into storage and it slowly deteriorated.

It was registered for three months in 2004 for use as a wedding car, then went back into storage. It was sold several times while it was unregistered.

In 2013, its owner put it up for sale on Gumtree. My husband Mark spotted it and we went to look at it together. It was in a sorry state. It could go but sounded terrible and had unreliable brakes and steering. Nevertheless, it was my idea of what a Jag should be and I bought it.

Roadbend Motors did a fine job on it, doing the essential work so I could register it. They made it into a reliable, very enjoyable car that turns heads wherever I go.

It's a rolling restoration: mechanically sound but cosmetically shabby. I plan to continue restoring it gradually. The next major improvement will be to replace the vinyl roof and deal with some body rust. Meanwhile I have the pleasure of driving it.

**"It always makes me smile"**



Owned by: Juliette Curtis  
State: WA  
Club: JCWA  
Chassis Number: 2J2331BW

#### Description:

The car is a 1976 Jaguar XJC 4.2C with air conditioning and automatic transmission. It is white with a red cloth interior. Minilite wheels have been fitted since this picture was taken.

The

# Jaguar XJC Story



Photo 1.

**The Jaguar and Daimler XJ Coupes are amongst the world's most beautiful cars. It is also Jaguar's rarest production car with fewer than 10,500 built between 1975 and 1978.**

These cars are the two door version of the XJ6 four door saloon. When Sir William Lyons began styling exercises for the new XJ models in the mid 1960's, it was obvious that he had notions of a two door coupe in mind for eventual production. Many of these early styling mock-ups were based on the coupe theme in various shapes, forms and sizes, and the XJC was the last Jaguar car to be designed and built by Sir William Lyons.

In 1969, he took a reject 2.8 litre RHD XJ6 body shell (to become #1 Prototype) and fashioned it into the XJC. It was

tried with both 4.2 and 5.3 engines with both versions becoming known as XJ33 or XJ34, depending on which engine was fitted at the time. Automatic and manual gearboxes were also tested with both engines.

This number one prototype was supposed to be scrapped but somehow it escaped the crushers. After spending a few years in England it has been fully restored and now resides in Western Australia. (Photo 2, Courtesy Jaguar Magazine)

However, the Jaguar public would have to wait until the introduction of the Series II models, and well into this series, before production XJCs could be seen. They were first shown in September and October of 1973 at the London, Paris and Frankfurt Motor Shows. (Photo 1. Copyright JDHT) above is from the German Motor show in 1973.

At these shows it was announced that both the 4.2 litre (6 cylinder) and 5.3 litre (12 cylinder) versions would be available for the 1974 model year. However, production was delayed until the 1975 model year due to a combination of labour disputes at the Brown's Lane factory and engineering troubles with the XJC itself. Prior to going into production about 20 prototypes were hand built in a combination of RHD and LHD. 1973 was the busiest year with 14 of these hand built specials being produced, 8 in LHD and 6 in RHD.

The two door coupe is based on the shorter wheelbase XJ Series I platform. Without the central window pillars the coupe body suffered from two main problems, these being structural rigidity and severe wind noise. The widening and strengthening of the rear window pillar overcame the rigidity problem. The wind noise problem was due to a low pressure area forming in the window area.

This tended to pull the front side windows

Photo 2.





outward and away from the sealing surfaces mounted on the rear side windows. Jaguar remedied the problem with an ingenious pulley and cable system that pressed the front windows inward toward the seals. This ingenious pulley system was nicknamed 'Monkey Climb' by its designer and Jaguars Chief Engineer at the time, Cyril Crouch. Nevertheless, the result is a car that although not as quiet as a regular saloon, is still reasonably quiet.

When the XJ coupes arrived, they were clearly meant to be the sporty version of the XJ models. In the UK, Europe, South Africa, New Zealand and Australia they were offered in four versions: Jaguar 4.2C; Jaguar 5.3C; Daimler Sovereign and the Daimler Double Six.

In the North American market, XJCs were only offered in two forms and were badged as the Jaguar XJ6C and Jaguar XJ12C. Daimler XJCs were never imported into the US.

The V12 XJCs came standard with fuel injection (except for some prototypes, early production models). All North American XJC models came with air conditioning and automatic transmissions as standard equipment, as well as chromed disc wheels, white wall tyres and leather faced seating. Another basic difference between the two markets was the bumper bars. North America had large rubber bumper bars to comply with crash regulations, whilst the rest of the world had the full chrome bumpers.

In the UK market, air conditioning and a manual transmission were optional, as were the choice of leather or cloth seats. All coupes were equipped with a black vinyl roof as standard equipment, except for the one that was specially produced for Jaguar's Andrew Whyte. The actual reason for the standard vinyl roof was not clear, but contrary to urban legend it was not because there was a welded seam in the roof!

Most likely it was because the marketing folks insisted on it, as vinyl roofs were the flavour of the month in the automotive industry at that time. Whatever the case, many present day owners have chosen to remove this feature.

XJCs are extremely well proportioned while the styling of the pillarless coupe gives a sense of 'openness' that is often associated with a convertible.

The shorter wheelbase also gives the car an incredible balanced appearance and somehow feels quite smaller than the longer wheelbase four door cars, when in fact it is only four inches shorter.

The doors are large and heavy with each door weighing around 200lbs. Rear seating is spacious behind these large doors, and the front bucket seats fold forward allowing access to the rear seat compartment. This arrangement will seat four adults, and if an open-air experience is more to your liking, then you might prefer a convertible XJC. A number coach building companies (Avon-Stevens and Lynx in the UK for example), as well as some private individuals produced a modified XJC in convertible form.

Sadly the production of the XJC was all too short. (Photo 3, shows the XJC production line in 1973 Copyright JDHT)



Photo 3.

After commencement in 1975 the last of these great vehicles rolled off the line in November 1977. The final 96 coupes were actually badged as 1978 cars - for whatever reason is anybody's guess. The XJC was a victim of the times and was never really given the attention or backing it deserved.

Paradoxically this has helped the XJC to become the rare collectible classic it is today, although prices have never reached the dizzy heights achieved by the E Type. It remains one of, if not the best value for money classic cars available today. To this day, the XJC is Jaguars only two-door fixed head coupe saloon.

## XJC Production Figures

There has been, and it seems there will always be, conjecture about the exact number of XJ Coupes produced and sold between 1975 and 1978, with total production estimates ranging from between 10,400 to 10,488.

The following numbers are from the book, "Jaguar - A Living Legend", by Anders Ditlev Clausager and include right and left hand drive models. Anders, the Chief Archivist at Jaguar Cars, sourced the following figures with the help of Ian Luckett and Richard Chillingsworth from Jaguar Cars Limited.

Jaguar	4.2C:	6,487
Jaguar	5.3C:	1,855
Daimler	Sovereign:	1,677
Daimler	Double Six:	407
Total production:		10,426

### Acknowledgment:

This information is reproduced from the website dedicated to the preservation of the Jaguar XJC. [www.xjc.com.au](http://www.xjc.com.au) .



# The Launch of the Jaguar XJC in Australia

By Phil Evans – April 2015



## The launch XJC, its history and ownership

Whilst the Jaguar XJC was available for sale in Australia in 1975, for some reason it was not officially launched to the public until June 1976, along with the XJ-S at the Jaguar National Rally in Mildura.

Both the XJC and XJ-S launch cars and another XJC came to Australia by ship in September 1975, with the launch XJC, a 4.2C having chassis number 2J1576BW. Remarkably, this coupe has recently come to light once again to the delight of XJC lovers, although, in reality it has never been lost and is in very good, original condition, as can be witnessed in the photo above.

The fate of the other XJC - 2J1568 is unknown.

I have tried to piece together the best that I can some of the story of the launch coupe and of those who were involved at the time.

2J1576 was first registered in New South Wales as HDQ-362 and was Green Sand in colour with a Moss Green leather interior and had painted scalloped steel wheels. This is very much the coupe that survives today!

It was first registered by Leyland Australia and was used by Bryson Industries as a demonstrator car, and was also used as the show car at the Sydney and Perth Motor Shows. It was taken to Hobart for exhibition at the Royal Hobart Show, and was sold there by Leyland Australia.

