



# Newsletter

Volume 10, Number 12

## Design and Styling of the 'S'-type—7

### 7. Building the 'S'-type

With the exception of about 845 cars built in South Africa from CKD (Completely Knocked-Down) kits, all 'S'-type Jaguars were assembled at Jaguar's Browns Lane factory.



The entrance to Browns Lane, in the 1960s, where your Editors picked up P1B79909DN on September 1, 1963.

Until 1956, all Jaguars were built on a production line that was **basically similar to Henry Ford's** conveyor that moved Model T frames past stationary assemblers, who built the cars from the chassis up as they progressed along the **assembly line**. 'S'-types were built on a Main Assembly track that was fed by a Body Assembly track and sub-assembly tracks for the engine/gearbox, front suspension and rear suspension. This assembly method had started with the first unit-construction car, the 2.4.

The assembly lines were fed by components bought-in from outside companies. The largest of these was the bodyshell from Pressed Steel (for the story of Pressed Steel and Jaguar, see *Newsletter* Vol. 6, No. 7). Other

major components bought-in were castings for the cylinder heads and cylinder blocks from Leyland Foundry Group and Dialoy, Moss gearboxes (before 1965), Laycock de Normanville overdrives and Borg Warner automatic transmissions.

Other component suppliers were Girling providing brakes, Smiths the instruments, Wilmot Breeden all the bumpers and chrome trim, Triplex supplied the glass, Connolly provided leather and Dunlop supplied the tyres. Some suppliers provided many parts, such as Lucas, who built almost all of the electricals, and some just a few

like Pressed Felts Ltd. who supplied the carpet undelays and insulating felts. These components, and smaller items such as fasteners of all kinds and sizes, were kept in stores near different stages of the Main Assembly Track.

Pressed Steel, 17 miles away from Browns Lane, delivered them in batches by truck. The bodyshells were bare metal coated in Cosmoline, or some other rust inhibitor, and stored temporarily outside. Each bodyshell had a Pressed Steel body number plate, attached with pan-head screws, under the rear bumper inboard of the left bumper attachment and a Pressed Steel patent plate inside the car on the bottom of the well of the floor under the right rear seat.

### Inside this issue:

Design and Styling of the 'S'-type—7	1
<i>Jaguar Driver</i> , October 1963, <i>S for Silence</i>	7
Auctioned 'S'-type—30	14
In Film—'S'-type's Roles and Appearances	15
In Film—Four Star Roles	16
<i>Classic Motoring</i> , June 20, 2011, <i>Clash of the Classics</i>	18
P1B5965BW	20
Press Release - Oct 20 1998	20



The 3 in. by 5¾ in. stamped thin metal Pressed Steel patent plate. See *Newsletter* Vol. 6, No. 7 for details.

(Continued on page 2)

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

(Continued from page 1)

Bodyshells went to the Paint Shop and were mounted on frames which allowed them to be rotated through 360 degrees. The bodyshell was then cleaned of its protective oil film by immersing it in a Trico solvent dip, in-



*Inspecting the degreased 'S'-type bodyshell.*



*'S'-type bodyshell going through a rust-inhibiting zinc-phosphate bath after comprehensive degreasing.*

pector and a zinc-phosphate solution applied for rust-proofing, followed by baking in a 320 °C oven.

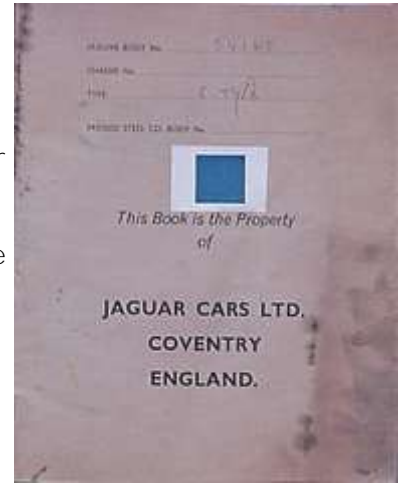
Next, a bitumastic sealing compound was sprayed onto the underside of the bodyshell.

This was followed by inspection and rectification of minor flaws by lead-loading and priming and painting process.



*Minor defects are rectified before priming and painting. Fit of doors, bonnet and boot lid are also checked at this stage.*

Somewhere in these early stages each bodyshell was given a 'Build Book' (see *Newsletter* Vol. 2, No. 4) that followed it through the build process. The 6½ in. by 8 in., 16-page booklet has pages for notes from PAINTSHOP ONLY, LOW BAKE ONLY, POOL TO PREMOUNT, PREMOUNT, MOUNTING, TRIM TRACK, SHORTAGE DEPT, PRE-FINAL and UNDERBODY EXAMINATION.



*The cover of the Build Book for rhd 3.8-litre 'S'-type, Body No.54160, dated Nov, 11 1964. Note the cars colour sample, "Silver Blue" in the centre of the cover.*

Each bodyshell received two coats of primer, followed by a trip through the baking oven. The bodyshells were then rotated so that sound-deadening material could be sprayed onto their undersides, and moved on to the next area

The 'S'-type bodyshell then entered Jaguar's new paint department with state-of-the-art (for then) equipment and techniques. There they were hand-sprayed with three coats of a synthetic enamel colour coat and passed through a final baking oven. When they cooled down, the painted bodies passed through a final inspection area and



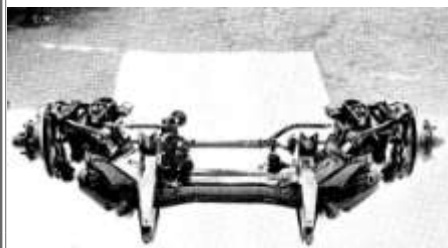


Above and previous page, Finished painted 'S'-type bodyshells moving to join the Main Assembly Track.

were fitted with the main wiring loom, anti-drum padding glued to flat panels on the interior surfaces, heat and soundproofing insulation applied and felt fixed under carpet locations. The instrument panel (fed in from a sub-assembly area where they had been assembled and pre-wired) was fitted. On the exterior, front and rear windcreens were fitted and the exterior chrome trim added including the distinctive Jaguar grille.

