

THE NEWSLETTER OF THE INTERNATIONAL JAGUAR 'S'-TYPE REGISTER



Volume 7, Number 1

US\$ 3.00

Editor's Views

On a recent drive north of Tucson, we stopped at the Tom Mix memorial. Thomas Edwin 'Tom' Mix was born Thomas Hezekiah Mix on January 6, 1880 in Mix Run, Pennsylvania. He was a skilled horseman and expert shot, winning the 1909 national Riding and Rodeo Championship. He started acting in 1910, in silent movies, and became "the King of Cowboys" making 370 films with "Tony the Wonder Horse". He was Hollywood's first Western megastar. Tom Mix was married five times and worked and played hard.



The plaque reads: "In memory of Tom Mix whose spirit left his body on this spot and whose characterization and portrayals in life served to better fix memories of the old West in the minds of living men."

It was said that Mix had been living it up at his favorite Tucson haunt, the Santa Rita Hotel. Tom Mix left Tuc-



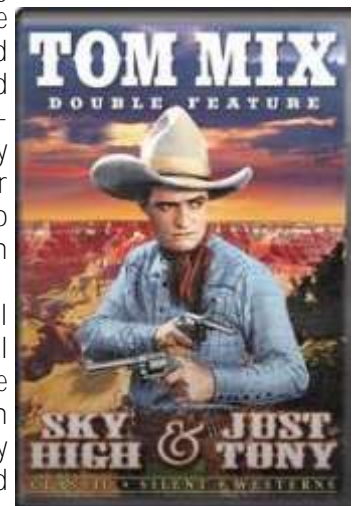
son the afternoon of Saturday October 12, 1940, heading back to Phoenix, driving his yellow 1937 Cord 812 Phaeton. He stopped at The Oracle Junction Inn (<http://friendly-village.org/arlitedutiel.html>) near Florence, AZ. The Copper Room, which was a room in the back filled with copper — copper tables, copper chairs and even copper drinking cups, was

open only to special customers. In the Copper Room there was eating, heavy drinking, shady ladies and the main attraction — big-time gambling. "One of the Copper Room's regular visitors was Tom Mix, the silent movie cowboy star. He had relatives that lived in Florence and was a friend of Gene Autry's who also had a ranch there. Mix often drove up from the Santa Rita Hotel in Tucson and stopped in the Copper Room on the way to Florence."

Further up Route 89 there were road construction barriers at a bridge previously washed-out by a flash flood. Mix was driving fast (Eyewitnesses said the Cord was traveling over 80 mph.). He tried to stop the car, swerved twice, then rolled over into a gully. A polished aluminum case

containing a large sum of money, traveler's checks and jewels, was on the package shelf behind him. It flew forward and struck him in the back of the head, shattering his skull and breaking his neck. The 60-year-old actor was killed almost instantly. Tony the Wonder Horse died two years later, on the same day.

A tall stone memorial marks the site of his death and the nearby gully is named 'Tom Mix Wash'.



Tom Mix, The King of the Cowboys

Inside this issue:

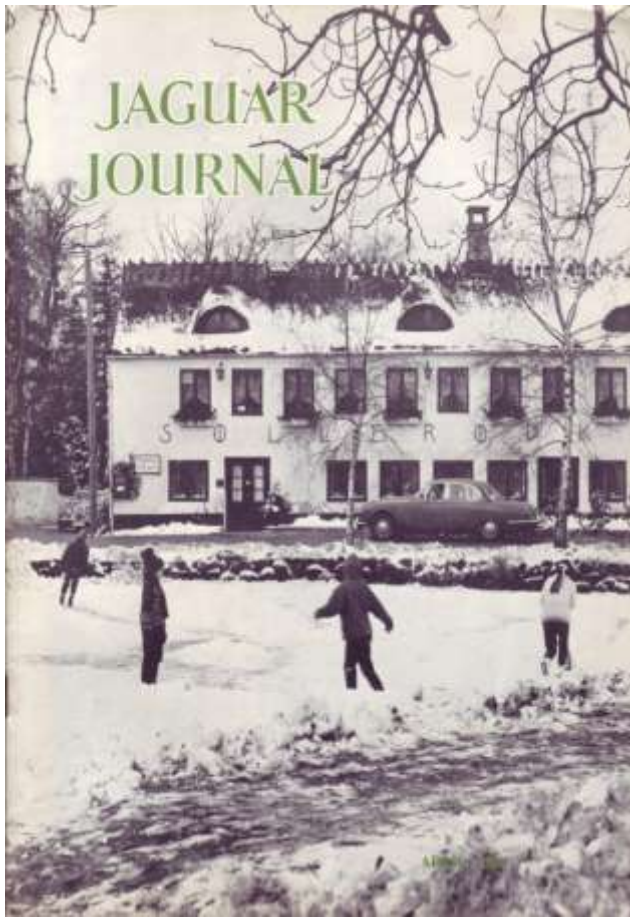
Editor's Views	1
On the Cover—45	2
On TV-The Avengers—3	2
P1B75290DN	3
Originality – Current Voltage Regulator	4
Celebrities' 'S'-types	4
Window Wind Deflector	5
Auctioned 'S'-type—10	6
Drivability and Performance Updates	7
Letters-P1B76415DN	8

