



# Newsletter

Volume 10, Number 1

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## The First 'S'-type—3

We wrote about the first 'S'-type in *Newsletters* Vol. 4, No. 10 and Vol. 5, No. 10.

A while back we received the following, "Hi David, I read with interest the story of the (first) 'S'-type in the (*Newsletter*). At that time I was working on the Mk2 line and was sent over to the tool store for tools. On my way back I took a short cut over the overhead body park and unknown to me they had lifted one of the grills and I fell through it onto the roof of the first 'S'-type. They sent me to the surgery and when I came back was given the job to do all the kids jobs on that car and train all the youths in the future on their jobs. Just a little bit of useless information.

Regards,  
Ron McGaw

I replied that, "Not at All.

The recollections of those who were involved with the 'S'-type's design and production are so interesting - and we do want to get them documented." And our correspondence continued sporadically over the past few years.

Adrian Bott, ISBN: 9781310244285) See Adrian's letter on page 20 of this *Newsletter*.

Ron started at "The Jaguar" in late 1959. He wrote, "I used to cycle to The Jag from school just to watch the cars coming out of the factory on test. My parents did not have much money, therefore when I was given the chance of an apprenticeship, I took it. I started on the Mk9 and XK150, then on to the Mk2 and spent 6 months on the pre-production 'S'-type. I spent about two years on the E-type before leaving Jaguar to work for myself.

I can find only one photo of my time at The Jag - five of us apprentices standing by a Mk2 body taken in about 1960 when I was a mere 16-year old. I am the one on the left and wish I still had the curls. My wife also worked in the trim shop for the Mk2 and 'S'-type. We have now been married for over 50 years. I am 69 but still working for myself manufacturing all sorts of rubber products for the bus industry."

Kind Regards,  
Ron



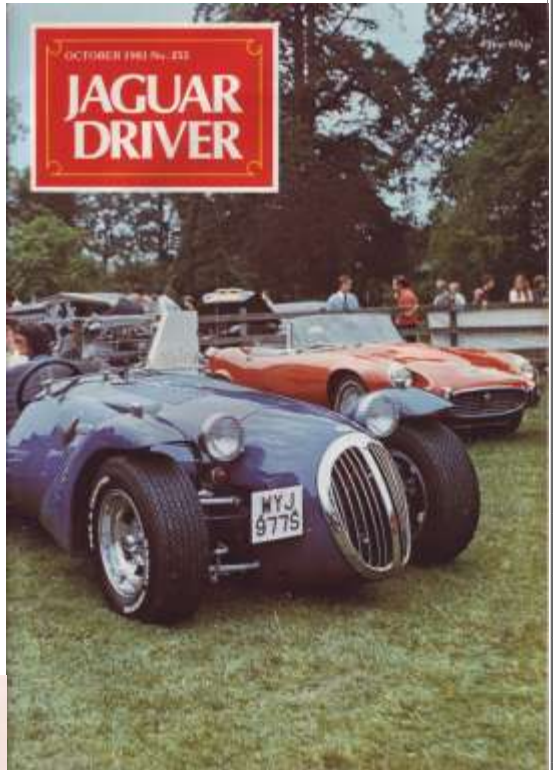
After World War 2, Jaguar had started a formal apprenticeship program that continues to this day. In the 1950s and '60s, it had its own magazine and car club. Another ex-apprentice recently wrote a book that gives much insight into those days (*The Life and Times of a Jaguar Appren-*



## On the Cover—68

The 18-page Enclosure to *Newsletter* Vol. 7, No. 9 was devoted to the Kougars, Rick Steven's design for a Jaguar 'S'-type-based 'do-it-yourself' or 'kit cars'. It covered the Kougars' origins, design, analysis and road tests. A number of Kougars "On the Cover ..." were shown, most being magazines for 'Kit Cars' and their components. We have now come across a Kougars on the cover of *Jaguar Driver*, October 1981. On the contents page the cover photo is captioned. "This month's picture shows one of the more unusual Jaguar variants, the 'Kouger' (sic). Based on 'S'-type components it makes a very successful special".

The 'S'-type was produced as a four-seat sports saloon. The idea of a sleek fast two-seat sports version could be quite attractive. In 1981, when the 'S'-type was almost 20-years old prices had decreased to where a donor car could be had for a few hundred British Pounds. With the basic Kougars kit priced at an about £2,850, a Kougars could be on the road for about £3,000 when E-types were priced at £6,000+.



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|---|--|
| <p><b>1964 3.8 S-Type Manual/overdrive.</b> Rolls Royce Seychelles blue metallic, champagne hide trim, chrome wires, whitewall tyres, Webasto sun roof, Radsomobile. Re-conditioned engine, new headlining, carpets, leather-restored, workshop manual, tool kit, handbook, MoT Sept '82. £2,150 o.v.n.o. Tel: Luton 861530.</p> <p><b>1968 3.4S overdrive,</b> radio etc., goes well, looks good but needs more time and skill than I've got to make perfect. £995 o.n.o. View Banbury. Tel: (0295) 50614.</p> <p><b>Jaguar 3.4S, 1968.</b> BRG, overdrive, Dinitrol treated, £600 recently spent on running gear, brakes etc. MoT April 1982. £800 o.n.o. Wantage 4033.</p> | <p><b>1965 Jaguar 3.8 S-Type Auto.</b> Power steering, blue coachwork, maintained regardless of cost. Excellent condition, full MoT, £950 o.n.o. Tel: Portsmouth 817728 or 818252.</p> <p><b>3.4S 1967,</b> overdrive, gold, 86,000 miles, needs tidying, runs well, £475 o.n.o. Stratford on Avon 641825.</p> <p><b>1967 Jaguar 420</b> metallic blue, chrome wires, new clutch, timing chain, tyres, exhaust etc. Full MoT, £895 o.n.o. Phone: (0272) 855440.</p> <p><b>1968 Jaguar 420,</b> manual/overdrive, absolute bargain, £395 o.n.o. Tel: 061-796 7196 after 7.30 p.m.</p> |
|---|--|

## Auctioned 'S'-type—21

Lot: 285 at the CCA Classic Car Sale March, 19, 2016 was a **1968 Jaguar 'S'-type**. It sold for £17,050. Interestingly, the car was first registered in the UK May 15, 1968 as having a manual gearbox without overdrive.

It was described as, "... has been with the current owner for the last 3 years. Coming with a partial history file, this lot's condition scores 86 / 13.

