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TWR Jaguar XJS Group A. Chassis TWRJC84A005

Ex-Tom Walkinshaw, Win Percy, Martin Brundle – 1984 Macau GP Guia race winner





In late 1981 Tom Walkinshaw Racing (TWR) was involved in an evaluation programme for Jaguar Cars after secret meetings at the famous Browns Lane headquarters in Coventry. These meetings centred on the proposal by Tom Walkinshaw to run a team of XJS's in the new Group A regulations of the 1982 European Touring Car Championship (ETCC). TWR were at that time as both the largest and most successful touring car team in Britain.

Over the course of three years, TWR built seven Group A Jaguar XJS race cars with our car being chassis TWR JC 84A005. The car made its competition debut in 1984 at Zolder where it was driven by Win Percy and team co-owner Chuck Nicholson, immediately quick with a 3rd on the grid. Next up was Mugello where 005 was convincingly on pole with Percy and new superstar F1 driver and future Jaguar Le Mans winner, Martin Brundle. Unfortunately a puncture would rob them of victory. Jaguar were happy though as TWR had taken them to the 1984 ETCC crown, beating the best from the Austin Rover, BMW, Volvo and Alfa Romeo factory teams.

Shortly after Mugello, the car was hastily painted in the famous John Player Special black and gold livery and shipped to Macau where Walkinshaw took the car to victory in the Group A 'Guia' race supporting the famous annual Macau GP for Formula 3 cars, long considered the launch pad of many Formula 1 careers including Ayrton Senna.

For 1985, chassis 005 would then go onto tackle the legendary Bathurst 1000 as part of the factory Jaguar squad. Running the number 9 on the door, Allam and Dickson were on the front row in qualifying and swapping the lead until engine gremlins confined them to the pits. The car would stay out in the southern hemisphere though racing in Japan and New Zealand – making it the last ever TWR XJS to race internationally, and therefore the most developed of them all.

The car remains race ready and one of only 4 genuine TWR XJS Group A cars in existence. It has been maintained regardless of cost and in recent times has been taken up the hill at Goodwood Festival of Speed by Martin Brundle and proved to be a front-runner in the MRL Historic Touring Cars series. It would also be a potential winner in Peter Auto's HTC, and comes with a fabulous spares package.

1984:

Zolder - DNF - Nicholson, Percy (3rd on the grid, water pump failure in race)

Mugello - DNF - Percy, Brundle (POLE position, puncture in race)

Macau GP – POLE and 1st OVERALL - Walkinshaw (the car was repainted in John Player Special colours for the race)

1985:

Bathurst - DNF - Allam, Dickson (2nd on the grid, engine problem in the race)

1986:

Fuji - DNF - Walkinshaw, Percy (POLE, oil pressure in race)

1987:

Wellington NZ – DNF – Walkinshaw, Percy (diff)

Pukekohe NZ – 2nd overall – Percy, Hahne (3rd in Qualifying, 2nd overall in race)

