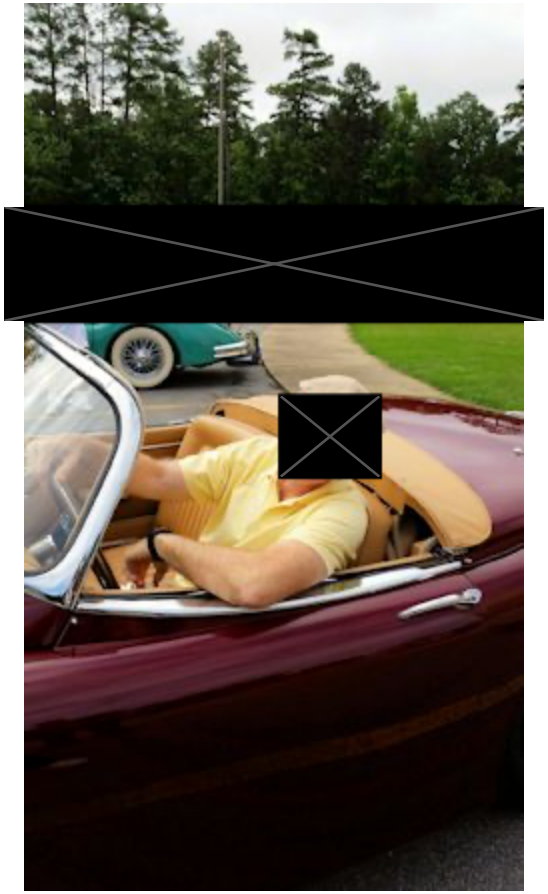
**Specification (briefly) for this project is as follows:**

Team CJ modified restoration featuring a high performance Stage One CJ engine, CJ5 five speed, upgraded suspension, brakes,
cooling, ignition, air conditioning, blue tooth capability, etc..

We were delighted to hear that this Team CJ restoration won its class at the exclusive National British Meet in Hot Springs, Arkansas over the weekend (May 2015). The Crown Jewels Concours at this event is an invitation only show limited to 100 invitees, and only one example of each model is selected. The Crown Jewels Concours is hosted by TV 'car guy' Dennis Gage.

Car ready for judging!


Great achievement to win at this exclusive invitation only event



Dennis Gage adds his seal of approval!

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One gorgeous Imperial Maroon XK150 roadster and two very happy customers!

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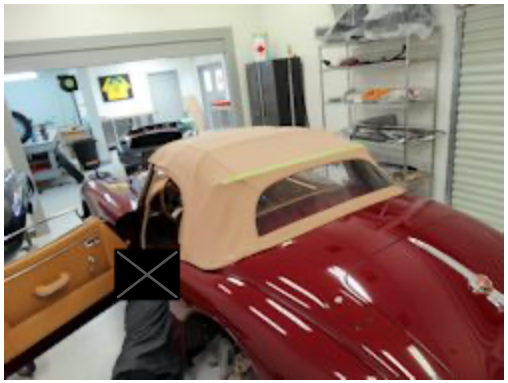
More road testing today, dodging rain storms..

---

Putting the finishing touches to this restoration...



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Installing the new convertible top tonneau cover extension flap..

---

Installing the custom AC unit beneath the dash...

---

More progress in the trim room...

Preparing to install the convertible top

Jack refinished

Restored spare wheel cover now installed

Budget key clamped in place

---

Carlos has been busy installing your dash and trimming out your doors...

---

Installing the demister vents and trimming out the hide dash pad..

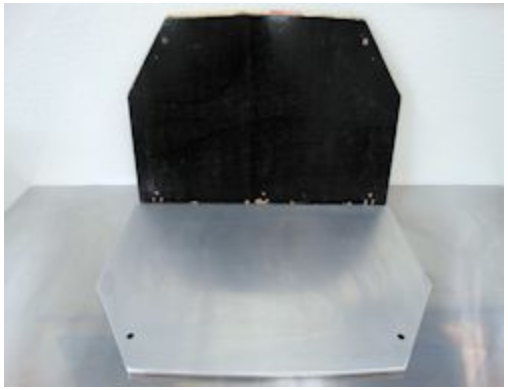
Laying hide dash cover in place

Hide dash top carefully trimmed around demister vents

Pulling hide tight demonstrates what the finished dash will look like

Specially made canvas tonneau cover

Fabricating a new aluminum spare wheel cover from scratch..



Trial fitting the new panel

New Triplex screen installed

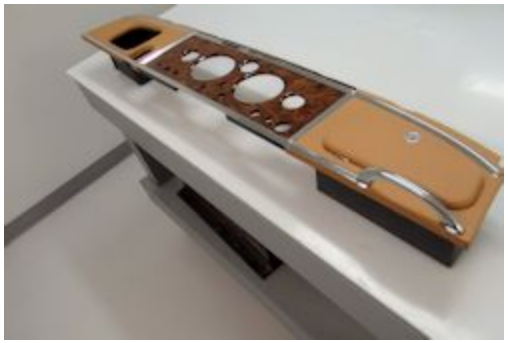
Unpacking the new convertible top

Fawn top offers nice contrast against Imperial Maroon coachwork

Doors now permanently installed and adjusted..

---

Assembling the dash..



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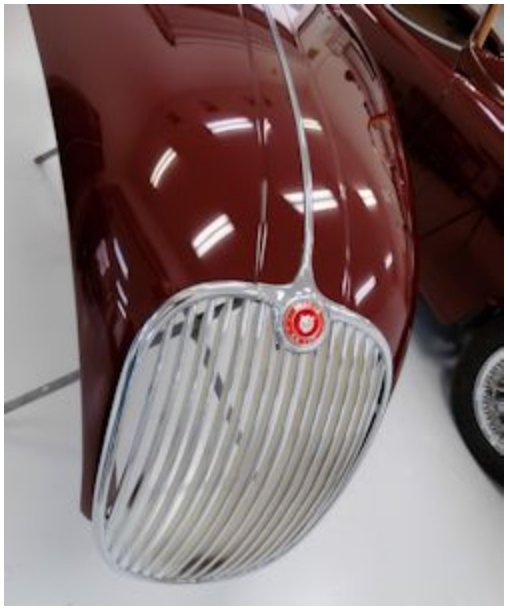
Your car has been moved into the trim room for the final push to completion.


The shelves in the background contain the last few items left to be installed

Rear bumper now installed



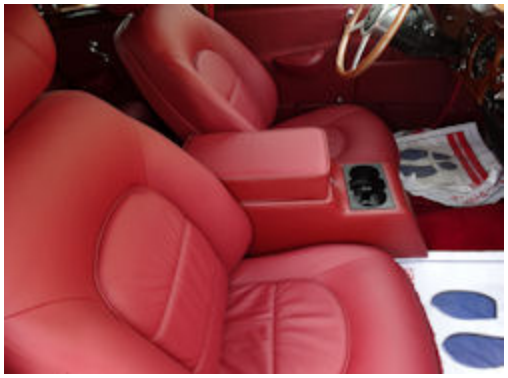
Restored grill fitted to bonnet

---

We have been running and tuning your XK150 on the Dyno for the last couple of days and I am pleased to report that everything is working perfectly. Next week the car will be moved to the trim room for the final push to completion.

---

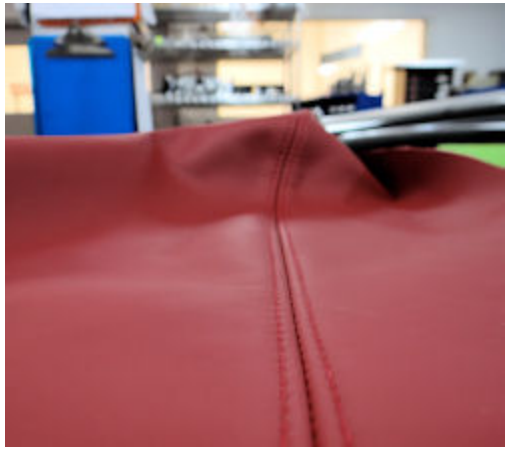
Custom center armrest and cubby finishes off the Mk VII interior conversion..