While the 'S'-type bodyshell was being prepared and painted in the Paint Shop, other components were being built in other sub-assembly areas.

The front suspension was built in the same area as those for the Mk2. The semi-trailing wishbones, coil springs, telescopic shock absorbers, and anti-roll bar were the same on the 'S'-type, however the steering was upgraded giving



Subframe-mounted front suspension for a disc wheeled 'S'-type, with improved power steering from Burman & Moss Ltd.

3.5 turns from lock-to-lock and a 33 ft. 6 in. turning circle. These were all mounted in a subframe attached by rubber mountings so as not to transmit road noise into the body.

The 'S'-types rear suspension was fully described in Part 4 (see *Newsletter* Vol. 10 No. 9) and will not be repeated here.

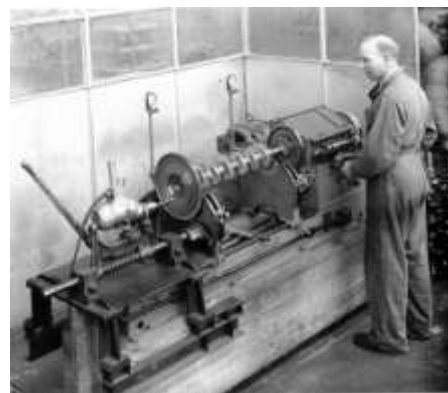


'S'-type subframe-mounted rear suspension of the 'S'-type. Note: for a wire wheeled car.

Both front and rear suspensions, in their subframes. Both front and rear suspensions, in their subframes, were fed to the start of the Main Assembly Track where they would be joined by the XK-engine and gearbox.

With the development of the XK-engine (see *Newsletter* Vol. 10, No.7), Jaguar had become a bona fide engine builder. Castings, aluminium for the cylinder heads, iron for the blocks, and forged steel for the

crankshafts came into the Machine Shop. They went through extensive machining, hand finishing and quality control. In the engine assembly area, crankshaft, flywheel and clutch were balanced as a unit. Matching sets of connecting rods and pistons



Balancing an XK-engine crankshaft assembly.

were added to complete the block assembly. In another area, the dohc head was completed, with valves and camshafts, and bolted to the block to complete the engine.

Completed engines were then moved into a further sub-assembly area where the model-specific equipment was added and they were mated with the appropriate gearbox. For 'S'-types, the Moss gearbox was bought-in until the Jaguar all-synchromesh gearbox replaced it, and the overdrive units received from Laycock Engineering. All Automatic 'S'-types, of course, had their fully assembled gearboxes shipped in direct from Borg Warner. Each gearbox had been bench-tested for operation and noise before being bolted to its engine.

(Continued on page 4)

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

(Continued from page 3)

The complete engine/gearbox were subjected to a further bench test, being run first at 1,500rpm for three-hours, then at varying speeds and loads up to 3,500 rpm, for several more hours.



*An XK-engine undergoing bench testing.*

The oils were then drained, the sump **cleaned out, the engine and gearbox refilled with fresh lubricants** and the complete unit moved to the Main Assembly area.

On the Main Assembly track, one front suspension assembly and one rear suspension assembly were fixed on special jigs the same distance apart as they would be on the fully-assembled car. At the next assembly area, the engine and gearbox unit was lowered on to the front subframe and bolted into position. Next the propshaft was bolted to the rear differential and to the gearbox linking **front and rear ends of the car's mechanical 'skeleton'**

The two separate tracks, Main Assembly track, carrying the running gear, and Body Assembly track, with the painted and partially fitted-out bodies, now came together. The bodyshells were lowered onto the ready-assembled engine/front



*An 'S'-type bodyshell being lowered onto the car's 'skeleton' on the Main Assembly track. Note: Mk2 line in background,*



*Two views of the 'S'-type production area, Note the overhead Body Assembly track feeding bodyshells to the lower Main Assembly Track.*

suspension/rear suspension assemblies and bolted together.

**As the mechanically complete 'S'-types** moved slowly along the track, the electrical, fuel and hydraulic systems were completed, bumpers and trim pieces installed on the exterior, steering wheel and chrome pieces inside, and finally the road wheels, with tyres, were added.

At the end of the track, each car



*Nearly completed 'S'-types near the end of the Main Assembly Track.*

received petrol and was started up and driven to the Trim and Finish Department for the installation of the interior: carpets, door panels, trim, seats, and the classic Jaguar burl walnut.



*'S'-types in the Trim Department.*

Jaguar had the largest trim shop in Europe. Connolly provided the leather, 3 hides required per car, the carpeting was Wilton, and other specialists provided various fixtures and fittings. Leathercloth was used to trim door panels and carpets. The interior was completely produced by hand - cut to shape, finished, and installed.

Jaguar's wood-working shops, known as "The Sawmill", were a very special feature of the Jaguar factory. Dashboards, and other components, were shaped from birch plywood, with holes for the instruments, switches etc., formed by electric rotor machine from templates on the machines' flat-beds.



*'S'-type toolkit base being cut on a rotor machine.*

Blanket presses were used in the veneering process, some of which were nearly 30 years old at that time. Each walnut veneer panel was matched from the centre outwards by one experienced technician. Before veneering, the plywood panels were hand-flatted-off and their edges and holes sealed. The veneer was dried for about one-half hour and then flatted-off carefully and a sealer coat applied. This was followed by two coats of polyester and more flattening, with finer and finer grades, before the surface was polished twice on an automatic machine to give the highly polished finish.



*Seat flutes being sewn.*



*The installation of the seats, which were fitted last, completed the 'S'-type.*



*Completed 'S'-types at end of the production line.*

*(Continued on page 6)*

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

(Continued from page 5)



*Completed 'S'-types, behind an E-type, coming through the drying oven following the final 'top coat' applied after final test.*

A final Inspection followed, after which each car was taken out for a road test, of about 30 miles, to check for defects. On return, it went to the Service Bay for any defects found to be corrected and for final tuning of the XK-engine. A sec-

ond road test was carried out by a different tester, and any further defects rectified. A thorough body inspection and interior cleaning was followed by a final top coat and the car passed through another drying oven. Each car was then hand-polished, given a last visual once-over, and driven to the despatch area for transport to a distributor or dealer.

