

Feature: 'S' Type Saloon (1963-68)



GRACE..SPACE..PACE

With impeccable body styling and spacious interior proportions the new Jaguar 'S' models offer the very latest refinements in Jaguar design and engineering including fully independent suspension, self-adjusting disc brakes on all 4 wheels—reclining front seats, 19 cubic feet luggage boot, twin petrol tanks and choice of automatic or manual transmission.

Importrice: N.V. LAGERWIJ'S AUTOMOBIEL MIJ — DEN HAAG

The new
JAGUAR
3.4 & 3.8 LITRE

'S'
MODELS

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Overview

The 'S' Type was launched on the 30th September 1963 and will be celebrating its 60th anniversary next year (2023).

The 'S' Type was technically more developed than the Mark 2, offering buyers a more luxurious alternative without the size and expense of the Mark X.

At the time no other car in the world combined the performance, ride, handling, braking and luxury of the 'S' Type for anything like the price. Closest was the Mark 2, followed by the dearer, boxier, and relatively austere Mercedes-Benz 220SE.

The 'S' Type sold alongside the Mark 2 and the 420 (following its release in 1966).

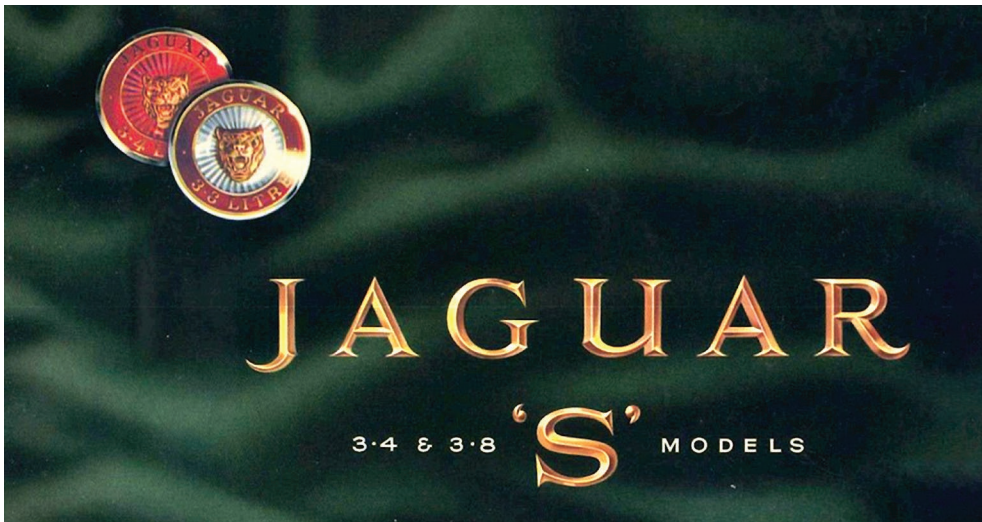
Design

The 'S' Type was a major redevelopment of the Mark 2. It used a scaled version of the Mark X independent rear suspension to replace the Mark 2's live rear axle and featured longer rear bodywork among other styling and interior changes.

Styling

Lyons wanted to introduce some of the Mark X's sleeker and sharper lines into the 'S' Type, but with limited time, most of the effort was applied to restyling the back of the car.

The 'S' Type was given extended rear bodywork similar to that on the Mark



X, which also gave it a much larger boot than the Mark 2. The Mark 2's spats over the rear wheels were deleted and the rear guards reshaped and brought lower over the wheels.

New slimline bumpers were used front and rear with the front bumper still featuring a dip to reveal the full depth of the radiator grille.

The grille was given a thicker surround and centre bar and the headlamps were given a small peak, making the car look longer and going some way towards balancing the longer tail.

Wrap-around indicators and low mounted sidelights were added at the bottoms of the front wings and the fog lamps were recessed more deeply into the wing fronts.

The roofline was also lowered, made flatter and extended rearwards slightly with the rear window made larger and more upright.