This S'-type has been the subject of an excellent restoration and the quality of the workmanship is evident

on close inspection. As normal the complete bodywork was taken back to bare metal, panels replaced, carefully prepared and professionally painted in Old English White. Mechanically the car was given to acknowledged specialists, XK Engineering in Coventry for a complete engine overhaul and was converted to run on fuel injection and upgraded to a 5-speed gearbox.

Their account was in excess of £13,000. The interior was the last area to be upgraded and now displays metres of fresh red leather, new matching carpets and

the dashboard and door cappings were prepared and varnished with great effect, however, there are one or two small imperfections. With its wood rim steering wheel, five-speed box and new leather, the interior of this S-Type is a marvelous place to be.

A proper restoration, of a proper Jaguar, needs a proper new owner."



## The Story of 1B1257BW

My Name is John Gosnell. I live on a small island at the south of England called the Isle of Wight. I became a paraplegic (paralysed from the waist) in 2011 after an operation to my spine that went badly wrong. Being an engineer all my life I had an interest in cars and motor bikes and in the past I had restored an old Triumph T21 motor bike , a Triumph TR7 and also I had restored a Rover P6 which we still own. After my operation I needed to find a project so as to keep my interest in life.

So what car do I look for, I had always liked the jags but knew very little (I am still learning), I did not want a Mk2 as they are too common and I also needed a car that would be easy for me to get into from a wheelchair and of course it had to be an Auto drive car. I decide **on the 'S'-type** for several reasons some practical and others not so. Firstly because the 'S'-type is larger than the Mk2 but not as big as the MkX. It Has a larger boot (trunk) for putting my wheelchair into, compared to the Mk2, they are a lot cheaper in price and yet from what I had read they are a more sophisticated car with the IRS suspension and what appeared to be a better heating system although the car would **never be driven cold weather. And the 'S'-type** still has the classic lines that I loved.

For a long time in 2014 I trawled through the classic car ads and the infamous eBay. The next issue was do I buy a car that had already been restored but the problem with that is I would not know how good the work had been on the restoration.

I am quite lucky as my son works in a local car body shop and he offered to do the work with my input. Anyway after a lot of searching, in July 2014, we found a car being advertised on eBay for £8500 and it looked to be a good starting point

The car number being 1B1257BW, the

*(Continued on page 4)*



## The Newsletter of The International Jaguar 'S'-type Register

colour was a Jaguar dark blue. The good things about the car was the owner had had all the suspension sorted , had electronic ignition fitted and converted to negative earth with power steering driven via the alternator , new stainless steel exhaust, brakes upgraded, the interior was in good condition apart from the roof lining which had suffered from water damage.

The bad things were like most old cars rust, although when you looked at the car rust did not look too bad with bubbles at the bottom of doors, some rust showing in the bottom of sills so I knew that once stripped out it would be a lot worse.

I agreed the price with the owner and the first thing was to have the car serviced so as to see what I was dealing with. I was now £900 worse off in the wallet but a new near side fuel tank had been fitted as well as the service. The car was driving great with good oil pressure and water temperature.

One of the first things that I had to do was to arrange for hand controls to be fitted to the car. The modern car that I have has hand controls fitted and this was arranged through the British Government which allows for disabled people to get mobile. I contacted the company that did the controls to my Honda CRV and yes they could do a system for the Jag. This is quite a simple set up known as a push and pull system with the controls attached to the brake and throttle (gas), the system allows the car to be driven by either a disabled person or not.



I agreed a price with the body shop to do the work and Lee, my son, stripped the car out in February 2015. I had already started buying parts for the car including 4 door skins and outer sills, but as work continued so did the parts list.

**I purchased new interior carpet's in light blue**, a new roof lining in beige, replaced the rear parcel shelf and the boot (trunk) linings were also replaced, all rubber seals replaced. I did a Heritage search and found that the car's original colour was opalescent silver blue, so that was it, the car was resprayed back to the correct colour, the car has the original engine (7B1374-8) which was rebuilt back in the turn of the millennium.

April 2016 , work is almost complete. The driver door has to be refitted and all 4 door cards and handles refitted, a replacement indicator switch has also to be fitted. There is a leak on the power steering and the brakes need bleeding and checking for leaks and we are then ready to go. It should be back on the road in May.

Regards

John & Shirley Gosnell

## On Postcard – French – 3

Our continental correspondent, Pierre Stiévenart (1B77086BW) sent us another French postcard with our beloved 'S'-type on it. Pierre wrote, that it shows, "the Central Post Office of Asnières-sur-Seine. It was built on Aristide Briand Square in 1936 designed by architect Joseph Bukiet who was the architect of the Ministry of Posts and designed many Parisian post offices."

Vincent van Gogh made a series of paintings of Asnières and his views of the banks of the Seine are said to be an important progression to his later landscape paintings.



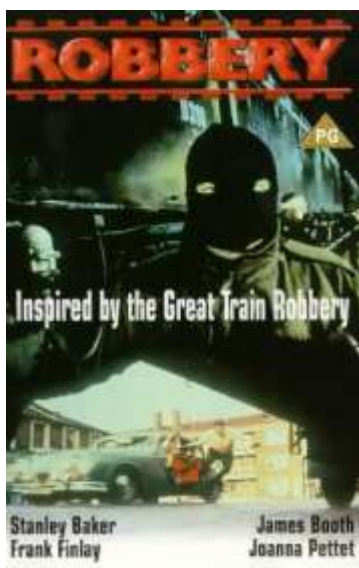
## In Film—Robbery—Poster

In the 'S'-type days, before cable TV and the Internet, films were primarily advertised in newspapers and magazines, large posters were placed in populated venues and posters and lobby cards in the cinema lobbies.