It has spent all its life since in Tasmania and has been owned and cared for by its present owner since 1987.

*John Kay (L) and Bill Hemming – Mildura 1976*

## The Launch

Both the XJC and XJ-S were driven from Sydney and were revealed to the assembled Jaguar enthusiasts and motoring public in Mildura by John Kay, the Sales and Marketing Director and his team: Marketing Director, David Hollett; with Bill Hemming and Tony Cummings, Product Marketing Managers.

Bill Hemming drove the Signal Red XJ-S to Mildura via Hay (where he also presented trophies at the Mini Car Club National Concourse). Hopefully we can entice Bill to come along to The Muster and regale us with his memories of his time with Leyland and his Jaguars and he might even mention that he dressed as a Playboy Bunny at the Mini event!

The XJC was driven to Mildura by Tony and Sue Cummings – but driven back to Sydney by Bill. He writes that he much preferred the XJ-S, but as he got older, things changed and he bought an XJC and writes "I doubt that I will ever find a more beautiful car". We agree, Bill.





*The XJ-S with 'fancy' cover and the XJC under a plain cover!*



The cars were not revealed until after lunchtime on the day to allow the gathered devotees to focus fully on the launch. They were both draped in covers – the XJ-S in a fancy striped cover and the XJC, sadly in a plain looking cover (priorities not quite right there!) and eventually revealed to Australia by John Kay and his team.

The XJC did not draw the same attention as the XJ-S during the launch, but it soon developed into a 'Classic' model.

## 2J1576 'found' in Launceston - 2015

Some good luck came into play recently when the launch car was seen parked outside the National Automobile Museum of Tasmania in Launceston, Tasmania, where the owner is a volunteer. Paul Tomlinson saw the car, took some photos and also spoke with the owner.

Coincidentally, Les Hughes of the Jaguar Magazine also saw the coupe and has an item on it in the magazine, Edition 174.

Brian, the owner was very keen to show both Paul and Les his coupe and give some information on it. He says he has owned it for 28 years, and it was his daily driver till 2002.

The story as told by Brian, is that he was looking for a Daimler when he rang a Jaguar dealer in Hobart. They didn't have a Daimler, but had a 2 door Jag! They drove it to Launceston to demonstrate the car to Brian.

He said 'leave it in the drive, here's a cheque, find your own way back'... so began many years of XJC ownership.

It's highly unlikely that we will see the car at The Muster, but we can only hope! It would certainly be nice to see it at our 40<sup>th</sup> Anniversary Celebrations of the launch of the XJC - as seen opposite in Mildura.

**Acknowledgements: Words from the Jaguar Magazine, Bill Hemming and Brian Matthews, photos from Jaguar Magazine and Paul Tomlinson.**



*(Above) The wraps come off and the XJC is revealed to the Australian public! Love the 70's fashions and hair!*

*(Below) Why is everyone looking at the XJ-S?*







Owned by: Allen Williams  
State: VIC  
Club: JCCV  
Chassis Number: 2J3106BW

#### Description:

Built in 1976, "Grace" is a UK delivered car. She was restored in 1993-5 in her original colours of Old English White with Navy interior, chrome wheels and hubcaps. Recent modifications have done away with the anti-pollution gear and she now runs SU carbies which, after some experimentation with needles delivers great power and well over 500k on full tanks.

## A Brief History

More than twenty years had passed from when I last owned a Jag. But I had always admired the XJC for their classic beauty and rarity.

In August 2006, whilst conducting my weekly browsing of the used car sales market, I spotted this white XJ4.2C. Excited, I went to have a look and for a 30 year old car, it didn't look half bad. It had some visible rust, a few dents, transmission slipped, non-original interior, didn't handle, steer or stop properly, made some very strange noises, etc... but what the heck, it was a coupe that I always wanted!

After a short few months of ownership, an anticipated minor cosmetic refurbishment very quickly turned into a full restoration which lasted two years. In fact, thinking about it the restoration has never really ended as there are always changes and improvements being made.

Even more recently, it has now been fitted with a fully rebuilt engine with step liners, larger valve port matched head, nitride crank and fully balanced. A new 4-speed Turbo 700 transmission detailed engine bay and a set of thermatic fans to keep things cool.

The XJC CAT is one of only 139 XJ4.2Cs delivered and sold in Australia by British Leyland, June 1977. The early history of the coupe is somewhat sketchy, having been owned by a film director for a greater part of its life, from the mid 80's to the turn of this century.

**"Mildly customised and multiple Concours winner this XJC is my CAT's whiskers"**

## A Brief History

Jaguar motor cars are special, they exude refined almost restrained elegance.

John Mann and I met at the JCCV concours in 2011. He fell in love with my primrose E-Type and I with his XJC Cat. We both won Gold. With John's help the search began for my XJC with numerous trips looking at very sorry examples, rusting hulks and owners with rose coloured glasses. Some months later John called and suggested that a nice car had been listed in Perth

The car was originally delivered in the UK on the 22nd of August 1977 to one Nicholas Peckham in Oxted, Surrey. She was sold in 1986 having only done 62,738 Miles in just under 9 years. West Australian Adrian Newton paid 1800 Pounds and shipped her to Perth.

Disassembled in 1993, she received a 3 year ground up restoration including engine rebuild, new block, running gear, re paint, new interior and vinyl roof. Adrian parted with the car in February 2011 after nearly 26 years ownership and barely 29,000 miles. Its new owner Lloyd Hammond used the car as a daily drive however she sat in the blazing Perth sun a few hundred meters from the sea and this took its toll.

I purchased the car from Lloyd in October 2012 and set about the task of bringing her back to her former glory. Now named "Grace" she lives alongside two E-Types, a Daimler 250 and an XKR in a very comfortable stable. I've had loads of fun working on the car and she really is a gem to drive often receiving admiring compliments.

**"I'm sure Grace is happy in her new home"**



Owned by: John Mann  
State: VIC  
Club: JCCV  
Chassis Number: 2J3062BW

#### Description:

XJ4.2C, one of only 139 of the 6 cylinder cars delivered to Australia by British Leyland. Features 2 pack white & black painted roof, red leather trim, detailed engine bay & Kent alloy wheels. Three times JCCV Gold Concours winner.





Owned by: Philip Prior  
State: SA  
Club: JDCSA  
Chassis Number: 2H2063BW

#### Description:

The car is an imported 1977 Daimler Sovereign, (XJ4.2C) with automatic transmission, air-conditioning, in British Racing Green and biscuit leather interior. Original (optional) Kent Alloy wheels.

I have owned the car little over 12 months and enjoy it more every day.

## A Brief History

Having previously owned an XJC, which I foolishly sold, I was determined to one day purchase another and after a long search purchased this car from Matt Walton of NSW in August 2014.

Originally sold by Stratstones of London, the car was purchased new by a night club entertainer Mr.T Jones (unconfirmed if this is **the** Tom Jones).

The car was sent from UK to Hong Kong and from there to Perth, WA in 1980. It was owned in WA by Mr. R. Sicree (1983) who fitted chrome wire wheels and then a Mr.S.Thomas of WA is the next recorded owner from 1990. The car was used as a daily driver, the original Kent alloys were re-fitted and duco restored.

Subsequently Mr.G.Robinson in WA also owned the car for some time and it was stored for two-three years.

Matt Walton purchased the car in WA in 2007 and subsequently brought it to NSW. Matt is to be credited during his ownership for the major restoration work. The engine has been overhauled, mechanicals repaired and upgraded, stainless steel exhaust fitted, body repairs carried out with a bare metal respray in New British Racing Green, new headlining and internal fit out in a "biscuit" leather with embroidered inlays.

A 3,000 Km round trip to Tasmania for the National Rally in March 2015 was a fabulous driving experience and the car did not miss a beat.

**"I just love the driving experience!"**

## A Brief History

My coupe was despatched from the UK on the 13th September 1976, and complied 12/76 and is a matching number coupe.

It was sold new by Ron Hodgson Parramatta in January 1977 to John Walker, who owned it for about 4 years. I spoke with Mr Walker not long after purchasing the coupe, but given the intervening years, he wasn't able to recall much of his ownership detail.