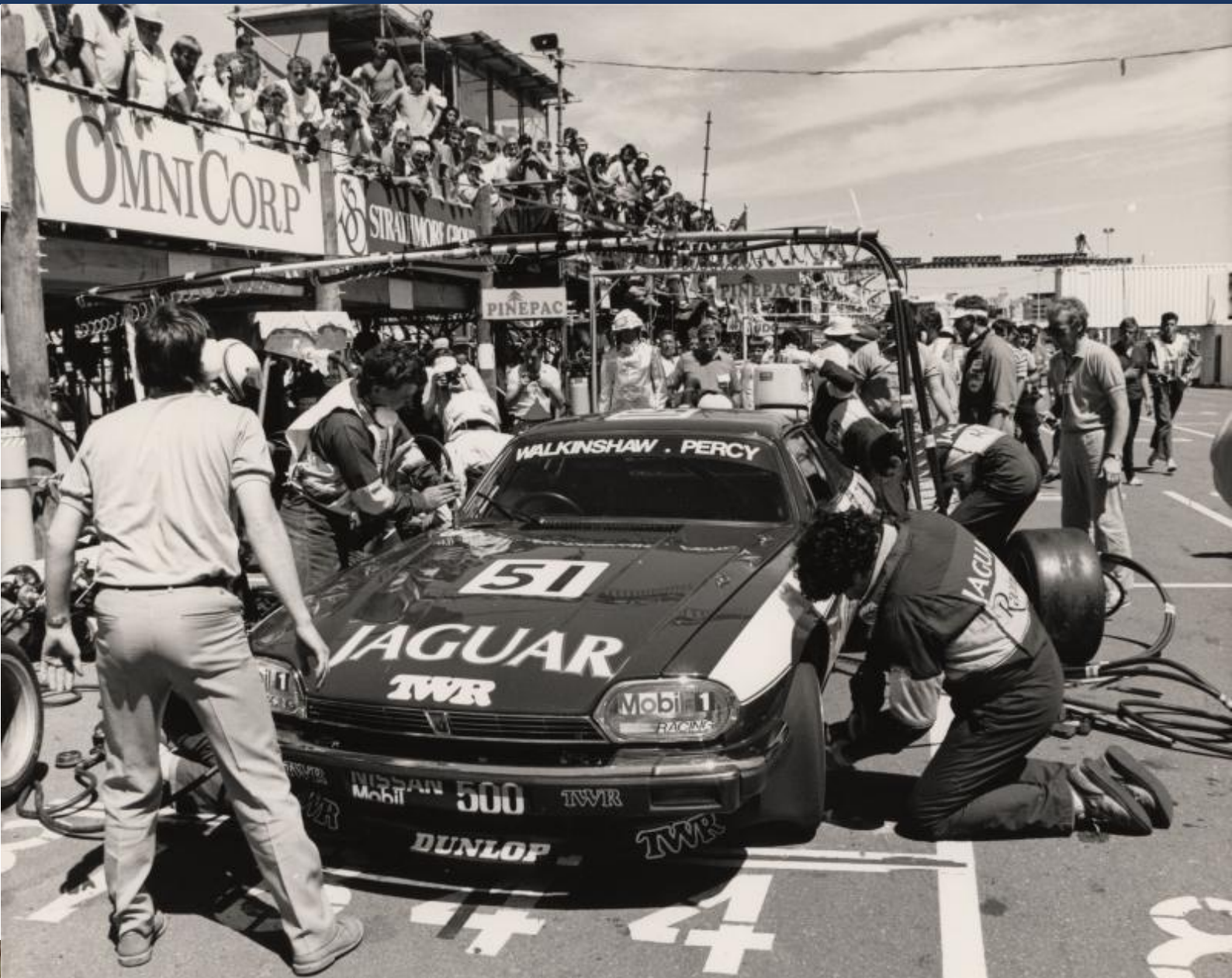
Spares include:

- Dedicated tool box full of specific XJS TWR parts, running equipment.
- 18 wheels
- Crate full of engine parts (complete engine +)
- Suspension
- Propshaft
- Brakes
- 105db Exhaust
- Water-cooled brake assembly

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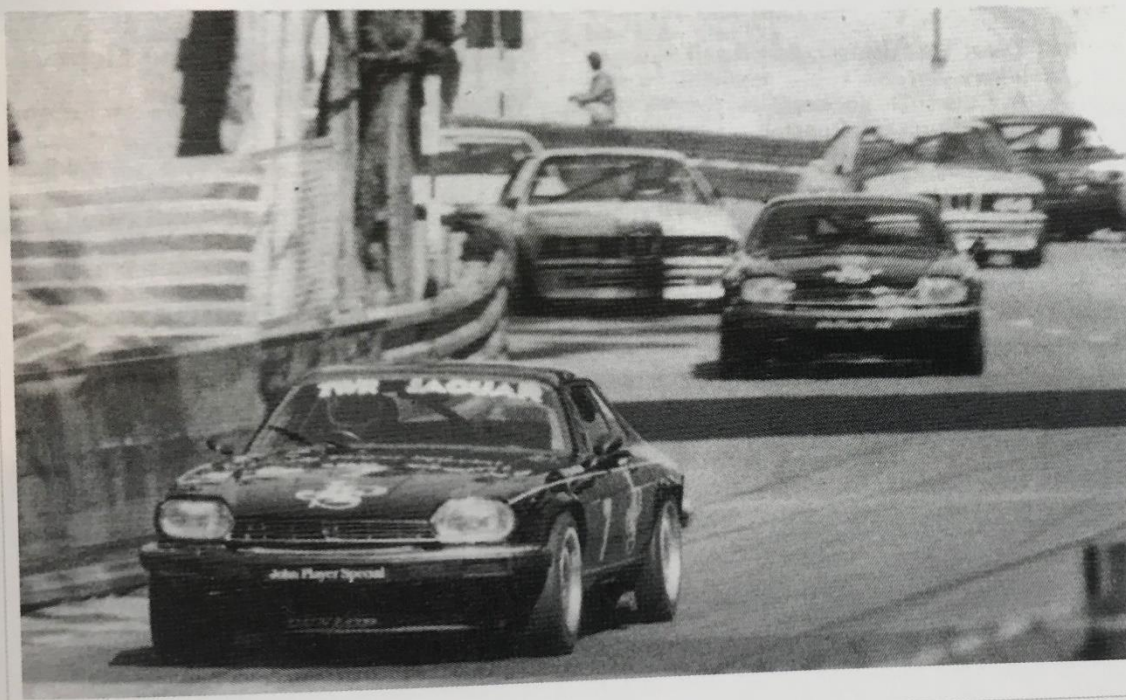
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MACAU, Nov. 1984: Tom Walkinshaw leads Hans Heyer at 170mph along the seafront of Portugal's Chinese outpost. The Jaguars were sponsored here by John Player, the BMWs by Marlboro. Final order in the 100-mile race was: 1st Walkinshaw (Jaguar), 2nd Heyer (Jaguar), 3rd Stuck (BMW), 4th Quester (BMW).