The film *Robbery*, 1967, which is probably the best of all the films on the Great Train Robbery, was described in *Newsletters* Vol. 2, No. 10 and Vol. 7, No. 3E and its lobby card, which shows an 'S'-type, in *Newsletter* Vol. 8, No.6. The American *Robbery* poster shows the villain's Mk2. But the Italian poster (right),

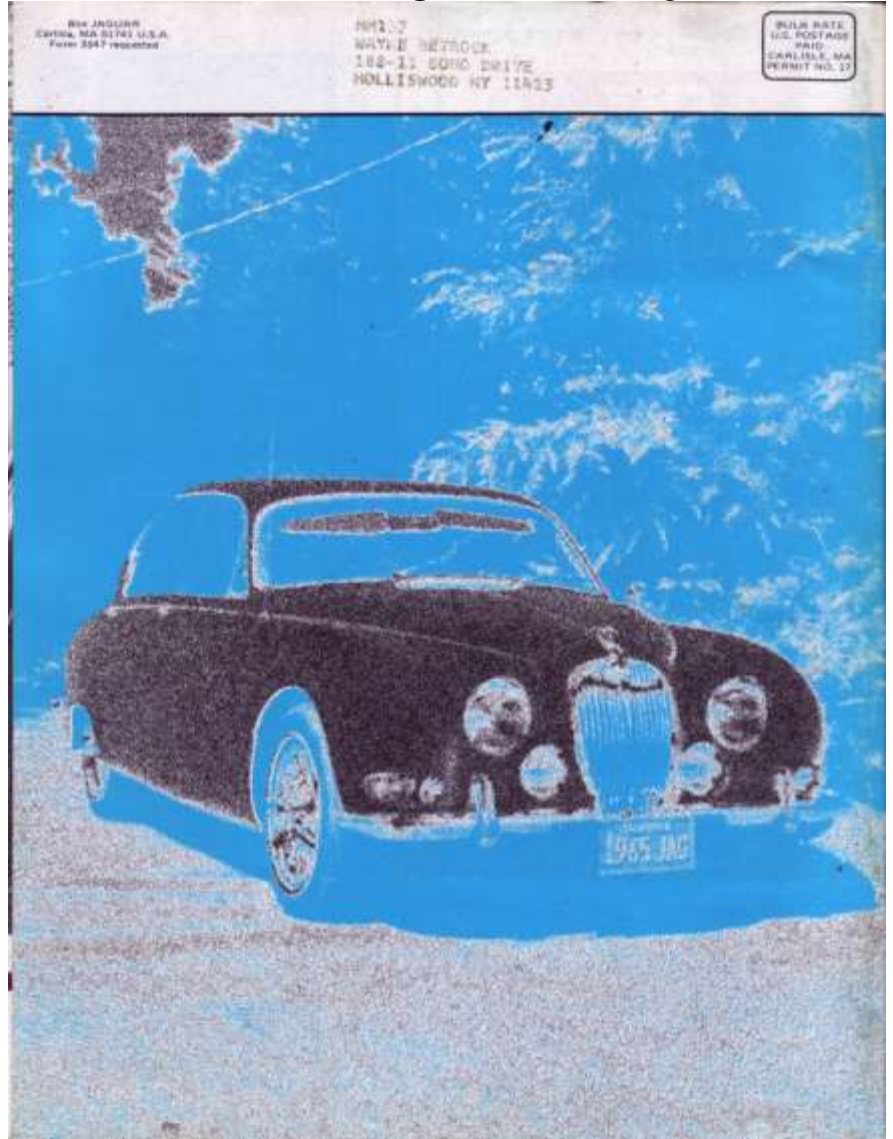
where the film was released as *Rapina al Treno Postale*, shows our beloved 'S'-type.

We thank friend of the Register Steve Ring, who collects Jaguar movie posters, for alerting us to it.



# The Newsletter of The International Jaguar 'S'-type Register

On the Cover—69, The EJAG News Magazine, July 1982



*The EJAG News Magazine*, July 1982, Vol. 9, No. 7, did not have an 'S'-type on the cover – however it did state, "This Month: The 'S'-type" and placed a stylized photo of our beloved 'S'-type on the back cover. Inside is over a dozen pages of 'S'-type coverage:

An eight-page article, "The Sporting Executive - Jaguar 'S'"

An 'S'-type photo on the "Album" page (Ed: owned then by an old friend Jack Sanft – where is it now?)

A two page centerfold photo of an 'S'-type in front of a steam engine/caboose

Four pages of "small ads" that include five 'S'-types or sale, two being parted out

A classic 'S'-type Advertisement

*The EJAG News Magazine* was first published January 1974 by Willem "Wolf" and Laurie Toepel, in Carlisle, Massachusetts, USA. It was just 4-sheets (8-pages) photocopied on coloured paper and stapled in the upper left-hand corner. It was "Published monthly by

North America's Independent Jaguar Automobile Club" and, despite the title, covered all models of Jaguars. By the late 1970s, it was a 40+ page magazine printed in multi-hue single colour on heavier stock paper. It grew to a full colour 50+ page magazine on spine-stapled slick paper and became a 'must-read' for serious Jaguar enthusiasts. Publication appears to have stopped in the early 1990s; the latest copy in the Register library is January 1991.

'S'-types appear on the covers of the March 1983 and October 1990 issues, see *Newsletters* Vol. 4, No. 3 and Vol. 9, No. 9.

THE SPORTING EXECUTIVE



# JAGUAR

## 'S'

*"An armchair . . . that travels two miles a minute. . . "*  
- - John Bolster

*Suppose you have an expanding line of cars to offer the discriminating public. The incomparable E-types in roadster and fixed head form dominate the sports division. The magnificent Mark X, a large opulent car, heads the sedan division, while the almost equally appointed Mark II fills the "sports sedan" slot. You need a car that will combine the best of both to appeal to another segment of the market, an intermediate that fits midway between the Mark II and the Mark X. The Jaguar Company was in such a position in 1963 and their solution was the 3.4 and 3.8 S-type.*



The 3.4 and 3.8 S-types were announced in September, 1963 when their production began. The 3.8 was exported to the United States where its larger engine displacement could allow it to more or less compete with the muscle cars that ruled the roads at that time. From the start the new model was not meant to be a replacement for the 3.8 Mark II which continued in parallel production until September, 1967 and which had been exported to the U.S. until the introduction of the 'S'. The 3.8 S-type was a Jaguar with an identity of its own, although some Jag watchers saw it as a "curious combination of the II and X. . ." It was not a half breed by any means; the S-type was instead a further step in the development of the Jaguar sedan that led to the current long-popular model, the XJ.

#### EXTERIOR

The car's body is a combination of characteristics borrowed from its larger and smaller Jaguar brothers, although the combination is perhaps not as "curious" as some might say. Structurally, it is like the E-type because it has a monocoque steel construction of body and chassis. As for appearance, the S-type looks on first glance like a Mark II in the front and a Mark X in the rear. Certainly, the S-type's rear design very nearly reproduces that of the Mark X, apart from the proportions, but on closer scrutiny, the front can be seen to be a development of the Mark II.

