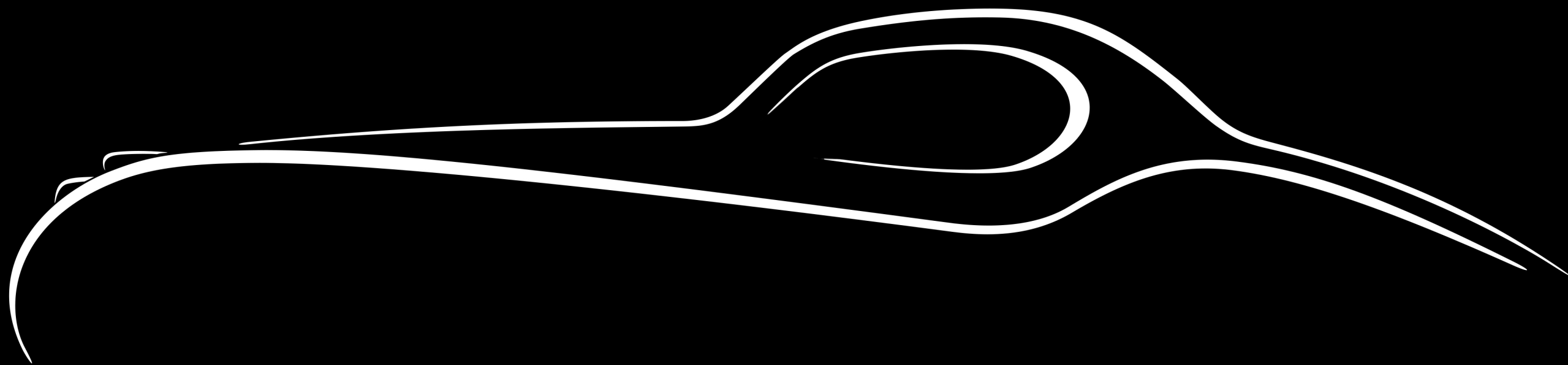




THORNLEY
KELHAM



European



THE EUROPEAN STORY

The 1950s marked the start of a golden era in European car design. As the world emerged from the dark years of WW2, there was a quest – and a need – for light and joy; a passion to create and rebuild. In Europe this resonated in the car industry. A new era began, driving exports, harnessing and refocussing the continent's talents, and a new generation of sports cars emerged - in Britain the Jaguar XK120, Austin Healey 100, MGA and AC Ace, in Italy the Lancia Aurelia, Alfa Romeo 1900, models by Fiat, Ferrari and Maserati. German engineers developed the wonderful Porsche 356 followed by the majestic Mercedes 300SL....

At Thornley Kelham, over a decade of working with, driving, and restoring these models to concours-level standards, has honed our appreciation for these wonderful automobiles. Our deep experience of their beauty, engineering – and foibles – has also led to an evolution in our approach to them. And so, we have launched our 'European' division, our mission being to both pay tribute to their heritage, and to develop them to meet the demands of the twenty first century driver.

Today's global appetite for these leading brands can be traced back to those iconic models of the 1950s and 60s. Across Europe that post-war era led to an automotive revolution for designers, engineers and drivers alike. Designers expressed their new-found freedom to create some of the most recognisable car profiles ever. US service-men returned home with examples of these cars, introducing Americans to European design, handling and looks largely missing from home-grown models. Enthusiasm for these 'little cars' swept the continent, and such was the appetite for these cars that Porsche actually adopted the name 'European' on the 356.

And racing certainly improved the breed. Wealthy European 'Gentleman Drivers' took these cars straight onto both road and track – from the Mille Miglia to Le Mans, and the enthusiastic drivers of the SCCA virtually queued up to buy Porsches, Jaguars, Healeys....

Today, as modern cars get heavier, bulkier, more powerful and less involving, enthusiasts continue to collect, and to aspire to those glorious cars from that preeminent time. Owning a classic from this era provides a glamour, a freedom and an indefinable cool distinctly absent from all but the greatest of modern offerings. The challenge of our European brand cars? To provide you with a thoughtfully reengineered, redesigned and individual car that retains the heritage of the original whilst elevating the driving experience.

Modern driving conditions and contemporary drivers increasingly demand more than original, unmodified classics can realistically provide. Today's roads allow for more power and greater distances to be covered much more quickly than 60 years ago. Today's drivers expect more comfort, more convenience and greater reliability than previous generations. In launching our European brand, we have chosen models that encapsulate this golden era, and we bring discerning enthusiasts the best of past and present. As we seek to recapture the freedoms that those period designers – and drivers- enjoyed, our reinterpretations focus on the design, the details and the drive.