(Photo: Chris Baker, Jaguar Service, Japan)

The winning team of Walkinshaw and Heyer.

That race distance for the Jaguar would become a record for the shortest race TWR would ever compete in – and the team had to travel from Belgium to Australia to do it. However the Rovers made up for the Jaguar's disappointment by winning the Group A section and finishing four laps ahead of the next Group A car of Denny Hulme/Prince Leopold Van Bayern in their 635i BMW. The Rover finished a very credible 12th overall against much more highly modified race cars. JRA sold Rovers for years later off the back of this Bathurst race, just reward for their support of this high profile venue using expensive European teams.

TW though, was not happy with this first outing, and was determined to come back and do it properly. He was impressed with the hype and professionalism of the race organisers and promoters as well as the leading edge technology and support from television in Australia.

There were early rumours of Group A becoming a world series such was its increasing profile and Bathurst would be one of the races on that calendar. We discussed how we would go about another attempt at winning the Bathurst 1000km race in 1985 on the long flight back to the UK.

Macau

TWR had now concluded a deal with a major tobacco company near the end of 1984 which was re-launching its JPS brand, and two of the three 1984 TWR XJSs (004 and 005) were hastily repainted in black and gold colours for shipping to Macau, close to the Chinese mainland near Hong Kong. This race was held in mid-November just three weeks after the Bathurst 1000km race. The very prestigious annual Macau GP was for Formula 3 single seater race cars and future Formula 1 World Champion Ayrton Senna had won the feature race there the year before.

The supporting races were for Group A touring cars and these end of year events, held at the end of the European racing season, were seen as just 'money races' and not taken that seriously, with no points or championships at stake.

Macau was accessed from Hong Kong by water taxi for foot passengers, or ship for the race cars as the Chinese mainland was still off limits to most high profile western promotions.

By this time the European Touring Car Championship winning race car (007) had been earmarked for enthusiast Campbell McLaren in Scotland and chassis 006 was kept in storage at Kidlington leaving 004 and 005 to be used.

TWR mechanics Graham Hodgson, Chris Tuckey and Jim McCreadie were the lead team for that mission and the main opposition for Jaguar was going to be the Marlboro-sponsored Schnitzer BMW 635is, with the remainder of the field made up of mainly local smaller engined race cars. The only other possible serious opposition might have come from New Zealander Kent Baigent in another BMW 635i.

The Jaguars were 005 for Tom Walkinshaw and his ETCC co-driver Hans Heyer 004. Following a restart after a crash involving a local driver soon after the starting flag fell, and a welcome break for the soft tyres Walkinshaw was

gambling would give him the edge on this street circuit, he went on to win the 'Guia' race easily, with Hans Heyer right behind him in second. Hans Stuck in a BMW 635i was another minute behind, and was followed by Quester in the sister Schnitzer car. Baigent retired, and this win had been relatively easy for the TWR Jaguars and again confirmed to BMW that 1985 would be very difficult for them against these cars, with them having lost on a circuit that should have suited them.

