

Jaguar D Type - By Alan Baker

I Always Wanted to Build Something

Back in 2011 Pam and I spent a week in the Gold Coast on holiday and was heading home when I happened to read in Unique Cars Magazine (bought at the airport) that someone in QLD was selling a D Type Jaguar!

Denis Bedford, the owner of "Copy Cat" Cars had made a total of 6 cars, which in reality was just the Aluminium Tub, fibreglass Body Panels and Engine frames.

The ad was for the last car! (He was closing down due to health). I had always wanted to build something special, and was dead keen to return and have a look!

Once back in Adelaide I arranged with Denis to return within a couple of days and was back in Runaway Bay on the Gold Coast, not far from where we had been staying with friends a week before! (I have a very understanding wife!)



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Anyway, having met Denis I looked the car over quickly decided this project was for me and bought the car!

Now back home the next thing was to get it to Adelaide, fortunately for me Peter Leaf Milham of Chess Moving (Friend & Club Member) kindly offered to arrange its relocation through his removal business, and so within a few weeks I was in proud possession of my very own D Type!

The car was basically a bare shell, no running gear, engine, wheels ETC. That didn't bother me as running a Jaguar restoration business, I was familiar with sourcing parts and the process of assembly.

Track Car

Initially I decided not to worry about getting registration and just use it as a track car, which meant building it would be far easier and quicker.

I was aware that trying to get it through the stringent registration process in Adelaide meant engineer's reports and a whole lot of other things necessary to meet the ICV and ADR requirements.

Anyway I "Mostly" assembled the car from sourced parts such as -

1. 3.8 Litre Engine (Jaguar MK2)
2. 4 Speed "Moss" Gearbox (Jaguar E Type 3.8 Ltr)
3. Tru Track LSD Differential (After market)
4. Three - Weber 45mm DCOE
5. 16" Dunlop Competition Wheels

Change of Plans

However, deciding that having to trailer the car to and from the track would be a painful process, and I really didn't have anywhere to store the trailer at home long term as well, I decided that I would try for registration.

I contacted an "accredited" Engineer who called in and looked the car over and from that I was told that the car could be registered but only if certain things were changed.

Most of the changes were superficial, but the big one was that I would have to go EFI as the 45mm Webers were not acceptable!



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The rest of the changes were mostly "safety" related such as - a collapsible steering column, steering shaft, steering wheel boss, inertia reel seat belts etc.

There were quite a few other things on the list but they were mostly incidental and not worth going into here.

The car has now been inspected by the engineer (with all the changes made) and he said that I could now complete the car.

The following "requirements" to pass ICV rules have yet to be completed such as -