On the Cover—45

Jaguar Journal, Vol. 4, No 7, April 1964, carried our beloved 'S'-type on the cover captioned "Wintry scene at an old hotel near Copenhagen. The Jaguar 'S'-types in the photograph were being used for demonstration purposes during the Danish Motor Show, held in Copenhagen recently."

In the 1960's, *Jaguar Journal*, was the house magazine of Jaguar Cars Ltd., The Daimler Co. Ltd., Guy Motors (Europe) Ltd. and Coventry Climax Engines Ltd. It was not distributed to the public.

As such, the magazine covered corporate news (Cruise of H.M.S. Jaguar in the Persian Gulf, Safety Lecture to Management, New Jaguar Home Sales Manager), company history (Some Rare Daimler Cars, Case History part 5, Lanchester Cars from 1946 to 1956), company success stories (Coventry Climax Cuts Costs in Liverpool's Supermarkets), employee activities (Jaguar Cricket Club, Guy Motors Football, April in the Garden, Obituaries) and the monthly winner of the Employee Photography contest.



The Jaguar Dancing Troupe, which appeared at the Horticultural Society's dinner-dance.

On TV- *The Avengers*—3

The British TV 'spy-fi' series, *The Avengers*, was a hit with television audiences around the world. Six series of *The Avengers*' (161 fifty-minute episodes) were made between 1961 and 1969. The programs were always interesting for the motorcars used in them as well as their quirky stories. The main character throughout the series was John Steed (played by Patrick Macnee). A sequel series *The New Avengers* was produced in 1976–1977 with Patrick Macnee returning as John Steed.

In the 161 episodes, Steed drove six different British Racing Green Bentleys of 1926–28 vintage and from 3 to 4½ litres. He occasionally drove other cars as different as a Yellow 1923 Rolls Royce Silver Ghost 40/50 and a Messerschmitt KR201 micro-car. In *The New Avengers* Steed drove a BRG Jaguar XJ12 5.3 litre Coupe.

Sixty-four episodes of *The Avengers* were produced before the 'S'-type was announced – and a further 24 before it made its debut in one. In *Dial a Deadly Number* and *Man-Eater of Surrey*

Green, Series 4, Episodes 10 and 11, our beloved 'S'-type made cameo appearances.

Patrick Macnee must have been impressed with what he saw of the new 'S'-type during filming of these episodes, because he bought an 'S'-type for his personal use at that time. In his book, *The Avengers and Me*, 1997 (originally published by Titan Books, London, now in reprint), Macnee says, "Then I went off and spent three weeks with a girl who played an extra in the show. Perfectly gorgeous, she was blonde, buxom and had a sweet open smile. I asked her if she'd come along with me to southern Spain. She gave me an enthusiastic nod and I went to pick her up in my Jaguar, which I'd bought the year before for the huge sum of £2,000 (Ed: The base price, including Purchase Tax, of an 'S'-type in August 1965 was £1945). Her pride and joy was an open top Baby Austin with bucket seats – a fine-looking little car – which she elected to drive down through the whole of Spain, the Jaguar being too dashing."

(Continued on page 6)



"My Jaguar, which cost the huge sum of £2,000."