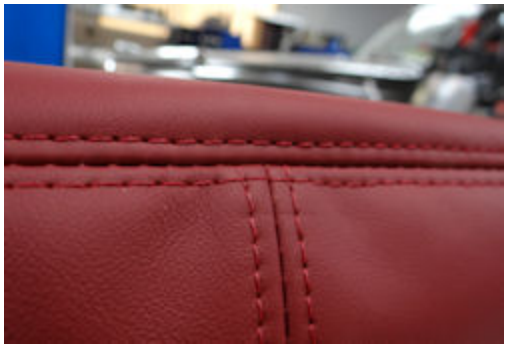


---

Lots of progress in the last few days. The electronic seat adjustment controls and the adjustable heating elements have all been wired in and are all functioning perfectly. The only thing left to do is to secure the front seats to the floor, and select an appropriate center console, which we recommend should be trimmed in red hide to match the seats.

The following sequence of photos show Carlos fabricating and sewing up the rear cover for your front seat backs, and the first of the front seats completed. He is working on the second seat today.





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The following two photographs show the new hide seat covers we bought to trim the 2000 Vanden Plas seats (front and rear) that we will be installing in your Mk VII. It is actually quite amazing how well the rear seat fits!

New hide seat covers are very high quality and match the existing interior trim very well

Amazing how well the rear seat from the 2000 XJ8 parts car fits in your Mk VII

---

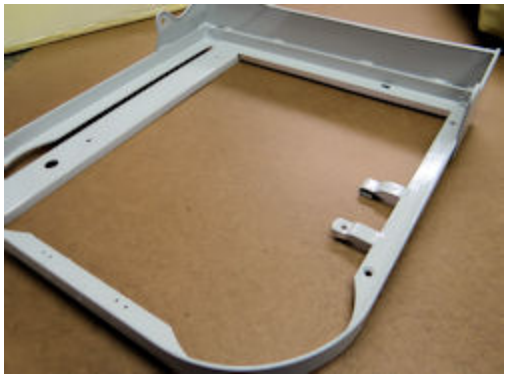
More progress in the trim room..

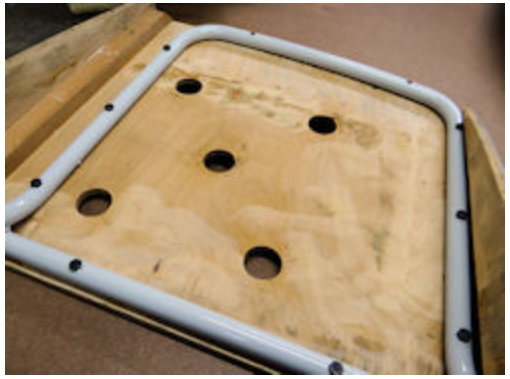
---

Carlos has now finished trimming your seats and dash panels with the new exquisite Suffolk & Turley hide..

---

Restoring your seat frames and trimming your seats with beautiful new Suffolk & Turley hides...





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Installing chrome, wiring in lights..

---

---

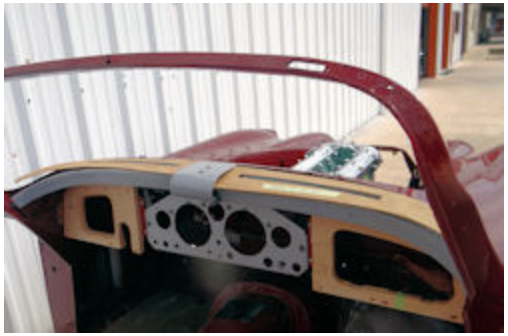
Installing the new wiring harness, custom walnut gauge panel....

AC unit will be centrally mounted beneath dash

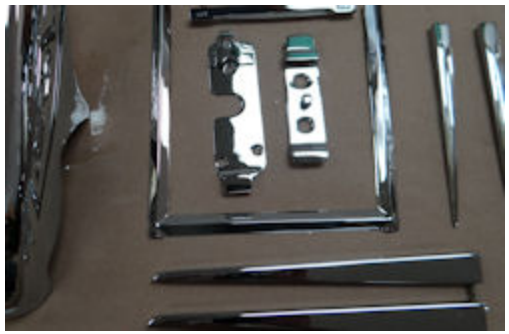
Madera Concepts did a great job matching your custom gauge panel to the steering wheel

---

I am pleased to report that we have now received all of your chrome plating back and the finish is absolutely spectacular. We sent your center gauge panel to Madera Concepts to have them apply a custom walnut veneer to match your woodrim steering wheel.



Center dash gauge panel has been sent to Madera Concepts
for a custom walnut veneer



Trial fitting the battery box and inner wing panels prior to painting and installing them permanently...

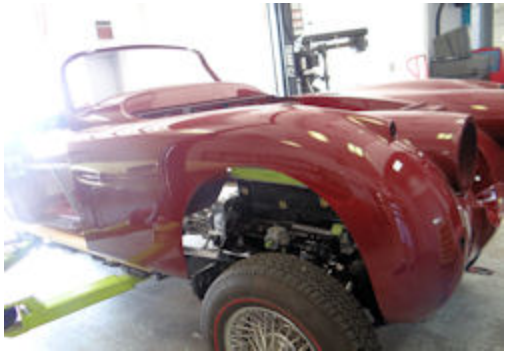
Important to trial fit all the inner panels before painting and installing them permanently

Adjusting fit of battery box cover

Everything is now lining up very nicely

---

Reuniting the body with the chassis...



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The following photos show your AC kit, which arrived yesterday. Tomorrow morning we will be reuniting the body with the chassis...

Your air conditioning kit has arrived

Vents will be centrally mounted beneath dash

---

Gerardo is currently busy sanding and buffing your new paintwork...

Wings have already been buffed to perfection


New data plate stamped and installed

---

We have now painted the outer body panels Imperial Maroon....

---

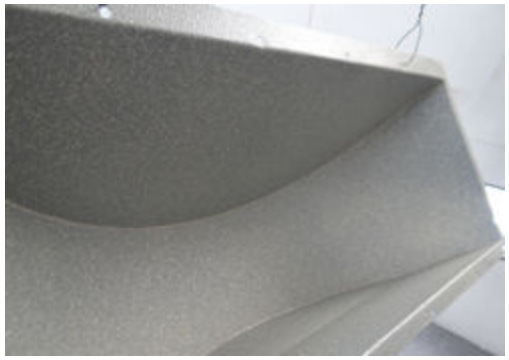
Applying the first of the Imperial Maroon...

Masking the outer body panels

Seam sealer applied to all seams and joints in B pillars, firewall and inner  wheel arches

Textured rocker guard applied to inner arches, lower firewall and entire underside of bodyshell

Applying the first of the Imperial Maroon



Spare wheel well in Rocker Guard, prior to painting

This photo more representative of the Imperial Maroon color than earlier images in artifical light of booth

Gorgeous Suffolk & Turley hides...

The following sequence shows the chrome trial fitting process, as well as trial fitting the convertible top frame...

A huge amount of work has gone into making the screen chrome trim fit like this


Trial fitting and adjusting the convertible top frame

Bumpers and overriders have had 54 years worth of dents hammered out!

---

I am pleased to report that we have now completed the bodywork stage and your car has been put into high build primer. The panel fit on your car is as good as you will ever see on a Jaguar XK.


Jake, Oscar and Gerardo are justifiably very proud of the work they have done to your Jaguar

All of the bodywork has now been completed and the car has been primed



The panel gaps are absolutely beautiful


The best fitting XK door you will ever see


We have spent the last several weeks blocking and perfecting the panel fit on the XK150. All panel gaps throughout the car are absolutely spectacular.

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Installing drivetrain to chassis, fitting doors, etc...



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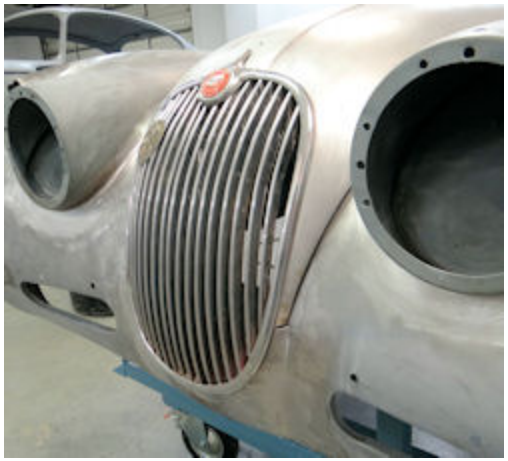
More lead loading progress...

