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THE GREAT
ANDREW
WHYTE

**SAYER'S
1966
XJ13
CLONING**

**ROAD TEST
XKR-S
CONVERTIBLE
SUPERCAR**

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EDITION 158

CLASSIC TOURING





REMARKABLE ACTS OF DEVOTION ...

3 of 6, 2012

ONE OF THE VERY SATISFYING ASPECTS ABOUT BEING A Jaguar enthusiast is that the marque is alive and full of promise. However, the thing which differentiates Jaguar from other 'brands' is that it has a history which makes it very personal thanks to its founder Sir William Lyons, and the people he surrounded himself with to make his business dreams come true - against the odds. His spirit remains at the heart of Jaguar's DNA, and has been carried on by his successors Lofty England, Bob Knight, Sir John Egan, Sir Nick Scheele and the current management team put in place by Tata Motors. Therefore, its past is precious, and it is exciting when we uncover photographs or stories which have never been told before. Our cover feature on the cloning of XJ13 is a perfect example, and in many ways it has helped understand more important Jaguar evolutionary aspects. I had not fully realised there were three distinct configurations of this unique and stunningly beautiful car, nor did I know how few XJ13 quad cam V12 engines were built by Jaguar in the 1960s.

This is all the result of the rapture which happens with Jaguar, and which Neville Swales is demonstrating with his cloning of the very first version of XJ13 - and which will be powered by one of its original engines.

His mission and skills in doing this are simply amazing, and are something which Andrew Whyte, another subject of this edition, would wholeheartedly be in favour of. There was nobody more passionate about Jaguar than Andrew, and the work he did to document and preserve its history will live on in his writings, and also the Jaguar Heritage Trust Archive which is built on Andrew's personal collection of rescued Jaguar material.

Lachlan Story has done a wonderful job of bringing Andrew back to us, and reading his contribution has reminded me of just how important and driven Andrew was - almost obsessive you might think. However, he was part of everything Jaguar up until the time of his shock passing in 1988 - and would have definitely approved of the new XKR-S Convertible road tested in this magazine.

If, as the rumours suggest, Jaguar is building a racing version of the forthcoming F-Type, and gets back to some form of competition, that too would please Andrew, and most of us too. The new model is not far away, and I am sure it will impress with its quite radical looks. Stay tuned for that and enjoy this edition ...

Les. Hughes

Neville Swales' XJ13 body former is a piece of art. He also built a scale model.



EDITOR Les. Hughes

ROAD TEST EDITOR Tristan Hughes

DISTRIBUTION MANAGER Andrew Randall

+61 (0)2 8815 8124

E-Mail: andrew@eightpointdistribution.com.au

TECHNICAL MANAGER Michael J Shaw

CONTACT PO Box 2455, Mansfield, Qld 4122 Aust.

+61 (0)7 3349 0322 (tele) , +61 (0)7 3349 0181 (fax),

E-Mail: info@jaguarmagazine.com

CONTRIBUTING WRITERS

Les. Hughes, Wai Nelowkin, Graham Gauld, David Wells, Jaguar Heritage, Terry McGrath, Malcolm Ireland, Tony Brown, Neville Swales, Ricardo Galvani, Lachlan Story, Graham Gauld.

CONTRIBUTING PHOTOGRAPHERS

JDHT, Jaguar Cars, Wai Nelowkin, Les. Hughes, Jock Psaros, Graham Gauld, Hughes Graphics & Design, Ron Gaudion, Paul Skilleter, George Wells, Penny Woodley, Jaguar Heritage, Malcolm Ireland, Tony Brown, Neville Swales, Peter Wilson, Terry McGrath, Gerry Dessen, Ricardo Galvani, Jan Hiles, Jan Nixon, Bebbi Stebbing, Andrew Whyte, David Wells, Peter Kahler, Barry Green.