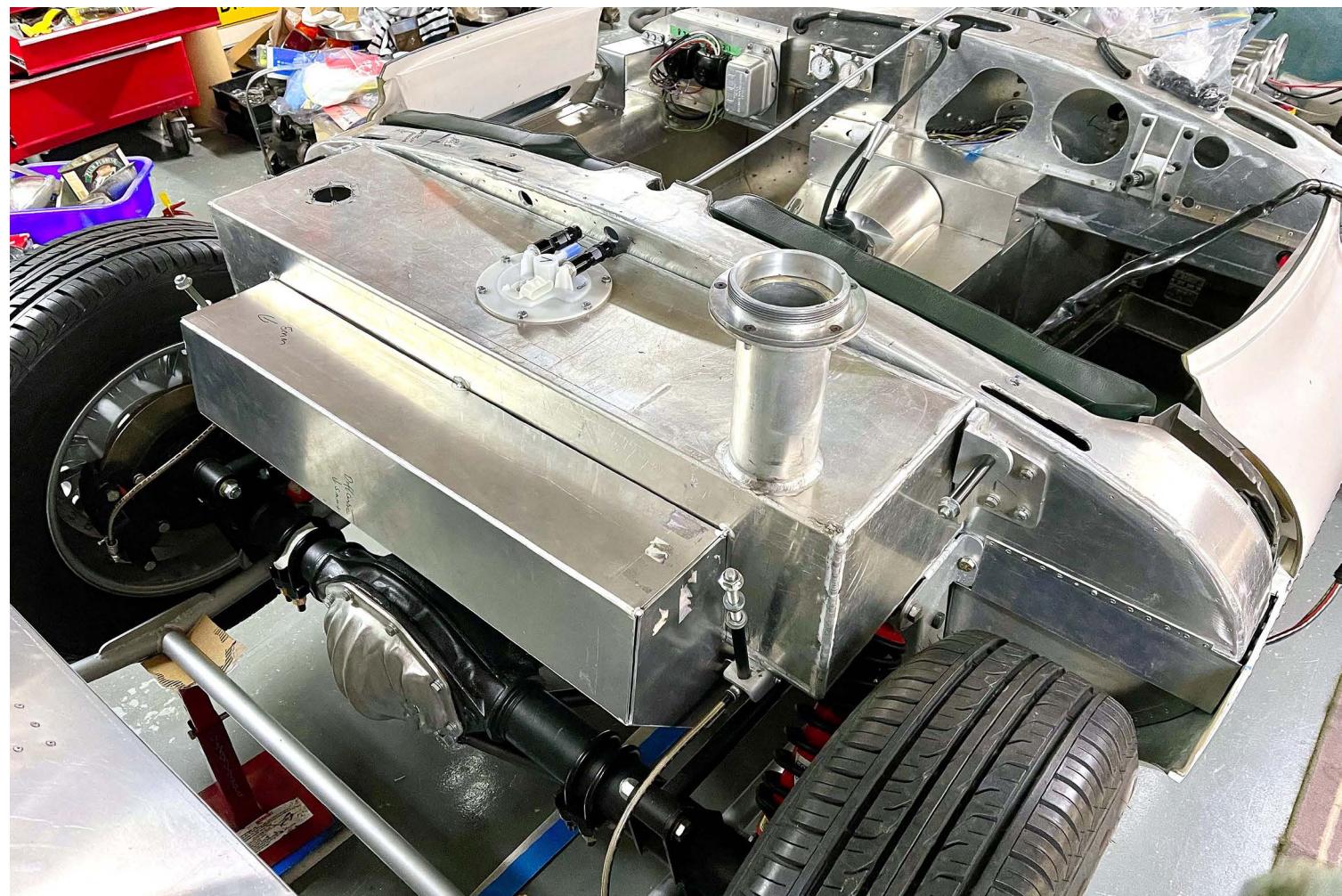
Fuel Emissions Certification

The car must meet the fuel emissions standard (as specified under the rules of the ICV Code).

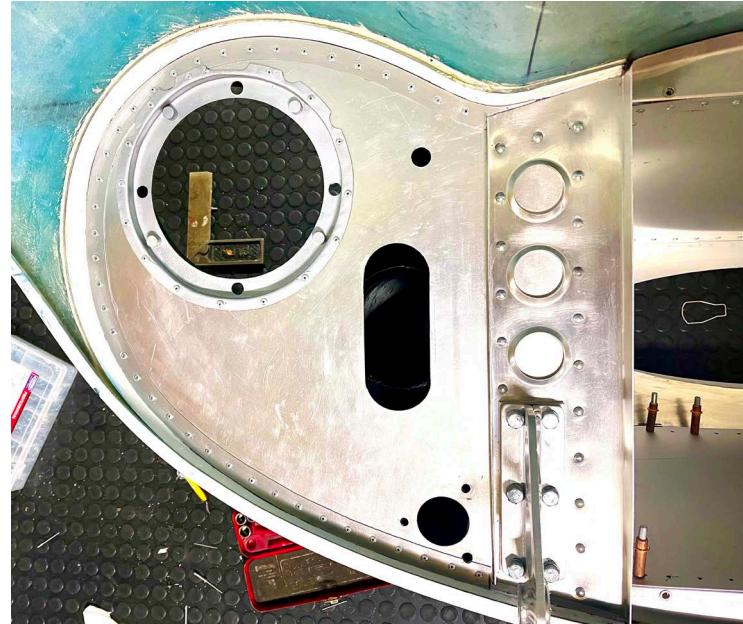
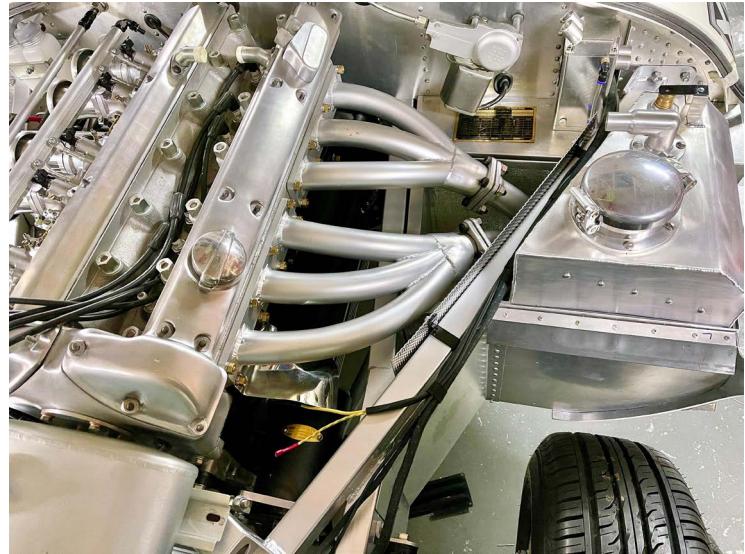
Torsional Twist Test