Trial fitting the bonnet and grill revealed some panel fit issues that need attention



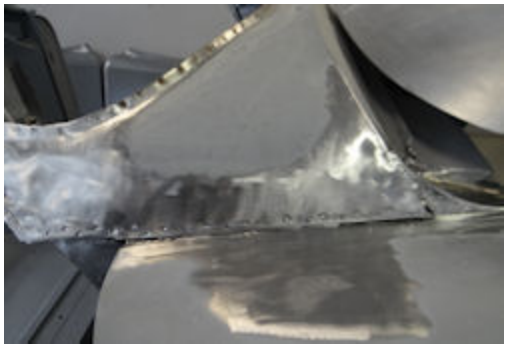
Left front edge of bonnet now fits correctly

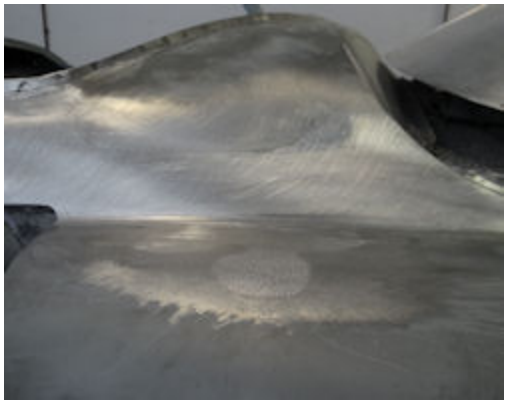
Right front was better, but still needed work

Right front now fits perfectly, too

Lead loading the right front wing

Right front wing after hand filing the lead





About to lead load the right side cowl

With bonnet closed, gaps now starting to take shape

Left side bonnet to cowl gap

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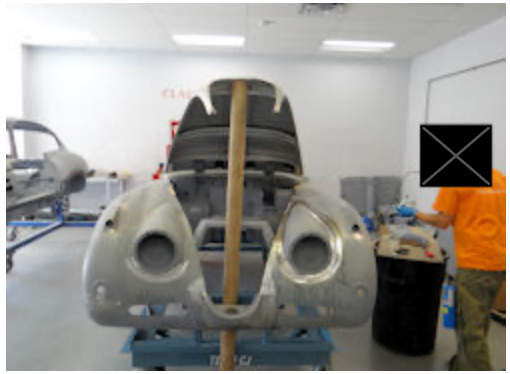
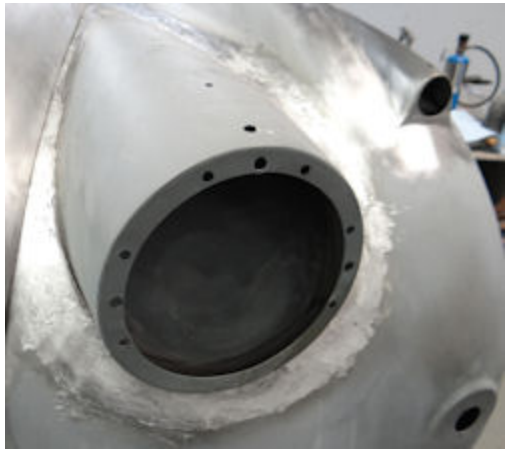
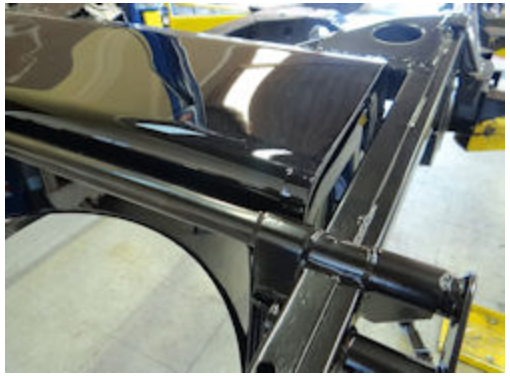
Lead loading in progress, chassis assembly underway...



Jake preparing to start the lead loading process

Applying the first of approximately 50 lbs of lead





New gas tank looks great after a trip to the CJ paintshop

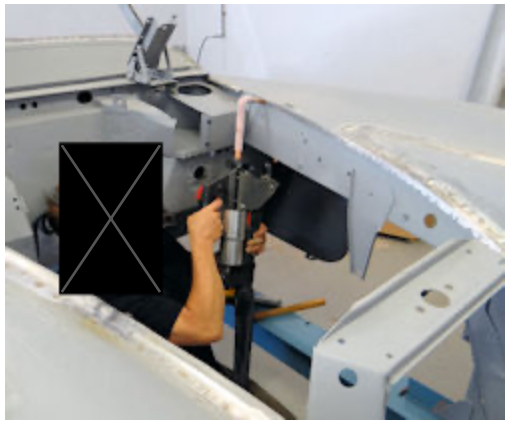
Front suspension components have been powder coated

Grade 8 fasteners will be used during assembly process

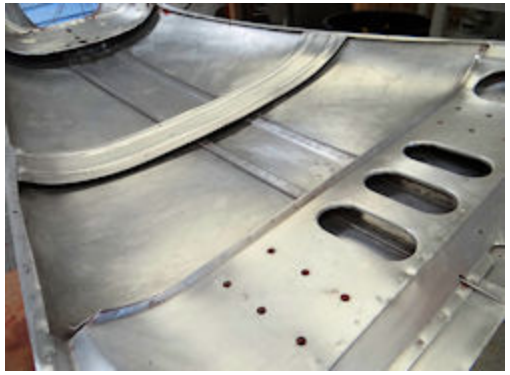
276 items to be Nickel plated

Welding and sheet metal replacement is now virtually complete, chassis has been blasted and powder coated. Next task - rebuilding the rear axle and front suspension...

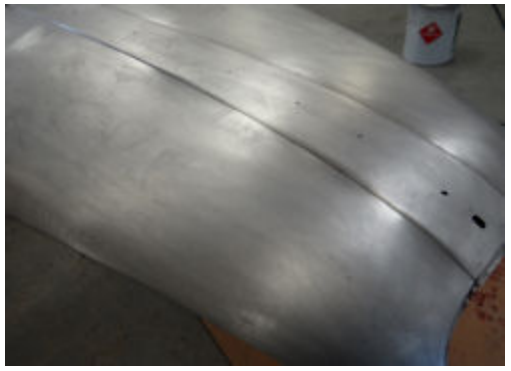
Trial fitting spare wheel well and hold-down bracket



Jake spot welding new engine side panel into place

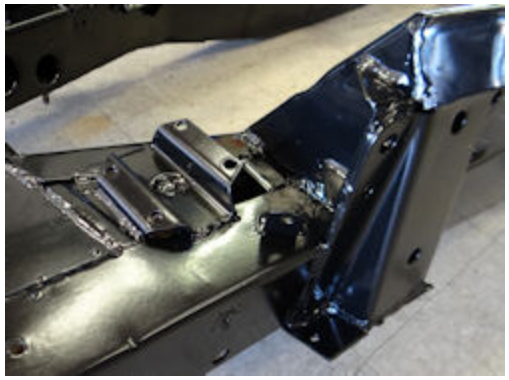


Aluminum bonnet was stripped by hand



How the chassis looked after we lifted the body off

How it looks today, blasted and powder coated



We used a semi-gloss black on the chassis

Poly suspension bushings for the front end rebuild

---

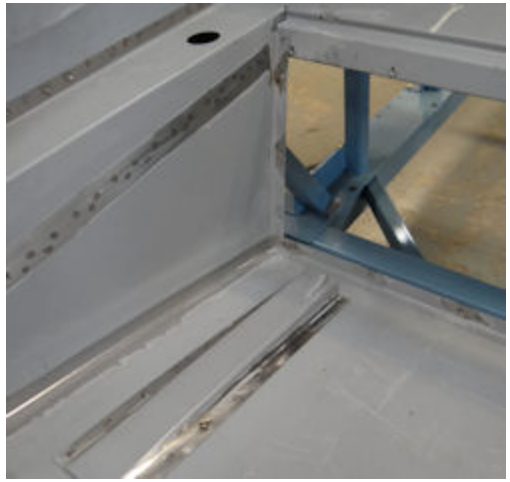
Almost finished with the boot compartment....