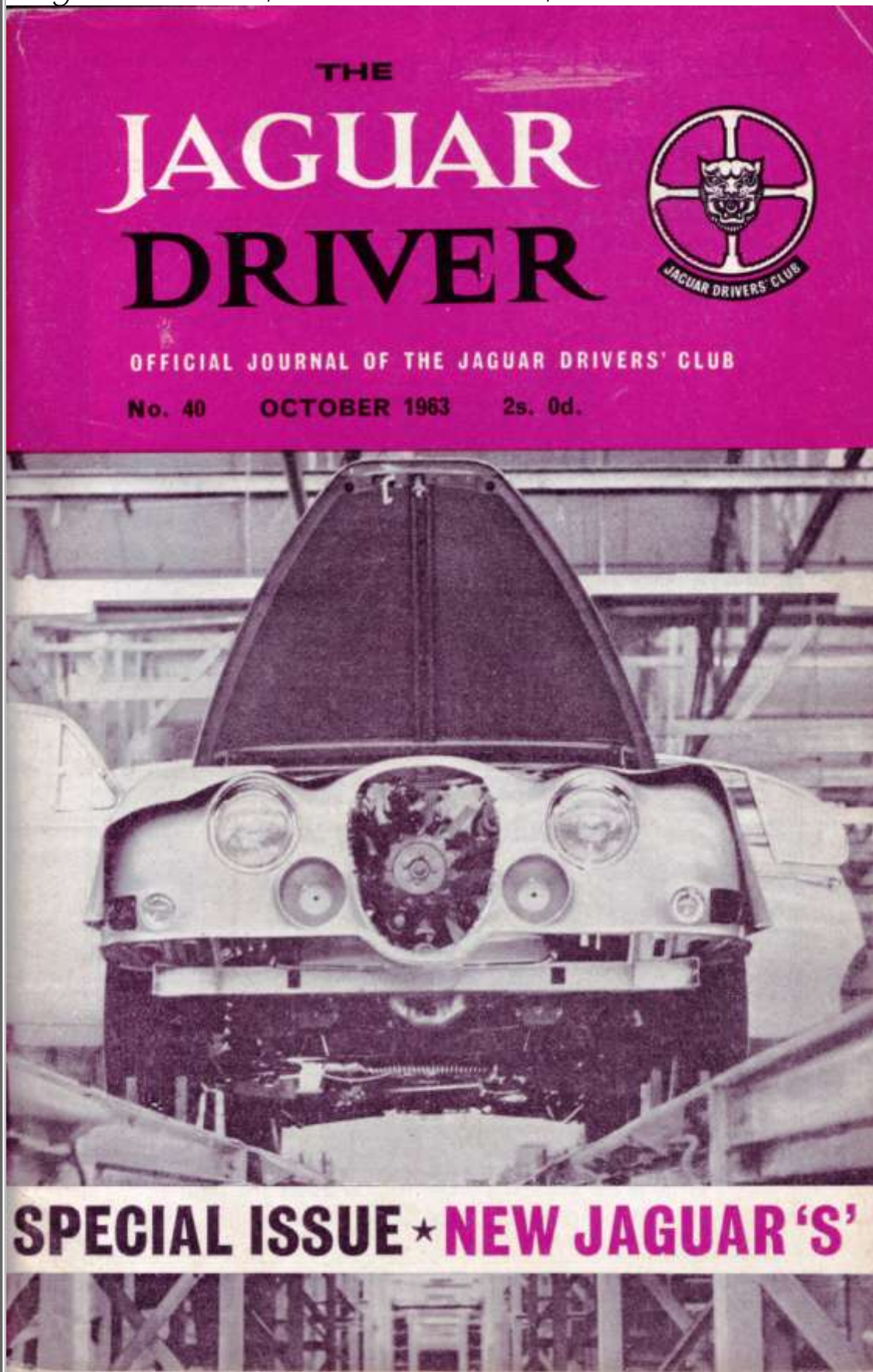


*His Royal Highness, Prince Edward, the Duke of Kent, at Browns Lane inspecting his fourth Jaguar – an 'S'-type. See Newsletter Vol. 7, No. 2 for details.*

A 30 min. video, One Leap Ahead, showing the production of Jaguar Mk2s, very similar to the 'S'-type's, can be seen at: <https://www.youtube.com/watch?v=IKJPFRNO344>



*Sir William Lyons at desk 12th July 1966*





### EDITORS SENT TO COVENTRY

When the suggestion was made in August that we nip up to Coventry for a preview of the new 'S' model, it seemed a good idea for us to accept. Not only were we itching to see Sir William Lyon's latest brain-child but, as we'd never had the chance to look round any motor-car factory before, we thought that our first visit might provide a large lump of copy for this extra large issue. The only thing that bothered me a bit, was that all the kerfuffle connected with the new car was strictly hush-hush whereas I'm normally not very good at keeping secrets; on the other hand I'd no intention of being left behind so the pros outweighed the cons. Arrangements made then, we packed our overnight bags and were soon bowling up the M.1.

The journey from London to Jaguar Cars Ltd., Coventry doesn't take long and we swept up to the visitor's entrance in nice time for lunch. From there we were taken into the showroom where we wandered around admiring Annigoni's painting of the Queen, a collection of silver cups in a cabinet and two beautifully preserved S.S. cars on display. A little later we were joined by our host, Geoff Morgan of the P.R. Dept., who's a former Jaguar Apprentice and a very friendly chap. He whipped us off to the visitors' dining-room.

After lunch, we went along with a group of Advanced Motorists (the last party allowed over the factory before they closed the doors to visitors, for security reasons) to a miniature cinema on the premises, bagged ourselves seats in the back row and settled down for a film show. We were rather disappointed that there were no cartoons included in the programme, but the one half-hour film we did see, was first class. This took us on a visual tour of the factory and gave us some idea of what to expect.