The car must pass the required torsional twist test, to ensure the car meets the required standard (as specified under the ICV Code).

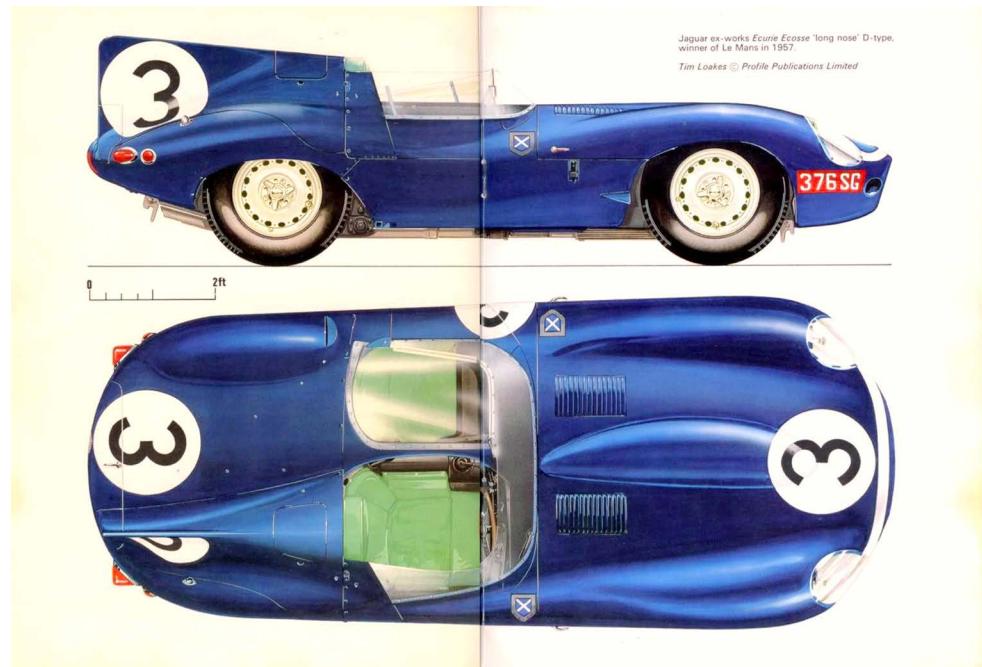
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Lane Change & Handbrake Test

The car is taken to a suitable race track where it will be driven at speed to test the brake & handbrake for ICV compliance.

Additionally, the car is to be driven around witches hats (again at speed) to ensure it handles predictably and safely.

Paint

In order to be able to present the car to the Inspection Centre (Regency Park)

the car has to be painted and fully completed.

It will be painted Ecurie Ecosse "Silver Opalescent Blue" and will carry the number 3 roundel, as a nod to that car which won Le Mans 57. (Photo above).

Inspection Process.

Once the ICV tests are concluded (and passed) the engineer will complete the necessary paper work which will then

allow me to book the car's inspection and test drive with the **Dept of Road Transport** in Regency Park.

This inspection is usually done by two Inspectors and lasts for 2 Hours, followed by one of the inspectors driving the car around the block.

If everything goes well, they'll sign off on the car and I can then arrange to have the car fully road registered!!!!

All of the above has yet to be done but as the car is rapidly reaching the end of its build, I hope that this can be done early next year.

This car is not a real D Type but I'm still very happy with the way it presents and I'm sure it will be having presence when taken out for a drive.

2025 should see the car completed and I look forward to driving it instead of working on it!

Alan Baker

Editor: Thank you for your story. I know you are busy - still working on the car and other projects - so thank you - but this D-Type article wouldn't have been the same without a couple of local stories.



The interior is finished in billiard green leather, but due to shadows and reflection, the colour may appear different in this photo.