Side panels fabricated and welded in place

Inner rear cowl support the last rust in the entire car

Rust cut out, new panel fabricated and welded in place

Jake spot welding boot floor braces in place



---

Removing the body from the chassis...

Time to put the body on the frame jig

The body restoration and paint will be completed on the frame jig

Chassis will be disassembled, blasted, repaired as needed and powder coated

---

Jake has been busy the last couple of weeks dealing with rust in the boot compartment and on the rear lamp panels. Next week we will be placing the body on a precision jig, and the original chassis will be stripped, media blasted and powder coated, ready for reassembly.

The boot compartment requires extensive rust repairs

Replacement panels are fabricated and trial fitted

Slowly but surely, the affected area is reconstructed

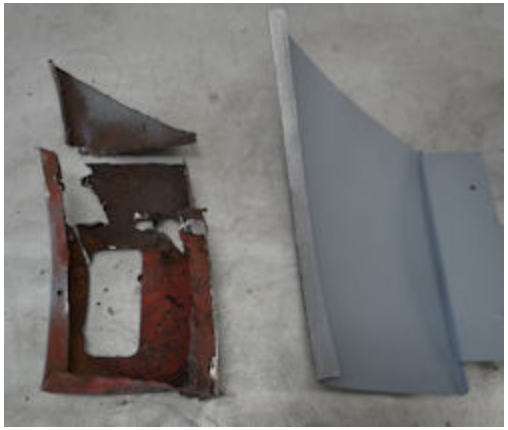
Tail lamp/bumper panel was a mess

Panel is first reconstructed internally

Trial fitting replacement panel

Panel was shaped on the English wheel and the flanges formed on the shrink/stretch machine

New panel matches the shape and countour of the original perfectly



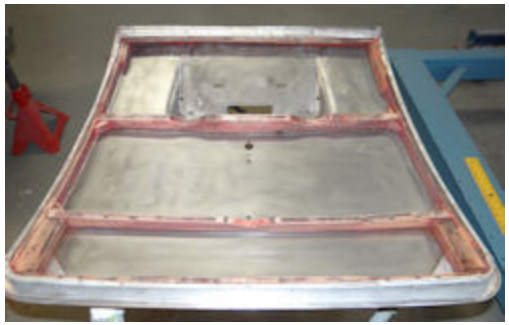
New panel is first tack welded in place

Then the repair seam is TIG welded

Fabricating a new pedal box seal panel

---

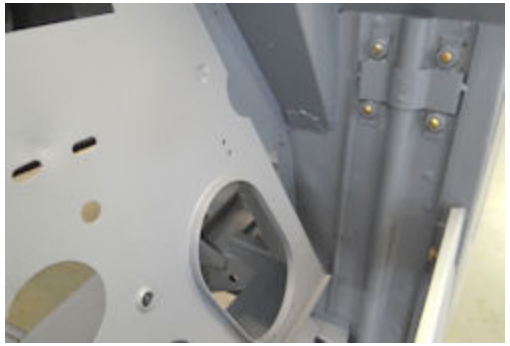
With the doors now rebuilt, Jake has turned his attention to the boot compartment. The boot lid itself is in good condition, needing only some minor repairs to the wooden frame. Unfortunately, we found a fair amount of rust previously concealed by the spare wheel tray.



Reconstructing your doors...

Forward shutface section of door frames were deformed and cracked after apparent failure of door check straps

Hinge plates reinstalled after door frame shut face panels were repaired

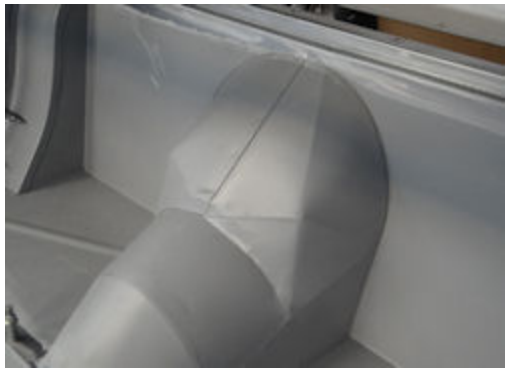


Hinges were rebushed and repinned

Time to install the new door skins

---

With the front and rear floors now largely restored, Jake has turned his attention to the doors.



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Restoring the passenger side A and B pillars, rocker assembly, etc...

Attaching the A pillar and rocker panels

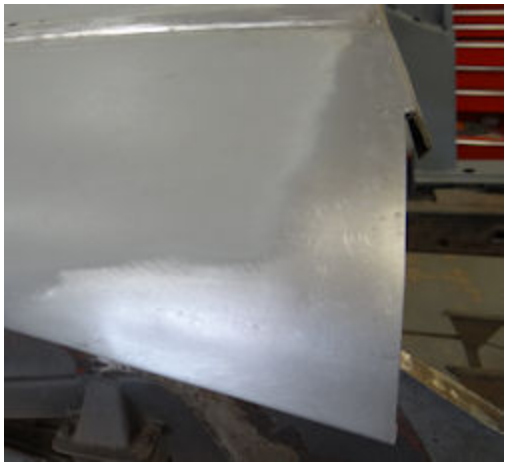
Beginning to reconstruct B pillar

Trial fitting B pillar and door shut face panel

Modifying shut face panel for perfect fit

Upper RH cowl needs major repair

Last photo in this sequence shows this area reconstructed



These upper cowl panels will be fabricated

Wurth Body Wax applied to inner B pillar

Inner B pillar structure now welded in position

Repair panels now welded in place

Before....

After...

We have now finished reconstructing the driver's side A and B pillars, the shut face panel and the rocker panel. It is now time to repeat the process on the passenger side of the car.

---

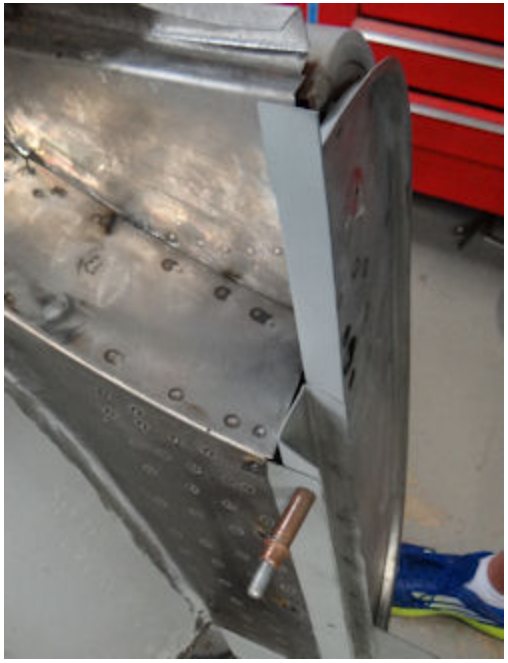
Reconstructing the driver's side B pillar and shut face panel..

Wurth Body Wax applied inside B pillar

Side panel tack welded in place

Seam is then TIG welded

Upper and forward panels now welded in position



Trial fitting door in relation to new shut face panel

Trial fitting rear wing repair panel

About to weld the various upper panels together

---

Starting to go back together with lots of new sheet metal...