It had several more owners, none of whom I have been able to contact. The previous owner to myself unfortunately became bankrupt and lost the coupe to a finance company, from whom I purchased, but I did have contact with the previous owner. The coupe did not have any of the original handbooks and I would have liked to obtain them, but that was not to be. It has always been a NSW car.

It was in fair condition when I got it, but over the intervening years, I have replaced the leather, carpets, dash and headlining. It has had some minor rust repairs carried out, and the body is in good condition, as is the motor and gearbox. I've also fitted twin thermo fans and have replaced the Lucas ignition. It has basically original paint and vinyl roof.

**"It's an enjoyable car to drive on the open road, for as we know, that's where Jaguars excel!"**



Owned by: Phil Evans  
State: NSW  
Club: JDCSA  
Chassis Number: 2G1281BW

#### Description:

This car is a 1976 XJ5.3C, Greensand in colour with Biscuit leather. It sits on polished Kent alloy wheels, and is air-conditioned. It has the original vinyl roof.

I have owned it since 1992. It has generally been a very good, reliable car and has been driven to Melbourne, Queensland and the ACT to attend National Rallies, without trouble.



Owners: Paul Tomlinson.  
State: NSW  
Club: JDCA  
Chassis Number: 2G1131BW

#### Description:

Originally Old English White with Tan Interior. Built and delivered in the UK in 1975 and imported to Australia in about 1977. Restoration completed in 2006. Rego-36701H

## A Brief History

We purchased our XJC in December 2002 from its previous owner in Bathurst NSW. It was partially disassembled and required a complete restoration.

The restoration took 3½ years to complete with 80% of the restoration being completed by myself. The Coupe was stripped of all components for inspection and repairs and considering it was a UK delivered car not much rust was found. The coupe was restored to a budget and cost around \$23,000.00 to complete (December 2002-April 2006).

All of the body repairs, panel replacement and rebuilding was completed in my garage near Bathurst NSW before having finer work and painting completed by a local Bathurst panel shop. The colour we selected is Phoenix Red from the XK8 range of Jaguars. All the leather and trim was re-coloured from tan to cream and remains untouched since 2006. New carpets and hood lining replaced the worn originals and the wiring loom was removed and reconditioned as original. The engine and transmission are not the original units fitted to the coupe. (It is unknown what became of the originals).

Our Coupe's first outing was at the Jaguar Clubs National Rally in Newcastle, NSW in April 2006. It has been used regularly as a club car and has been displayed many times at JDCA display days and National Rally's in NSW.

It has been very reliable and always a pleasure to drive and display for all to enjoy.

**"Ownership of the coupe has been a pleasurable experience"**

## A Brief History

Our beautiful coupe is the 96th 4.2Lt car delivered in April 1977 to British Leyland Australia with Jaguar Daimler heritage certificate #23474.

It has a complete history of only 3 South Australian owners with the first travelling a mere 81,000Km then selling it in 1983 to the second owner. He increased it to 110,000Km and in the year 2000 we proudly became its third custodians.

Following my daughter's wedding in 2005 featuring our car, I foolishly had a "let's do a full ground up restoration" epiphany! This proved rather more daunting than we had anticipated as we ignored Rays major body disabilities following a big accident in 1998. Time has passed far too quickly with only the upholstery completed in the best Connelly Autolux prime leather, rear and front suspension all renewed and upgraded (Koni, King springs and sway bars), a limited slip differential, reconditioned auto transmission and expensive EBC brake disc and pad upgrades.

We now must take the big step in the back to metal repaint which will remain in Regency Red.

This is why our car could not attend the rally much to our disappointment.

Our other Jaguar cars are an early and precious 1969 Series 1 and a very rare Gold Concours award winning 1995 4Lt XJS sport travelled only 40,000Km and this car will be at the rally!



Owned by: Ray Offe  
State: SA  
Club: JDCSA  
Chassis Number: 2J2815BW

#### Description:

This car was manufactured on the 27th January 1977, dispatched 17th February, Australian compliance in April 1977 and delivered to its first owner on the 18th July 1977. It is standard with automatic transmission, climate controlled air conditioning, biscuit colour Connelly leather and was delivered with the optioned Kent Alloy wheels (5). It is a full matching numbered vehicle registered in as delivered special plate



# Our cars



Owned by: Kevin Hannah  
State: VIC  
Chassis Number: 2J3270BW

Description:  
A 1977 Australian delivered Jaguar XJC. Originally delivered as a 4.2, now a 6.3 Litre Chev 350

## A Brief History

I bought my 1977 XJC in 1992 from a dealer who acquired it from its original owner, a doctor D Marshall, whom I believe purchased it new from Brysons of Richmond, Victoria.

It was suffering from years of cooling system and general maintenance neglect although reasonably straight and with little rust.

Intending to retain its originality, I gradually set about restoring its mechanicals and enjoying the odd weekend drive until one day in 1994 on a trip away, the engine temperature began to climb rapidly. I pulled over and opened the bonnet to witness a head bolt rocketing skyward as a mini geyser gushed from the bolthole.

To cut a long story short a Chev 350 / model 12 auto conversion ensued. Down the track a colour change from yellow with black vinyl roof to its present colour, removal of the vinyl roof and a re-trim and mild custom work, and that is as she is today.

**“After 23 years and many enjoyable kilometres, it still pleases my eye and senses every time I drive it”**

## A Brief History

INE 420 was an early demonstrator at Brysons, Melbourne. First owner was Colin Stubbs, President of The Essendon Football Club. I am the fourth owner, and the car has a well known history with every service stamped in the books since day one, and has travelled 260,000 klms.

The owner previous to me carried out most of the restoration work (respray, woodwork and new hood lining etc). I have had extensive mechanical work carried out, including engine rebuild to original specs by Vic Spiteri in 2011. It has had a major A/C over haul, including a new compressor.

I have owned this coupe for about 10 years, and it has the original interior (not restored), optional chrome wheels and all matching numbers.

I have owned 3 Australian delivered coupes prior:

1. 1977 Squadron Blue 4.2C with saddle leather, Brysons delivery (and was my daily driver in the early '80s).
2. 1977 Squadron Blue 5.3C with blue cloth interior, registered as XJ 212. This was a Brents delivered car, was awarded a Sponsors trophy and featured in The Jaguar Magazine, edition 25, February 1989.
3. 1976 Greensand 4.2C with saddle leather, Bryson delivery IQE 909 registered. Won many minor concour awards from 1993 to 1996.

**“This coupe is a pleasure to drive, and is used once or twice a month in good weather, and in rallies such as Mornington, Hanging Rock and Bay to Birdwood”**



Owned by: Don Kerr  
State: VIC  
Club: JCCV  
Chassis Number: 2J1555BW

Description:  
Manufactured 22 January 1975, Compliance Plate: November 1975, Regency Red with Saddle Leather  
Bryson's first demonstrator, registered 22 July 1976 as INE 420

# Jaguar XJC . . . . . Looking back

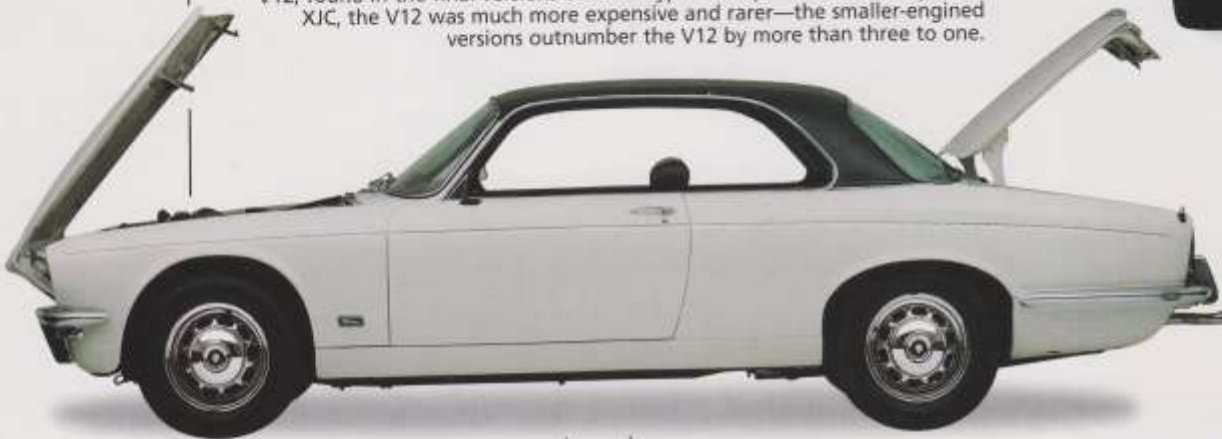
## Jaguar XJC



Jaguar's speciality is sporty sedans and luxurious sports cars. The XJC was a unique attempt to marry the two in one enticing package. It was elegant, refined, exclusive and—with its V12 engine—a superb cruiser.