ADVERTISING

AUSTRALIA AND OCEANIA

THE GLOBE BRIDGE COMPANY

Gordon Durnford

PO Box 133, Exeter, NSW 2579

Phone: +61 (0)2 4883 4109

Fax: +61 (0)2 4883 4107

E-Mail: gordondurnford@bigpond.com

U.S.A. & CANADA

SHARON SPURLIN

14215 River Rat Road

Athens, AL 35611

Phone: 954 579 5280

Fax: 256 729 6288

E-Mail: classicads@hughes.net

U.K. & EUROPE

MALCOLM GEGGUS

30 Brookdale Avenue

Upminster Essex UK RM14 2LT

Phone: 01708 641 031

Fax: 01708 641 031

E-Mail: malcolm.geggus@kelsey.co.uk

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+61 (0)7 3349 0322 (tele)

+61 (0)7 3349 0181 (fax)

E-mail: info@jaguarmagazine.com

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dreams

equal determination

NEVILLE SWALES IS CREATING A
PERFECT REPRODUCTION OF THE
XJ13 AS IT WAS BUILT IN 1966

**Buying an original XJ13 V12
quad cam engine inspired this
stunning and exacting project.**

WORDS - NEVILLE SWALES
PICS - NEVILLE SWALES - JAGUAR CARS -
LES. HUGHES - PAUL SKILLETER





SURPRISINGLY, THERE WERE THREE SPECIFICATIONS OF WHAT MANY
DECLARE TO BE THE MOST BEAUTIFUL CAR EVER BUILT. RARELY
PHOTOGRAPHED, THE FIRST IS BEING CLONED.

42:1 There is only one XJ13, and always has been. However, the gorgeous body went through three distinct stages as it was developed, tested and rebuilt. Neville Swales is bringing the first back as a clone. This is the final.



42:1

I MADE UP MY MIND THAT IF I WAS GOING TO RETURN TO RACING, A CAR ALONG THE LINES OF THE XJ13 WAS THE ONE TO GO FOR.

BACK IN THE LATE 1990S I FULFILLED A LONG standing ambition to build and race a Jaguar. This came after reading the excellent autobiography, *Touch Wood*, written by one of Jaguar's two 1953 Le Mans winners, Duncan Hamilton.

Hamilton's account really fired my imagination, especially when he described his racing exploits during Jaguar's successes in the 1950s with C-Types and D-Types. I thought to myself, "I want some of that!" I was living in South Africa at the time, and the Club racing scene was both well-supported and vibrant, with some wonderfully friendly and enthusiastic racers and supporters. This is still the case today. Meeting organisers did what they could to fill grids, and there was the opportunity to race against a very wide variety of cars, classic or modern.

My heart was set on experiencing the zeitgeist of Hamilton's era, but couldn't stretch to an original 1950s Jaguar race car (not by a loooooong stretch). I decided to settle on a replica.

Although I occasionally raced my Series 1 E-Type Roadster, I still hankered after a taste of the 1950s. During a brief visit back to the UK, I visited the premises of Jim Marland of Proteus Cars in Bolton, and duly handed over my deposit for a C-Type replica – of the 1953 car which won at Le Mans in the hands of

Hamilton and Tony Rolt.

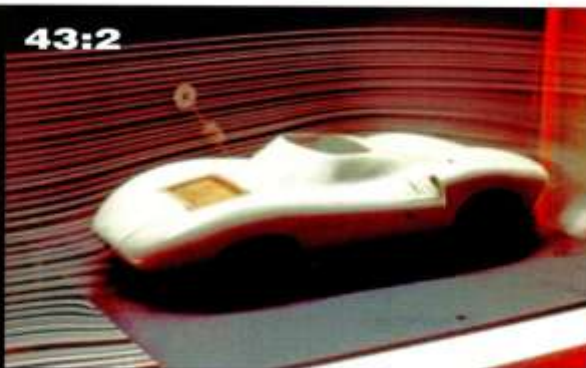
A massive pallet arrived at the docks in Durban a few months later, and soon after I excitedly began the build. Not too long afterwards I was lining up on the grid of my first race with the Sports Car Club of the Highveldt at Zwartkops, just outside Pretoria. In keeping with the stories recounted by Hamilton in *Touch Wood*, I drove the car to the circuit, completed the race and drove back home again with the machine still in one piece. I may not have returned weighted down with silverware, but I was hooked ...

I continued to race at club level in South Africa and, on my eventual return to the UK, looked around for a suitable race series. Fortunately, Terry Dye of the Jaguar Enthusiasts' Club was looking to establish a race series, and I was able to join the first race in the new *Powered by Jaguar* series.