Starting front and center, the S-type's grille has a wider sur-

round band than the Mark II's. The headlights are no longer the protuberant bug-eyes of the Mark II, but have "eyebrows" like the XJ6 to come. The parking lights are attached to the directionals which wrap around the fender so that they can be seen from the side. The bumper appears to be thinner, in the E-type and Mark X mold, but it also has taller overriders to protect the grille a little more. The Mark II in contrast, seems to have a smaller version of the Mark VII - IX bumper.

The roof has been flattened out. This, in conjunction with some interior changes, produces more headroom for the passengers particularly those sitting in the rear. The 3.8 S-type is about 7 inches longer than the Mark II and about a foot shorter than the Mark X. The difference in length between the 'S' and Mark II is in the car's rear where the new S-type boot area can accommodate upwards of 9 cubic feet of luggage and the two new fuel tanks that each hold 7 gallons.

#### INTERIOR

Like all Jaguar sedans, the S-type is comfortable for the driver and passengers alike and "well equipped to the point of luxury." The interior is decorated in typical English style: leather and walnut veneer, called "British traditional and modern functional" by Car and Driver. The seats can accommodate four or five people comfortably. The front seats are fully reclining and arm rests can be pulled down for comfort to both driver and passengers, front and rear. The driver is faced with a well-organized dashboard fitted with a 140 mph speedo-



### JAGUAR 3.8 'S'

meter and easily reached controls for the windshield wipers, lights and other controls. Car and Driver Magazine called the instrument layout "almost perfect."

The familiar round headlight switch, located in the center of the dash, has a fourth position for the built-in foglights. The heating and cooling controls are located in the center console within easy reach. Ample storage space is provided by both the lockable glove compartment and the full length parcel shelf, with padded edge for safety, which runs beneath the fascia.

The rear seats can comfortably accommodate three passengers, but two are luxuriously seated with the armrest pulled down. There are map and book pockets, the deep pile carpet and the extra headroom afforded by a different roof configuration. But one common Jaguar feature, the rear picnic tables are no longer there.

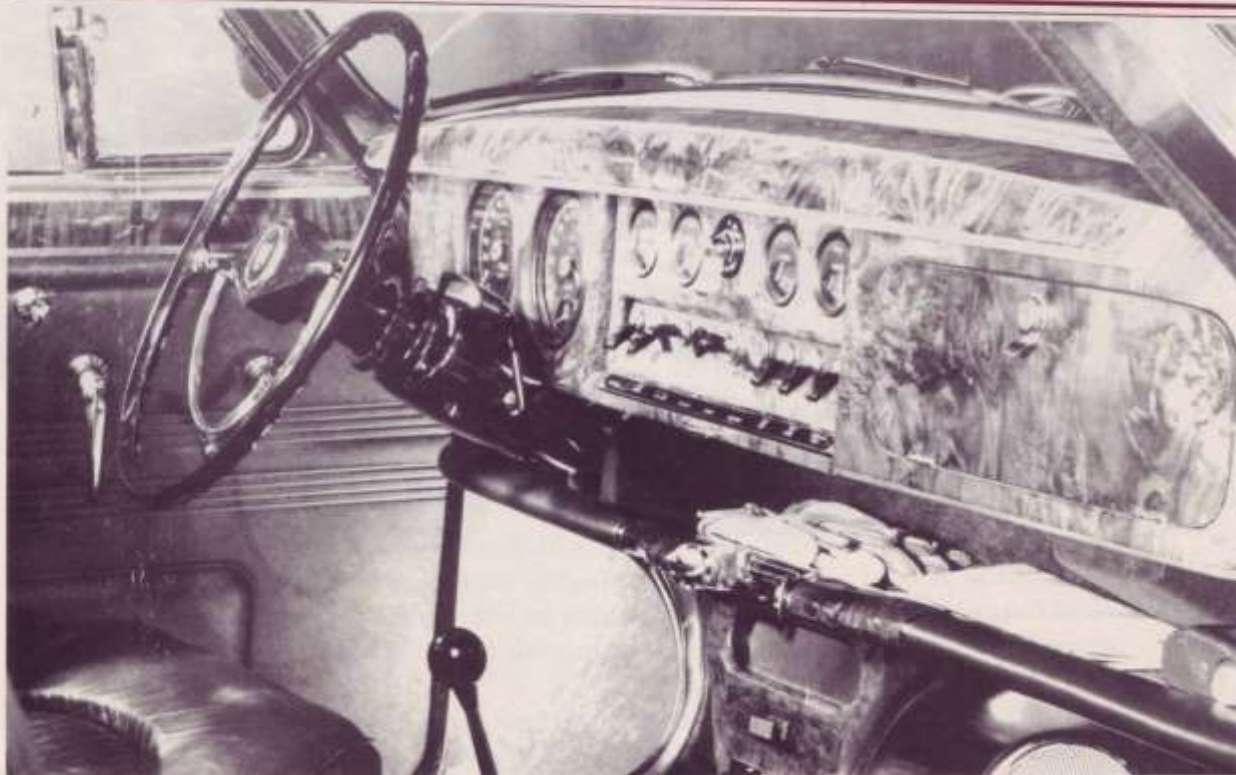
While some roadtesters liked the seats and found them very comfortable for driving with excellent support for both back and the thighs, others didn't like the front seats at all, feeling that the squabs did not support the spine and that lateral support is required to eliminate "a slight feeling of insecurity when cornering." Those who liked the seats sometimes didn't like the center armrest which could get in the driver's way on a shift. The handbrake came in for criticism on several ac-