Inner A post now reconstructed

Left hand rocker panel welded in place

Using the door aperture jig to position the B post in precisely the correct position

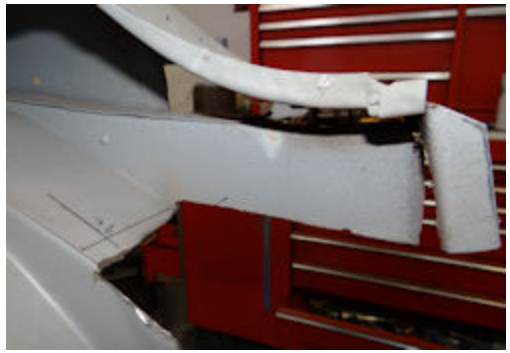
Trial fitting new inner B pillar

Ready to weld B pillar sections in place

---

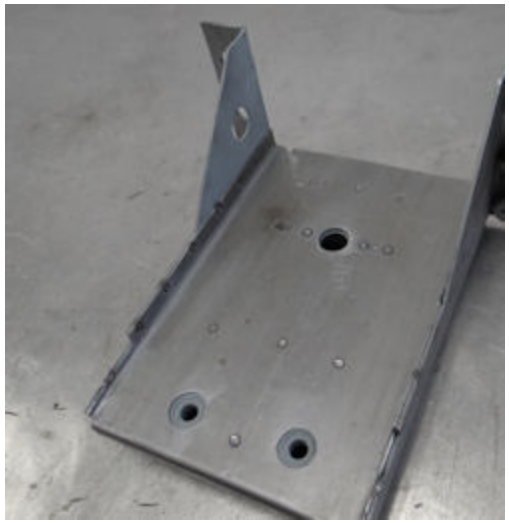
More rust repairs...

Top of driver's B pillar requires extensive surgery



With corroded metal cut away, there isn't much left

Various repair panels have been fabricated



Welding securing bracket to LH rocker panel

New LH rocker panel ready to install

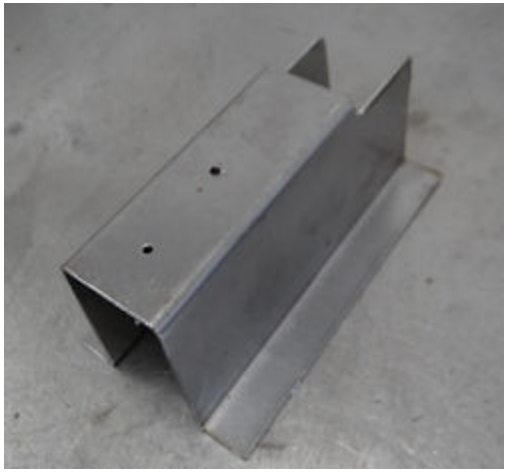
---

Dealing with extensive rust in left hand rocker panel as well as both A and B pillars....

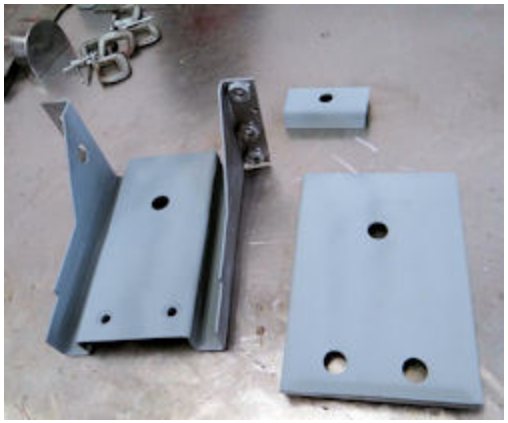
What is left of the driver's "B" shut face panel

Back side of LH rocker panel where it attaches to the A pillar

Significant rust inside A pillar



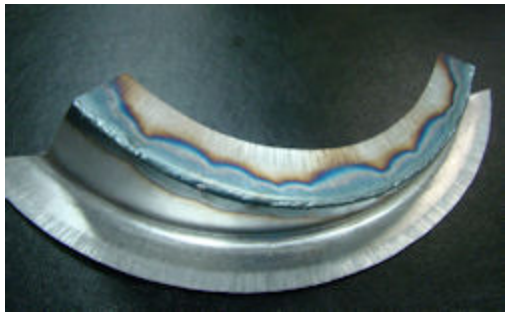
Bracket that attaches rocker panel will be reconstructed

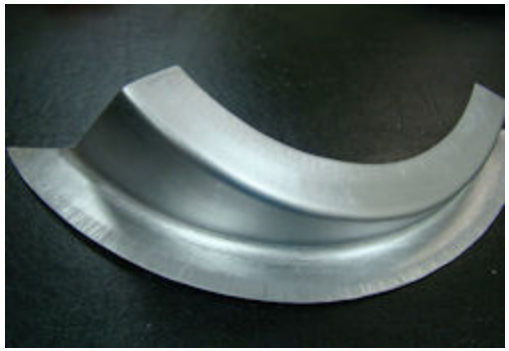


New bracket fabricated from scratch

---

More progress in the Coachworks...





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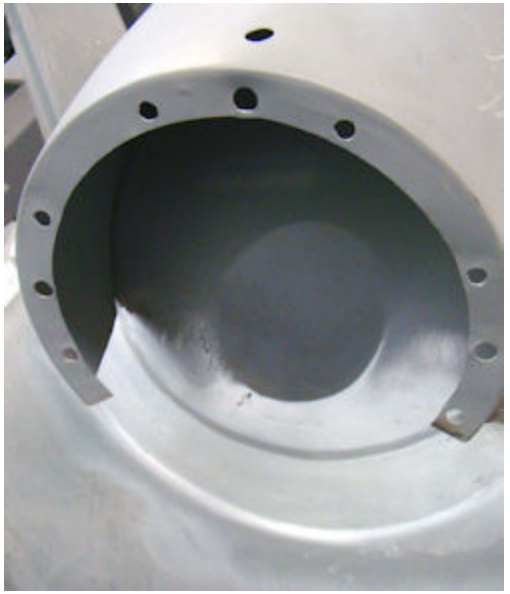
Repairing rusty headlamp pods....

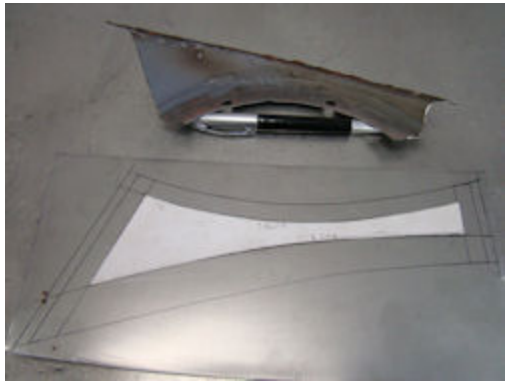
Repair panel for top surface of wing clamped in place

Tack welded in position

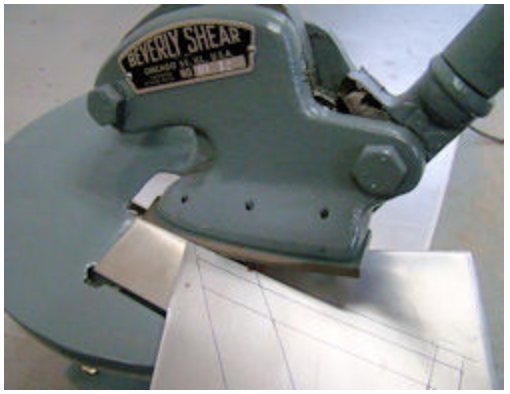
TIG welded along seam



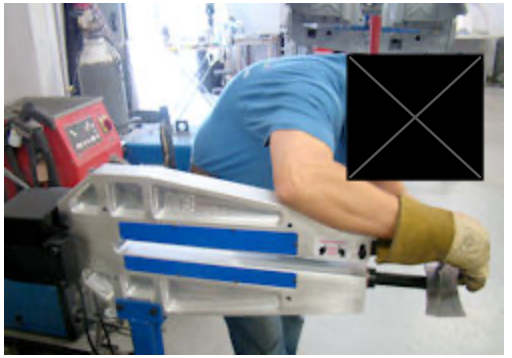
TIG bead cleaned up..



Fabricating complicated lower section of headlamp pod




Cutting the new sheet metal with the shear

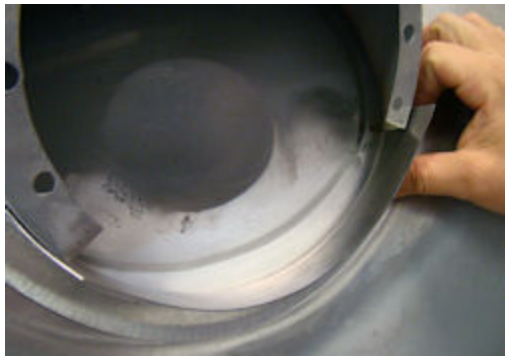


Creasing the new panel in the bead roller

Hammering the flange into shape

Using the shrinker/stretcher to produce the desired shape

Almost ready...