Taking racing cars on the road was not as 'relaxed' in the UK as in South Africa, and there was only one occasion where I was able to drive my C-Type to and from a race meeting à la 1950s – grinning from ear to ear all the way. I raced for a couple of very enjoyable seasons with the JEC, and the Sports Racing and GT Club, but then hung up my racing boots and overalls while



43:1



43:2



43:3



43:4



43:5



43:6

43:1 Malcolm Sayer and Phil Weaver. 43:2 Model in the wind tunnel. 43:3 Being built in 1965. 43:4 Norman warms up XJ13 on the fateful day. 43:5 MkX testing the quad cam V12. 43:6 It was wrecked minutes later.

I WOULD HAVE BEEN HAPPY TO BUILD MY OWN ENGINE, AND SETTLE ON ONE OF THE MANY REPLICAS ALREADY AVAILABLE.

I concentrated on other things.

I later sold my beloved E-Type, and passed my C-Type racer replica on to an enthusiast in Spain. However, I kept getting pangs every time I caught sight of my faded and stained overalls (well - some of those corners were scary on skinny Dunlops - ever heard the expression 'adrenalin is brown?').

After a while the pangs became too much, and I resolved to return to some sort of racing. I had caught sight of one of Proteus' excellent XJ13 replicas whilst at a race meeting at Killarney in Cape Town, and was struck by the beauty of the car. Back in the UK I was living not too far from Coventry, and the XJ13 on display at Browns Lane caught my eye, and my imagination.

The story of its unfulfilled destiny stirred my thoughts, along with the questions of 'what if?' I made my mind up that if I was to return to racing, a car along the lines of the XJ13 was the one to go for. To the best of my knowledge, no XJ13 replicas are being actively campaigned against GT40s, and this added to the attraction.

It was the GT40, of course, that Jaguar had in its sights in

1966/67, and knowing that only one XJ13 had been built by Jaguar, I knew I would have to settle for a replica.

Thinking along the lines of building a car powered by a 'modern' production single-overhead-cam Jaguar V12, I began my search for a suitable replica. I had always built my own race engines as well as attending to most of my own mechanical work, so the prospect of building a suitable XJ13 race car became very enticing.

At the time, and knowing my replica would most likely be campaigned at club level, I would have been happy to build my own engine, and settle on one of the many replicas already available. Although Proteus had come closest with their's, none of the current offerings came anywhere near to doing justice to the beautiful lines of the 1966 original penned by the genius of the late-Malcolm Sayer.

To my mind this also extended to the rebuilt original in the Jaguar Heritage Collection. It had been very heavily crashed then thankfully rebuilt, incorporating some 1970s features such as flared wheel arches and larger alloy wheels.

That's okay perhaps if you are a fan of button-down collars, flared trousers and other 1970s fashions, but I personally



44:1/2 On the MIRA banking recently and 1967.
44:3 Daunting challenger - the 1967 Le Mans winning Ford GT40 MkIV.



IT WAS LISTED ON EBAY IN GERMANY WITH A SPRINKLING OF PHOTOS, AND HAD ONLY A FEW DAYS TO GO ...

find the svelte lines of the original much more appealing. Each to his own.

In addition, all the current replicas are a good five or six inches too high at the back in order to clear the much taller SOHC engine. None had underpinnings even remotely matching the original, and all repeated the 1970s accoutrements of the one-and-only original - some with more success than others.

I therefore resolved to create my own body and chassis to be much more in keeping with the very first version of XJ13, and began discussions with various replica manufacturers. At that stage I would have been happy to end up with an externally-cosmetically-accurate replica, and one powered by a modern Jaguar SOHC V12 - maybe even one that I had built myself.

I have always been interested in the history, people and places associated with my chosen marque, and was relishing the opportunity to learn as much as I could about the XJ13. As part of this background research, I visited fellow enthusiasts and subscribed to various internet forums. I eventually settled on a replica manufacturer, and was all ready to place my deposit on a kit of parts - until the whole game changed ...

A colleague on one of the internet forums, and one to whom

I will be eternally grateful, tipped me the wink that someone was trying to sell what they claimed was a prototype Jaguar V12 engine! Truly. It was listed on eBay Germany with a sprinkling of photos, and had only a few days to go before the end of the auction.