Our aim? To deliver classic beauty redefined by today's designers, adequate power and involving handling to satisfy experienced drivers, a stunning level of attention to detail, and the exclusivity and individuality that ensure your European will be unique.

And undeniably cool.



Европейски

INTRODUCTION

ABOUT THORNLEY KELHAM

Founded in 2008, Thornley Kelham Ltd is a specialist in concours restoration, maintenance, rally preparation and support of iconic vintage and classic cars. From its Cotswold headquarters, the team of 36 manage, restore and prepare examples of sporting greats for global concours and motorsport events from a state-of-the-art 32,000 sq/ft facility.

With in-house bodywork, paint, engine building and engineering shops, Thornley Kelham is widely regarded for the quality of its restorations of historically significant, sometimes unique vehicles across a variety of leading marques. Its prize-winning restorations are regularly shown at concours events including Pebble Beach, the 'Royal Concours' at Hampton Court Palace, Chantilly and Salon Privé, while a dedicated motorsport team supports clients at rally events world-wide including the Mille Miglia, Tour Auto and Targa Florio.

Thornley Kelham is also internationally recognised for its creation of the limited-edition, bespoke 'Outlaw' Lancia Aurelia B20GT project, details of which can also be found at www.fuorilegge.co.uk. This has led to the development of the 'European' in house division dedicated to the design, development and reimagined restoration of modified iconic classics.





European

THE EUROPEAN PROGRAMME

As the name implies, Thornley Kelham's 'European' brand stands for heritage, design and engineering. Models chosen will be icons from the 1950s, '60s and '70s that displayed outstanding design and engineering in period, and today are undeniably cool. Donor cars will always be uneconomic to restore, and models will be reasonably plentiful.

Restored and re-engineered to Thornley Kelham's concours winning standard, the Europeans aim to take the 'restomod' market to the next level in terms of the quality of design and the execution of the details. Considerably lightened, and with both the powertrain and suspension systems redesigned to modern specification, they also promise to drive beautifully.

The Jaguar XK European is only the beginning. Porsche 356 and 911 models will join the XK in the model line up in the coming months.

All European cars will share a common DNA. Working with high profile car designers we are marrying the original classic lines with a modern aesthetic - as we did with the Lancia Aurelia Outlaw and recently announced Outlaw CSL.

Whilst you could of course show these cars, they are meant for *driving* - and different options will be available for different requirements - whether fast and comfortable GT or lightweight, powerful mile-eater. Our Aurelia Outlaws have both won Concours events and participated on the Coupe des Alpes and on US rallies.

Put simply: The Design. The Details. The Drive.

THE DESIGN

THE DESIGNER'S THOUGHTS...

Paul Howse, ex-McLaren Senior Designer speaks:

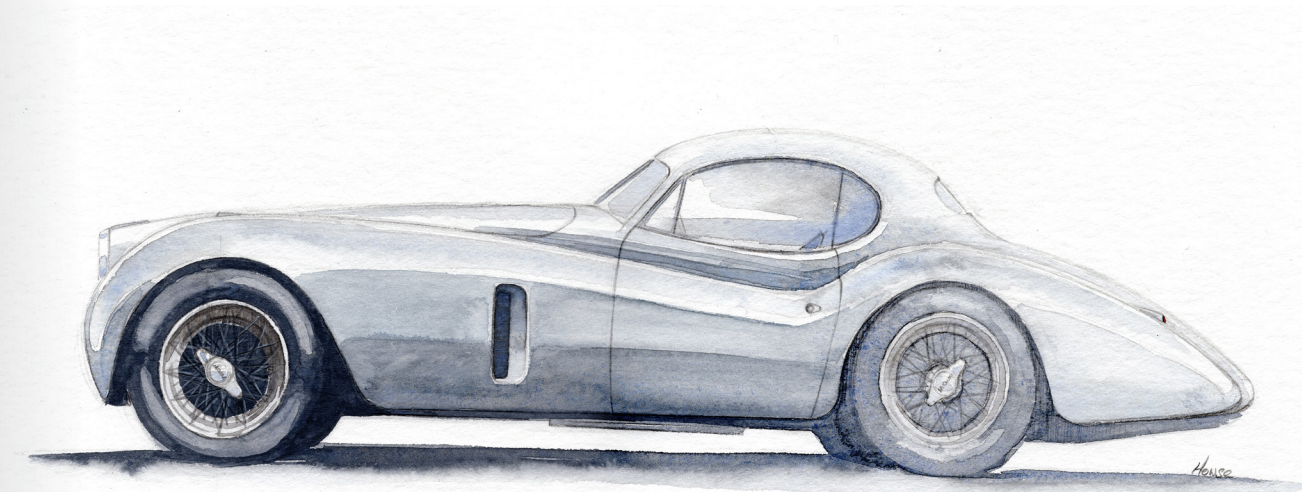
The idea of improving or modifying any iconic design is one that must be approached with great care. One has to be very respectful for what was originally designed in a very different time using very different tools. My vision was to meld the latest state of the art Automotive Design techniques with time-honoured craftsmanship – to create 'purposeful beauty'.