Trial fitting the new panel

**To be continued...**

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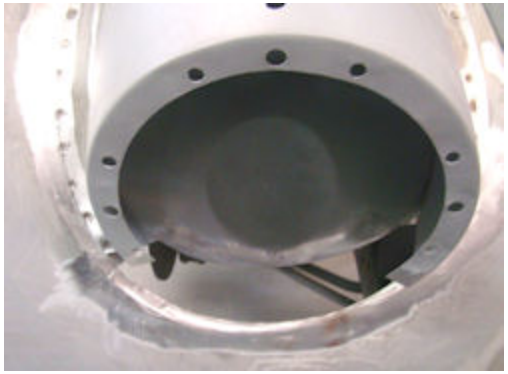
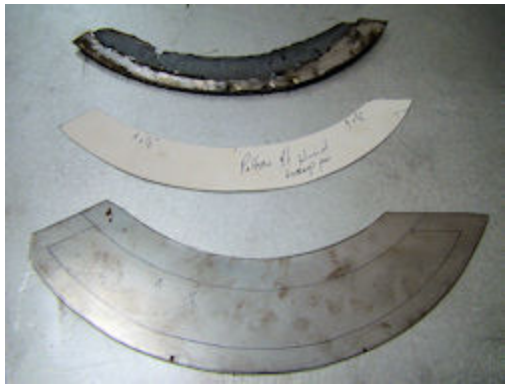
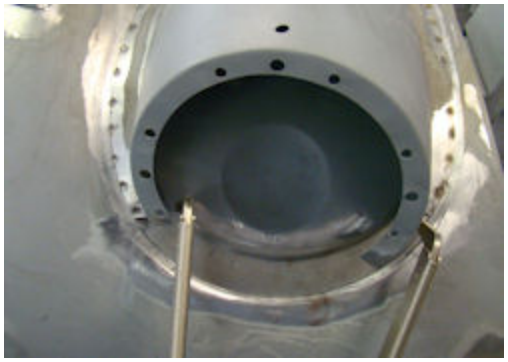
Both headlamp pods had rust issues that required attention in the CJ Coachworks.



Rusted metal cut away from right hand headlamp pod



Repair panel being fabricated from new sheet metal



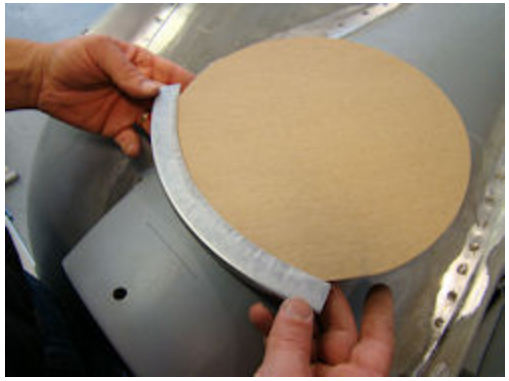
Repair panel clamped in position

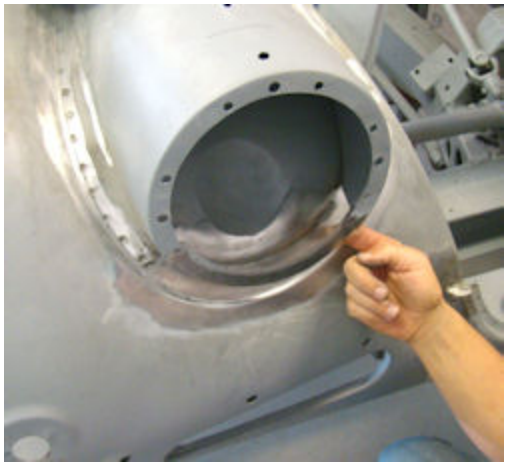
Tack welded....

...then TIG welded...

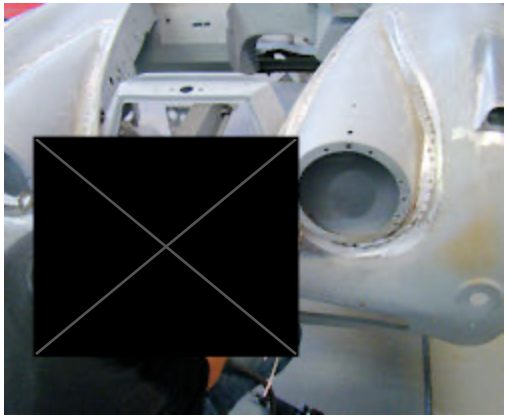
TIG bead cleaned up

Making repair panel for headlamp mounting lip

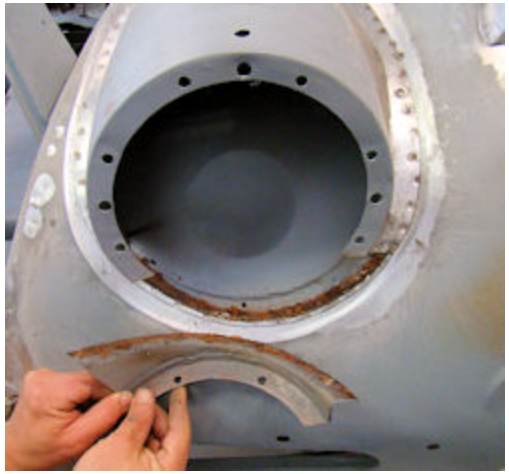




Trial fitting the new headlamp lip repair section



Jake now turns his attention to the LH pod



Similar issues on left side...

Rusted area cut away from right hand pod

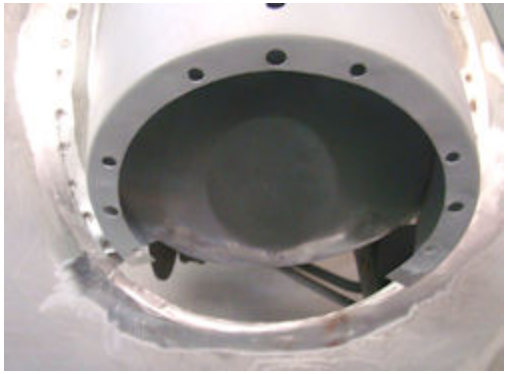
Repair panel fabricated and clamped in place

With side lamp pods replaced, we turn our attention to the rust repairs needed at the base of both headlamps.

The RH sidelamp repair panel is tack welded in position...

Then TIG welded....

New sidelamp pod then spot welded in place



Both headlamp pods were rusty

Fabricating repair panel

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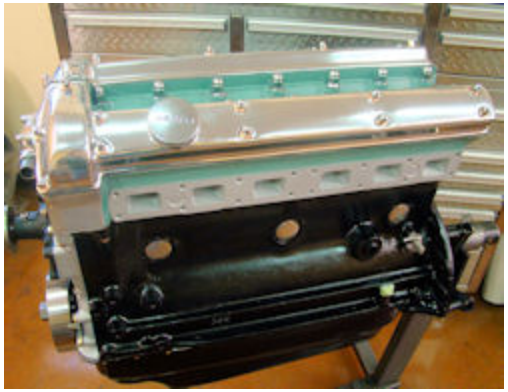
Stage One engine rebuild completed, more rust repairs on front wings.