Film show finished, we were frisked for cameras and asked not to smoke on the tour about to begin. The usual practice at Jaguars is to send an Apprentice round with each group of visitors to explain what's going on, answer questions etc. and I must admit we felt a little smug when the bunch of Ad. Mots. had to share an Apprentice between them whilst we had one

*The new model attracts its first crowd during a factory lunch hour.*







all to ourselves! Incidentally, I think there are about 150 Apprentices at the moment, split up into three categories e.g. Craft Apprentices who join the firm at 15 and start a 5-year course when they're 16; Technical Apprentices who join the firm at 16 and take a 5-year course, and Student Apprentices who join the firm at 18 and take a 3-year course. After graduation they are encouraged to stay with the Company, in the department that suits them best. Hostel accommodation is provided and there's a variety of social shindigs laid on for their benefit. Some of these events are written up in the 'Jaguar Apprentices Journal'—a jolly fine publication we're not above pinching from ourselves, with permission of course.

The first thing we noticed on entering the factory was the noise which was DEAFENING, and although we did become gradually more accustomed to it, wild horses wouldn't make me take a job in there, even as No. 1 Tea Masher! Our tour did take in almost every department of the factory but obviously it's beyond me to write it all up. In the first place, some of the explanations/procedures went right

over my head (figuratively as well as literally speaking), and in the second, I don't have the necessary technical knowledge to describe many of the things I *did* understand. I will say tho', that the 'Know Your Jaguar' drawings make a lot more sense now that we've seen the actual bits of a car "in the flesh" so to speak.

Plenty of fascinating stuff goes on in the Machine Shop—balancing matched sets of conrods and pistons and gear-hobbing to mention only two; my better half bombarded the Apprentice with questions here but I just tried to look intelligent when they were watching me and winked back at the workmen when they weren't!

From the Machine Shop we passed on to Engine Assembly. Since the acquisition of Daimler, all machining, press and tool room activities are carried out there and the components are then brought to Jaguars where they're put together and rigorously tested. We watched this performance for quite a while—whole engines with gear-boxes are brought to the test-beds where they are run and tested for hour after noisy hour. Any necessary adjustments are made here but the bunch

we saw tested, sounded very healthy.

Mark X and Mark II bodies are not made at Jaguars, but arrive on trailers, two—three days supply at a time, from the Pressed Steel Co. They look fairly revolting at this stage because they're covered with thick greeny-yellow grease to prevent rusting.

One thing that really did surprise us, was the amount of work still done by hand, in particular, the assembly and welding of E-type body-sections. Indeed, such care and craftsmanship goes into the production of each Jaguar, that the whole business reminds one more of boat-building and is a long way removed from the generally accepted idea of mass production in the motor industry. Hoods for the E-type roadsters are individually cut to ensure a perfect fit and later on, we watched fascinated as a line of nearly completed cars on a slowly moving conveyor belt, had their bare insides covered up with carpets, head-linings, etc., etc. Chrome fittings were attached here too, all in next to no time.

There were lady-workers in the factory as well; some of them nipped about the car interiors with miniature vacuum cleaners (cleaning up after the men as usual), others poked bundles of wires into/under the control panels. I half expected to see a blinding blue flash as they did this, because that's what always happens when I fiddle around with the wiring in our house, but nothing of this sort occurred.

New tyres were stacked like steeples around the factory and at first, the temptation to pinch two for our own car was practically irresistible. By the

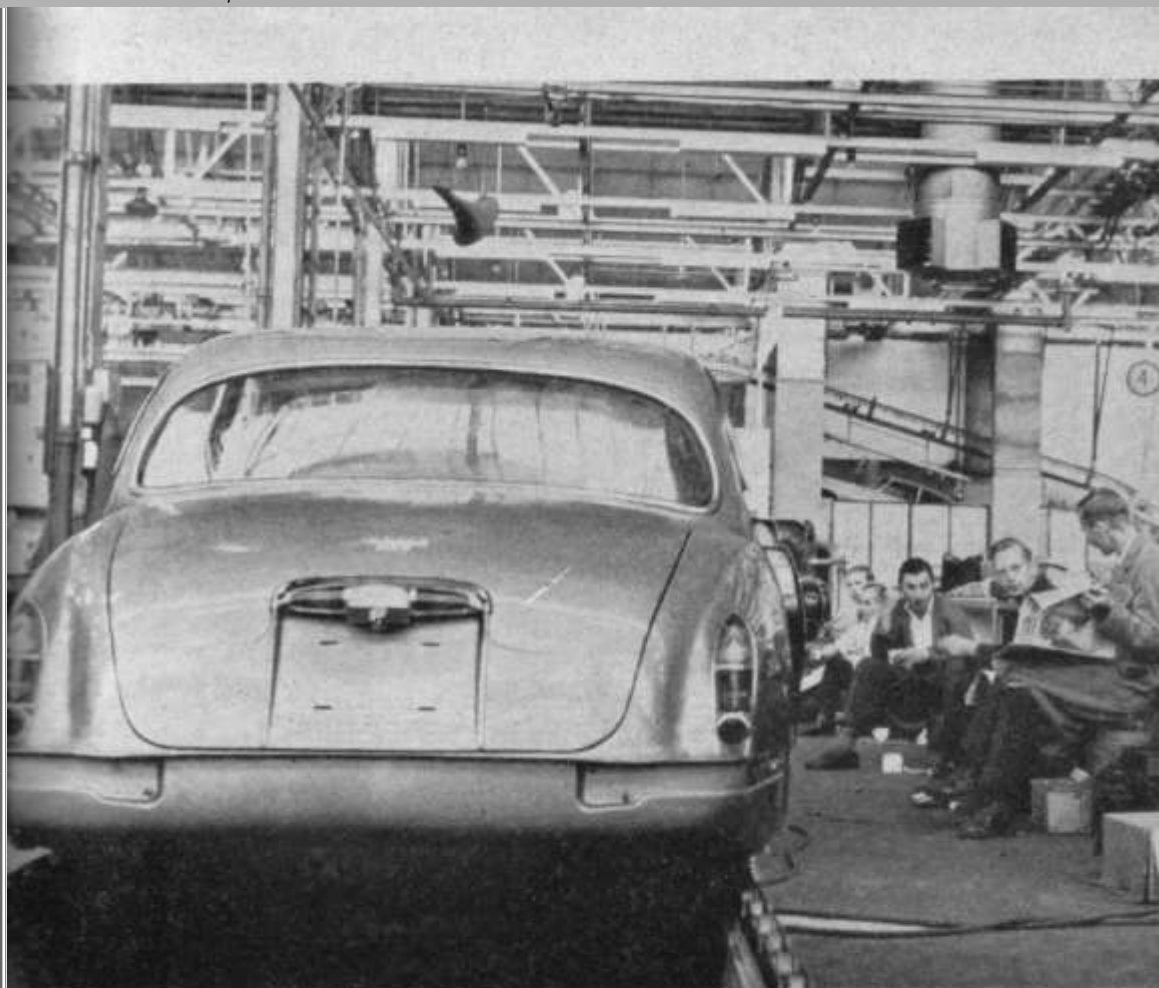
time we'd finished the tour tho', we'd seen so many piles of new everythings that we'd become blasé and completely forgotten the price of one Jaguar, let alone anything else. It was a good thing that we left the factory before we went mad and ordered half-a-dozen Mark X's!