With that in mind, when I set out to design the XK European, I knew it had to be instantly recognisable as a Jaguar; as if it had come out of the factory in the late fifties as a 'skunkworks' project. Almost as if Jaguar had done to the XK120 what they did with the Lightweight E-Types... More muscular. More assertive.

The first major task was to lower the roofline so that the proportions become more elegant and purposeful, and also link to the Aurelia Outlaw treatment. The next was to add some form /curvature to the bodyside as the standard car is actually quite flat. All the body sections now have an acceleration to them which adds sculpture and muscle but also lightness. The arches are wider both at the front and more significantly at the rear with wider alloy wire wheels filling them out nicely, giving that 'road racer' stance. We also removed the rather chunky brightwork of the original XKs and instead introduced a subtle crease down the bonnet which follows the split

screen into the roof and washes out over the roof, which is more smoothly integrated into the overall form, as are the rear arches. At the rear, the tail now sweeps up to create a more teardrop form. The rear lamps are nestled into the bodywork and the headlights have had the chrome bezels removed, cleaning up the appearance.

The overall impression is of a tauter, more purposeful XK that respectfully pays tribute to the great Jaguars of the past.





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THE DESIGN

KEY MODIFICATIONS INCLUDE:

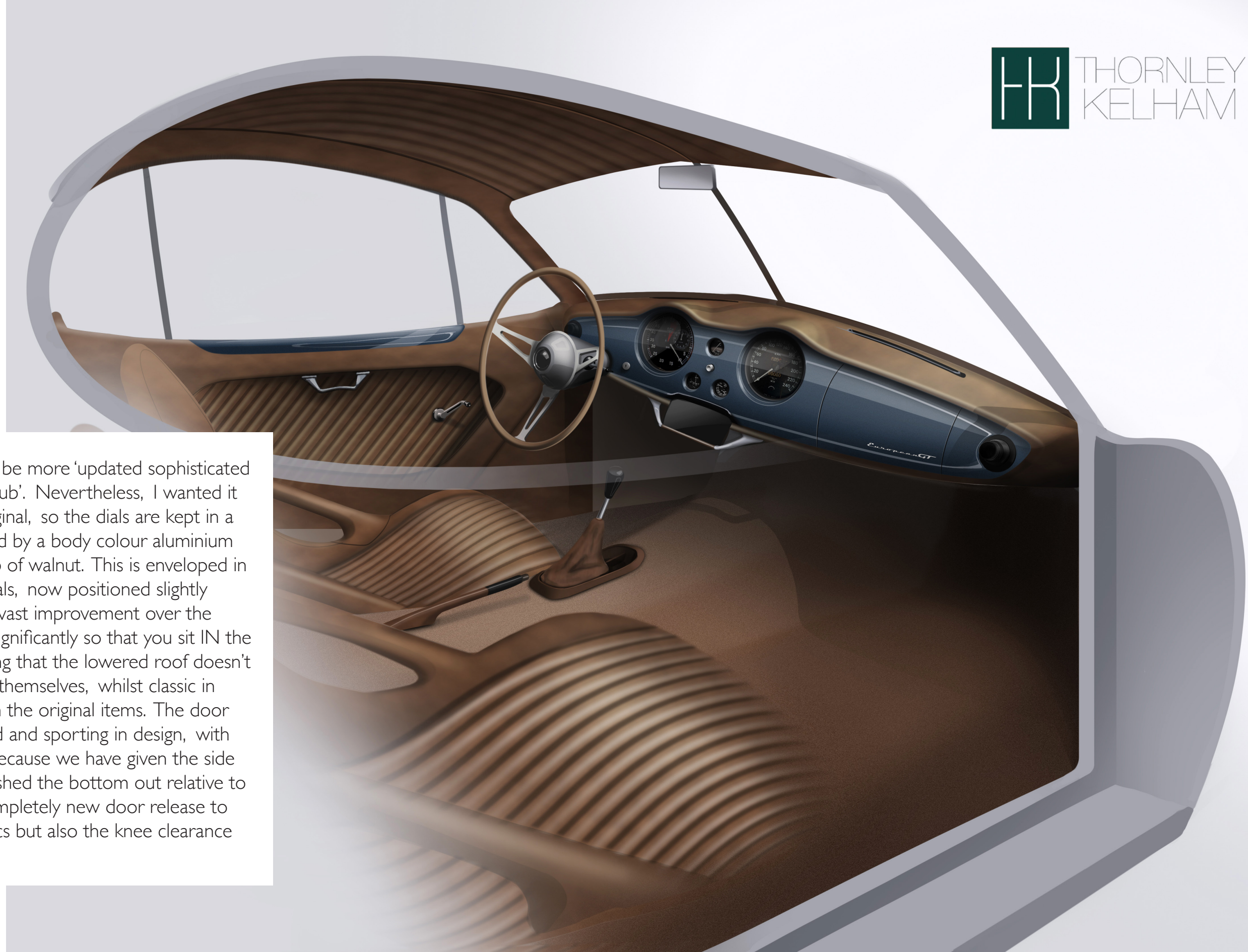
- Hand formed aluminium body and opening panels
- Roof 'deguttered' and lowered c. 2 ½ inches
- Cabin profile reshaped to harmonise into body
- Front end bumperless and scalloped; added circular chrome air vents; indicators moved to top of wings
- Rear end subtly reshaped
- Sides reshaped from flat to curved "tumble home" profile
- Central bonnet line continued into roof with subtle metalwork
- Slanted wing vents and bonnet louvres for improved cooling
- Front and rear wings reshaped and widened
- Internal body stiffening to rear arches, B-post, seat bulkheads and parcel shelf
- Sculpted rear luggage platform