The Story of P1B75290DN



My 'S'-type is a 4-speed manual that I acquired from a private party in Connecticut in July 2009.

Supposedly, but I do not have documentation to show it, the car spent some time in Houston, Texas and was in the Chicago area.

Somewhere along the line the body was painted Opalescent Silver and the interior was redone in red (the colors that it is today).

I purchased the car because it is unique. You don't see cars like this. I had an opportunity at the same time to purchase an E-type, but went with the 3.8 'S'.

I haven't done much to it, but plan to redo the bonnet insulation, door rubber seals, and clips for the molding. I'm also considering adding fender mirrors as I don't like what I have.

Robert Silvestri
P1B75290DN

Model: 3.8L S-Type
Body Style: 4-Door Saloon
Specification: Left Hand Drive
VIN/Chassis Number: P1B75290DN
Engine Number: 7B51023-9
Body Number: 4B50768
Gearbox Number: GBN79921JS
Color, Exterior: Cream
Color, Interior: Black
Date Built: 23 April 1964
Date Dispatched: 15 May 1964
Main Distributor: Jaguar Cars, New York
First Owner: Eugene H. Adams, First National Bank, 17th & Walton, Denver, Colorado



"I had an opportunity at the same time to purchase an E-type, but went with the 3.8 'S'."

Originality – Current Voltage Regulator (Control Box)

The current voltage regulator on our ‘S’-type is called a ‘Control Box’ in the Parts and Service Manuals. All units are the Lucas RB.340, however there were two variations fitted to the ‘S’-type: 37331A/D-RB.340, which was fitted to most cars, with and without power steering; and 37354/B-RB.340, a high output unit fitted only to cars exported to Canada and available by special order.



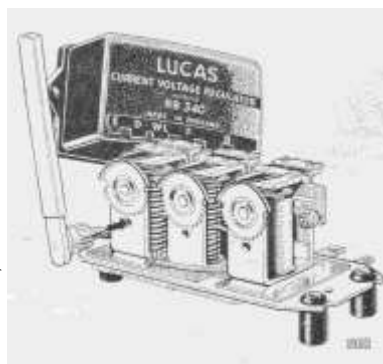
Left: Original RB.340 Control Box with cover held on by screws. Right: Replacement unit with riveted cover.

All original RB.340 units have the cover held on by two screws. The cover can be removed and the units adjusted using a Lucas RB.340 Adjusting Tool. The control boxes have 3 bobbins inside. They are voltage cut out (limits voltage to about a maximum of 14.5 volts), current cut out (limits current produced

from dynamo to battery to about 22 amps), and normal cut out when the battery is more powerful than the dynamo (low engine speeds). To adjust the RB.340, remove its cover and use The Adjusting Tool to adjust the 3 cams on top of the bobbins according to the instructions on pages P.28-



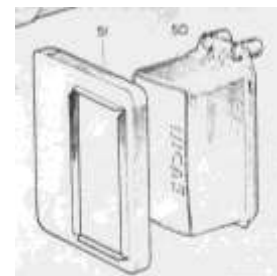
Lucas RB.340 Adjusting Tool



Adjusting the RB.340 Control Box.

.30 in Pub. No. E/133/x, the “3.4 and 3.8 ‘S’ Models Service Manual”.

Later RB.340 replacement units have the cover held on with rivets and are non-adjustable. All RB.340 Control Boxes were also originally fitted with Part No. C.22662 ‘Cover, protecting control box connections’, which was fragile and is missing on most cars today.



RB.340 Control Box with Cover



An original Part No. C.22662 ‘Cover, protecting control box connections’

Celebrities’ ‘S’-types

Your Editors have documented a number of celebrities who have owned and driven ‘S’-types. Continuing that direction, we can tell you that when Tom Jones began to earn ‘real’ money in 1965, he bought an ‘S’-type with wire wheels, white-wall tyres and “racing wing mirrors”. Engelbert Humperdinck (who was called a ‘Tom Jones wannabe’ at the time) bought the “exact same model, but painted gold.”

Both are reported to have later traded their ‘S’-types for Rolls Royce Silver Cloud IIIs.