Geoff Morgan returned at this point to show us the new model; the Ad. Mots. had to go home poor things. At first sight, the new 'S' car looked like a giant moth, poised as it was on an overhead ramp, with all the doors, bonnet and boot open. Closer inspection showed it to be a smaller version of the Mark X, but we weren't able to judge very well here because this particular example was nowhere near finished and mechanics were scrambling all over it, putting things in and taking them out again. It was six o'clock, and with the exception of these bods. in the production block, the workers had left, so we decided to call it a day and returned to the showroom. Our last job before booking into our hotel, was to take down some of the guff on the 3.4 'S', 3.8 'S' in layman's language. Here it is:

First of all, the 'S' does *not* imply the use of an 'S' type engine, the engines used in the new models are the same as those already installed in the Mark II's. From the outside, the front of the car resembles a Mark II, but with hooded, Lucas sealed-beam headlights and foglamps; the back looks very like a scaled down version of the Mark X. The roof is flattened and extended to allow plenty of room for back-seat passengers, but even if they

*Eyebrow headlights distinguish the front view of the S-type. Closer study shows new side and indicator lights, new bumper and a wider radiator grille frame.*





*Quick lunch on the job for prototype fitters.*

were unfortunate enough to have very big heads, a bump wouldn't hurt as the head-lining is bonded to foam plastic—as on the E-types.

Independent rear suspension makes for a smooth ride anyway, and as all rear/front suspensions are mounted to the body shell by means of rubber blocks, which insulate the body from all transmission noise and road-excited vibrations (stop it road, you're tickling!), you could carry the frailest old Grandma around in complete comfort. As for the luggage boot, well, it's half as large again as the Mark II's, so you can cart the kitchen sink on holiday if you want to; it's 19 cubic feet, to be precise. Twin petrol tanks, holding 7 gallons each, take up the minimum of room in the rear wings, and the whole car measures 15 ft. 7½ ins. from front to back, about 7 ins. longer than a Mark II.

The interior is really something. As

the rear axle is fixed and needs no lateral tunnel for axle rise and fall, the contoured rear seats are farther back than in the Mark II's and so give more leg room for the bods. in the back. The front seats adjust fore and aft, up and down, and are fully reclining. There's a completely new fresh air heating/demisting system, vacuum servo-assisted, you just push a button to open the flaps and a two-speed booster fan helps to regulate the supply of heat to both front and rear compartments.

A padded parcel shelf runs the full width of the car and on the front doors there's a different sort of hinged pocket for the overflow. The rear door arm rests have a pocket at one end and an ashtray at the other and padded sunvisors, fully veneered control panel, arm-rests for everyone and interior lights add to the general air of luxury. It's a great deal more difficult to pinch anything from the new 'S' models be-



*This heavily-camouflaged "road tester" must be the grandfather of a thousand rumours. If you heard any—check them against the specification!*

cause the quarter lights at the front have a very crafty anti-thief catch on them. All the doors can be closed unbelievably quietly and easily (the neighbours will be pleased), this on account of the zero-torque door locks. The only thing we can't give you yet is the price, though by the time you read this article, it should be available.

All three of us were exhausted by the time this little lot was put down on paper, so Geoff Morgan very kindly showed us the way to our Hotel. There we had a pre-dinner drink with him and arranged to meet again at 9.30 a.m. the following morning.

On the nail of 9.30 a.m. we were waiting in the showroom when we overheard a couple of Americans nearby discussing the possibility of the younger one's attempt at a cross-channel swim. Always on the lookout for copy, we waited for an opportunity to speak to them and politely introduced ourselves. Harry Huffaker and his father—for that's who they were—didn't mind our intrusion at all and we spent a few pleasant minutes in their company; they'd come from Detroit to England so that Harry could swim the channel (his first attempt) and whilst waiting for the weather to calm down, had come up to Coventry to buy an E-type. As far as we know Harry hasn't had his swim yet, so we'll wish

him all the best now and send him a J.D.C. application form later!

No sooner had the Huffakers breezed out than Geoff Morgan breezed in, and we were all set for another stint round the factory, this time with a camera. Although we weren't allowed to take any photographs in the vicinity of the Experimental block, permission had been given for us to take them elsewhere and we were keen to get as many as

*Experimental S-type with Mk. 2 instruments (except the vacuum gauges!) off on test.*



possible. Within minutes we were lucky enough to catch the disguised prototype of the 'S' on it's way out for a trial run, and after that, straight shots weren't good enough. We shinned up and down steps, over and under ramps, and in and out of 'S' models searching for 'one off' shots and it was this enthusiasm that led to what was, for me at any rate, one of the highlights of our trip to Coventry. We'd decided to take an aerial view of one of the new cars but couldn't find anything near enough for Geoff Morgan to stand on. "Never mind" said my old man, "I'll give him a 'flying angel' ". Without any hesitation, 12st. Morgan climbed on to Sanderson's shoulders and inch by inch was slowly borne aloft. The factory workers went crazy. They banged on their benches, whistled, shouted and cheered until I was practically paralytic with laughter and the other two almost fell down an inspection well. When Geoff 'touched down' they did the same again and they only stopped when Samson Sanderson took his bow. I've wondered since if he chose the wrong profession!