With a very high level of scepticism, I made contact with the seller and probed him with a few questions. He responded very politely and speedily with more photographs and information from which I learnt he had bought the engine forty years ago from an employee of Jaguar Germany, and it had been stored. It had been brought out of storage around ten years ago when it was displayed and advertised for sale at the Essen Motorshow.

He had no takers (probably because of a rather optimistic asking price) and, if Jaguar were made aware of the engine, they certainly showed no interest. Later he approached the Jaguar Heritage and offered it to the Trust for relatively little money. Remarkably, it seems the Trust failed to recognise the engine for what it was. It seemed to misread the contents of its own archive which recorded that this was the only surviving complete engine built to an identical specification as that installed in the XJ13 in 1966.

45:1



45:2



45:4



45:3



45:1 Filming just before the crash. 45:2 Skid marks lead to the wrecked XJ13. 45:3/4 The extent of body damage is obvious.

WITHIN A FEW DAYS I WAS HARING DOWN THE AUTOBAHN IN MY PICK-UP TOWARDS CENTRAL GERMANY.

The engine currently installed in the original is not the unit fitted in 1966. It differs in many respects, and replaced the original engine which was damaged at an historic meeting at Silverstone in March, 1978. The car was trailered there for demonstration, but on Saturday the unknown driver (not Norman Dewis nor later minder George Mason) ignored instructions to drive very cautiously and over-revved the engine. The damage was severe, and the only other similar engine was a non-runner on a stand at Jaguar's Browns Lane showroom.

As a spare for the XJ13, the eBay engine would have been an extremely wise purchase. As Peter Wilson concludes in his definitive XJ13 book: "It was a great pity the Jaguar Daimler Heritage Trust had to pass over the opportunity to acquire this unique piece of Jaguar history". Jaguar's loss became my gain, and I do hope that my project and research will, in the end, go some way towards enhancing the reputation of the first phase of the original.

So there I was, sitting on a train, mobile phone in hand, thirty minutes to go before the end of the eBay auction, and with an intermittent internet connection (damn tunnels ...) and only one bid already recorded by someone else. It seems

that searches for 'XJ13', 'V12' etc., placed in England and the U.S. didn't show this item in a basic search because it was in Germany and had been listed on eBay there. I didn't know this at the time, but didn't want to risk not being able to place my bid because of the sporadic internet connection. I therefore tentatively placed a single bid with ten minutes still to go - then lost my internet connection and missed the end of the auction.

"Here we go", I thought, "the Big Boys will be placing their bids now, and I will be left trailing in their wake with my puny offering". Fifteen minutes later, my connection returned and I found that I had been successful! I couldn't believe it. Only one other person had bid against me, raising my bid slightly. Fellow-travellers must have wondered why I had suddenly started grinning from ear to ear ...

Within a few days I was haring down the autobahn in my pick-up towards central Germany with a good friend who offered to accompany me on my twelve-hour drive. "Surely it can't be true", I thought, "there has to be a catch". As I neared our destination I wondered if the engine would turn out to be an empty display model and not what it purported to be at all. All I had seen so far were some low-resolution photos of the



46:1

46:1 Sayer's next evolution with moveable rear wings. 46:2/3 Reborn at Abbey Panels. 46:4 Finished but with further modifications. On the left is Andrew Whyte.



46:2



46:3



46:4

TWO YEARS LATER WE HAVE STARTED ASSEMBLING THE MONOCOQUE CHASSIS.

outside of what looked to be an XJ13 prototype engine.

We arrived late at night with an arrangement to view the engine the next morning. "Let's drop by their garage tonight and see how the land lies", we agreed. For all we knew, the meeting place could have been rather 'iffy' and we wanted to see what we could be letting ourselves in for - especially as my back pocket was bulging with a wad of Euros.

It all looked very respectable, so we retired for the night partaking of a few excellent German beers first. After a snatched breakfast we drove to the pre-arranged meeting point and I was shown the engine - I couldn't believe what I was seeing. There it was, the same engine that was last heard in Coventry in 1969, and it was untouched since that day. The seller turned out to be a complete gentleman, and a through-and-through Jaguar enthusiast although he seemed quite unaware of the uniqueness of his acquisition. I couldn't get it on the back of my pick-up and hand over the cash quickly enough.

