



V I C A R A G E

Vicarage Motorcars Limited



A Vicarage Jaguar is like no other classic car. It is much more than a straightforward restoration. It can only be described as brand new. Vicarage has been building and developing improved MkII Jaguar's since 1984. Each car that has purred out of the Bridgnorth factory is a testament to both the original Jaguar design by Sir William Lyons, dating back thirty years, and to the peerless contemporary engineering and coachwork skills of the Vicarage team.





Vicarage has continued to develop the Mk II, twenty years after Jaguar ceased production of Britain's most elegant sporting saloon. When it first appeared the Mk II Jaguar was the fastest four door saloon in the world. With uprated engines, a new gearbox, the specially designed Harvey Bailey/Vicarage suspension system, weighted power steering and well ducted air-conditioning, a Vicarage Mk II Jaguar has been adapted to cope with modern roads and driving conditions. For purists, Vicarage still offers a restoration service true to the original Jaguar design and specification.

Developing a thirty-year-old design and working to the painstaking standards Vicarage insists on, demands a highly motivated workforce and professional management. Vicarage stands out in the classic car business by meeting these twin demands. A Vicarage car is the remarkable end product of an uncompromising approach to design, manufacture, engineering and business know-how.

This professional approach has allowed Vicarage to extend its peerless range of motor cars beyond its already legendary Mk II saloon. The new line-up includes a luxuriously appointed two-door convertible version of the classic Mk II, The Vicarage E Type Roadster available in both Series I and III form.





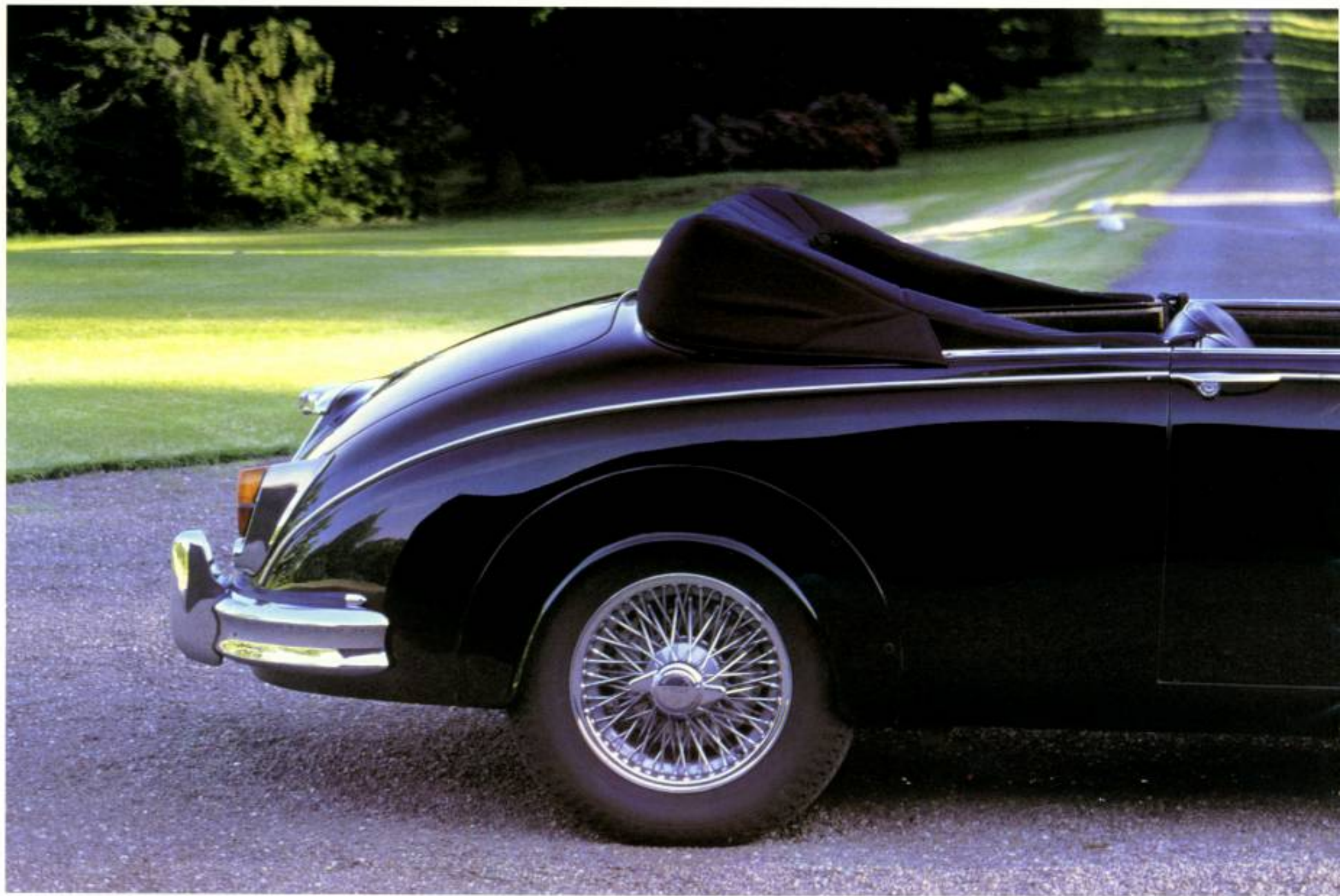
A Vicarage car is no ordinary way of getting from A to B. Driver and passengers enjoy the experience of motoring in an uncompromised and sensual style. A Vicarage car is not a workaday machine, although it is engineered to be driven as hard as you choose to go. It is more of a prized possession, a highly collectable example of rolling sculpture, a car that recognises the taste, flair, ambition and driving force of its owner. Like all your most cherished belongings you will want to keep it for as long as possible. Vicarage's back-up service will ensure that you are able to do so.