### Six or twelve cylinders

The XJC used either the old XK straight-six or Jaguar's infamous 5.3-liter V12, found in the final versions of the E-Types. Compared to the six-cylinder XJC, the V12 was much more expensive and rarer—the smaller-engined versions outnumber the V12 by more than three to one.



### Short wheelbase

Based on the short wheelbase XJ6 sedan, the coupe was also unique in that it was the only XJ to marry the V12 engine with the 108.8-inch wheelbase chassis.

### Long doors

Compared to the XJ sedan, the coupe's doors were four inches longer and substantially heavier. An absence of vent windows also gave it a neater side profile.

### Unique roofline

Having a unique roofline gave rise to some problems, particularly wind noise and water leaks. Neither problem was ever properly addressed by Jaguar.







### Black vinyl roof

All XJ coupes had a black vinyl roof. This was less to do with aesthetics and more to do with craftiness. Chopping the front and rear roof sections of a sedan to make the coupe roofline left an unsightly seam that had to be covered up—and a vinyl roof was the cost-efficient solution.



### Pillarless glass

The opportunity was taken to rid the XJ coupe of a central pillar and so do away with a glass pillar divider. Both front and rear windows could wind away out of sight to allow completely open sides.



### Smaller cabin

Although the wheelbase remained the same as the sedan, rear seat room was tighter. Still, compared to most coupe competitors the XJC was very spacious.



## Specifications

### 1976 Jaguar XJ 4.2 C

#### ENGINE

**Type:** In-line six-cylinder  
**Construction:** Cast-iron block and head  
**Valve gear:** Two valves per cylinder operated by twin chain-driven overhead camshafts  
**Bore and stroke:** 3.65 in. x 4.17 in.  
**Displacement:** 4,235 cc  
**Compression ratio:** 7.8:1  
**Induction system:** Two SU carburetors  
**Maximum power:** 176 bhp at 4,750 rpm  
**Maximum torque:** 219 lb-ft at 2,500 rpm

#### TRANSMISSION

Borg Warner three-speed automatic

#### BODY/CHASSIS

Unitary monocoque construction chassis with two-door steel coupe body

#### SPECIAL FEATURES



Series III XJs are distinguished by higher mounted bumpers.



All XJC coupes had vinyl roof coverings to hide metal seams.

#### RUNNING GEAR

**Steering:** Rack-and-pinion  
**Front suspension:** Double wishbones with coil springs, telescopic shock absorbers and anti-roll bar  
**Rear suspension:** Lower wishbones and radius arms with twin coil springs and telescopic shock absorbers  
**Brakes:** Vented discs (front and rear)  
**Wheels:** Steel or alloy 15-in. dia.  
**Tires:** 205/70 VR15

#### DIMENSIONS

**Length:** 189.5 in.    **Width:** 69.3 in.  
**Height:** 54.1 in.    **Wheelbase:** 108.8 in.  
**Track:** 58.0 in. (front), 58.5 in. (rear)  
**Weight:** 3,696 lbs.



# Jaguar XJC . . . . . Looking back



UK 1975-1977

# Jaguar XJC



Few people who drove Jaguar's XJ sedan were in any doubt that this was one of the world's great cars. A two-door coupe version soon followed. However, it was short lived, bowing out after only two years.

Produced by  
Jaguar Cars Ltd  
Coventry, England



## VITAL STATISTICS

Top speed:	139 mph
0-60 mph:	8.8 sec.
Engine type:	V12
Displacement:	5,343 cc
Max power:	244 bhp at 5,250 rpm
Max torque:	269 lb-ft at 4,500 rpm
Weight:	4,195 lbs.
Gas mileage:	14 mpg
Price (1976):	\$17,000

Technical details apply to 1976 XJ12C



### "...excellent mid-range power."

*"At idle, the V12 engine purrs magically yet will still rev enthusiastically. A very broad torque curve also gives it excellent mid-range power. As for the ride, it would be difficult to find a more comfortable car from the 1970s. A low center of gravity and sophisticated suspension give it good roadholding and can move at a pace that will make you think you are in a smaller car. One of the few drawbacks is the wind noise from the frameless windows."*

*Sumptuous leather seats and a generous outlay of walnut—this could only be a Jaguar.*







## Announcing Jaguar XJC. The Corporate Sports Car.



Beneath the polished well-disciplined manner of a corporate executive there often lurks a spirit that yearns for the freedom of a sports car. It is in this duality in a successful man's character that we dedicate our new two door vinyl-top coupe, the Jaguar XJC.

The XJC moves like a sports car because it is fitted out like a sports car with power assisted rack and pinion steering and independent suspension, steel belted radial tires and power disk brakes on all four wheels.

You may have the XJC with the incredibly smooth fuel injected Jaguar V12 engine that delivers turbine-like acceleration throughout the entire range of driving speeds. Or, you may prefer an XJC powered by the history making double overhead cam six.

Inside the XJC is all Jaguar luxury, with rich cabinet woods and deep carpeting. Thermostatically controlled air-conditioning, eight-track AM/FM stereo system,

electric windows and central door locking systems are all standard. And now, in addition to its uncommon luxury and high performance capabilities, the Jaguar XJC provides its owner with a new warranty.

For 20,000 miles or 12 months, whichever comes first, Jaguar will replace or repair any part in the car that is defective or simply wears out, provided only that the owner maintains the car properly. The only exception are the tires, which are warranted by the tire manufacturer, and spark plugs and filters which are routine replacement items. Even then if they are defective, Jaguar will pay to replace them.

See this magnificent Jaguar XJC soon. Become a sports car enthusiast even though you may wear a corporate executive's clothing. For the name of the dealer nearest you call these numbers toll free: (800) 447-4700, or, Illinois, (800) 322-4400. British Leyland Motors Inc. Leonia, New Jersey 07605.

# Jaguar



Owned by: Jim Leslie  
State: NSW  
Chassis Number: 2G1484BW

Description:  
Jaguar XJ5.3C, 1977 automatic in British Racing Green. Rego plate XJC 53L. Australian sold and compliance in August 1977

## A Brief History

I have had Jaguars as family cars for many years – XJS, XJS HE, XJ40 and an X308 XJR.

When I joined the local car club, there had to be a Jaguar in the shed, so an XJC was the obvious choice!

It is after all, the best looking of all the beauties, and it sits proudly beside a Triumph TR6, an Austin 7 Coupe and a soon to be completed Model A Ford Coupe and a convertible Triumph Herald.

My 1977 XJC V12 was sold new by Brysons in Melbourne, and the first owner was Mrs Hughes of Sussan Wholesalers. It was taken to Queensland where it is believed to have been traded in for an XJS - QLD ownership unknown.

Somehow it ended up in Adelaide about 1983, where it was owned, maintained and cared for regardless of cost for many years by Mr F West.

I purchased it from Adelaide in 2008, from Mr West's estate, and made a home for it in northern NSW.

My coupe is mainly used on extended club runs to Queensland and throughout NSW and has made one trip to Tasmania.

**“The best looking of all the beauties”**

## A Brief History

The first owner of my XJC is reported to have been a doctor in Queensland - he apparently didn't have the car for too long as it was sold to Victoria in 1976.

It remained with that owner (a mechanic) and his family for many years and was once registered as IQE 500. It was passed to the son, who sold it in 2008 to David Hawkey (third owner) of Bairnsdale.

Sadly, David passed away in early 2010, and his wife, unable to keep the car, advertised it for sale in 2011, when I purchased it and became the fourth owner.

After purchasing this Jaguar Coupe from Bairnsdale, I have carried out extensive restoration throughout, including a repaint, new carpets, reconditioned engine and transmission, plus all suspension overhauled. The upholstery and vinyl roof are original.

