

MYWAY-6

By Philip Prior

The Story of my Restomod Jaguar XJC

PART 3— It all Starts to Come Together

The Paint Finish

Choosing the body colour was probably one of the more difficult decisions I had to make. I was well aware it was also one of the most important. It was not just the choice of colour but also the style, such as should I use a solid colour to be more period correct or get creative and go with a metallic finish?

The final decision was a BMW colour, Sepang Metallic Bronze. In hindsight I sometimes wonder if I should have used a solid colour but I am happy with the choice.



I also chose to go without the vinyl roof, a factory feature of the XJC and common for the era. In my opinion with the restyling I was doing on this car the vinyl roof needed to go.

The Front

Once the car was home from the paint shop I could start testing some of my styling ideas. Firstly the black mesh grill with a modern Growler badge. A custom home made chrome grill surrounds helped to finish the grill style. A new stainless steel bumper without upper, or under, over riders gave me the final clean look I wanted



The Rear

Fitting Series 3 tail lights and doing away with the over riders left me with the decision as to what I could do for a rear bumper. The original bumper of course was a three piece bumper with the joins covered by the over riders. I was able

to find a Series 1, one piece, bumper (Thank you Roly Donders) and after modification to the mounting points, (Thank you Andrew Costi) welding up the centre cut out for the number plate light and a re-chrome I had my (quite expensive) bumper. A Series 3 boot lid gave me the wider, slim line plinth and the original badging replaced with a single modern Jaguar badge.



The Door Chrome, Rubbers and Glass were a Challenge

Fitting the door rubbers was the biggest challenge of all. But perseverance paid off and we got the job done. The chrome roof guttering and the rear quarter window chrome pieces took some time to get correct as did fitting door handles and locks.



Cleaning up the Engine Bay

As these cars were built to take two engine types, left and right hand drive there are a myriad of redundant holes in the engine bay. So whilst in the paint shop I had 42 holes in the welded up. I wanted to get rid of as much of the clutter as possible. So all the wiring on the firewall was hidden in the scuttle area behind the firewall emerging centrally for the starter relay.



The Restoration Page (cont)

The forward lighting wiring looms in each guard were kept inside the guard and allowed to exit further forward behind the front radiator post on both sides. The headlight wiring was routed under the radiator and Headlight relay and old fuses were replaced with modern fuses and relocated behind the radiator post on the LHS. This left the top radiator panel (from a Series 1) clean and free of all wiring.



The washer bottle found a new home under the front guard with only a filler neck (Commodore) on the inside guard.

I fitted a Commodore VT V8 alloy radiator and AU Falcon twin thermo fans for cooling. A very simple installation, the main modification required is to the lower mounting points.



Engine Rebuild and Installation

I chose to use the engine from the parts car as I was assured it was in perfect condition. I removed the head as I intended to replace it with a Series 3 head with the larger valves. At this stage it was discovered that the block was cracked between the bores and so a full rebuild was in order. Many thanks to Geoff Mockford who undertook the rebuild and installation.

So with a full rebuild of the engine, top to bottom, with Series 3 head, light weight fly wheel, new clutch, high torque starter, Series 3 water pump, triple SU carbs and extractors mated to



a Supra Five Speed transmission, the engine was installed.

The air conditioning was rebuilt with new compressor, Series 3 dryer, new condenser, new TX Valve and new hoses.

A two inch stainless steel exhaust has been unconventionally routed through the rear cage but over the radius arm and under the half shaft. A Evan Spartalis special fitment.



The Interior

I wanted the interior to make a statement. With late XJS seats, late Series 3 console, some customised timber in a strong burl walnut finish and a bold colour choice in the leather, I believe this objective has been achieved.

Retaining a very traditional Jaguar style interior, dominated by burl walnut and leather was the aim. I chose to use the Hydrographic process for the timber finish rather than a traditional timber veneer. The result is very satisfying.

The seats were leather finished in a bold golden colour, the door cards and centre console vinyl recoloured to match. A contrasting charcoal coloured carpet and the hood lining in a



linen type material in preference to the traditional felt. In many respects it is the interior that has given me the greatest satisfaction, possibly because it was largely done by myself and is very different to the average Jaguar Series 2 interior.

The Restoration Page (cont)



The XJS seats with the higher back and headrest are both stylish and practical. Some adjustments to mounting points were necessary as the mounting rails are narrower and the height is lower than the standard XJC seats.



One of the great advantages of using a Series 3 Console beside the style is it facilitated the use of Series 3 window switches which are far superior to the Series 2 switches. By powering these switches individually I have achieved a much more efficient window action at the rear quarter windows. As most coupe owners will attest they can be a real pain.

The Boot

Finished in the same carpet as the interior with vinyl side panels to match the interior door cards in preference to the original cloth trim. A practical and serviceable area just as it should be. The lighting in this photo has distorted the true colours.



What would I do differently? (Not that there will be a next time!)

1. I would consider retaining the original Series 2 Tail lights
2. I would use 16 inch wheels rather than the 17 inch to retain more of the traditional ride of the XJC.
3. I would consider a solid colour for body paint.

However, I am very pleased with the overall result and wish to acknowledge the following people.

Kevin Horgan — Horgan's Auto Upholstery

Mel Patterson — Edwardstown Custom Body Repairs

Geoff Mockford — Classic & Sportscar Boutique

Evan Spartalis — The Sportscar Centre

Anyone interested in more detail on this build can go to my web page for a blow by blow story and over 100 photos:

<http://www.myjaguarstory.com/my-jaguar-xjc-project.php>