Time was running out for us then, so we had one last look at a new model and tried it for size. Unfortunately we never did get the chance to have a ride, last minute testing was still going on and every prototype on the premises was needed but we were pleased with the material we collected, and hope this article gives members a more personal impression of the new model than they are likely to get from the welter of press reviews. s.s.

*The Editors head for the M1 and home.*



*All photos in this article by G. Morgan, Jaguar Cars Ltd.*

*Jaguar*  
*Distributors*

**GLOVERS of HARROGATE**

*and*  
*Service*  
*Specialists*

**91 LEEDS ROAD HARROGATE • Phone: HARROGATE 81263/4/5**

## Auctioned 'S'-type - 30

Jaguars at auction made news in 2016 when Sotheby's offered one of the most famous Jaguar racing cars of all time, the 1956 24 Hours of Le Mans-winning Ecurie Ecosse D-type, XKD-501. It sold at the Monterey Car Week for US \$21,780,000. That made this D-type Jaguar the most expensive Jaguar ever sold at auction, and the most ex-



pensive British car known to sell. But one never knows what prices some have received in private sales!

Of course not every Jaguar sold for record prices. We know of only one 'S'-type selling at one of the major auctions in 2016. At Barrett-Jackson Scottsdale, Jan 24 - Jan 31, 2016, a Condition 2- 'S'-type sold for US\$25,000 plus commission for a final price of \$27,500. For comparison, a 1973 Jaguar XKE S3 V-12 Roadster, also rated the same condition two-minus, sold for US\$62,500 and a final price \$68,750. This at the Mecum Kissimmee Florida auction, January 15-23, 2016.

The classic car auction community uses a 1 to 6 Condition Code, 1 being best, to determine the values of classic and vintage vehicles. What do the different condition numbers mean? Condition 2 is "FINE". It means the car is "Well-restored or a combination of superior restoration and excellent original; also, an extremely well-maintained original showing very minimal wear."

You can find definitions of all auction grades at <https://www.hagerty.com/articles-videos/articles/2004/10/17/car-conditions-what-the-numbers-mean>

At Barrett-Jackson Scottsdale, Lot #0658 was a "1967 Jaguar Mark 2 3.8 4-Dr. Sedan" (chassis no. P1B78927DN). The description was: "Signal Red/Black leather; Cosmetic restoration, 2- condition; No Reserve; ... Centerlock wire wheels, Michelin X red line tires, dual mirrors, Moto-Lita woodrim steering wheel, wood dash and window trim, wood shift knob, later cassette stereo. - Wheel lobes are battered from being hammered on. Overspray on passenger side door jambs. Lightly pitted window frames. Good newer repaint with cracking at the bottom of the nose. Good chrome. Small gouge in the refinished wood dash, otherwise very good refurbished interior. Crack in right taillight. Restored, but not exquisitely and it was never fully apart. - This car isn't perfect, but it's a great driver, and getting those classic feline Jaguar lines, a silky smooth XK straight-six and about a small forest's worth of wood in the interior for less than 30 grand is a great buy. If you don't count E-Types, classic Jags often make for an overall good value, and this was an even bigger bargain, bought for what was claimed to be the cost of the refurbishment and well under what this level of style, comfort, performance and handling could have been expected to bring."

# In Film—'S'-type's Roles and Appearances

The Internet Movie Cars Database, (<http://www.imcdb.org/>) compiles information about vehicles' appearances in films and on television. To date, almost 50,000 films and television programmes have been reviewed and more than 900,000 vehicles, of 4,278 manufacturers, identified.

The first film known to contain an 'S'-type was *Patate (Friend of the Family)* a French-Italian film by Robert Thomas. An unsuccessful inventor approaches an old friend for a loan, but discovers that he is his daughter's lover. He sets out to **avenge the family's honour.**

The film was released October 21, 1964, which means it was filmed in early 1964, shortly **after the 'S'-type** was announced. Extensive filming was done on location and in the streets of Paris so many cars of the period are seen: lots of Citroëns, Fiats, Panhards and Peugeots; an Austin 1100; a Ford Taunus; a Hillman Imp; a Rolls-Royce Silver Cloud III; and Triumphs - Herald, Spitfire & TR4; and, of course, an 'S'-type.

The 'S'-type is seen, in the background of a sweeping shot of a French street, as the opening credits roll.



The first appearance of an 'S'-type in film 1964's *Patate* has the credits rolling over a sweeping camera shot of a Paris street.

Since *Patate*, 'S'-types have appeared in more than 110 films.

A 'five star' rating is generally used to rate a vehicle's part in, and contribution to, a film or television episode.



The film is about the vehicle



Vehicle used extensively by a main character or is on screen for a long time



Vehicle used by a main character or in an action scene



Vehicle used in a short scene



Vehicle appears in the background (moving or stationary)

To receive Five-stars, the car must be the star, the very centre of the story, whether there are also human actor stars or not. Examples being Disney's *Herbie* films, the 1953 classic *Genevieve*, starring Kenneth More and a 1904 *Darracq*, 1964's *The Yellow Rolls-Royce*, the story of a yellow 1930 Rolls-Royce Phantom's three very different owners: an English aristocrat, a Miami gangster and a wealthy American widow, and **Stephen King's**, *Christine*, the 1983 horror film about a haunted violent Plymouth Fury named Christine, and its effects on the car's new teenage owner. There have been no films in which **our beloved 'S'-type** had a five-star role.