But such special cars cannot be bought off the shelf. Vicarage exclusivity means that only twenty-four MkII Jaguars will be produced each year. Naturally there is a waiting list, yet a Vicarage Jaguar is a car well worth the wait, representing as it does a commitment to excellence in design, engineering, craftsmanship, motoring pleasure and service. A car not just for special occasions, but one that makes every occasion special.

SENSE AND SENSIBILITY

Open the door of a Vicarage MkII. Then stand back and let the scent of richly treated Connolly hide waft over you. Gaze at the highly polished deep walnut veneer. Now slip behind the wheel and pull the door gently. It shuts with a satisfying mechanical clunk. Feel the deep pile Wilton carpets under your feet. Check the instruments, both white-on-black Smiths' dials. Now turn the key in the centre of the walnut dash and push the starter button. Listen as the classic twin-cam six cylinder XK engine hums into life, smoothly and quietly. Now a blip of the throttle yields a gentle growl from under the long curved bonnet, a crisp yet muted rasp from the twin stainless steel exhausts. Wait just a moment before engaging gear. Take in the sensuous impressions, aural, visual, tactile. These are unique to a Vicarage Jaguar, a car with the grace, power, sense and sensibility of its feline namesake. Into gear. You're now ready for motoring Vicarage style.









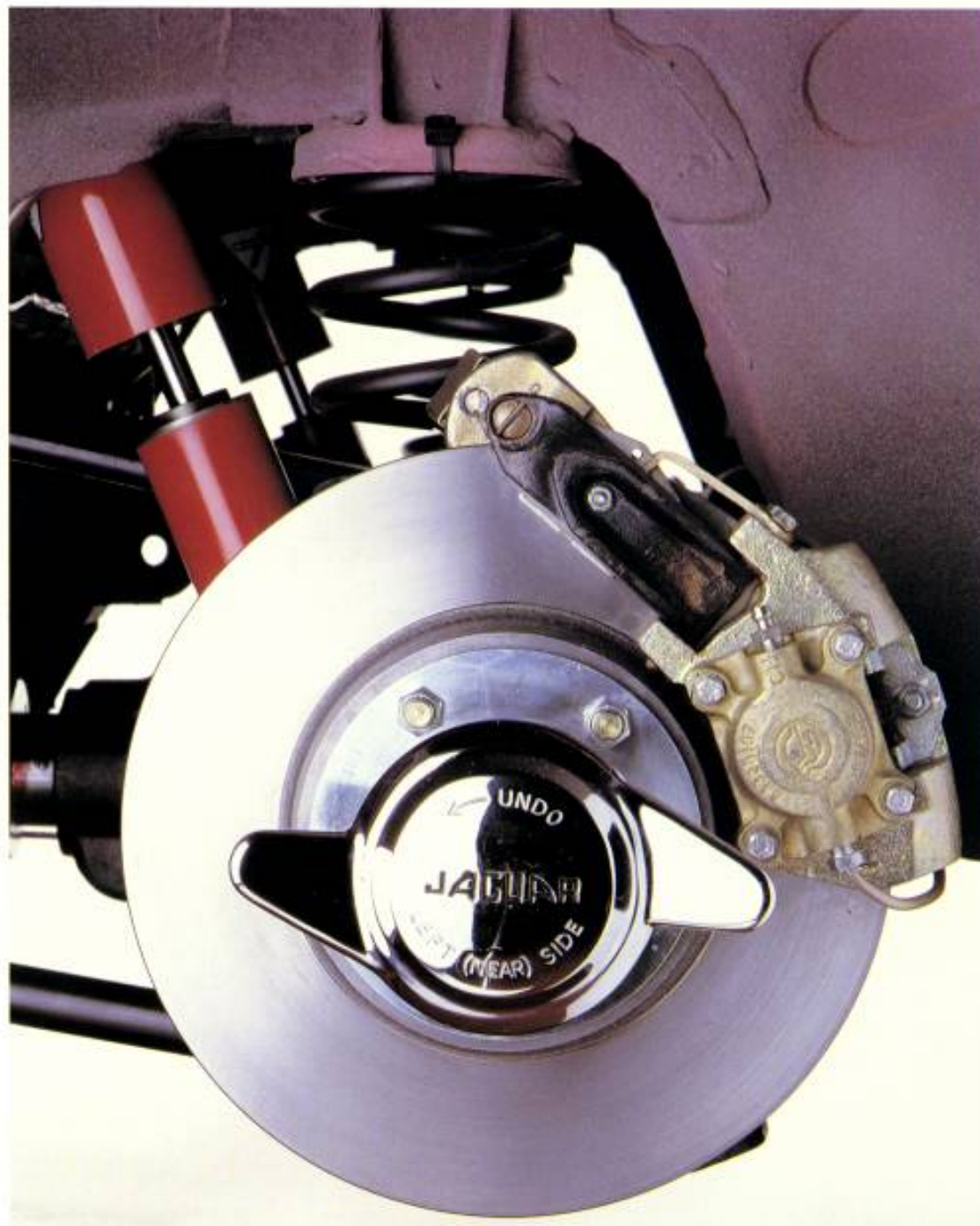
THE VICARAGE PROCESS

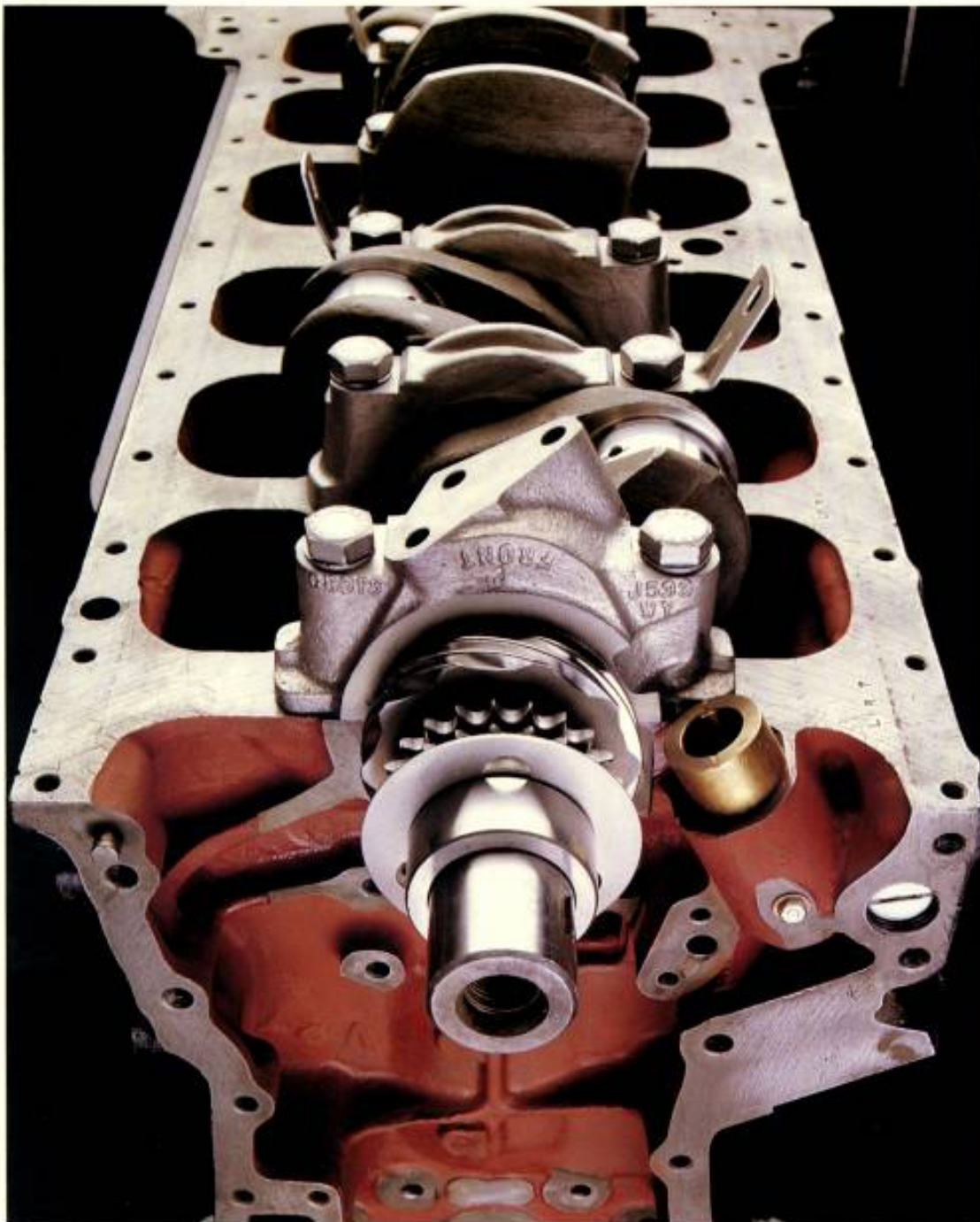
How does a car that might be anything up to thirty-years old appear to be brand new? Because Vicarage goes right back to basics. Take the Mk II. Old Jaguar bodies are stripped to the bare metal before being shot-blasted for up to forty-eight hours. This ensures that the body is corrosion free, not just for now, but for years to come.

If new metal has to be welded into the bodyshell it is impossible to spot the seams. Vicarage engineers and technicians work to very close tolerances to ensure a perfect fit of all panels. Dipped into a coat of zinc chromated primer developed to keep rust at bay for well into the foreseeable future, each Mk II body is then treated with a stone chip undercoat and then, depending on colour, from seventeen to twenty-four coats of primer, undercoats, top coats and lacquer. It takes two working days to hand polish the painted body to Vicarage's satisfaction.

Meanwhile, every mechanical and electrical component is either restored, newly manufactured or else discarded in favour of modern substitutes such as solid state electronics. Walnut finishes are sanded, treated and polished. Leather seats are completely refurbished, but you can also specify a modern Vanden Plas that offers firm yet luxurious support for your back. Using traditional hand-stitched Connolly leather, these new seats represent new and old technologies, style and techniques working in perfect harmony.