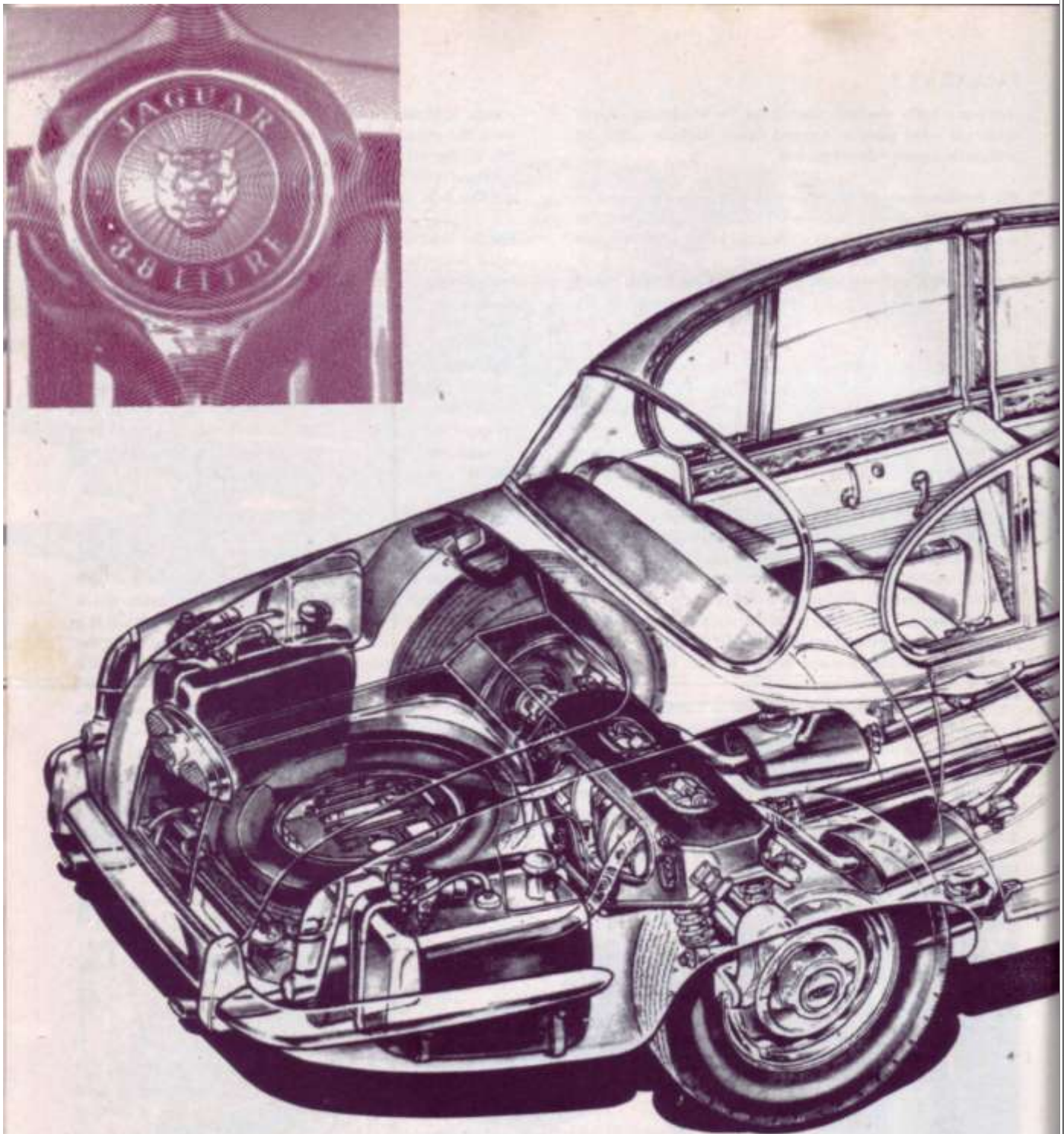
counts; it couldn't easily be reached because it is jammed between the driver's seat and the door on the extreme right or left of the car. There was one recommendation that it be equipped with a guard so that it is not accidentally released and that it be made more powerful.

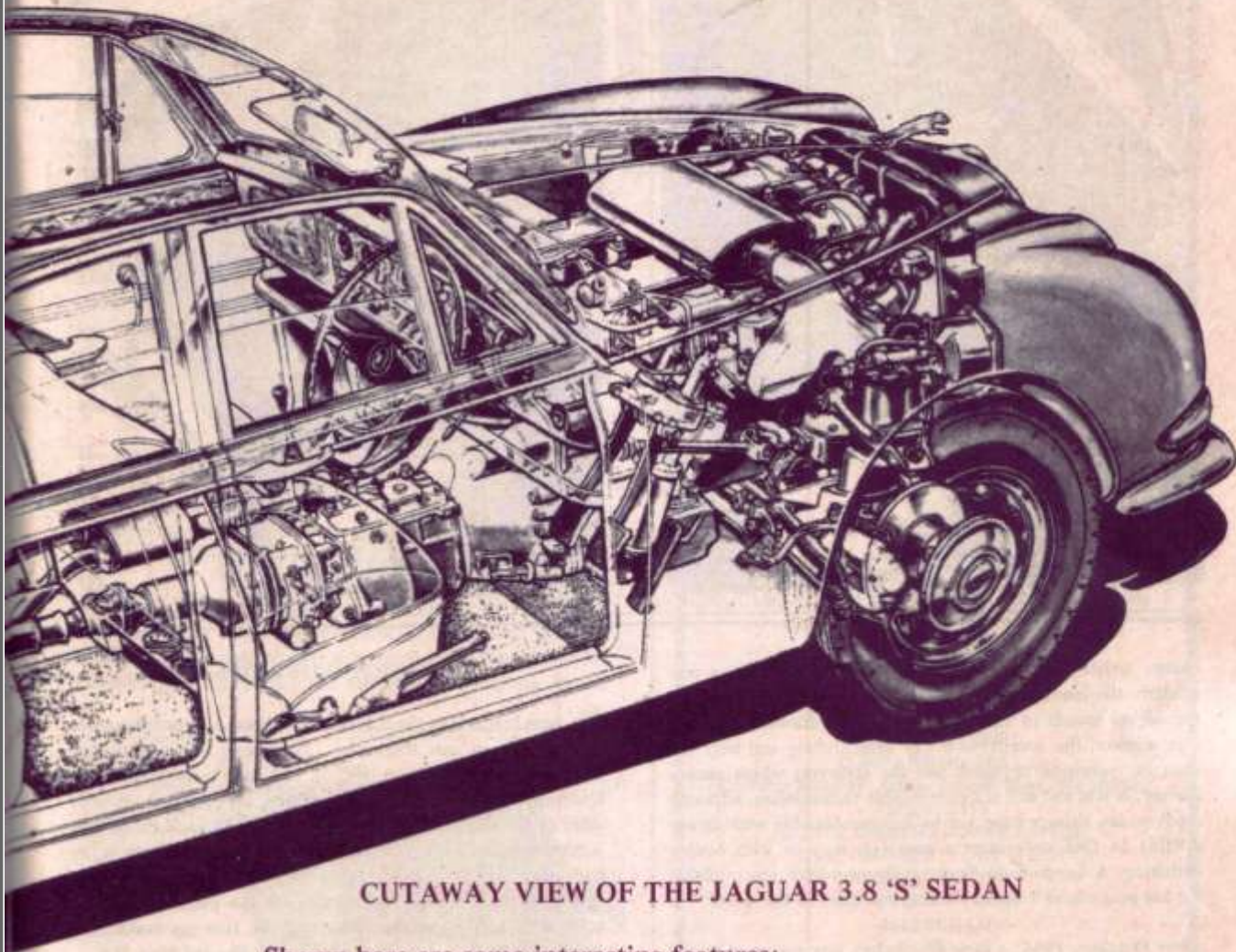
Interior comfort is assisted by a quiet and smooth ride. The integral body-chassis construction eliminates some of the noise from stressed panels and the foam rubber backed headliner deadens the rest. Even when tire pressures are elevated for high speed driving, the road noise is kept at a minimum. The car can be said to be "noisy" only above the speed of 100 mph. The ride is soft but well-controlled and the occupants feel very little of the irregularities of the road. This "probably unexcelled ride" is achieved without the usual disadvantages of soft springing and the S-type still corners well. One roadtester even thought that the way in which the Jaguar handled the "most atrocious roads" was its most "spectacular feature."

