

TWR XJS Supercat- First Debut

Following its reveal in virtual form earlier in 2024, the TWR 'Supercat' recently made its public debut after three years of development.

Taking this original competition XJS as inspiration, the Supercat also incorporates elements from other racing Jaguars that were developed by TWR. The end result is a car that produces more than double the power of the original XJS, while being more than 150kg lighter.

The chassis has been strengthened and suspension and brakes upgraded. Modern tech, like traction control, launch control and selectable driving modes will be optional, allowing customers to have a more personal driving experience, if they wish to do so.

V12 Heart

The 5.3-litre V12 that powered the majority of XJS coupes and convertibles has been retained for the Supercat, but enlarged and upgraded to the point where it's essentially an all-new engine.

A bore increase from 90mm to 92mm increases capacity to 5.6 litres, while the addition of a supercharger, dry sump, revised cylinder heads and valves, billet camshafts and other changes improve performance from 212kW (285hp) and 492kW (660hp).

Manual Only

The Supercat will only be available with a six-speed manual that's been engineered to complement the upgraded engine. The steel driveshaft and open diff of the original car have been replaced with an aluminium unit and LSD.



A must watch is "Harry's Garage" Video. Harry went to meet the team behind the car and see it for real just before its launch in Miami. Goto: ["Harry's Garage"](#)

New Style Bodywork

Although the exterior of the Supercat remains recognisable as an XJS, it's been modified from nose to tail, with extensive, engineering-led changes. The TWR Supercat represents an entirely new expression of the original.

Created by Khyzyl Saleem, with input from Magnus Walker and a F1 aerodynamicist, the Supercat has seen multiple changes made to the XJS's flying buttresses to improve aerodynamics, while a widebody treatment adds almost 20cm to the car's width, allowing for much wider wheels and tyres to be fitted.

The floorpan has been flattened and a bespoke rear diffuser fitted to generate additional downforce.

The latter has necessitated the adoption of side-exit exhausts.

All the bodywork has been made from carbon fibre, which along with other light-weighting measures, like removing the rear seats, sees the Supercat weight just 1,605kg. (Down from 1,770kg).

Raw, But Not Too Raw

While it's been created as a driver's car, modern conveniences and comforts are included. The digital instrument display offers an analogue look and is configurable. A central multimedia interface, Android Auto and Apple CarPlay are standard.

A number of tactile switches and buttons remain in the cabin, for elements like the push-button starting, steering and suspension adjustment and an optional front-end lift feature.