Four-stars are given when the car is one of the stars of the production. It is driven by one of the main characters or it is on screen frequently and in lengthy scenes, often car chases. 'S'-types have had four-star roles in twelve films that we know of. They are listed pages 16 and 17 of this *Newsletter*.

Three-star parts are when the car has a supporting role. It is used by a supporting actor or is seen in several scenes. As with a four-star role, a three-star part means that the 'S'-type



was specifically chosen for that part and that scene. Your Editors have found thirteen films in which 'S'-types have three-star roles. They will be in the next *Newsletter*.

Two-star parts are when the car has a minor role or is used in a short scene. 'S'-types have appeared in thirty-eight two-star parts. These will be listed in a future *Newsletter*.

A one-star appearance is when a car is seen in the background of a scene. It may be stationary or moving, but it just happened to be there when the scene was filmed and not selected to be in the film. Forty-nine films have **been made in which 'S'-types** appear briefly.

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

## In Film—Four Star Roles



1967, Robbery, Film, Newsletters Vol. 2, No. 10 & Vol. 7, No. 3E



1970, Scream and Scream Again, Film, February 13, 1970, Newsletter Vol. 7 No. 3E



1971, Lizard in a Woman's Skin (Una lucertola con la pelle di donna), Film, March 20, 1973, Newsletter Vol. 7 No. 4E



1971, Villain, Film, September 19, 1971, Newsletters Vol. 2, No. 2 & Vol. 7, No. 3E



1973, No Sex Please We're British, Film, July 25, 1973, Newsletter Vol. 9, No. 3



1973, Psychomania, Film, January 5, 1973, Newsletters Vol. 2, No. 4 & Vol. 7, No. 3





1974, 11 Harrowhouse, Film, September 26, 1974, Newsletter Vol. 7, No. 6



1974, Callan, Film, May 1974, Newsletters Vol. 5, No. 6 & No. 7



1974, The Killer Wore Gloves (La muerte llama a las 10), Film, August 5, 1974, Newsletter Vol. 9, No. 4



1975, Brannigan, Film, March 21, 1975, Newsletter Vol. 3, No. 4



1987, Going Bananas, Film, August 5, 1987, Newsletter Vol. 9, No. 6



2004, I'll Sleep When I'm Dead, Film, April 30, 2004, Newsletter Vol. 6 No. 2

*Classic Motoring*, June 20, 2011, *Clash of the Classics*

## Jaguar MK2 VS 'S'-Type and 420

Classic Jags are true gentleman's transport. They have the ability to mix sporting performance with subtle road presence and fine quality. So if you're in the market for a classic cat, which one do you pick? After the Second World War Jaguar left behind its Standard roots to produce an engine of such immensity that it has become a legend. During the Coventry blitz, William Lyons, William Heynes, Claude Bailey and Walter Hassan discussed the possibility of a new engine so advanced that only a pure-bred racing powerplant could rival it. Despite enormous performance, this unit would be so smooth that it would propel both luxury saloons and sports cars. It is consigned to history that the XK engine went on to score wins at Le Mans, power small military tanks and drive those luxurious saloons. A bold step was taken in the 1950s when the company began development of its first unitary construction saloon. This came in 2.4 or 3.4-litre guises and was to provide the bedrock of all the company's saloon cars to follow. Today, the MK1 has an incredible following but in 1959, something was needed to bring Jaguar up to speed and into the 1960s with verve. The



MK2 arrived in 1959 with more glass areas and an updated interior and real production got underway in 1960. But the truth is that Jaguar wanted something better, and from the outset it began designing a more sophisticated car that could harness the latest independent rear suspension to be introduced on the E-type and MK X. With some compromises, the 'S'-type was launched in 1963 in both 3.4- and 3.8-litre form, and it became a much refined version of its forebear. A revised front end reminiscent of the MK X led to the 420 in 1966. So there's certainly no lack of choice, and indeed, when the two ranges ran in parallel, the 'S'-type was the better seller.

### *Judging books by their covers*



The Mk2 is generally regarded as the sportier car, while the 'S'-type is more sophisticated. With the arrival of the MK2 came the 3.8-litre engine that put the cat well among the pigeons – taking off where the 3.4 saloon left off, and simply crushed the opposition on the track. International grids were full of Jaguars and in 1963 the car won the first ever European Touring Car Championship. It became the car of choice for solicitors, pop-stars and company heads on the road. While the MK2 was taking the world by storm, the designers at Jaguar sought even more improvement. By using much of the existing tooling, the bodyshell was upgraded with a redefined roof and seats fitted lower into the floor pan. The seats themselves were narrowed to create extra cabin space. The independent rear suspension (which went on to be fitted to cars as late as the Aston Martin DB7) offered unrivalled smoothness on the road, while the necessary redesign of the front and rear lengthened the car slightly and added extra

load space. When the 4.2-litre engine arrived, the S-type was more than just modified to take the bigger unit – it was virtually redesigned at the front with styling cues from the MK X. There's a lot of commonality between the three models, as they have virtual identical engines and gearboxes. But the S-type had slightly bigger brakes and the awesome rear suspension set-up. The 420 brought wonderful three-pot calipers, Varamatic power steering and even more luxury. The preference in the shape is subjective of course but given the classic success of the MK2 we have to assume that the majority prefer the original – rightly or wrongly.