### TRANSMISSION

Up until October, 1964 the earliest S-types were fitted with the much-maligned "Moss Box," the manual transmission with synchro on only the top three gears. This transmission was in use for nine years in every Jaguar except the D-type. It is a slow-change box that appeals to those drivers who enjoy the current 55-miles speed limit, but which frustrates the quick







CUTAWAY VIEW OF THE JAGUAR 3.8 'S' SEDAN

Shown here are some interesting features:

There are two gas tanks located in the rear fenders. Beneath the floor of the trunk, the spare tire holds a well-equipped tool kit. The independent rear suspension leaves more room for luggage and passengers.

The passenger compartment has fold-down arm rests, map pockets and ashtrays, walnut veneer and comfortable leather seats. A parcel shelf runs the length of the dash. The handbrake is located between the driver's seat and the door for both left and right hand steering.

Disc brakes, both front and rear, provide controlled stops for the powerful 3.8 liter engine. At the end of the hood the leaping cat motif and the 3.8 badge further identify this very exciting Jaguar.

JAGUAR 3.8 'S'



change artists who wish to drive and change gears faster, particularly the roadtesters of the early sixties who were used to the higher speeds of the day. Despite the drawbacks of the transmission, the acceleration was breathtaking and only the changing precision required and the annoying whine caused dismay. It was and still is a very reliable transmission, although modern day drivers have yet to feel comfortable with downshifting to first only after a complete stop or with double clutching. A Laycock-de Normanville overdrive was available for top gear where it added another ten miles to the speed.

After October, 1964, a new all-synchro box was used in the S-type and 4.2 liter cars. Although this gear box still has the long clutch travel of the previous model, it has been deemed easier to use and capable of smooth fast changes with a little concentration. The clutch is still fairly heavy in creeping traffic and there is still some noise to it, but altogether an improvement.

Jaguar also offered a three-speed Borg-Warner automatic, another reliable unit that was well-matched to the Jaguar engine, but in stop and go traffic and on mountain roads it tends to lurch or jerk. This can be circumvented by using a switch on the dash and some hocus-pocus which is more tiresome than the lurch. The automatic is supplied with an anti-creep mechanism for idling on an incline.

SUSPENSION AND STEERING

The new feature on the S-type that caused a commotion was its independent rear suspension. To review: this independent rear suspension is composed of two coil springs enclosing hydraulic shock absorbers. The springs are mounted on both sides of the differential casing while the location of the wheels is accomplished by two tubular members; the upper one is the half shaft which is universally joined at each end. The new rear suspension leaves more room for the passengers in the back seat, luggage in the trunk and the two gas tanks. The front suspension is also fully independent like the Mark II's.

Burman power steering was an optional extra which provided light steering control, but a good feel for the road, even in tight cornering. The roadtesters of the day appreciated the power steering for different reasons: one, for example, thought that the car was well-balanced with no under or oversteer, but since it was a heavy car with soft springing, power steering was a must. Another disagreed. He thought power steering was a good idea because the car has a forward weight bias and understeer. In any event, there is still considerable communication between steering wheel and road even with the Burman unit. On a wet road, the steering feels lighter and when cornering at a good clip, the steering absorbs the force of the turn and the driver feels like he is in control because the

**JAGUAR 3.8 'S'**

unit responds to steering torque not just wheel movement as it does on the Mark II.

**PERFORMANCE**

The 3.8 S-type is powered by the XK engine, which was already called "venerable" back in 1963. This was the engine first used in the 1957 Le Mans D-type which was then put into the Mark IX and other Jaguars. The 3.8 does not just have 4mm more of bore, because the structural integrity of the block could not be certain. The whole block was redesigned to fit the new bore with three types of piston to produce a 7:1, 8:1 or 9:1 compression ratio, depending upon what octane fuel was available.

This was a fast car considering its weight and soft springing. It could easily cruise between 90 and 100 mph without "breathing hard" although its acceleration could not really compare with the giant road hogs in the U.S. With the four-speed transmission the 3.8 S-type would do 0-60 in 10.2 seconds (Car and Driver), 11.2 (Cars Illustrated); 10.2 (Motor).

The top speed for the manual transmission was in the area of 120 mph: 126 mph (Car and Driver); 121.1 (Motor); 124.5 (Cars Illustrated). The standing quarter mile for the manual had times as follows: 79 mph in 17.6 seconds (Car and Driver); 18.1 seconds (Cars Illustrated); 17.1 seconds (Motor).

The automatic transmission model was somewhat "slower." 0-60 was run in 11.8 seconds (Motor); 11.5 seconds (Road & Track). The standing quarter mile took 18.3 (Motor) or 18.9 seconds (Road & Track) and the fuel consumption for all

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# JAGUAR



Here is an excellent collection of reprints about the Jaguars driven and tested by Road and Track magazine. The reprints cover the Jaguars for almost thirty years and include all your favorites.