Relatively minor changes were made to the frontal styling of the car in an attempt to balance the longer rear styling, but the overall effect at the front was still very rounded. The only change made to the centre section of the car was to flatten and extend the rear roof line, which made the car look larger and helped to give rear seat passengers slightly more headroom.

Bodyshell

Structural changes at the front were minimal and no changes at all were made to the inner scuttle, windscreen or dashboard structure.

The boot floor was double-skinned and ribbed for additional strength. The spare wheel well was relocated centrally in the boot floor and the lid of the new longer boot was secured by two catches rather than the single catch of the Mark 2.

The 12-gallon fuel tank was removed from under the boot floor and replaced by two 7-gallon tanks, one inside each rear wing.

New front wings were made to carry the frontal styling changes and new wheel arches were made to match the new front guards and rear structure.

Engine & Transmission

No new engines were developed for the 'S' Type and the cars used the same XK engine that powered the Mark 2. It was available with either 3.4 or 3.8-litre and fitted with twin SU carburettors.

In October 1964, the Moss four-speed manual gearbox with no synchromesh



Malcolm Adamson's, 1964 Cream 3.8 Litre S-Type

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David & Angela Rogers, 1966 Old English White 3.8 litre S-type Auto

on first gear was replaced with Jaguar's own all-synchromesh four-speed gearbox. Revised gear ratios improved acceleration and a more compact Laycock A-type overdrive unit was fitted (when the overdrive option was specified).

Brakes

Despite the 'S' Type's weight gain of 152 kg (335 lb) over the Mark 2, no changes were deemed necessary to the Dunlop four-wheel disc braking system.

However, in October 1964 the brakes were given a bigger servo, requiring lower pedal pressures.

Steering

Major changes were made to the 'S' Type's steering. The Burman power steering system in the Mark 2 was replaced by a higher-g geared Burman unit of 3.5 turns lock-to-lock, which linked the input shaft and hydraulic valve by a torsion spring to improve its "feel".

A few of the last 'S' Types built had the same Marles Varamatic variable ratio power steering that was available on the 420 and 420G.

Suspension

A key element of the 'S' Type was the use of the acclaimed independent rear suspension. I.R.S. was a revelation at the time of its introduction, and remained the benchmark against which others were judged until the 1980s.

Essentially a double wishbone setup, it used the driveshaft as the upper wishbone. The drive, braking, suspension and damping units were carried in a single fabricated steel crossbridge, which was isolated from the bodyshell by rubber blocks.

Including this suspension in the 'S' Type necessitated the development of a new crossbridge suitable for its 54 inches (140 cm) track.

The 'S' Type used the same subframe mounted, coil sprung, twin wishbone front suspension as the Mark 2.



The beautiful ex Bruce Fletcher, 1965 Gunmetal Grey 3.8 Litre S-Type Manual

Interior

The heating and ventilating system on the Mark 2 was replaced with an improved system. Separate control of ventilation direction was provided for both driver and front seat passenger. Warm air could also be directed to the rear passengers through an outlet situated on the propeller shaft tunnel cover between the two front seats.

The 'S' Type's interior again reflected the styling of the Mark X but included features particular to the 'S' Type.

Changes to the rear seat accommodation gave the impression of far greater room than in the rear of a Mark 2 and changes to the front of the cabin also gave the impression of greater luxury.

Interior differences between the Mark 2 and 'S' Type included a scaled down Mark X burled Belgian walnut veneer dashboard with a burled walnut pull-out drinks tray below the centre section and the veneer extending to the dashboard centre section, which in the Mark 2 had been covered with black vinyl.

A full width parcel tray was fitted below the dashboard and new controls were provided to go with the improved heating and ventilation system.

The front seats were widened to give the appearance of being almost full width, and each was provided with an inboard armrest.

The centre console was redesigned to suit the wider front seats and rear compartment heating arrangements.