THE DESIGN

THE INTERIOR

Paul Howse again:

Regarding the interior, it had to be more 'updated sophisticated GT' than 'traditional members club'. Nevertheless, I wanted it to be recognisable from the original, so the dials are kept in a similar layout but are surrounded by a body colour aluminium dashboard rather than a flat slab of walnut. This is enveloped in the finest leather hugging the dials, now positioned slightly higher. The seating position is a vast improvement over the original, dropping the H-point significantly so that you sit *IN* the car rather than on it and ensuring that the lowered roof doesn't affect the headroom. The seats themselves, whilst classic in design, offer more support than the original items. The door design is also more sophisticated and sporting in design, with a slim storage pocket possible because we have given the side glass some tumblehome, i.e. pushed the bottom out relative to the top, and incorporated a completely new door release to not only improve the ergonomics but also the knee clearance for taller drivers.





THE DETAIL

INTERIOR DETAILS

- Full bespoke FIA-spec. roll cage built in
- Bespoke front bucket seats – various styles with optional headrests
- Full Connolly aniline leather interior
- Alcantara/leather fluted headlining
- Full sound-deadening throughout cabin
- Modern 3-point inertia reel seatbelts (4-point harnesses no-cost option)
- Adjustable/collapsible steering column
- Competition/wooden steering wheel with bespoke Jaguar logo centre
- Colour-coded fitted fire extinguisher
- Individually numbered European XK sill plate
- Wilton carpeting throughout
- Modern pedal box conversion
- Air conditioning/climate control
- Original gauges but reengineered internally
- Choice of dashboard finishes –engine –turned aluminium, painted, etc.
- Upgraded ICE/communication system with Bluetooth etc.
- Power steering option
- Electric windows
- Heated front and rear screens
- Wireless phone charging