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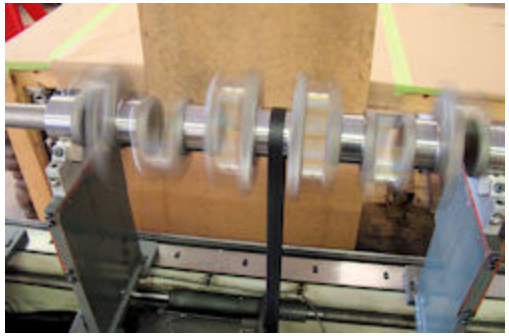
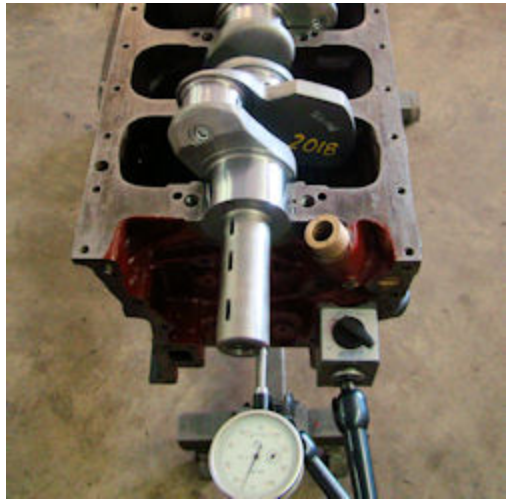
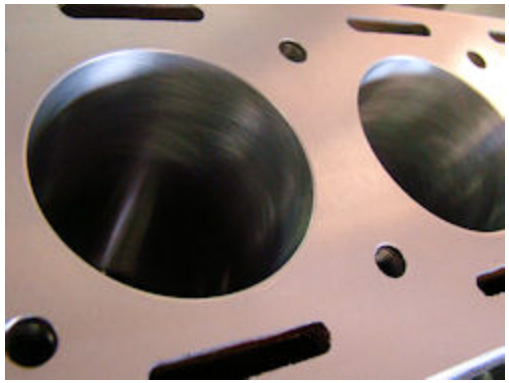
Assembling the short block...



Spin balancing the crankshaft

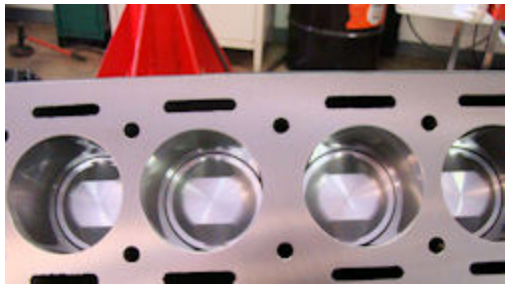


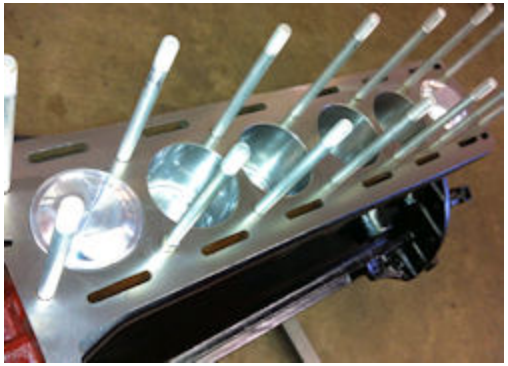
Measuring thrust



Team CJ forged pistons assembled to rods

Measuring deck height





Ready for the cylinder head....

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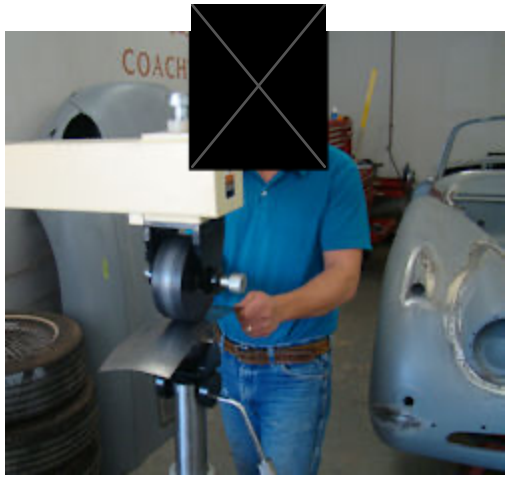
The following sequence of photos show Jake replacing one of the front marker lamp housings. There was significant rust in the housing and the sheet metal beneath.

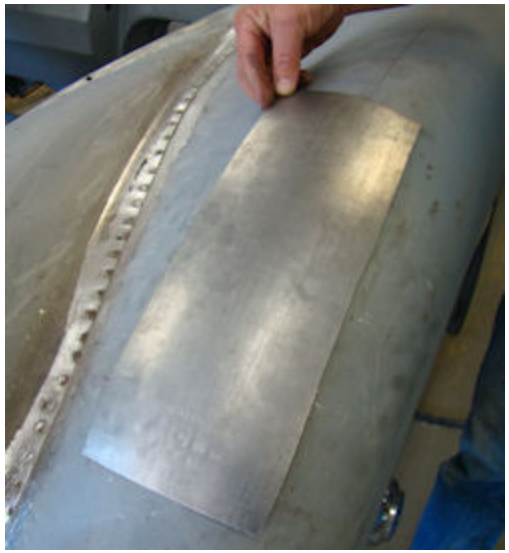
Both marker lamp housings will be replaced

Sheet metal beneath marker lamp housings badly rusted



Jake shaping replacement panel

Replacement marker pods differ slightly from originals and will have to be modified

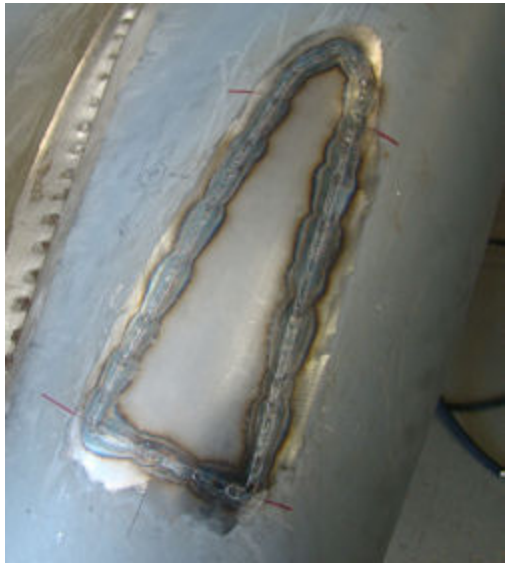


The countour of the replacement sheet metal has to match the top of the wing perfectly

Panel will be trimmed to fit the hole exactly

Trimmed and fitting perfectly, the new panel is first tacked into place

Jake TIG welding the patch in place

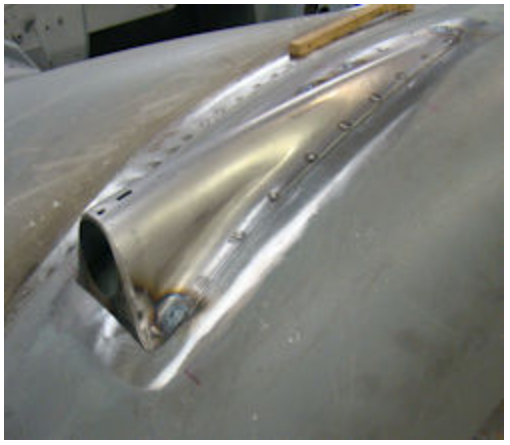


View from beneath

With TIG beads cleaned up, repair is virtually invisible

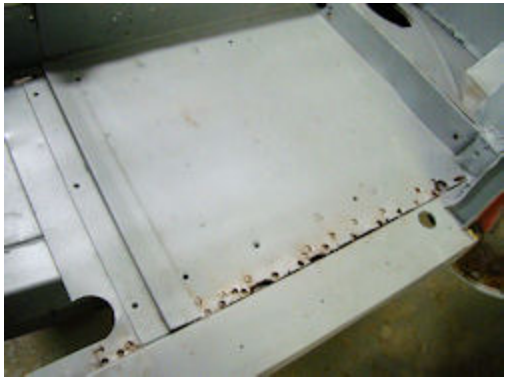
Hole cut in new panel for marker light harness


Trial fitting the new marker lamp housing



Housing spot welded into place, seams will be lead loaded in due course.

More progress in the Coachworks....