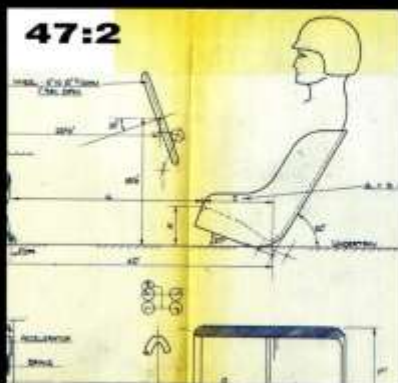
The twelve-hour return journey was uneventful, although the English Customs officer did a double-take at what he first took to be a V12 rear-engined Nissan pickup! By the end of the second day, the engine was safely installed in my living room (much to the disgust of my long-suffering wife).

This discovery changed my project completely. To do the engine justice, it could only be professionally restored, and bolted into a painstakingly accurate copy of the as-first-built XJ13 Le Mans prototype racer.

I put my tools to one side knowing this was going to be one engine that deserved the best of care by experienced Jaguar specialists. I was completely committed to building, and hopefully racing, a 'toolroom copy' of the legendary Jaguar XJ13 as it was in 1966, when thoughts of competing against the might of Ford and Ferrari were in the minds of Sir William Lyons, Lofty England and Bill Heynes. I resolved to pay homage to the 1966 original version by recreating the car as meticulously as I am able.

Two years later we have started assembling the monocoque chassis. It is planned to have a rolling chassis, complete with body, before the northern hemisphere autumn of 2012 which represents the second major milestone. The first will be the time later this summer when Jaguar's quad-cam V12 barks for the first time since the 1960s - listen out for it!

I have put a lot of research into this project and have discovered the first two engines (XJ6/1 and XJ6/2) were first assembled to almost identical specifications, including dry-sump lubrication



THE SECOND ENGINE, MINE, XJ6/2, WAS INSTALLED IN A MKX ON APRIL 14, 1965.

47:1 The second engine arrives back in England. 47:2 Neville discovered original drawings. 47:3 C-X75 is inspired by XJ13. 47:4 The now extinct Competition Department where XJ13 was built. 47:5 Neville's dream.

and Lucas mechanical fuel injection. In April 1966 XJ6/1 was installed in the car. The second engine (mine), XJ6/2, was installed in a MkX (XJ5/5 - manual gearbox) on April 14, 1965. The engine was converted to wet-sump lubrication, although its Lucas fuel injection system remained.

After six months of testing in the MkX, XJ6/2, was removed and reunited with a dry sump for further test bed development. In March 1966 its dry sump was again converted to enable fitment in a second MkX (XJ5/4 - automatic gearbox), and by this time it had acquired a sextet of SU carburetors. It ran for almost 35,000 miles in this car before being placed into storage in March 1969. It remained as a complete engine until I acquired it in 2010, but is now being rebuilt to its original specification to be placed into the replica when it is completed.

Many have asked: "How many quad-cam V12s were built, and where are they now?"

The answer is six.

XJ6/1. The first quad-cam V12 built, but only the second to leave the test-bed and be installed in a car. Damaged in 1978 and retained as a spare by Jaguar.

XJ6/2. The second quad-cam V12, built and the first to be installed in a car (XJ5/5). Survived as a complete engine, and

sold by Jaguar in the mid-1970s. Currently under restoration to original specification (same build spec as XJ6/1).

XJ6/3. Only ever ran on the test bed in a variety of configurations. Has not survived.

XJ6/4. Built using cast iron block and ran on test bed. Has not survived.

XJ6/5. Internally modified to run as a V8. Ran on test bed for a short while in 1965. Surviving components are with a collector in the U.S.

XJ6/6. No records exist. It is believed this engine was never assembled.

XJ6/7. Built to trial a die-cast 'open-deck' engine block. Installed in XJ4/1 (XJ13) to replace its original engine when damaged in 1967. Remains in the car to this day.

XJ6/8. Built to competition spec with ultimate development of cylinder heads but never left the test bed. Cannibalised whilst in storage in 1969. Cylinder heads placed on XJ6/2 which remain with it until today. The engine block found its way into an XJ13 replica built by Bryan Wingfield for the collector Walter Hill.

My finished car may debut in 2013, but when will it first turn a wheel in anger on a racetrack?

Watch this space ...