And so a very eventful year had come to a close with TWR quietly switching its Jaguar team now led by Roger Silman into the



The race cars had to be shipped to Macau.

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TWR and Jaguar's XJS



Inside Tom Walkinshaw's Group A Racing Team

ALLAN SCOTT

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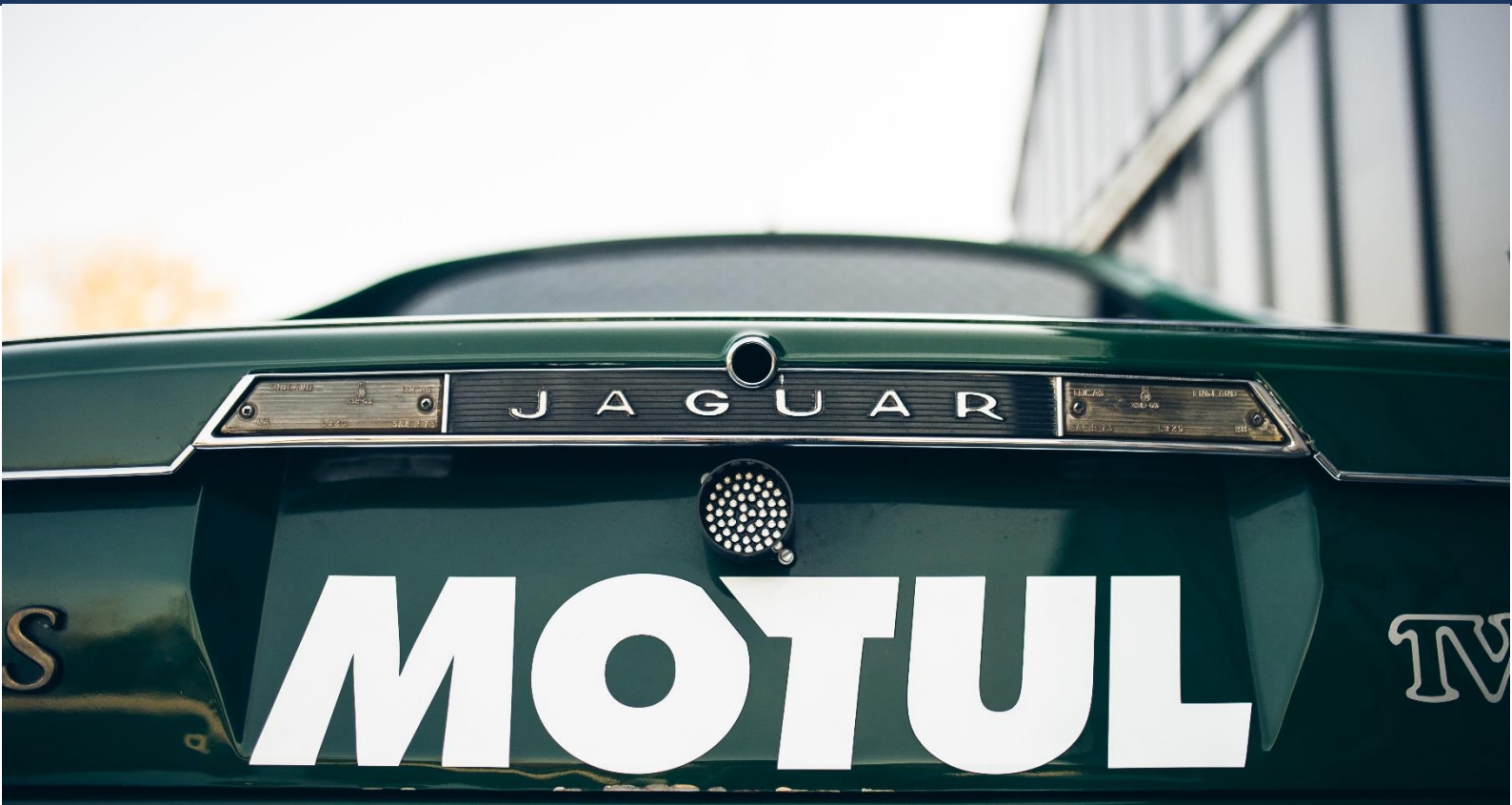
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**DUNCAN
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Chuck



