

JAGUAR ROYALE

By Neville Barlow

I recently came across an article entitled "Jaguar Royale". It certainly caught my attention for several reasons. The car was called a Royale after the famous Bugatti Royale that was built to eclipse the best that Rolls Royce could make. With a 12 litre engine and weighing 3.5 tons it was the most luxurious limousine of its day. Only 6 were made and all are still in various car collections around the world. At time 1927 – 1933 a Bugatti Royale cost \$40,000, a top Rolls Royce \$25,000.



One of the other interesting facts for me was that the Jaguar Royale was built by one John Barlow. He was very involved in the Kit car world, something I spent several years occupied by. In 1996 I was in London and visited a couple of kit car shows.

I could not believe the quantity and quality of many of these kit cars or replicas. By then John Barlow was firmly established as a celebrity in that world. Back in 1981 he set up a business called JBA Motors and produced a series of pre-war look alike cars called Falcon and Javelin.

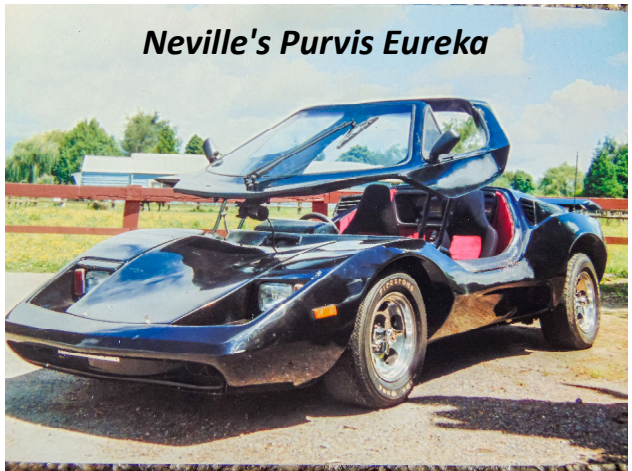
In 1990 he set up the Royale Motors company and produced replica Bentleys and BMWs. He decided in 2017 to concentrate on a one off project he had long thought about. It was a car that Sir William Lyons might have built, that may have fitted between the SS100 and the XK120, had the Second World War not taken place.



John purchased a rather beaten up 1989 Jaguar XJS coupe. He completely stripped it, using the 3.6 engine and the independent rear suspension. He built a totally new ladder chassis. This car is beautifully made mainly from glass fibre panels, rather than steel. John has had over 40 years to develop techniques to make glass reinforced plastic for car bodies that have stood the test of time.

The Jaguar Royale is a modern car, with lovely LED tear drop rear lights. The interior takes its cue from the 1950's – 1960's Jaguar Mark VIIIs to Mark IXS, with plenty of wood veneer. The engine produces 221 bhp with a 0 – 60 mph of 6.5 seconds and a top speed of 140 mph (225 kph). This car is for sale at £95,000. While this might sound expensive, this is a one off and could have been one that Jaguar might have made.

Some people frown on the so called kit cars. However there have been some fantastic cars made by companies still very active today. My involvement was with a car called a Purvis Eureka. Some 650 were made in Australia from 1974 to 1991. A very few were made in Nelson New Zealand. The donor car was a VW 1500 chassis and engine. With the light weight fibre glass Eureka body, they could top 100 mph.



The car illustrated here I shoe horned a Mazda 12 Rotary engine into it but eventually replaced it with a 13B Rotary. Power went from 50 bhp up to 150 bhp. I never quite



had enough braking power. I was always worried about an overheating engine (a rotary in the back) but boy did people stare when I stopped and popped up the roof. Another chap and I formed the NZ Purvis Eureka Club but we remained the only 2 members. I am not sure if any Eureka's are still running in N.Z. but Southwards Car Museum has one on show.

Neville