Once fully crafted to a level not available elsewhere, a Vicarage Jaguar is thoroughly tested, ready and waiting to transform its owner from commonplace driver to privileged motorist.





VICARAGE ENGINEERING

Underneath the complex steel curves that give a Vicarage Jaguar its unrivalled shape beats a mechanical heart that betters that of the original car. Each Vicarage XK engine is blueprinted under the studious direction of Harry Curzon, a Jaguar engine builder with half a century's experience, from pre-war Jaguar roadsters, through the Le Mans winning C and D Types of the 1950s, to the E Type and XJ6 and forwards again to the improved Mk II Vicarage Jaguar. A Vicarage 3.8 XK engine is quieter, smoother and more powerful than the Jaguar original. Also available is the 3.4 XK engine in lead-free form.

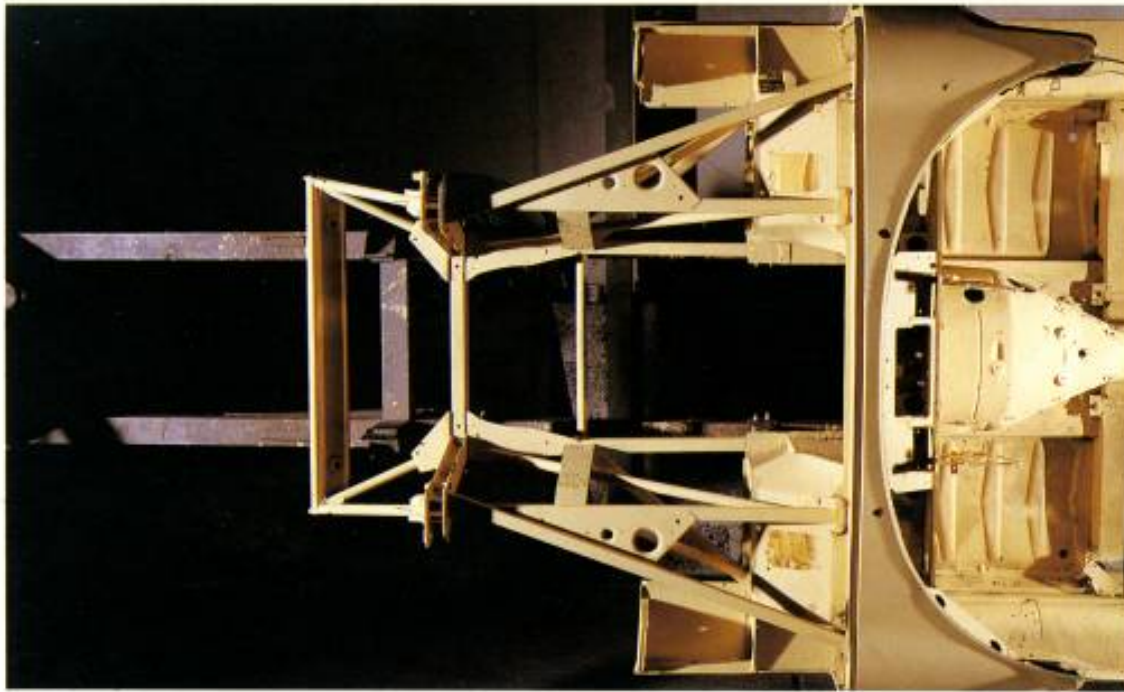
The Vicarage engine is a masterpiece of design and engineering, as good to look at as it is to drive behind. Treated gently, The Vicarage XK is a near silent servant, working efficiently in the background, pulling strongly without fuss from walking pace in top gear. But called upon to press on, the legendary Le Mans winning engine will prove its racing pedigree, responding instantly and eagerly to the throttle. The cat will howl into full blooded life. Even by today's standards a Vicarage Mk II Jaguar is a fast car.