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The door trims were given horizontal fluting and Mark X type armrests were added to the front doors along with an elasticated map pocket.

The rear doors were given new armrests with a flip-top ashtray and magazine pocket and the front seats were given a new fore and aft adjustment mechanism that raised the rear of the seat as it was moved forwards.

Also, the backs of the front seats were made thinner to the benefit of rear seat passenger legroom, and the rear seat had a 50 mm (2.0 in) thinner squab and its backrest was more steeply angled, further benefiting headroom already enhanced by the slightly higher rear roof line.

These changes did, however, leave longer legged rear seat passengers in a fairly uncomfortable "knee-high" posture.

In 1966 a dashboard switch was provided for the heated rear window, which had previously remained "on" as long as the ignition was on, leading to instances of flat batteries.

Production

24,993 'S' Types were produced. This compares to 16,050 420/Daimler Sovereigns and 83,976 Mark 2s.

Although introduced in 1963, only a small number of 'S' Types were produced in that year. The 'S' Type managed to overtake the Mark 2's production figures in 1965 and 1966, the year in which the Jaguar 420 and Daimler Sovereign were introduced.



Steve & Isobel Corbally's, 1965 Gunmetal Grey 3.8 litre S-Type Manual

Introduction of the XJ6 swept both the 'S' Type and 420/Sovereign from the Jaguar range, with the Mark 2 continuing as the 240/340 and the 420G continuing to be available until 1970.

Performance

A contemporary road test by Autosport magazine was typical in describing the "on paper" performance of the 3.8 'S' Types as slower than the 3.8-litre Mark 2 but its actual cross-country performance as faster. Despite its extra weight, the 'S' Type's independent rear suspension allowed it to corner faster than the Mark 2, especially on uneven surfaces.

Other benefits ascribed to the rear suspension were better traction and a much smoother ride for rear-seat passengers. Some enthusiasts rued the

loss of the Mark 2's "driftability" and noted that the 'S' Type suffered more body roll during high-speed cornering but the consensus was that the 'S' Type provided significant improvements over the Mark 2 in road holding, safety and ride comfort.

During test drives the 3.8 litre manual with overdrive had a claimed top speed of 122 mph (196 km/h).

Collectability

It has been fascinating to observe how the classic car market has treated the Mark 2, 'S' Type and 420.

In the early 1990s the price differential between a Mark 2 and an 'S' Type in top condition was less than 10 per cent, while an equivalent 420 was just under half the price of the 'S' Type.

By 2000s the Mark 2 was roughly double that of the 'S' Type and the 420 was unchanged.

Things might finally be changing in the 'S' Type's favour, at least in the UK, but in Australia there's little evidence that 'S' Types of any kind are in huge demand.

However, there is no question that an 'S' Type 3.8 litre manual with overdrive and wire wheels, in good condition, remains a sensational bargain. ■