The coupe is used on JCCV Goulburn Valley Register runs and will be going on the Annual run in April 2015 with the Goulburn Valley Motor Vehicle Drivers Club.

**“Used and enjoyed regularly”**



Owned by: Fred Williams  
State: VIC  
Club: JCCV  
Chassis Number: 2J2277BW

Description:  
1976 Jaguar XJC automatic. Original interior and vinyl roof. Extensive mechanical overhaul carried out by the present owner.



# What might have been - and might yet be!





# Customisation - love it or hate it!







Owned by: Greg Lewis  
State: WA  
Chassis Number: 2J2379BW

Description:  
Jaguar XJ4.2 C, Auto, 1976, Optioned with Opalescent Silver Grey duco and Biscuit leather interior with standard black vinyl roof.

## A Brief History

Delivered new by Brent's Motors Melbourne and registered in Victoria as "IWG 057"

Optioned with Opalescent Silver Grey duco and Biscuit leather interior with standard black vinyl roof.

Purchased in December 1977 by Ian Wakefield as a Christmas present for his wife Julie

This coupe was then owned and cherished by Mrs Wakefield for 37 years.

Around 2003, the car underwent interior and exterior restoration as well as extensive mechanical works.

Unfortunately in 2014 the coupe suffered a major engine failure thus prompting the decision by Mrs Wakefield to reluctantly part company after so many years of ownership.

The coupe was then sold "as is" sight unseen to Greg Lewis in WA including 37 years' worth of service and restoration receipts.

During the course of 2014 the coupe underwent mechanical restoration as well as some minor cosmetic works with the aim of remaining a car to be driven and not hidden. The coupe was then relicensed in WA as "XJC 402" which as a 70's WA state plate is almost correct to the year of the vehicle.

**"The car is on full "A" class registration and now driven and enjoyed regularly"**

(Names in this description used with permission from Julie Wakefield)

## A Brief History

My Jaguar XJC was purchased new in Launceston on 17 November 1977. Geoff Finney the licensee of the Launceston Hotel bought the car for his wife Margaret. In 1986 they experienced problems with the engine resulting in a new head being fitted - badly as it turned out!

In December 1986 the car was sold to Nigel Davies a Launceston businessman. Engine problems continued and eventually Nigel sourced a second hand motor from Melbourne and this was installed in September 1987.

The second hand motor was not much better. In August 1988 a complete engine rebuild was carried out by Specialist Car Centre in Hobart using the cars original block. By this time the car had travelled only 93500 klms.

I purchased the car from Mr Davies on 6 June, 1992. It has now travelled a little over 232000 klms. During my ownership modifications have included Koni Shock Absorbers (1992), a Series III head (Sept 1999) and Triple SU Carburettors using a 420 inlet manifold (Oct 2012).

It is a delightful car to drive and in March this year did not miss a beat on a 1200 km tour around Tasmania. This included participating in the 46th Jaguar National Rally.

**"I am very pleased to have been the custodian of this Jaguar over the last 23 years"**



Owned by: John Buncle  
State: VIC  
Club: JCCV  
Chassis Number: 2J3004BW

Description:  
Sold new in Tasmania 1977. (XJ6C)  
Air-conditioning, Auto transmission  
Silver with russet leather interior



Owned by: Wandy McIntyre-Leake  
State: VIC  
Club: JCCV & Life Member  
Jaguar Car Club Tas.  
Chassis Number: 2G1244BW

Description:  
XJC 5.3 1976 Red/Black with royal blue velour trim. Purchased from the estate of Mark Tuckett March 2015 showing 65,000kms. The car is in excellent original condition. Having been kept in a dark garage all the years Mark had it nothing is cracked or faded. I have had the inevitably sagging head lining replaced.

## A Brief History

On the 13<sup>th</sup> February, 2014 I purchased our 1975 MOD Jaguar XJ4.2C.

In England on 4<sup>th</sup> December, 1975 Mr Roy Harris of London received a letter agreeing to the extras he requested to be included on the Jaguar 4.2 Coupe he had ordered from University Motors Limited.

The extras were quite considerable and you can see them on the car at present. The car went on to win the Best Car of the Day in 1980 & 1981.

After approximately 9 years (and keeping meticulous records) he sold the car to the British Heritage Museum where it stayed for 10 years. It was then sold along with many others at Auction.

The car arrived in Melbourne July, 1994 its new owner was Mr Bruce Terry. From Melbourne after several years it went on to Sydney from where I purchased it and bought it to Adelaide. It is a lovely car to drive, quiet, comfortable, enjoyable and greatly admired.

The history which came with the car is meticulous from all owners containing letters, receipts, service details & the auction book of the Heritage Museum sale. The first owners also included a photo from when they won the best car awards in 1980 and 1981. Generally the car is in excellent condition for its age having only 49,158 miles on the clock when it arrived in 1994. Today June 2015 the reading is 58,152 mls

Obviously maintenance has been carried out by the various owners, as have I but the car remains original.

**“The intention is to keep it many years and enjoy it.”**

## A Brief History

Purchased ex Brysons 03/12/76 by T Benson of Rosetta, Hobart. Mark Tuckett bought the car some small time before joining the Jaguar Car Club of Tasmania in October 1984.

It was then showing 55,000kms. I fell heavily in love with it the first day I saw it. Mark owned it until his death in November 2014. It was then showing 65,000kms!

My husband Geoff Leake, a Jaguar mechanic and restorer forever, was asked by Mark's partner Wayne to get the car going because it hadn't run for some months, and prepare it for sale. We got an independent valuation on the car for him. As we were packing up to leave, with the V12 running sweet as a nut, Wayne offered me the car at the lowest valuation.

He told me not long before Mark died he had expressed a hope that I would buy it as I had always loved it. As we are downsizing & have recently sold 2 Jaguars & have a 3rd on the market, it hadn't seriously crossed my mind. I am but a weak woman and succumbed.

The car is in excellent original condition. Having been kept in a dark garage all the years Mark had it nothing is cracked or faded. I have had the inevitably sagging head lining replaced.

**“I fell heavily in love with it the first day I saw it”**



Owned by: Ian Pringle  
State: SA  
Club: JDCSA  
Chassis Number: 2J2122BW

Description:  
1975 Jaguar XJ4.2C, Manual Overdrive, in British Racing Green with green velour interior. Extras on the car include, factory A/C, webastow sunroof, chrome bonnet strip and chrome waist strip, American style side lights, all fitted by the dealer pre delivery. The car is totally original, as it left the factory except for the HS8 SU carbies which replace the old HIFs.





Owned by: Wayne Woonton  
State: VIC  
Club: JCCV  
Chassis Number: 2G1298

#### Description:

Jaguar, XJ5.3 C, MOD, Fully restored and modified. With original colour, Primrose. Refurbishment began c.2010 with modifications drawing inspiration from those done by Coombs to Mark II 3.4 & 3.8's which in their original brochures, detailed engine mod's including inlet & exhaust, revised suspension, modified rear wheel arches, wheel conversions as well as a louvered bonnet option.

## A Brief History

When sold new, this car was fitted with Daimler Sovereign livery. It is, however, a Jaguar XJC. The original purchaser apparently had his heart set on a Daimler, but Jaguar were unable to supply at that time. In order to satisfy their customer, Brysons arranged to have the car dressed as a Daimler.

As unlikely as this story might seem, it has been verified by the previous owner, Garry Bushell of Taree, who learned it from the original owner.

Garry installed a new Series 111 engine and transmission in 1993 after converting it back to twin SU carburettors. The car has done only approximately 18000 km since then, over the last 22 years.

It has always been garaged, and lovingly cared for by Garry. It has carried all of his children to their weddings, and he was a very reluctant seller.

The 70s metallic silver paint is showing signs of fading in places, but the car is in outstanding original condition, with an exceptionally straight body, and beautiful woodwork, chrome and internal trim. It drives like new. At first, I thought that I might replace the Daimler ornamentation with Jaguar items in due course. However, the fluted Daimler chrome work is not only in excellent condition, it is absolutely beautiful, so the car will remain as it was when it was sold new.