A Vicarage E Type inhabits an even more rarefied atmosphere, with a combination of looks, build quality and performance that is even more sensational today than when it first awed the motoring world back in 1961.

The Mk II boasts specially developed semi-independent suspension. The car is smoother than an original Mk II, more composed in fast corners. Power steering adapted from the contemporary Jaguar XJS is firm at speed, yet makes for effortless parking and manouvering in restricted spaces. A choice of five-speed Getrag or three-speed Borg-Warner automatic gearbox makes for smooth, effortless progress, while a new through-flow ventilation system developed by Vicarage engineers is a breath of fresh air for driver and passengers alike. Air-conditioning incorporating new ductwork is available for those who demand the utmost in luxury. If air-conditioning is not a requirement owners will be pleased to know that the original Jaguar 'free flow' heater has been uprated to meet modern demands.

But if fresh air is the prime requirement, Vicarage has produced a two-door convertible version of the Mk II. Meticulous structural engineering and testing has ensured that, when roofless, a Vicarage Jaguar is as strong and as stable as its saloon stablemate. At a touch of a button, the multi-layered, weatherproof top lifts silently and smoothly into place. Considerable design expertise was necessary to ensure that when extended this soft top matched the curving roof line of the original saloon and that the rear window treatment was in subtle accord with the overall shape and character of the car.





THE VICARAGE E-TYPE

A legend before it ever turned a wheel, the E-Type Jaguar is the essential sports car. Unbridled performance. Rolling sculpture. Designed by Malcolm Sayer, the artist-engineer behind the Le Mans winning D-Type, the finest GT racer of the Fifties. Sensational in 1961, the E-Type is even more desirable today. The finest E-Types ever – the Vicarage Series I and Series III Roadsters.

Both Series I and Series III are updated, uprated versions of the original cars. Engineered to modern standards. Honed to perfection. Better built, more dynamic, and more secure.

The Series I now stops faster with highly efficient Girling disc brakes. Steering geometry is improved, suspension subtly modified. The car handles tautly and securely assisted by a wider track and 6.5 inch Borrani styled wheels shod with 205/70VR15 tyres. These improvements ensure that the Vicarage Series I grips the road as well as the imagination.

Choose from the 3.8 or 4.2 Vicarage GTJ twin-cam six, fitted with Weber carburettors or custom tuned SUs which lift power to a tested 285 bhp, boosting acceleration throughout the speed range. A Getrag five speed manual box ensures easy gearchanges and relaxed high speed cruising. A power hood and new supportive seats add extra refinement to this classic roadster.



The silky Jaguar 5.3 litre V12 powers the fabulous Series III Roadster. Power with unmatched refinement. But then this is no ordinary car. The Vicarage Series III is both boulevard cruiser and autobahn sturmer. Sit on luxurious leather seats behind the optional Walnut veneered dash. Accelerate the car silently through a choice of Getrag or ZF five speed manual or else a Borg Warner Model 12 automatic. Relax as this seriously fast car rides smoothly on its advanced suspension set up, responds to every situation through its variable ratio power steering. This is the most effortless sports car motoring you will have ever experienced.

But this is just the beginning. Vicarage has made a host of hidden improvements to an already great car, from the cooling system to the power hood.

The Vicarage Series I and Series III E-Types are the culmination of an exhaustive development programme, a programme that takes the world's most glamorous sports car into the 1990s. A programme that includes the most advanced research on Jaguar engines through Gran Turismo Jaguar of Cleveland, Ohio, builders of the fastest race proven E-Types in the world. A programme that also includes an international advisory board composed of Jaguar experts, enthusiasts and concourse champions.

On the road the Vicarage E-Types will cut corners with the best of them. In the factory that is the last thing we would ever do.



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IMPORTANT NOTICE

Vicarage Motorcars Limited is constantly seeking ways to improve the specification, design and production of its vehicles and alterations take place continually. Whilst every effort is made to produce up to date literature, this brochure should not be regarded as an infallible guide to current specifications, nor does it constitute an offer for the sale of any particular vehicle.