Win



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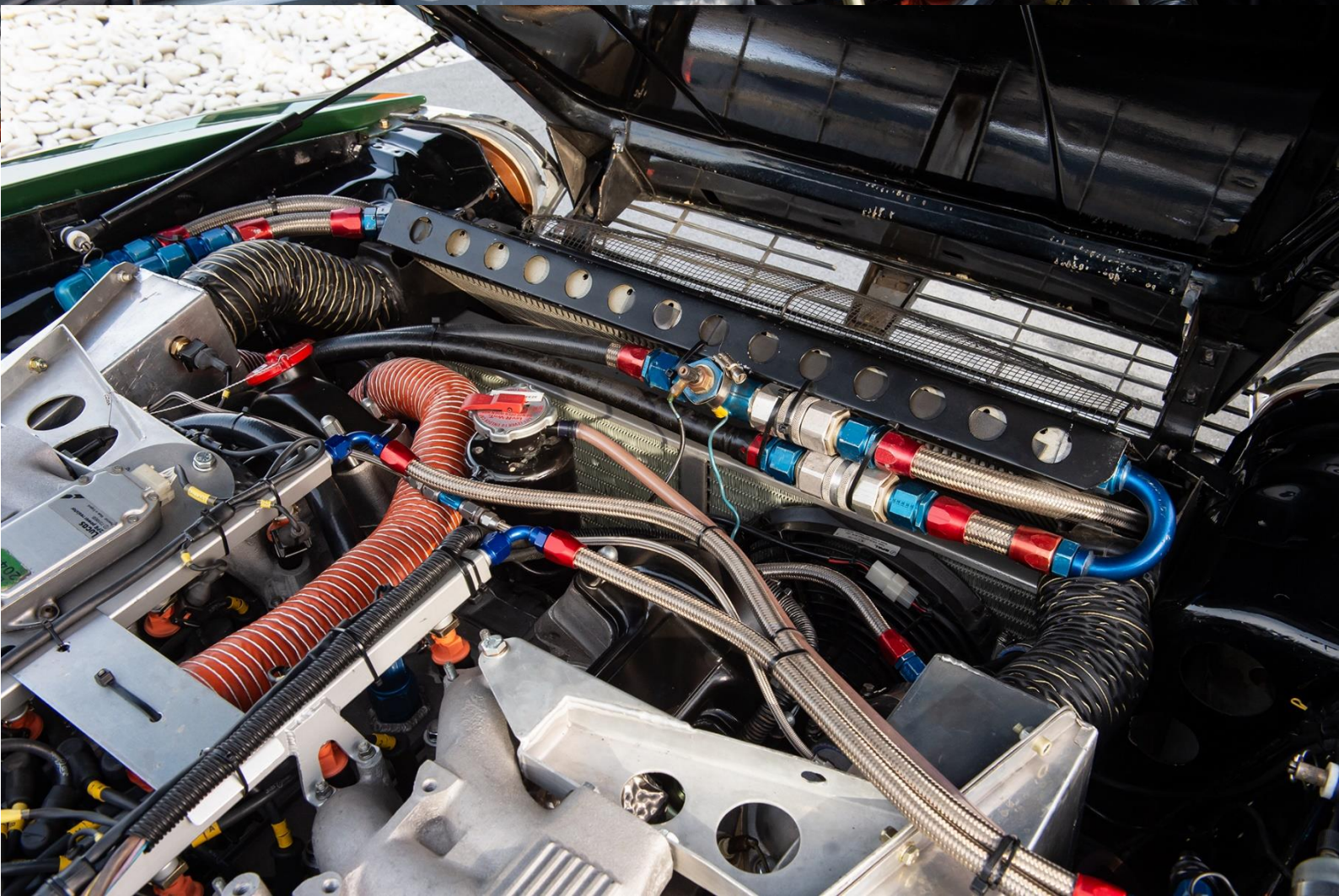