**“As they say, they're only original once!”**

## A Brief History

2G 1298 was one of just 17 RHD. V12 XJCs produced in Pale Primrose, the last of which was built in November 1976. Of these seventeen cars, two were exported to Australia, 2G1292 and 1298. The latter, being the only one of these seventeen fitted with the Dark Blue interior, the remaining sixteen all being done in Black (source JDHT.)

Scotts Detergents (A'asia) purchased 2G 1298 on the 25<sup>th</sup> of February 1977, from Bryson's (NSW) with NSW registration No. PL 317. The car was sold on in 1980, then I purchased it in 1985 from I believe, its second owner. Name forgotten but a steering rack specialist/historic racer in Sydney.

A respray and replacement of trim was undertaken in 1988/1989 before relocating to Victoria where the car was laid up until circa 2000. Refurbishment began c.2010 with modifications drawing inspiration from those done by Coombs to Mark II 3.4 & 3.8's which in their original brochures, detailed engine mod's including inlet & exhaust, revised suspension, modified rear wheel arches, wheel conversions as well as a louvered bonnet option. Cosmetically, later taillights, TRW XJS buckets re-trimmed in XJC pattern, are a'la the "Fiboy" XJC. The Broadspeed rear dam is a salute to the cars racing heritage.

**“Hopefully all will be completed enabling it to join in the Echuca celebrations in October”**



Owned by: Ken Moore  
State: NSW  
Club: JDCHR  
Chassis Number: 2J3068BW

#### Description:

This Coupe XJC 000 was sold new in Sydney in October 1977. Colour is opalescent silver grey, with biscuit leather trim. It has not been restored, and had travelled only 98,000 km (with documented history) when purchased in October 2014.



Owned by: John Mullen  
State: VIC  
Club: JCCV  
Chassis Number: 2G1069BW

Description:  
Jaguar V12 EFI, automatic. Converted to a roadster with a hydraulic soft top in England. Customisation includes Series 3 enhancements a body kit and wire wheels.

## A Brief History

I bought my XJC in 2006 after returning from Papua New Guinea.

Unfortunately, I know little of its history, although I understand the roof was removed and an electric-hydraulic soft top was fitted in England.

The motor is a fuel injected V12, with reconditioned heads in 2014. It has also had a body kit fitted along with five stainless steel wire wheels.

When the roof is down, I like to refer to the car as a roadster or droptop, but NOT a convertible!

**“I just love driving it and showing it off!”**

## Postscript by Phil Evans

John's lovely XJC is an early build car and was converted in England and then came to Sydney, where it resided for quite some time. At one time, it may have been in WA, and then came to Victoria and is now under John's care!

It was featured in an article in Australian Jaguar, page 15 of edition 45, June/July 1992.

I first saw this coupe in 1994 in Sydney when it was being auctioned by Pickles Auctions, and in my notes I wrote that it was a beautiful car – it certainly is that still!

## A Brief History

My coupe was one of the 139 six cylinder Jaguar XJ Coupes sold new in Australia, and was despatched from England on the 22 July 1976.

Unfortunately I don't have a lot of history on the coupe, but believe one of the first owners was a doctor in the Sutherland Shire of Sydney, and a lot of its service records indicate that this is the case.

In 1996, Phil Evans saw my coupe in Sydney and spoke to the owner, who said he'd owned it since 1979 (second owner?) and that it was his daily driver. It had a beige vinyl roof, chrome wire wheels and plates MSS-777 at the time.

Forward to 2008 and the coupe was advertised for sale by a car yard in Sydney and I bought it in June of that year. The vinyl roof had been removed when I bought it, with the roof also painted in BRG and had had a sunroof installed.

I also own a Daimler 250 - a Jaguar MK II with a 2.5 litre V8.

I would like to know more of its history, however I've regularly used the coupe on JDCA Club runs and it's a nice driver and great to look at!

**“We're really looking forward to The Muster!”**



Owned by: Campbell Pelham  
State: NSW  
Club: JDCA  
Chassis Number: 2J2324BW

Description:  
Jaguar XJC, one of the 139 six cylinder Jaguar XJ Coupes sold new in Australia, and was despatched from England on the 22 July 1976. British Racing Green with the vinyl roof removed and sunroof added.





Owned by: Kez Hasanic  
State: NSW  
Club: JDCA  
Chassis Number: 2J3560BW

Description:  
My '1978' XJ 4.2C is number 138 out of 140 coupes that Jaguar exported to Australia. The car is an automatic with climate control and has always been Old English White with a Russet Red interior. It also has triple SU carbs fitted.

## A Brief History

When I saw an XJ Coupe photo in the book 'Great Marques – Jaguar' I knew I had to own one. Unfortunately as a relatively poor college student in 1978 this wasn't going to happen anytime soon! Little did I know that my future coupe was being imported in March of that same year. Jaguar built the car as part of the last batch of coupes in November 1977.

The car passed into the hands of Stuart Greenshields in 2003. As a JDCA member he took the car to a number of display days where I saw it for the first time. He'd done a meticulous and well documented mechanical restoration on this coupe. He also had it for sale. In January 2013 I searched the internet and saw he had dropped the price. I bought it!

The very next day after buying XJC-078 my partner Therese and I drove it to Byron Bay From Sydney, my confidence in the car's mechanical reliability was justified. Since then I've had a full walnut burl kit for the interior fitted and replaced the headlining. Last year a repair for a dent on the driver's door somehow turned into a full respray from Tony Pallas!

**"In 2015 I became XJC Register secretary for the JDCA and feel I now have a coupe worthy of that honour"**

## A Brief History

My car is a 1978 Jaguar 6 cyl – 4.2 ltr 3 speed auto Coupe, in Squadron Blue with black vinyl roof.

Australian delivered – supplied by Brysons of Melbourne.

The first owner was an optical company and it was used by the wife of the company's CEO as her personal transport whilst living in Toorak Melbourne.

It is believed to be the third last Jaguar sold by Brysons prior to closing. Hence the car is compliance as a 1978 model. Currently on Club Registration.

The coupe has a huge service history dating back to 1985 with some photos. Overall the car is and has been kept in exceptional condition and has been cared for in a meticulous fashion and I have tried to carry on this tradition.

Always cleaned after club runs, kept dry and covered, then shedded and kept in the dark. After 9 years I still enjoy driving a piece of history, designed by the renowned Sir Bill (William) Lyons as his last project before retirement.

**"It's a joy to drive and with all the glass wound down really looks the part and gets plenty of attention"**



Owned by: Arthur Robinson  
State: QLD  
Club: JDCQ  
Chassis Number: 2J3341BW

Description:  
My car is an Australian delivered 6 cyl – 4.2 ltr 3 speed auto. Mostly original, well cared for, never put away wet or dirty. I've owned this piece of Jaguar history for 9 years. It's a joy to drive and with all the glass wound down really looks the part and gets plenty of attention. The colour is Squadron Blue and the compliance date is 6/78. It is the original motor – 2 Stromberg carbies and electronic ignition.



Owned by: Nils Bendix  
State: VIC  
Club: JCCV  
Chassis Number: 2H2272BW

Description:  
1977 Daimler Sovereign Coupe. Automatic  
The car has been extensively restored over the years with new paint and interior at least 15 years ago.

## A Brief History

I brought the coupe in Charters Towers Queensland in 1996, from a Gold miner called Clive Duxford, where it had spent its time since the early eighties .

The car has been extensively restored over the years with new paint and interior at least 15 years ago .

My work has seen me live in places around Australia, and when I lived in Sydney, Peter Sloss looked after it and I also took it to several club events there .

It has resided in NSW, VIC and WA with me over the years . It currently lives in the Macedon Ranges .

I have lavished the car with love over the years but has been a little neglected of late and not driven much in the last couple of years since moving back from Perth .

I would be happy to pass her on to a loving home in the future, though I am not actively searching for a new owner.

**“I have lavished the car with love over the years”**

## A Brief History

This XJC is actually owned by our son who originally served his Motor Mechanic Apprenticeship at Bryson's when they still occupied premises in both Bridge Rd, Richmond and Sturt St, South Melbourne. The vehicle is already known to the XJC register as Car 2J2266BW. It is Greensand in Colour with Biscuit Trim.