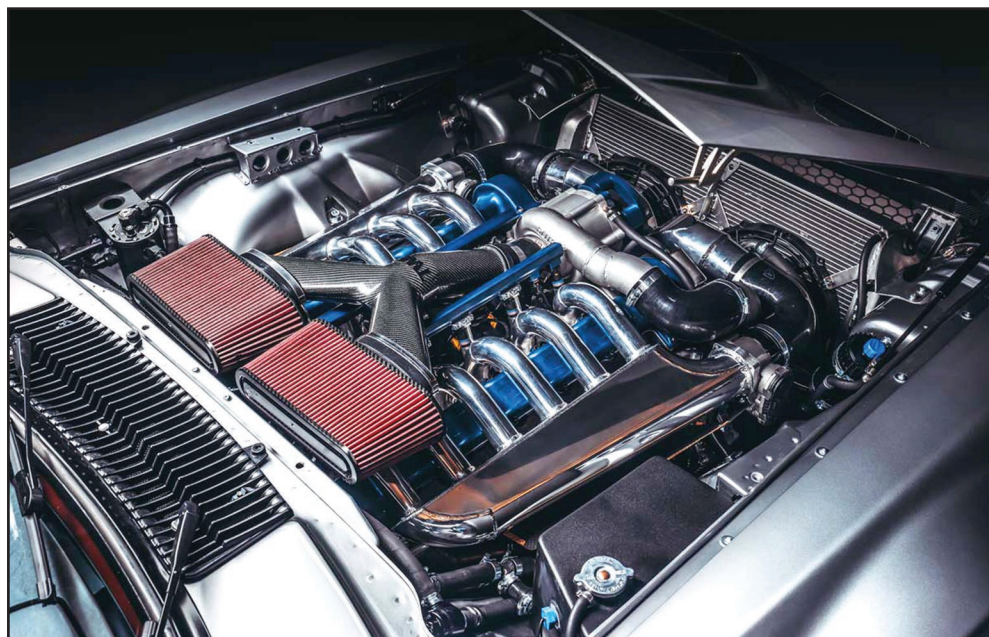
88 Only

The cap of 88 units for the Supercat was selected to honour Tom Walkinshaw's victory in the XJR-9 at the 24 Hours of Le Mans in 1988.

Pricing starts at £225,000 (AU\$436,000 approx.), excluding the XJS donor car and any local taxes. The first cars to be completed by mid-2025.

For further details, go to: [twrperformance.co.uk](#). ■

Editor: Information for this story sourced from JustCars.



TWR XJS Supercat - First Drive (Top Gear)

This car is a rolling prototype and about 80 per cent of the way there in terms of dynamics and fit and finish, and I'm the first person from outside of TWR's inner circle to drive the Supercat in this near finished form.

And I'm pleased to report there is substance here. It's still a little rough around the edges and there's work remaining to be done, but there are the bones of something very good. Which wasn't necessarily a given.

First impressions are dominated by the heft of the clutch and brakes, the unique noise that I'd probably describe as 'dirty V12', and the surprising poise of the thing. The engine doesn't have a pure-blooded high pitch musicality, but the raucous cocktail of induction bark, mechanical thrash, V12 scream and – at high revs – supercharger whine is absolutely fitting for a car that looks this aggressive, while the racket and flames on the overrun could trigger air raid warnings.

The race-derived electric power steering is slightly at odds with the weighty pedals, but does immediately create a sense of agility and there's a precision to the way the Supercat peels into corners that makes it feel smaller and lighter than I'd expected. In fact, my suspicion was that you'd look out over that long bonnet and feel slightly detached from the front wheels and right over the rears.

In reality, you feel right at the centre of the action and confident of everything that's going on at ground level at either end. I love the six-speed manual gearbox.



Another must watch video. Goto: ["Top Gear First Drive TVR Supercat"](#)

Why did these things fall out of fashion? Rip through second and third gears in the TWR Supercat and hear its 5.6-litre supercharged V12 shriek all the way up to the limiter at 7,750rpm, and it's impossible not to care. Aside from the Pagani Utopia and Gordon Murray's T.50, the combination of a mighty V12 engine and a manual gearbox is extinct.

More miles reveal fantastic traction and a really nice balance.

In wet conditions the front pushes gently into understeer first, which can be easily balanced and reined in, before the car slips progressively into a more tail led angle of attack. It's a cool feeling and the savagery of the engine noise is calmed by these easy manners. It should be said the engine's progressive delivery helps here, too. It sounds monstrous and delivers big performance, but it does so in an extremely predictable way.

There are improvements required – the yawning gap between third and fourth gear needs to be addressed.

The adjustable traction control is too abrupt. The power steering programming is inconsistent and it would disappear altogether around long left-handers, while low oil pressure led the engine management to cut power severely after long, fast right-handers.

Funnily enough, back in the 1980s, oil surge was one of the biggest problems to solve when developing the Group A cars. Even the unassisted brakes – which I really like – probably need servo assistance for most potential buyers. All things I'm confident TWR can sort.

However, the bigger challenge is building the Supercat to the standard required for the asking price. The interior needs Zagame style attention to detail; the bodywork needs to fit with millimetre precision and not rattle over rough surfaces. Everything needs to be perfect.

Even then, selling 88 of these cars – commemorating Jaguar's Le Mans win in 1988 – won't be easy.

I wish TWR all the luck in the world, though. The Supercat might not have true motorsport pedigree, but it's born of real passion and a love and respect for Jaguar's most glorious days. ■

Editor: Information for this story sourced from Top Gear (Jethro Bovingdon).

