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Xclusively Jaguar Magazine May 2022 issue – packed with information

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Jaguar

removed from the interior and all the leather was given a generous dose of Connelly Brothers hide conditioner. The shop painters did some sterling work to remove scratches and scuff marks the car had gathered over the years. Some serious work with the polishing machine was required to finish it all off. With the complete RDU 401W was standing in the workshop as the day it left for the salt flats. Now ready for glory the car did some promotional work and the Thrust 2 team around the UK. In early summer 1983 the car returned to the UK. Prep at Browns Lane for final preparation accompanying Thrust 2 to America for a shot at the World Land Speed Record, this time at the Black Rock Desert, Nevada, USA.

For this final preparation we redid the car in the original prep and carried out some work including new engine oil and filter, and filters, plus a full suspension geometry check. The car was going to be high profile in the market we did, yet again, an external car that was completed I have to say the car was magnificent. When I took RDU 541W on its way prior to its despatch to the USA I was impressed with its performance, and I was quite happy to see it.

On 4 October 1983 Thrust 2 broke the land speed record, obtaining a speed of 633.468 mph average in each direction. The top speed recorded was 1000 mph.

Before departing the Black Rock desert, secured the land speed record, the Thrust 2 team had the opportunity to put the fire tender down with the following results - 128.966 mph average speed over two runs in each direction. The top speed recorded was 140 mph. This was a quite credible performance on conditions were not ideal on the day and performance testing of police cars that could take between 10 to 14 mph off the top. (Probably the top figure in this case as the car was with one of the later low profile bars) positioned at a large steel tank containing

Waburne Straight that year - 179 mph. The Team had officially withdrawn from the record of 1956, but Jaguar continued to support the team.

The car was originally designed by Adrian Reynard for the Thrust 2 team. The donor vehicle for Ian's 1983-84 was a 1965 Jaguar 5-Type 3.8 litre with a 4 speed plus overdrive. The transmission was a 4 speed, and the engine rebuilt, balanced and fitted with a new Jaguar sponsor and Jaguar 'skins'.

At the time, Ream Engineering is still selling the car. The boss Adrian Coking has been replaced, especially with a more authentic look. The car has 15" Dunlop style alloy wheels, a new chrome Weber 4500CF carburettor.

In association with
THE JAGUAR DRIVERS CLUB

May 2022

If you are interested in all matters Jaguar, you will like Xclusively Jaguar magazine...

Take a look at their latest, May 2022 issue, about which they tell us:



It's been a busy month at Xclusively Jaguar and it looks set to get even busier this year!

At last we have some shows to attend, the first being the Jaguar Breakfast Club meeting on 2nd April, which was dedicated to the XJ40 and is reported on in our May issue, along with a plethora of other fantastic articles, including:

- > Racing updates from Swallows Racing
- > A return of the Jaguar Blue Lights - this time looking at Jaguar Fire Tenders
- > Part 3 of "Where the XJS Rusts and Why"
- > Jaguar D-Type XKD601 Tribute Car

And so much more! Click the link below to read the latest issue!

[Until next month, Happy Motoring!](#)

You will find the latest issue of Xclusively Jaguar magazine (along with all back issues) at www.Xclusively-Jaguar.co.uk

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