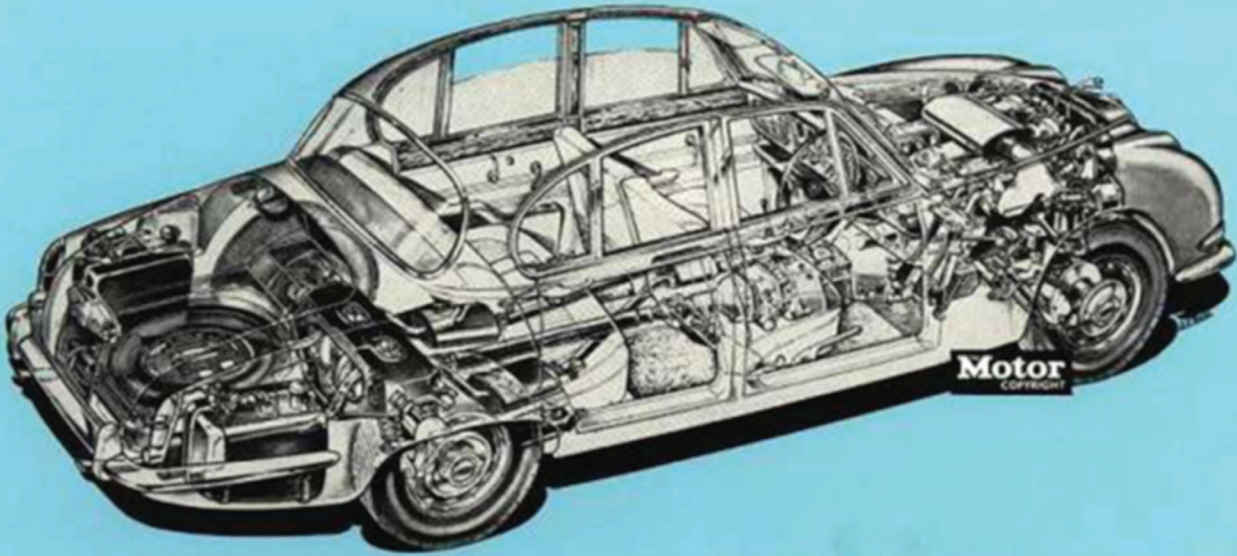
Information for this feature story from Australian Car Reviews, Wikipedia and Jaguar Daimler Heritage Trust.



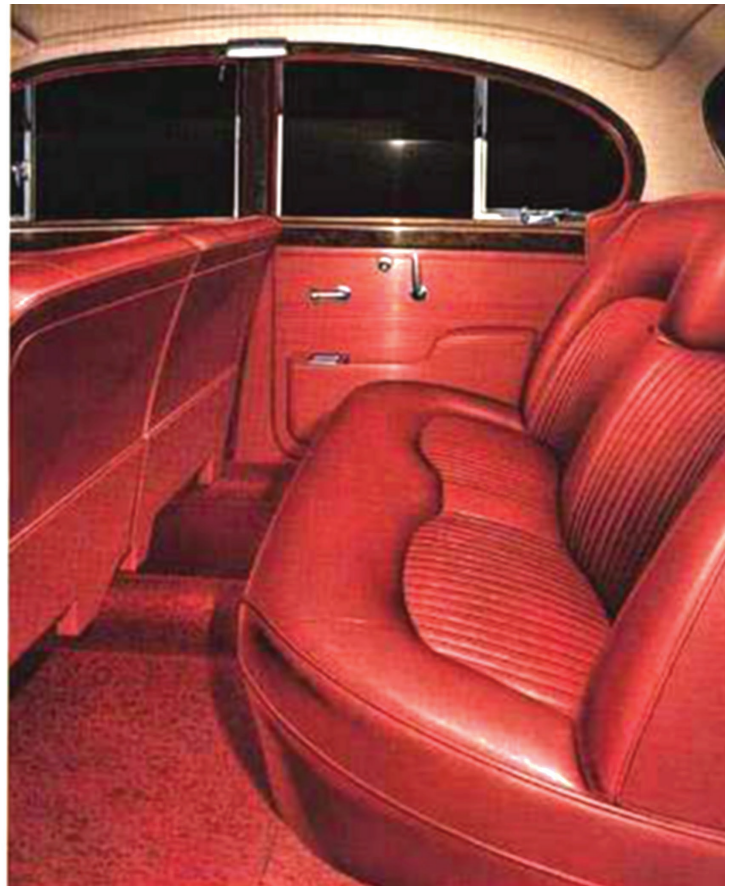
John Dunning's, 1965 Grey S-Type (4.2 litre)

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Salient features of the Jaguar 'S' Model



- Full five seater saloon, lavishly equipped and superbly finished.
- Independent suspension and disc brakes on all four wheels.
- Individual front seats with combined adjustment for reach and height, reclining back rests and central folding armrest.
- Shaped rear seats with central folding armrest, provide maximum comfort for two or three persons.
- High efficiency fresh air type heating and demisting system providing a wide choice of settings.
- Large luggage compartment giving an entirely unobstructed capacity of 19 cubic feet.
- Choice of 3.4 or 3.8 litre 6 cylinder XK engines.
- Choice of manual change transmission—with or without overdrive—or fully automatic transmission.
- Large fuel tank capacity of 14 gallons, carried in two separate tanks.
- Comprehensive instrumentation.