Drilling out spot welds to remove floor section

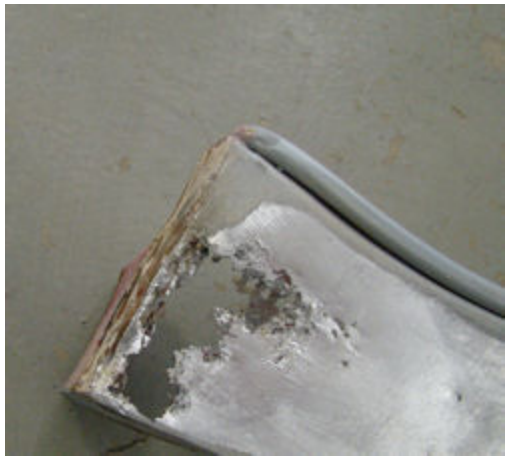
More corrosion to be dealt with

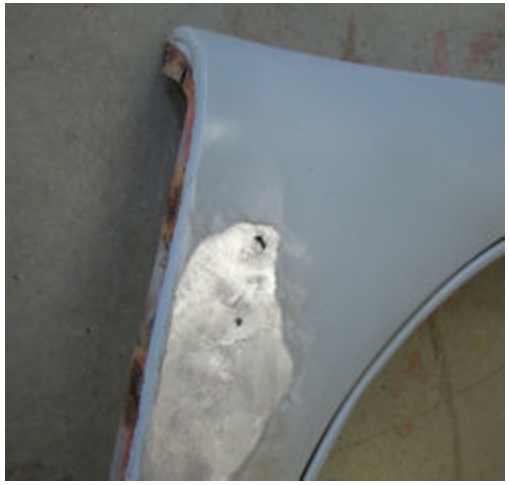
Floors removed in one piece

Unfortunately, lead has been used to hide corrosion at a number of locations around the body

More issues hidden beneath lead

We now have the body restoration underway. The photos below might look a little scary, but there really isn't anything for you to worry about. Everything is very easily fixed



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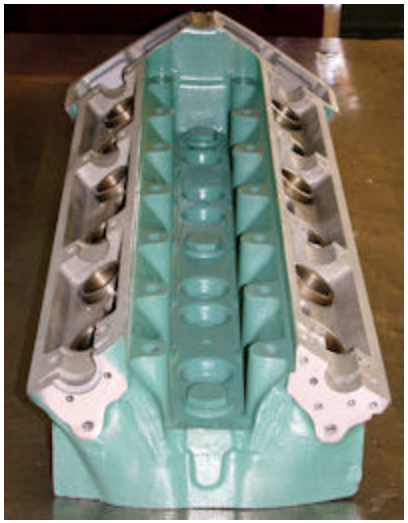
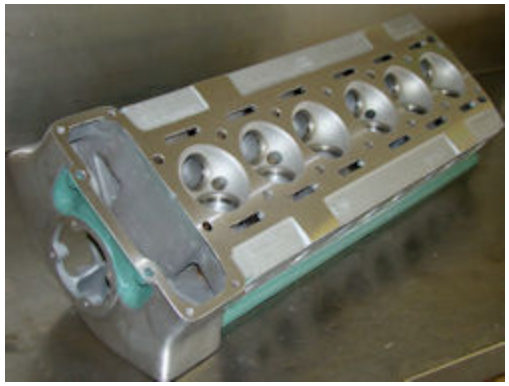
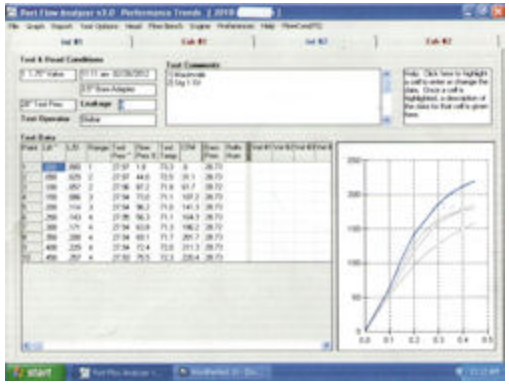
I am pleased to report that we have now rebuilt and flow tested your cylinder head. We kept the intake valve size at 1.75" but still picked up around 40 cfm, which should make for some great power at lower rpm.







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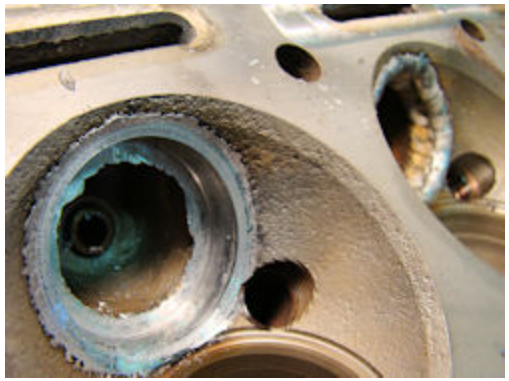
Your cylinder head needed some major repairs!

Most of the valve seat pockets had to be welded up and re-cut



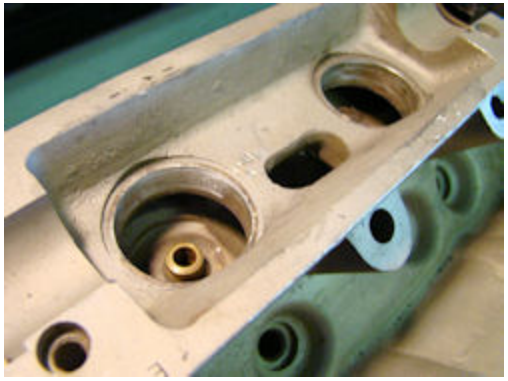
New spark plug inserts were required

---

The outer body panels have now been blasted back to bare metal and sealed with Glasurit primer. The car will need some extensive repairs in the boot compartment, as well as the replacement of both door skins and both sill panels. Having said that, things really aren't looking too bad. All four wings, as well as most of the main floor and firewall section, are in surprisingly good shape!

Front and rear wings are all reasonably solid

Firewall is in good shape



Removing the tappet guides, which were well out of spec

Stripped out spark plug holes will be repaired

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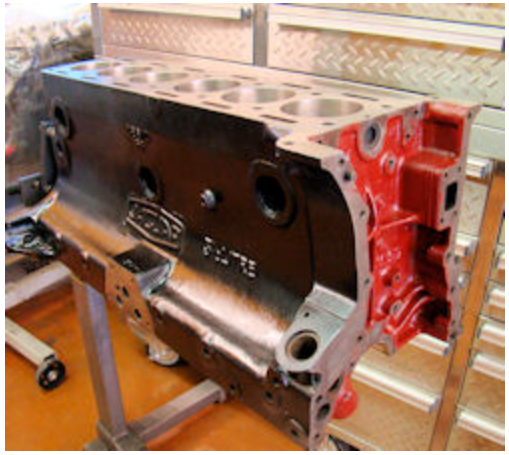
Your car is now largely disassembled and we have completed the machine work to the short block.

Surgacing block after installation of new liners

Preparing to perform an align hone

CJ forged pistons hung on rebuilt rods



Machined block is painted inside and out

Interior cabin is quite solid

There are a number of places that will require sheet metal repairs, although nothing too serious

Dash completely stripped out

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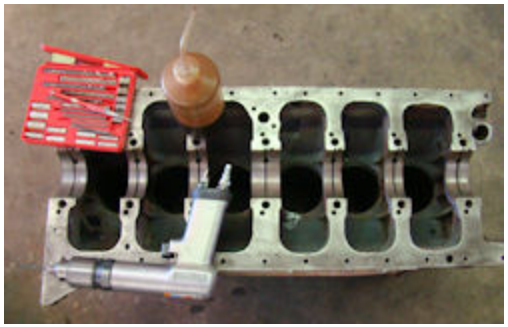
This engine came to us in very poor shape and needs significant repairs above and beyond a normal rebuild.

Cam caps were shimmed. Cam saddles will have to be align honed



Block will be resleeved

Valve seats are sunk into the combustion chambers

With the valve seat removed, the step above the seat is clearly visible

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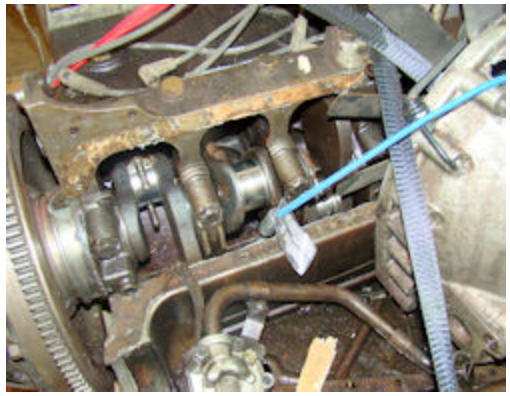
I am pleased to report thatyour car is now safely in the CJ workshops and we will have the project underway in the next few days.

There's a Jaguar engine under there somewhere...



Rod caps had been removed prior to arrival

**Go to CJ Workshop**