The automatic transmission was removed some time ago and replaced by an XJ 4 speed with an overdrive unit. I also believe that the differential was also changed to 3.54 as nominally fitted with manuals. This work was done, I believe by Mike Roddy. To look at, the change-over has been very well done and a compliment to the work of Mike Roddy.

The overall condition is quite reasonable, it still retains the original black vinyl roof and the paint work is also more than acceptable. Cosmetically the car needs a little bit of work and I guess that this is the reason our son has left it in our care.

The normal registration has been dropped and the vehicle now has an historic plate, H 60736

The rolling restoration of the XJC is coming on nicely albeit a bit slow (it has been too cold for me to work outside, old age is a bit of a problem). The original vinyl roof now looks much better, indeed the whole car is looking much better having had a really good clean recently to bring it back to its rightful state, I still have some interior trim to be fixed but basically it is looking much better.

**“This photo was taken at Yarra Glen before much of the present work was completed.”**



Owned by: Bob Showers  
State: VIC  
Club: JCCV  
Chassis Number: 2J2266BW

Description:  
Jaguar XJ4.2C, Greensand with biscuit trim and original vinyl roof. Originally an automatic but converted to manual overdrive and diff changed to 3.54. The on-going restoration continues bit by bit.





Owned by: Ian McKinney  
State: QLD  
Club: JDCQ  
Chassis Number: 2H2124BW

Description:  
Daimler Sovereign Coupe, XJ6C 1977, 6 Cylinder, Automatic, BRG, with biscuit leather interior and Kent Alloy wheels, Imported from New Zealand in 2008.

## A Brief History

We imported this beautiful example from New Zealand in 2008.

In 1978 it was shown as a new car in the Auckland Motor Show by Coutts Cars Ltd Auckland, fitted with the optional Kent wheel rims and Lucas fog lights..

It is believed to be the last new XJC sold in July 1979, which could make it the last one sold below the equator.

During its first 10 years, it had 5 owners and travelled 107,702 Kms until the previous owner purchased it in 1988 in New Zealand.

We acquired and imported the Daimler XJC in 2008. The dash has new veneer, the hood lining is new, LED lights have been installed in the number plate light, also interior, and dash board, a big improvement. You can actually read the gauges at night.

We have entered three Jaguar National Rallies and were awarded Silver in d'états, Hobart 2009, Gold at Gold Coast 2010, and Silver Melbourne 2014.

This car also won its class in the National Rally regularity events in Baskerville Raceway in Hobart, also the same event class at Sandown Raceway in Melbourne..

**“Just a great car to drive”**

## A Brief History

This is our first XJC experience and the Daimler Sovereign feels and looks quite at home alongside its Mark 4 and Mark 2 siblings. It's also the one we use the most; partly for its comfort and also for its easy manoeuvrability in city traffic.

The car was manufactured in 1975 and sold by Stratstone (Thameside) Ltd to Wormald International (UK) Ltd on 22 March 1976.

The rest of the history is a little speculative. A Mr S. Sinclair supposedly bought the car through Brysons in Sydney, but picked it up in the UK. Mr Sinclair either worked for, or was a director of Wormalds. He drove the car around the UK for about 3 months and then brought it to Australia but his wife did not like it because it only had 2 doors, so he sold it to Martin Wells.

In May 1991, Dai Thomas (JDCA) bought the car from someone who ran a dry-cleaning business in St Ives, Sydney. He told Dai that he had owned it for several years but he was quite vague about who owned it before him.

We bought the car from Dai in November 2014 and took it to Tasmania for the National Rally in March this year. The car is in very original condition, the vinyl roof has recently been replaced due to damage during transportation from Sydney.

**“We love driving it and take every opportunity to take it out”**



Owned by: Andrew Costi  
State: SA  
Club: JDCSA  
Chassis Number: 2H1458BW

Description:  
Daimler Sovereign Coupe, 4.2, automatic in Regency Red with biscuit leather interior. The vinyl roof has recently been replaced due to damage during transportation from Sydney.



Owned by: Grant Barrett  
State: VIC  
Club: JCCV  
Chassis Number: 2J2437BW

Description:  
1976 Jaguar XJC Coupe Australian delivered XJ4.2C. delivered on 24/12/1976 by Bryson Industries in Adelaide to Globe Products P/L in South Australia. Registered as SSC-447. Signal Red with Sand Cloth/Velour trim.

## A Brief History

We were originally looking for a good Mark 2 but couldn't find the right one at the right price.

What about the Second Best looking Jaguar (after the E type), an XJC Coupe?

A few selection criteria; no restoration projects, a clean straight car, Australian delivery, well maintained, original matching numbers with known history, no rust, functioning air conditioning, 4.2 six cylinder engine, (I get scared when looking under the bonnet of a V12),

Our car was delivered on 24 December 1976 by Bryson Industries in Adelaide to Globe Products P/L in South Australia. Registered as SSC-447.

The Service Book shows that it was in Adelaide until late 1980, after which time the owner is shown to be Mr. Jack Gray, of Geelong.

From 1981 until 1990 it was serviced in Geelong, and during this time it acquired the Victorian Registration XJ-660.

The next "custodian" added a mere 20,000km during his 22 years of ownership, although the car was fully registered it spent the last 12 years in "dry storage" near Bendigo.

Our car was totally original, up to its vinyl roof, and just needed some TLC to bring it back to life.

**"A few teething problems, now sorted, we thoroughly enjoy our XJC"**

## A Brief History

I really have no history apart from that given to me by the previous owner who bought the car in 2006, and I purchased it from him (for sale in Sydney) in 2008.

This is an Australian delivered and complied coupe. It was delivered by Bryson Industries (Vic) Pty Ltd on 23 June 1978 to Latoof & Callil Pty Ltd of 17 Brunswick Road, Brunswick. At one stage, it was thought to have been owned by John Bryson for the 12 years up till 2006, but I cannot verify this. The original registration was AFG 292 (VIC).

It is in very good mechanical, unrestored condition, a super rare car in factory Yellow Gold with black leather interior and the original dealer fitted radio cassette is still present.

The wheels are the original factory chrome 15" steel wheels including the spare.

The car is fitted with SU carburettors and a manual choke to replace the original Strombergs and auto choke.

All instruments work including the clock.

I luckily have the original books including Drivers Handbook, Leyland Passport to Service and the original black plastic ignition key.

**"A super rare car in factory Yellow Gold with black leather interior"**



Owned by: John Flanigan  
State: SA  
Club: Riverland Classic Club  
Chassis Number: 2J3254BW

Description:  
1978 Jaguar XJ4.2C, automatic. In original Yellow Gold with black leather interior. Completely original except for SU carburettors and manual choke.



# The V12 XJC Prototype Story



## **The 6 cyl. and the V12 prototypes were hand built early in 1973, over two years before the model became available in the UK, and more than three years before they were available in Australia.**

The 12 cylinder version was considered at least initially, as the most popular version with only 603 RHD cars built. The first 4, V12 cars (one RHD and three LHD) were built in the Assembly Development Department during January 1973, along with three 4.2s (two RHD and one LHD).

As the story goes, Gary Ayre, (Owner of Jagayre in Melbourne) came across a very early XJC (car number 50001) that was owned by his accountant and proceeded to seek clarification of this cars origins. As a result it was verified that this was indeed the very first LHD car built, which had been converted to RHD by the factory before registration.

According to a report by Gary the car was in fine original condition at that time, retaining its original Fern Grey paint with Moss Green interior. The car had come to Melbourne in 1977 after having spent some time in South Africa and the previous owner had been unaware of the cars rarity as a genuine prototype.

Subsequently this car was purchased by Stephen Chan of Perth. Stephen has spent a significant amount of time and money ensuring it was restored as close as possible to the original specifications and condition without seeking to eradicate some of the obvious prototype idiosyncrasies. The paint, vinyl roof and leather interior have all been restored using original materials. The motor has been overhauled.

Being a prototype there are some primitive aspects to the car still evident such as the extended panels in the doors where doors from a four door sedan have been extended to suit the coupe. The electric window mechanisms are very primitive.

This prototype currently resides in Perth and at the time of publication of this booklet (September 2015) is for sale and can be viewed on [www.carsales.com.au](http://www.carsales.com.au).