## What's the best to drive?

Sporty or sophisticated



The 420 wins on absolute ability. The difference in outright performance is hardly noticeable but on cross-country A-to-B routes the 'S'-type and 420 excel with superior handling. It's different on a track of course, as smooth surfaces suit the live axle of the MK2 – but on the road the 'S'-type clearly rules. The interiors might look similar but the 'S'-type and 420 have more space and better quality wood veneer – including the centre section console, which is crackle black on the MK2. Both started life with either a four-speed with overdrive manual or three-speed automatic gearbox. The 'S'-type soon had Jaguar's own all-synchromesh gearbox (420 from the start) but the MK2 soldiered on with the three synchro Moss 'box until late 1965. All models use a steering box, so they also share the same basic traits. Yet the 'S'-type's ability to absorb the bumps with its well set-up suspension clearly scores. But the Varamatic of the 420 is the best of the bunch – as are the brakes. As for economy – don't even ask! It will be a decent run before you see anything like 20mpg, although 22-24mpg is possible on a smooth run. All models muster similar economy, but the 2.4 MK2 is the most economical and 420 the most thirsty. In terms of speed, the lighter (by some 300lbs) MK2 clearly has the upper hand. As a guide, the weightier 3.8 'S'-type is about as quick as a 3.4 MK2 – and remember that most 'S'-types were autos. Sensibly, Jaguar never made a 2.4, as the MK2 was tardy enough already, but the later 240 with its E-type-style cylinder head and twin SUs goes quite well. If straight line speed is important to you then the MK2 is the better car.

## Owning and running

MK2's simplistic approach is the most economical

A Jaguar will never be a cheap car to maintain and neither should it be skipped. Having said that, they are backed by an excellent parts supply and a plethora of specialists. If the trick rear suspension system is neglected then you'll be looking at £2000 to put it right, so an 'S'-type can be pricier to restore. MK2 parts are more plentiful due to their popularity. Wire wheels – fitted to all models – will always need to be checked, as will the suspension geometry to keep those 185 x 15 radials (abandon the cross-plies!) fresh. Rust is an absolute killer as it can penetrate as deep as the rear seat platforms. Mechanically, these cars are pretty strong, as long as the maintenance is kept up to date. They're all great tourers but again, the 'S'-type and 420 have the edge due to their far more commodious boot and far superior ride. And, well... they are something different.

## And The Winner Is...

We'd love to go with the 420 as it makes so much sense. But when have practicality and sense been an issue with old cars? In truth, the pedigree of the MK2 with its racing and rallying history is held in such high esteem that it is reflected in today's values. Similar condition cars differ wildly and if £12,500 is asked for an 'S'-type or 420, then it'll be £25,000 for a MK2. So the MK2 has it in the eyes of enthusiasts, although if logic rather than looks prevail, the 420 would be an easy victor.

## What The Experts Say...

Jim Patten, executive editor of Jaguar World Monthly and S-type fan told us: Running and restoration costs of these models are broadly similar, although the independent rear suspension on an S-type or 420 could be expensive if worn. Use a lot of common sense when buying. Suspension faults will be highlighted by steering from the rear (although this could be frame mounts), clonking on acceleration or heavy braking (this could also indicate worn splines on wire wheeled cars). Check for excessive oil leaks at the output seals. As with any sixties car, bodywork is the big enemy. Although a 3.8 MK2 is the most desirable, the 3.4 is almost on a par in performance terms and nearly as quick. Seek out the 420 for the best value!



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

Newsletter Editors & Publishers:  
David & Patricia Reilly  
Email:  
[jagstype@gmail.com](mailto:jagstype@gmail.com)

Snail Mail:  
1814 N. Laguna Oaks Drive  
Green Valley, AZ 85614  
USA  
Phone: 520 207 9619

Webmaster:  
Tom Hoffman  
Email:  
[hoffmanmotors@hotmail.com](mailto:hoffmanmotors@hotmail.com)

WE'RE ON THE WEB!  
[www.jagstyperegister.com](http://www.jagstyperegister.com)

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-two countries.

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.



The three founding 'S'-types

## The Story of P1B5965BW

The Jaguar Heritage Collection has over 140 historic vehicles, many just as they left the factory, and most fully operational. One is a 1965 rhd 3.4 litre 'S'-type, chassis no. P1B5965BW, registered EKT979C on Dec. 22, 1965. Its photo is below.

The car, and its history, can be seen at:

[http://www.jaguarheritage.com/t/othercars\\_016](http://www.jaguarheritage.com/t/othercars_016)

Jaguar issued a Press Release, in the *CWN - News & Information for Coventry & Warwickshire* newspaper, on October 20, 1998 in support of Jaguars new midsize saloon—the S-TYPE.

The Press release was titled *Jaguar MK2 And Original S-Type Saloon Car Heritage*, and consisted of details of the 1959-68 Mk2 family and the 1963-68 'S'-type.

The 'S'-type details published are to the right.



### **CWN - News & Information for Coventry & Warwickshire** **[20 OCT 98] JAGUAR PRESS RELEASE**

Launched in October 1963, S-Type slotted into the Jaguar range between the Mark 2 and the Mark X.

Two XK-engined models were available, a 3.8 litre from launch and a 3.4 litre which became available in 1964:

3.8 S  
220 bhp/top speed 121 mph/0-60 mph 10.5 sec  
Launch price: £1,759  
Total build: 15,065 (1963-1968)

3.4 S  
210 bhp/top speed 114 mph/0-60 mph 14.2 sec  
Launch price: £1,669  
Total build: 9,928 (1964-1968)

Derived from the Mark 2, S-Type featured a longer, flatter roofline with a more upright rear window and a restyled rear end. This improved interior space and provided a more capacious and practical luggage compartment.

The revised front end styling comprised new grille, cowed headlights, recessed spotlamps and wrap round flashers.

Overall, S-Type was some 7 inches (175 mm) longer than Mark 2, but still more than 12 inches (300 mm) shorter than Mark X.

S-Type's interior had its own distinctive character, incorporating many luxury refinements including rounded centre console, extensive use of leather and wood veneers, individual reclining front seats with centre armrests, together with a new heating and ventilation system.

Under the skin, 3.4 and 3.8 engines and front suspension were shared with Mark 2.

Independent rear suspension (derived from the E-TYPE and Mark X) by coil-springs and with a separate mounting frame, gave S-Type class-leading ride and handling characteristics and exceptional refinement.

Both models were available with a four-speed manual gearbox, with optional overdrive and optional three speed Borg Warner automatic.

The latest Dunlop MK 111 disc brakes were fitted, inboard at the rear. Dunlop 6.40x15 RS5 tyres were specified on wider 5.5 inch steel wheels.

A limited slip differential was standard on 3.8 S, optional on 3.4 S.