From: Buckley, Martin, *Stars, Cars and Infamy 100 Stories of the Bad, the Daft and the Deadly*, 2003, Motorbooks, 9.4 in. x 9.4 in., 204 pages,



Tom Jones (left) and Engelbert Humperdinck (right) with their Rolls Royce Silver Cloud IIIs that replaced their ‘S’-types

“In the ‘60s it was still the car to be seen in, the ultimate symbol of success, particularly for celebrities who had come up from working class backgrounds.”

Window Wind Deflector

In corresponding with Nigel Woodyard to develop *The Story of 1B50442BW* for *Newsletter* Vol. 6, No. 12, he told us of an intriguing period 'S'-type accessory that we felt warranted an article of its own – a window wind deflector.



The window wind deflector. Fitted to 1B50442BW

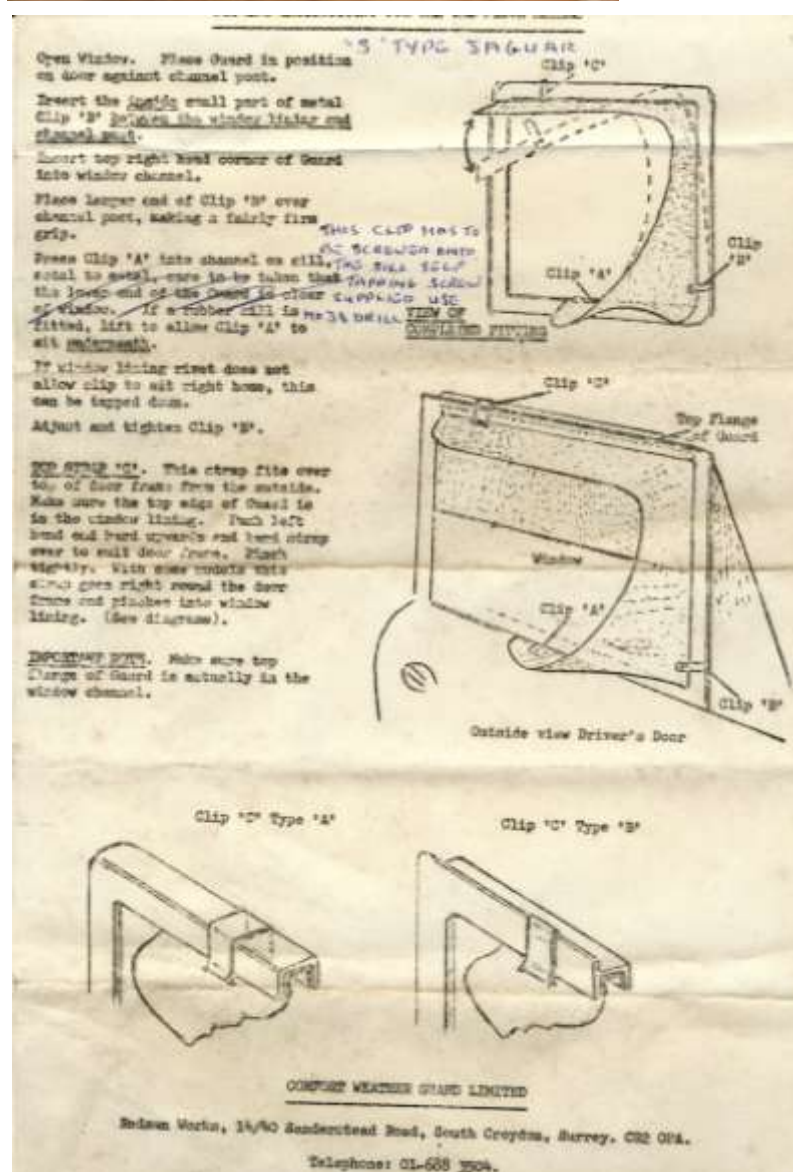
Nigel bought it in 1978 at a Jaguar Driver's Club spares day in the UK. He said, "I was with my brother and we spotted three of them on a stall for sale at something silly like three pounds each so we bought all of them. My brother had one of them for his Mk2 and (I had) one for the 'S'-type, the other one was stored as a spare in case we broke one. I find it works extremely well as you can have the window down half-way in the pouring rain without getting wet and stops the car steaming up. In the summer when it's hot I can keep the window down and not get blown to bits on the motorways, it also helps lessen the wind buffeting of the rear seat passengers."