Aurelia Outlaw interior for illustration only

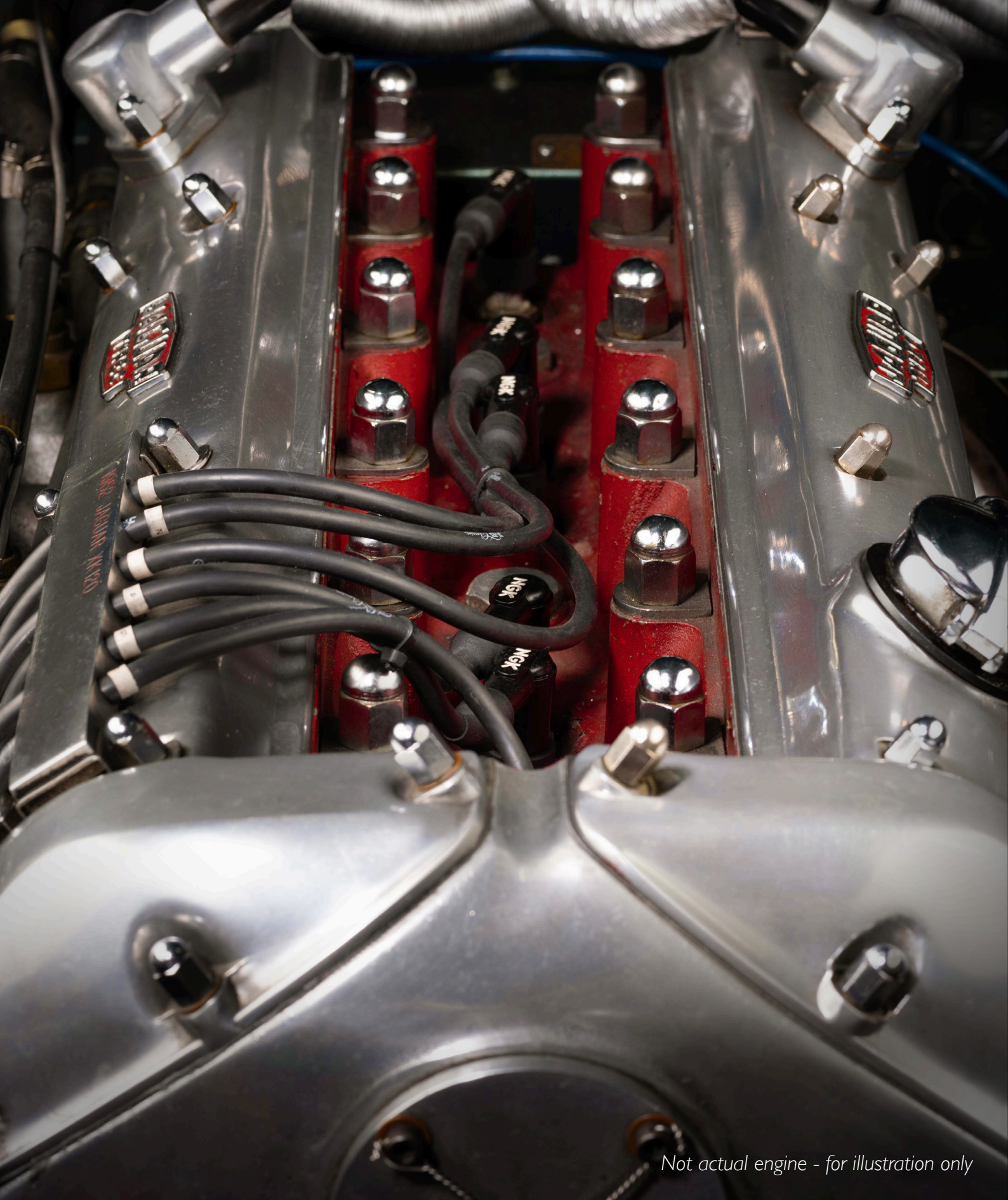


THE DETAIL - EXTERIOR

- Radiator grille: satin nickel or body colour surround with grille in black mesh
- All chrome bright work replated in satin nickel
- Bespoke alloy wheels – 16" x 6" (front)/7.5" (rear)- various styles available
- Headlamps – upgraded to Lucas 'tripod' style LED
- Rear lamps/indicators redesigned and 'frenched' into rear wings
- Dual external Monza style fuel filler caps
- Exhaust – quad pipes on bespoke system
- Louvred bonnet
- Simpler, redesigned door handles
- Exterior mirrors – various styles available

THE DRIVE





Not actual engine - for illustration only

THE DRIVE

ENGINE & TRANSMISSION

- Narrow angle C-Type cylinder head
- D-Type cam profiles
- D-Type cam covers with breathers
- Aluminium 3.8 litre block
- 88mm bore; 10:1 compression pistons
- Bespoke design crankshaft
- Aluminium lightweight water pump
- E-Type 4.2 litre ribbed sump w/sump baffle
- 4.2 litre oil pump with large bore pipes
- XKI20 oil filter housing with cooler take off
- Screw on modern type oil filter
- Lightweight 134T flywheel to suit 9 1/2" clutch
- Uprated clutch and cover plate
- Redesigned 5-speed gearbox with ratios to suit above engine
- Projected peak power: 340 bhp at 6000 rpm*
- Projected peak torque: 310 ft/lbs torque at 4750 rpm*

*Fast Road Spec engine

THE DRIVE

THE CHASSIS

- Redesigned rear axle incorporating Limited Slip Differential
- Redesigned and uprated suspension front and rear incorporating double wishbones + coil overs
- Bilstein shock absorbers
- Eibach springs
- Uprated & vented 4-pot disc brakes all round
- Alloy rimmed wire wheels w/stainless steel spokes
16" x 6" front; 16" x 7.5" rear

*Other brake and wheel options available





Европеан



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