**XK-120 ROADSTER**

- MARK VII
- XK-120M
- C-TYPE
- XK-140
- D-TYPE
- 2.4 SEDAN
- 3.4 SEDAN
- XK-SS

- XK-150 (1957)
- XK-150 and XK-150-S (1958)
- 3.8 SEDAN
- XKE (1961)

**XK SERIES JAGUAR (XK-120, XK-140, XK-150)**

- MARK X
- XKE (1964)
- 3.8-S SEDAN
- 4.2 XKE 2+2 (1966)
- 420 SEDAN (1967)
- 420 SEDAN (1968)

**COMPARISON TEST:**

Corvette Stingray, Jaguar E-type, Mercedes 280SL, Porsche 911T

**E-TYPE OWNERS SURVEY (1969)**

- 1951 XK-120 REPORT (1970)
- XJ6 SEDAN (1970)
- XJ6 SEDAN (1972)
- XJ12 SEDAN
- E-TYPE V-12

**COMPARISON TEST:**

BMW Bavaria, Jaguar XJ6, Mercedes 280 XJ12 SEDAN (1973)

**COMPARISON TEST: FIVE EXOTIC OPENS**

Corvette, Dino 246 GTS, Jaguar E-type V-12, Mercedes-Benz 450 SL, Porsche 911 Targa  
XJ12L SEDAN  
JAGUAR XJ-S  
JAGUAR XJ12C

TWO JAGUAR COUPES - with Group 44's XJ-S  
JAGUAR XJ12L

**ORDER:**

EB115 JAGUAR R&T REPRINTS. . . . \$12.95

Mail with check to: EJAG, Box J, Calisle, MA 01741

Ma res. add 5% sales tax

JAGUAR 3.8 'S'

15--

models, both automatic and manual, was between 14 and 18 mpg with an average of from 17-18 for cruising and 14-16 for "normal" driving.


PROS AND CONS

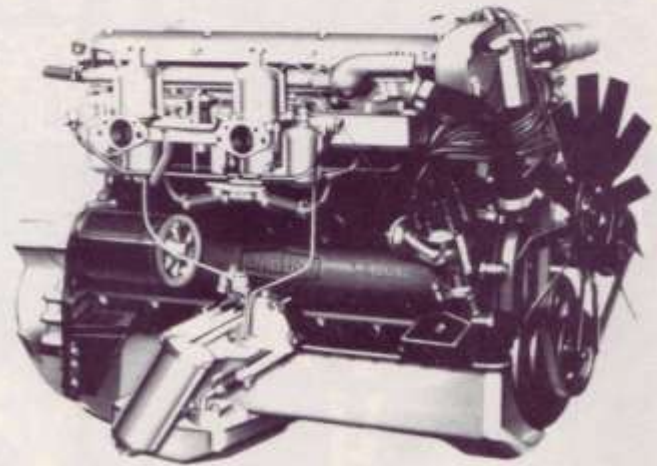
As mentioned before not everyone liked the seats or the gearbox, especially the earliest gearbox. One drawback to the automatic version in cold weather was the starting carburetor. This form of automatic choke provides a rich mixture to get the car started, but if the car can not immediately be driven away, it tends to stall because you can't properly maintain a high idle with that Borg-Warner transmission.

The car has been accused of "gulping" gas particularly at high speeds. The two seven-gallon gas tanks may not provide the cruising range that you want, if you are a fast driver, but if you keep the car within the speed limit today, you should do fairly well on gas. Another point that may be annoying: you can't see the tail when reversing and it is hard to tell where the car's rear is in relation to the other parked cars, for example.

On the other hand the body was treated before painting and should therefore be in better shape than the Mark VII, VIII and IXs for today's restorers and the car does very well, if you watch the oil and change the filter religiously every 5,000 miles.

\* \* \* \* \*

The 3.8 S-type is a beautiful example of the art of making Jaguars. It is not perfect but there are so many excellent points that make driving this Jaguar like so many of the others, a very pleasurable experience. This is a sedan for all seasons: for someone with sporting instincts, families, the fast driver, the moderate driver. Here in the United States the basic price was around \$6,000, a bargain, considering the luxury and attention to detail that was characteristic of the marque. It has been called "one of the best English cars" which in comparison with just the other Jaguars alone is high praise indeed. 



## Derelict 'S'-type—10

This photograph appeared in the November 1983 issue of EJAG News. It was taken at Stephen Brown's Jaguar Shop in Massachusetts. The caption was, "A Jaguar with a different kind of independent rear suspension, so independent, it doesn't go with the car! Wagon wheels are not recommended as replacement parts."



# ALBUM



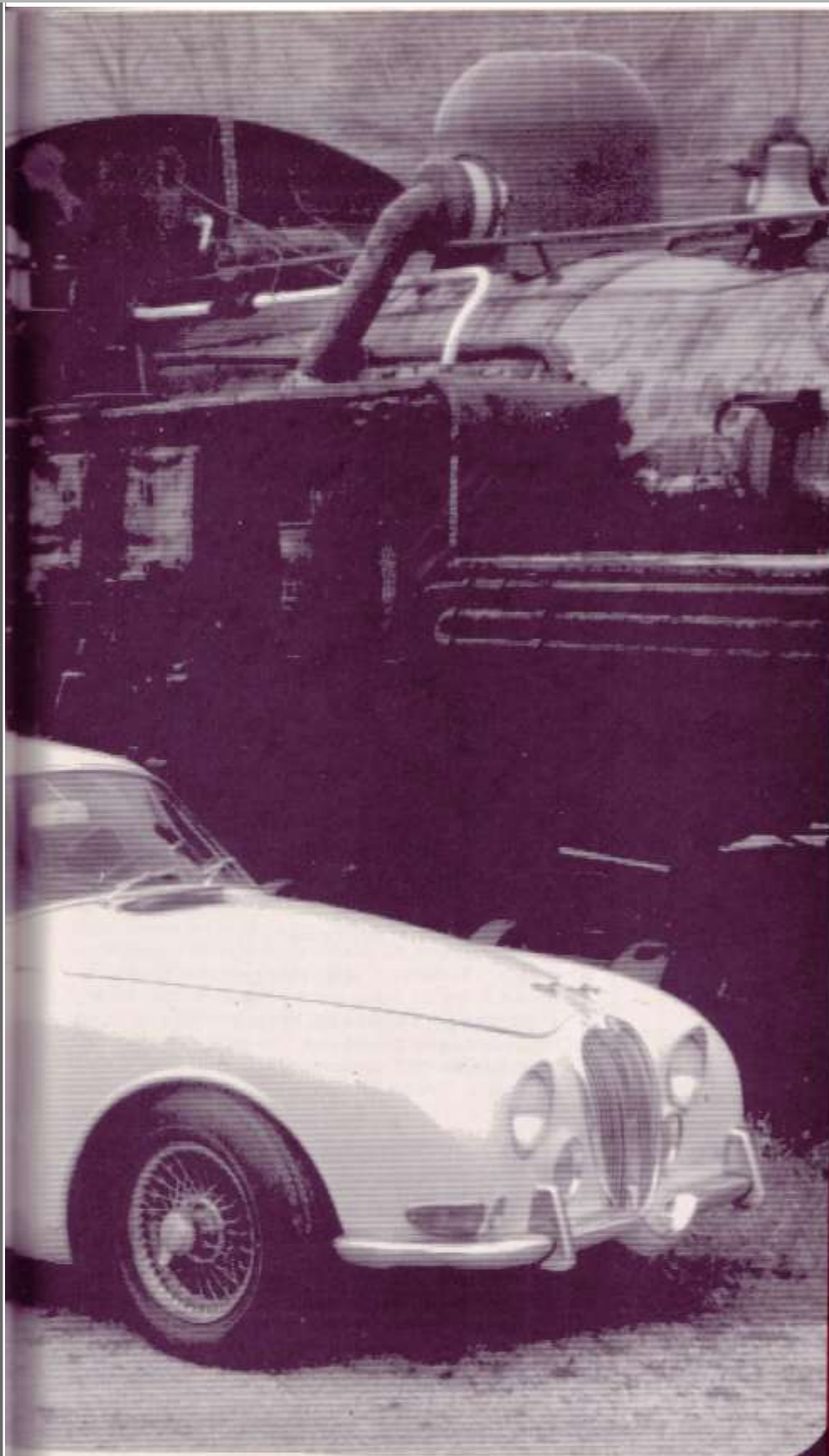
(Right) A Jaguar is just a Jaguar, but "a good cigar is a smoke" - Jack Sanft of Pennsylvania commands attention in his 3.8S, one of his several Jaguar sedans.