It appears that the wind deflector was only made for the right front door, the driver's side on rhd 'S'-types. Your Editors believe that one fitted to that window on our lhd 'S'-type, P1B79909DN, would add a great deal of comfort when diving in the Arizona summer heat.

Nigel continued, "I am not sure if they made one for the left hand side of the car as I haven't seen one in all the years I've been looking for one, finding (any of them) now is near impossible."



"The only downside in fitting one is you have to drill a small hole in the top of the door panel for a self tapping screw, this is another place to attract rust if not treated to a drop of wax."



Fitting Instructions.

Auctioned 'S'-type—10

A previously unknown Bertone FT Jaguar 'S'-type was sold at Bonham's Paris Retromobile Sale, February 2, 2012 for €88,550 (US\$117,919) inclusive of Buyer's Premium. Lot No: 232 was a 1966 Jaguar FT Coupé with coachwork by Carrozzeria Bertone on Jaguar chassis no. A1F25417DN (actually a CKD 420 wire-wheeled chassis).

As reported in *Newsletter* Vol. 3, No. 10, Ferruccio Tarchini, Jaguar's Italian Importer, commissioned Bertone to design a "four-seater coupe creating a classic design" on a Jaguar 'S'-type chassis. Bertone's chief designer Marcello Gandini built a prototype Bertone FT on Jaguar 3.8 litre 'S'-type disk-wheeled chassis number 1B78923DN. It was shown at the 1966 Geneva Motor Show with Bertone's prototype of the Lamborghini Miura. Both were instant hits with the attendees.

The first, and only, 'production' Bertone FT was delivered to a wealthy customer in Madrid Spain and was recently discovered in a corner of an old garage building with its original Spanish registration papers. It was reported to be "... in very original condition but needs some attention in certain areas. A full repaint is required (the car was originally pale green in colour), there is some rust in the boot floor that needs attention but nothing irreparable, and some of the dashboard switches do not work.

After a lengthy period without use, the brakes too require re-commissioning. The engine runs very smoothly, the manual/overdrive gearbox is described as 'perfect', and the original interior is absolutely beautiful with a pleasing degree of patination. A total of 92,410 kilometres (approximately 57,400 miles) is currently displayed on the odometer."

The full story of the Bertone FT 'S'-type is in the *Enclosure* to this *Newsletter*.



(Continued from page 2)

Dial a Deadly Number was first broadcast on December 4, 1965. In this episode, company chairmen, across the city of London, are dropping dead apparently of natural causes. But Steed and Mrs. Peel discover that someone is making a killing using an early, but deadly, personal pager. An 'S'-type is parked in an underground car park next to Steed's Bentley and a Mini. When Steed enters, two thugs on motorcycles try (unsuccessfully) to run him down and kill him.

Man-Eater of Surrey Green, first broadcast December 10, 1965, pits Steed and Mrs. Peel against man-eating plants, from a spaceship's seed pods, that are devouring a Surrey village. As Mrs. Peel races to the rescue in her Lotus Elan, she passes an 'S'-type parked on the side of the road.

Seven further episodes also include 'S'-types. These will be covered in future *Newsletters*.

Note: in *Newsletter* Vol. 2, No. 6 your Editors reported that there was also an 'S'-type in *The Avengers*, Series 4 - Episode 17, *The Girl from Auntie*, however a detailed review shows that this is not so.



'S'-type in underground carpark in *Dial a Deadly Number*



Mrs. Peel's Lotus Elan passing an 'S'-type in *Man-Eater of Surrey Green*

Drivability and Performance Updates

By Garrett Bourque
(P1B76788BW,
P1B76138BW,)

Our 'S'-types are beautiful, smooth riding, quiet, solid classic cars but technology has not stood still since they were manufactured. There are a variety of updates that can be done to our cars that are both fun to do and, once completed, will reward you with better performance and drivability. We do not generally want to remove the 'classic' from our classic 'S'-types and make them into hot rods, but with care and consideration certain systems can be transformed to make them great classic car that will more fun and less work to drive.