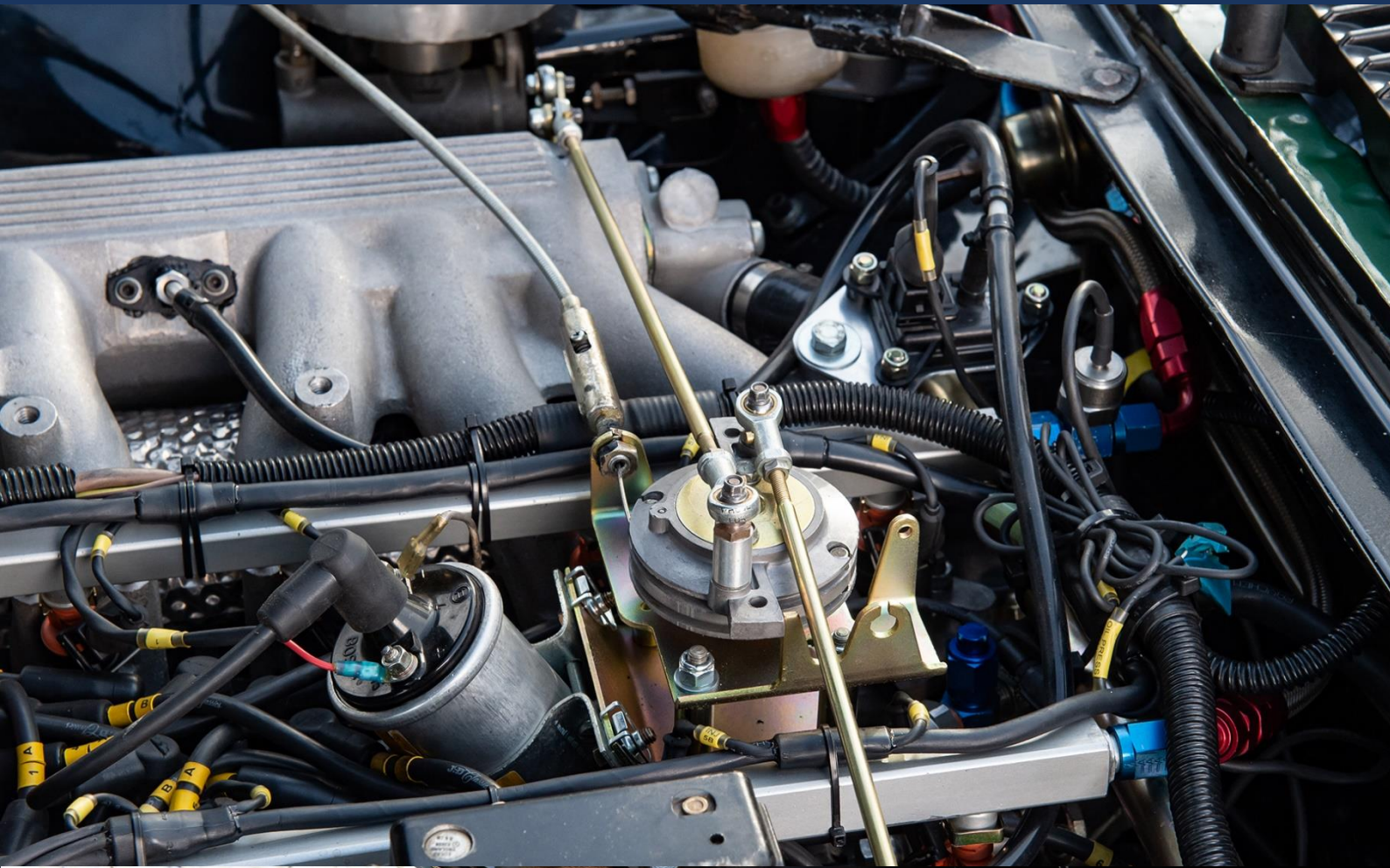
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CLASSIC DRIVER