(Below) Terry Kappely of Taupo, New Zealand owns these two white Jaguars, a 1963 3.8 Mark II with overdrive and the 3½ liter Mark V. The Mark II has been in Kappely's collection since 1970 and he has put 58,000 miles on it. The total mileage on the clock is now 185,000. Look closely and you will see that the Mark II is towing the Mark V. A very unique tow bar is doing the job. Kappely also has a 1974 XJ12.









# JAGUAR 3.8 'S' ENCORE



This cream-colored 1965 3.8 S-type was originally a California car. Owner Russ F. Mainor, Jr. drove it from San Francisco to Macon, Georgia where it now sits in storage awaiting Mainor's return from Saudi Arabia. The cross-country drive, he says, went off without a hitch or a tow. "Performance was great. It handled like a dream."



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upholstery, reclining bucket seats, deep-pile carpeting, polished walnut trim, a telescopic steering wheel. Like all Jaguars, it's fully equipped, ready to go. The new Jaguar 3.8 "S" comes complete at \$5,735 (P.O.E.), with overdrive and power steering, on terms certain to be

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# The Newsletter of The International Jaguar 'S'-type Register

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WE'RE ON THE WEB!  
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The International Jaguar 'S'-type Register is a non-affiliated Registry of 1963-68 3.4- & 3.8-litre 'S'-type Saloons. It was founded in 1998 by three 'S'-type owners, to promote the preservation, maintenance and restoration - but mostly the enjoyment - of Jaguars 'Best Sports Saloon'. The Register records the details of surviving 'S'-type Jaguars and, since its founding, has received data on more than 600 cars from twenty-one countries.



The three founding 'S'-types

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

The Register also has an extensive reference library of 'S'-type information, all of which are available to Register members.

## Auctioned 'S'-type—22

## Letter—Adrian Bott

Hello David and Patricia,

I was interested to read about your 'unique' car on your website. As you must know by now I was at the factory when it was built so I guess that there might have been a little of my personal input during it's manufacture. More likely an involvement in your engine build and test or possibly help in the machining of it's crankshaft. It's a small world indeed!


Anyway your dedication towards the S-Type model will ensure it's survival over the next years. Personally I have always felt that this model was never given it's just rewards and has always been thought of as a bit of an exercise regarding the development of future models but I have always been of the opinion that it was a fine mix to create a far better model than the Mk 2. I'm sure that you will agree with that observation?

My book is not in anyway a technical manual. It is a snapshot in time of the life of an apprentice at the Jaguar factory in the 1960's. I hope you will enjoy a brief escape back to this period in British manufacturing history. We have to keep this wonderful marque alive and kicking.  
Best Regards,  
Adrian.

**MARKETPLACE**  
**Across the Block**

BY DAVID TRAVER ADOLPHUS  
PHOTOGRAPHY COURTESY WORLDWIDE GROUP

### 1966 JAGUAR "S" TYPE



**Auction Notes**

<b>Auctioneer:</b>	Worldwide Group	<b>Condition:</b>	Restored/#1
<b>Location:</b>	Seabrook, Texas	<b>Auction estimate:</b>	\$48,000 to \$62,000
<b>Date:</b>	May 3, 2006	<b>Sale price:</b>	\$47,500
<b>Lot Number:</b>	E		

The 'S' Type was becoming anachronistic by 1966; after all, the body style dated to the Mk 1 of 1955, and the 3.8-liter version was already seven years old. But despite the conservative appearance, the 320hp sedan had little competition as an executive express.

The 3.8 (3.781cc) was the only engine exported to the U.S., and most came with a slushbox. But a four-speed with overdrive was only the start of the goodness at the Heaton Classic. The Jaguar Club of North America tells us that chassis P1B79407DN came out of San Antonio in 1996 in Willow Green, and was restored to a correct New Red at Jeff's Resurrections in Taylor, Texas, which restored it to more than a high stan-

dard. To date, it's won five National Class 9 awards and the National Championship in concours judging. According to the seller, the lowest score recorded since restoration was a 99.94; the last, a 100 (actually, 14 100s). Getting the picture? Adding to the appeal, it's the only car known to have come from the factory in New Red. By all accounts, a winner, right?

Well, yes and no. You couldn't have asked any more of the car: Correctness, provenance, desirable configurations, unique and appealing color and 100-point restoration; it was all there. But after all of that, it was still an "S" Type in America.

The top bid was the absolute top of the market, and then some; when we wrote

this, there was a spectacular, 26,000-mile original for sale in Sussex, England, for an asking price of around \$44,500. An over-the-top restorer of Kammann Ghia, Corinas and MGs knows no amount of work is going to make the car worth extraordinarily more than the rest of the pack. The only complicating factor is the scarceness of 'S' Types, but despite their reputation among Jaguar fans, there isn't much interest outside of the circle of cognoscenti. Just last November, WWG sold an ultra-high quality '65 (JHS&C #10) for \$36,900. We said then they were a smoking deal; but \$10,000 more is getting into territory with a lot more competition. ☺