### **Acknowledgement:**

Some detail in this article has been sourced from AUSTRALIA JAGUAR magazine (September 1993)





# 1976 - 1977 Broadspeed Jaguar XJ12 Coupe



**Ralph Broads Southam, Warwickshire, based racing team had excelled in touring car competition since the early 1960s, running Ford Anglias, Mini-Coopers and Triumph Dolomites. Ralph Broad believed in the competition potential of the Jaguar V12 engine. Leyland subsequently contracted Broadspeed to prepare a Group 2 Jaguar XJ12 to confront BMW and Ford in the European Touring Car Championship.**

The XJ12 Coupe was larger and heavier than its German rivals. An heroic development period from October 1975 saw two cars built for the 1976 racing programme.

The newly-constituted Broadspeed Jaguar team missed the first five rounds of the 1976 Championship series for which their big, beautiful XJ12Cs were intended, and the programme did not make its race debut until September that year, in the RAC Tourist Trophy race at Silverstone. There in qualifying, Derek Bell lapped at 1 min 36.72secs, which was nearly two seconds faster than European Champion-elect Pierre Dieudonné in the fastest BMW. Bell led the opening stages of the race until tyre wear became a factor and a puncture interrupted the car's race. Thereafter the Broadspeed Jaguar XJ12C ran spectacularly until co-driver David Hobbs had a driveshaft break and lost a wheel.

The Big Cat's presence at the TT had been a great spectator attraction, and a full two-car team presence in the 1977 ETC series was then planned. They were driven by John Fitzpatrick, Tim Schenken, Derek Bell and Andy Rouse. At Monza Fitz qualified on pole position,  $\frac{3}{4}$ -second faster than the quickest BMW. He then led the first hour of the 4-Hour race, only for his Coupe to encounter problems thereafter.

Salzburgring saw the Jaguars of Bell/Rouse and Schenken/Fitzpatrick qualify on pole position and 4th

fastest. Both XJ12Cs led the race, but both retired with failure of the outer driving flange. At Brno, Czechoslovakia, the XJ12Cs took both places on the front row of the starting grid. Fitz then qualified his XJ12C on pole position at the Nurburgring ETC round, before setting an extraordinary new lap record from a standing start on the opening lap!

The programme's swansong followed in the 1977 TT at Silverstone for which the two Broadspeed XJ12Cs filled the front row of the starting grid and Schenken led from Rouse at flagfall. The Rouse/Bell car eventually finished fourth.

Principal racing modifications to the robustly-built Jaguar Coupe included provision of massive AP brakes cooled by special ducts for all four corners and specially cast suspension components to cope with racing loads. The interior, while stripped and now featuring just one bucket seat, actually retained its walnut veneer dash and electric windows, possibly unique features for a racing car! There was no doubting The Big Cat's unrivalled power, with its tuned 5.4-litre V12 engine developing some 560bhp. The car's extrovert character was amplified by its gigantic 19-inch wheels hooded beneath bulging arches, a low front splitter and large bootlid spoiler.

Broadspeed and Jaguar combined to pursue mechanical development together with aggressive weight saving while major effort was applied on sump baffling to counter oil surge in the regulation wet-sump V12 engine. Only towards the end of the programme did regulation-change permit dry-sump development. In hindsight it was unfortunate that Leyland Cars denied the team a third season's competition with the XJ12Cs fully developed and equipped with the legalised dry-sump engine. It seems very likely that the Coupes could have been race winners, and there is no doubt that during 1976-77 the car was very much quicker than its BMW CSL competition.

**The car pictured above is number 2 of four built by Broadspeed in 1976-77. Upon Broadspeed's closure it was rebuilt by Bob Kerr and features uprated 1977-specification suspension. It formed part of Jaguar enthusiast Allen Lloyds private collection before being acquired by its current owner. It has run no fewer than three times in the Goodwood Festival of Speed and is also eligible for the recently created race series for 1970s/80s touring cars. Its roof is signed by both original team drivers Derek Bell and Andy Rouse.**

**The car pictured opposite is a 1976 Broadspeed XJ12 Coupé. As displayed by the Jaguar Heritage Trust at Germany's Essen Motor Show, in December 2014.**





Muster Attendees	State	Vehicle Model
John Elmes & Michael Jeanes	NSW	Jaguar XJ5.3C
John & Catherine Smykowsky	NSW	Jaguar XJ4.2C
Robert & Maureen Alexander	NSW	Jaguar 2003 S-Type
John & Joy Anthes	NSW	Jaguar XJ40 Saloon
Paul & Karin Tomlinson	NSW	Jaguar XJ5.3C
Kez Hasanac & Therese Bolt	NSW	Jaguar XJ4.2C
Phil & Ros Evans	NSW	Jaguar XJ5.3C
Richard & Lorraine Davies	NSW	Jaguar XK8
Ken Moore & Peter Dwyer	NSW	Jaguar XJ4.2C
Campbell Pelham & Carol Coker	NSW	Jaguar XJ4.2C
Jim & Barbara Leslie	NSW	Jaguar XJ5.3C
Andrew & Veralene Pointing	NSW	Jaguar XJS
Ian McKinney	QLD	Daimler Sovereign Coupe 4.2
Arthur Robinson & Merv Jackson	QLD	Jaguar XJ4.2C
John Somerset & Catherine Galvin	QLD	Jaguar XJ4.2C under restoration - (hire car)
Rod Salter & Vicki Toh	QLD	Jaguar XJ4.2C - displaying Jaguar 2006 XK
Paul & Lindsay Creighton	QLD	Jaguar XJ4.2C
John Flanigan	SA	Jaguar XJ4.2C
Andrew & Milly Costi	SA	Daimler Sovereign Coupe 4.2
Ray & Barbara Offe	SA	Jaguar XJ4.2C under restoration—displaying Jaguar XJS
Ian & Wendy Pringle	SA	Jaguar XJ4.2C
Peter & Ros Holland	SA	Daimler XJ40 Saloon
Phil & Sue Prior	SA	Daimler Sovereign Coupe 4.2
John & Claire Evans	SA	Jaguar XJ6 Series III
Kevin & Jenny Love	TAS	Jaguar XJ4.2C
Lawrie & Suzi Barton-Johnson	TAS	Jaguar XK8
Bob & Noelene Showers	VIC	Jaguar XJ4.2C
David & Jenni Brahe	VIC	Jaguar XJ5.3C
Stuart & Gay Cleland	VIC	Jaguar 2006 S-Type
Steve Conti & Monica Bositill	VIC	Jaguar XJ6 Saloon Series II
Kevin Hannah & Karen Walker	VIC	Jaguar XJC (Chev 350 conversion)
Frank & Mary Sandham	VIC	Jaguar XJ6 Saloon Series III
Fred & Elaine Williams	VIC	Jaguar XJ5.3C
Allen & Libby Williams	VIC	Jaguar XJ4.2C
John & Claire Mann	VIC	Jaguar XJ4.2C
John Buncle & Lyn Belcher	VIC	Jaguar XJ4.2C
Nils Bendix & Natalie Davis	VIC	Daimler Sovereign Coupe 4.2
John Martin & Kathy Wang	VIC	Jaguar XJ40 Saloon
Wandy McIntyre-Leake & Geoff Leake	VIC	Jaguar XJ5.3C
Jeff Hall	VIC	Jaguar XJ5.3C
Wayne & Julie Woonton	VIC	Jaguar XJ5.3C
Tony White & Nina Reddick	VIC	Daimler Double-Six Saloon
Lloyd & Janet Eldred	VIC	Jaguar XJ5.3C
Bill & Deb Hemming	VIC	Jaguar Mark I
John & Sue Mullen	VIC	Jaguar XJ5.3C Roadster
Colin & Daniel Bowden	VIC	Daimler Sovereign Saloon
Gavin & Linda Moore	VIC	Jaguar XJS
Grant & Chris Barrett	VIC	Jaguar XJ4.2C
Don & Margot Kerr	VIC	Jaguar XJ4.2C
John Martin & Kathy Wang	VIC	Jaguar XJ4.2C under restoration - displaying Jaguar XJ40
David and Tina Middleton	VIC	Jaguar XJ4.2C
Greg & Leonie Lewis	WA	Jaguar XJ4.2C
Juliette & Mark Curtis	WA	Jaguar XJ4.2C

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