The original DG 250 automatic transmission can be updated to a choice of more modern automatic transmissions. These transmissions give lower engine speeds on the highway, are less leak prone and easier to rebuild. Depending on how you like to drive your car, an alternative to updating your automatic is to replace it with either a traditional four-speed manual transmission, with or without overdrive, or a more modern 'Tremac' 5-speed transmission, from an compact 80s Chevrolet pickup or SUV. Needed pedals that will bolt in are available from 'S'-types or Mk2 sedans with manual transmissions that have been parted out. A manual transmission changes your 'S'-type from a 'luxury sedan' into more of a 'sports sedan'. The drive shaft can be fabricated by a specialist with the correct ends and length for your newly

fitted transmission.

Another popular update, that improves the drivability of your 'S'-type, is to fit a power assisted rack and pinion steering assembly. This replaces the steering box and tie rods and gives better driving feel. It is also truly leak proof. The original Holburn Eaton power steering pump can be kept to power the steering rack. Alternately, modern GM-made steering pumps, with a built in reservoir, can be fitted.

Next an available alternator kit can be bolted that will drive the 'S'-type's original power steering pump. Using an alternator instead of the originally fitted generator allows you to convert the car to be negative ground. A negative ground electrical system allows you to fit a modern sound system and install electronics such as a GPS or phone. Converting to negative ground can also be done while maintaining the original generator as well.

Brakes are another area where the 'S'-type can be updated or improved. Jaguar, along with the Dunlop Company, was a pioneer in the field of disc brakes. I give them all a great amount of credit for this ground-breaking work. However, many people will agree that you can never have too much braking ability. And braking technology has improved in the last 40 years!

The faster you can turn the energy of the car moving forward to heat given off by the brakes, the shorter the distance that will be required to stop. Fitting modern

and/or larger brake calipers and rotors gives shorter stopping distances.

The 'S'-type can be converted to thicker solid, or vented, rotors. These are most effectively used with either three or four piston calipers that have pads with a larger surface area than those of the stock 'S'-type. A brake conversion may also be less time consuming, not significantly more costly and less problematic when the time arrives for the original brake components to be repaired/rebuilt.

I have experience with many different Jaguar updates and conversions. I also help customers with hard to find or NOS Jaguar saloon parts. I can provide technical support and coaching via the phone and email to help customers get their cars repaired correctly or updated safely and efficiently.

Garrett Bourque
GB Services Auto Restoration
98 Bunker Hill Road
Jefferson, Maine 04348 USA
www.gbservicesusa.com
email: gbbourque@gmail.com
shop phone: 207 549 5345
cell phone: 207 215 8049



PIB76788BW outside of Garret's Barn in Maine (See Newsletter Vol. 6, No. 2 for the full story.

David & Patricia Reilly
1814 N. Laguna Oaks Drive
Green Valley, AZ
USA 85614

Phone: 520 207 9619
Email: jagstype@gmail.com

Next Issue:
Police Cars

JAGUAR
3.4 & 3.8 'S' MODELS



The International 'S'-TYPE Register

The International Jaguar 'S'-type Register is a non-affiliated Registry of 1963 - 1968 3.4 & 3.8 litre 'S'-type Saloons. It was established, in 1998, to promote the preservation, maintenance and restoration – but mostly the enjoyment - of Jaguars 'Best Sports Saloon'. The Register also endeavors to record details of every surviving 'S'-type Jaguar. Since its founding, the Register has received data on nearly 500 cars from fifteen countries. There is no cost to register an 'S'-type.

The International Jaguar 'S'-type Register publishes a *Newsletter* now in its seventh volume.

The Register also has an extensive reference library containing nearly 1000 pieces of 'S'-type information, magazines, articles, road tests, owner's manuals, service manuals, parts catalogues and sales literature, all of which are available to Register members – either in full colour hard copy or full colour .pdf electronic format



The three founding 'S'-types

Letters

Ed: In response to our comments on 'S'-types climbing mountains, we received the following:

David & Patricia,

Here are some recent shots of my drive to the Willamette National Forest and the Cougar Reservoir a few weeks ago which is about 60 miles east of Eugene, Oregon. I like it better when you can go and visit the snow and it doesn't visit you!

John Quilter
P1B76415DN



At Cougar Reservoir

Jaguar 3.8 'S' Sedan

*“A different
breed of cat”*



JAGUAR
3.4 & 3.8 'S' MODELS

In the Willamette National Forest