Jaguar promotional advert - "Luxury and Refinement in the True Tradition"

UK Police Cars

It Takes One To Catch One!!!

Some British police forces were using Jaguar saloons as early as the 1940s, but they came into their own as motorway patrol cars. Daimler SP250s and even Jaguar E-types also found their way onto certain police fleets. But when the 3.8 litre 'S' Type was introduced in October 1963, British police forces became very attracted to them. The car having a considerably larger boot and better range than the Mark II.

'S' Type Police cars were fitted out very differently from the traditional 'S' Type executive limousine. The Police S Types often had the rear seat removed for even more space. The calibrated Speedo was located so that it was easily read by the observer. Vinyl was used for flooring and all of the walnut dash gave way to satin black paint, radios and switchgear to control sirens and hailers

All 'S' Type traffic cars were painted white with the traditional blue light and searchlights mounted on the roof. Area cars were painted black.

A number were fitted with 3.8 litre E-Type engines and low ratio back axles to give brilliant performance. These cars could outpace most of the cars of the day.

The UK Police Services were a huge corporate customer for Jaguar. Although some individual forces bought only a few cars, others bought a large number.



The Black 'S' Type area cars used Auto transmissions with no Park or Low able to be selected.

The total number of 'S' Type police cars built is unknown.

Unusual features of Police 'S' Types

Black Area cars usually had a DG250 automatic gearbox and white Traffic cars had the manual transmission, without overdrive, to save money.

When the DG automatic gearbox was fitted, a special pawl was designed that did not allow Park or Low to be selected. There was also no Park or Low position on the gear indicator on the steering column. The transmission had those gears internally, but they were blocked off. Arriving at the scene of crime, the

driver would sometimes throw the selector into Park before the car had stopped. Soon, The Met had a collection of blown transmissions.

The right-hand fog light was replaced with a grille, and behind the grille a siren was fitted by the police force after delivery.

Police 'S' Types were not fitted with a 'leaper'. It had a continuous strip of chrome running the length of the bonnet.

Most Police cars did not have a heater box and the water lines were capped off. Authorities did not want their officers sitting around comfortably in their cars.

The cars were fitted with a 'Handbrake Release Button Guard'. Since The Met's Police cars no longer had a Park function on the gearbox, the driver had to rely upon the parking brake. In the beginning, there were occasions when the Jaguar would arrive at a crime scene, and as the driver exited, the button would accidentally get bumped, the officer catching his trouser leg on the handle button, releasing the brake. In one case, a driver was severely injured when the car rolled downhill. The Met's design of a 'handbrake hood' alleviated the problem by preventing a quick-exiting 'Bobby' from accidentally releasing the handbrake.

Sadly, very few 'S' Type Police cars survive today. ■

Story by Doug Tilley.



Promotional photo used by the police to highlight the introduction of the 'new' Breathalyser.

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Every Jaguar since the war has been our speciality.

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If you're buying a new Jaguar, we can show you that we know more about it than anyone. If you have an old Jaguar you know you haven't got an orphan. We remember the day you bought it. And when you want to sell it, bring it back.

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BRYSON

Celebrity 'S' Type Owners



Tom Jones shows off his new Red Jaguar 'S' Type to three fans. Tom has owned a number of Jaguars including an XJ12C.



American burlesque dancer, model and actress Dita Von Teese with her 1965 'S' Type. She has toured the world with her burlesque show in cities like New York and Paris. She is also known for her short marriage to singer Marilyn Manson.