CARS



BIKES



YACHTS



WATCHES



COLLECTIBLES



REAL ESTATE



MAGAZINE



AUCTIONS

Bringing the noise in TWR's thunderous Jaguar XJ-S

05 April 2019



Tom Walkinshaw's successful assault on Group A racing with the Jaguar XJ-S proved to be invaluable for the Coventry marque, ultimately teeing up its return to glory at Le Mans in 1988. We took one of the big, brazen cats in question for an ear-splitting springtime blast down memory lane...



When the socking great 5.3-litre twelve-cylinder of the Jaguar XJ-S TWR catches but with the slightest of hesitancy, everyone within a square mile of Duncan Hamilton ROFGO's Hampshire showroom cranes their neck in bewilderment.

The booming, almost feral roar emanating from the two crudely fabricated side-exit exhaust pipes shakes you to your inner core, causing every last hair on your body to stand immediately to attention. Yet the abrupt earth-shattering violence is in complete contrast to the sleek feline body of the car, which, save for the ridiculously wide Dunlop tyres and ground-hugging ride height, is virtually unchanged from the XJ-S you could have found in your local Jaguar showroom in the 1980s.

The XJ-S had no real right to be a competitive racing car and given its gargantuan size and weight, it was hardly what you'd call refined or delicate. But, recognising features such as its independent suspension, powerful and reliable engine, and particularly wide wheel wells, the renowned Scottish racer and team owner Tom Walkinshaw saw things differently.

Having persuaded the big wigs at Browns Lane to let him field a handful of XJ-Ss in the European Touring Car Championship, which had adopted the FIA's new – and relatively stringent – Group A regulations for the 1982 season, Walkinshaw and his squad of elite drivers including Martin Brundle, Chuck Nicholson, and Win Percy soon started chalking up victories.



Initially campaigned in a black Motul-sponsored livery, for the 1984 season TWR's XJ-Ss were given a fresh lick of green and white paint, colours in which they would forge their iconic status. Having narrowly lost out on the previous two championships, the cars were also comprehensively renewed. Walkinshaw exercised his powers of persuasion once again, this time on the sport's governing body, to allow his cars to be fitted with Cosworth's Formula 1-derived high-lift valves. Combined with new pistons, they equipped the V12 with 450bhp and allowed it to rev right the way up to 7,300rpm.

The subsequent success of the car was devastating: seven victories, including three 1-2-3 finishes, clinched Walkinshaw the 1984 ETC Championship. At the Spa 24 Hours, his big cats earned Jaguar its first victory in a 24-hour race since Le Mans in 1957, and he even took three cars to Bathurst in Australia, where they promptly won and silenced the Aussie critics who said the XJ-S would never cope with the undulating and twisty curves of Mount Panorama.



This particular car, with which we've rather naughtily ventured out for a morning blast on the sleepy roads surrounding Duncan Hamilton ROFGO, is chassis number five. Its most notable result was the victory in a Group A race in Macau that was held in support of the popular Formula 3 event. Tom Walkinshaw drove a commanding race, the big Jaguar – painted for the only time in a John Player Special livery – performing faultlessly.

The man who drove, or should we say wrestled, it the most, however, was a certain Winston 'Win' Percy, the Dorset-born driver who was once considered the man to beat in global touring car racing. We spoke to Percy from his home in Spain about his memories of Walkinshaw's XJ-S and what bearing it had on his illustrious career.



"The XJ-S TWR was a one-off and unlike any other touring car I ever drove," he fondly recalls. "That it was so competitive is a testament to Tom Walkinshaw's sheer determination to get the most performance from it while keeping it as simple as possible. It was no good driving it at nine-tenths – you really had to be physical with the car and it would reward you. It was an amazing feeling and such a buzz to race and win in the XJ-S."

Percy is also mindful of the value the XJ-S's racing exploits brought to Jaguar, a manufacturer that, at the time, was in somewhat of a precarious financial situation. "It was an era when Jaguar was struggling and what TWR did for its business was invaluable," he continues. "In fact, I've never seen better proof of 'win on Sunday, sell on Monday' than when we took it to Bathurst. The Australians never believed that we were going to win, but we did. The following day we went into Sydney and people were quite literally queueing up at the Jaguar dealer to order an XJ-S. Later in my life, too, at an event at the Jaguar factory, many people who were working or had worked there thanked me for promoting the model and helping them to pay their mortgages."



"In the context of the era, the XJ-S has to be the car I hold fondest in my heart – it gave me my first ETC victory and took beyond the UK and onto the world stage. It changed everything for me."

Having spent several raucous miles in the company of [this beautifully original XJ-S TWR](#), we can well understand why it managed to cement itself in the memories of so many people. Putting aside its pivotal role in one of Jaguar's most famous racing chapters, isn't the XJ-S simply a fantastic looking racing car? Seriously, who needs complex aero when you've got such a sleek, squat, and sexy body? Just drop it down a few inches and fit a pair of hilariously wide tyres and Bob's your uncle. We'll certainly never forget the wall of thunder that hit us when Duncan Hamilton ROFGO's Jack Tetley really gave it the beans. There are bigger cats out there, but this has got to be the wildest.