

History of XKD-526

The 2024 Annual Pebble Beach Concours d'Elegance this year included a commemoration for the 70th year of the Jaguar D-Type. As such there were a number of D-Types present including Ex Australian XKD 526, which won the 'Postwar Sports Racing' Class.

History of XKD 526

Chassis XKD 526 was one of only three D-type Jaguars originally exported to Australia from the factory.

XKD 526 was supplied by Anderson's Agencies, the Jaguar distributor for Brisbane, owned by Cyril Anderson and his wife, Doris. The Anderson's were part of a consortium that paid £2000 each for a one third share in the car. **Bill Pitt** and **Charles Swinburne** were the other members of the original consortium.

The plan was for Pitt, Swinburne and **Doris 'Geodie' Anderson** to compete with XKD 526; together they had raced a couple of XK120s earlier in the 1950s.

However, Swinburne became seriously ill and sold his share to the other two parties.

The British Racing Green machine was completed by the factory in September 1955 and subsequently tested at the MIRA proving ground.

XKD 526 was then dispatched for Brisbane in mid-October 1955 and landed in late January 1956.



'Geodie' Anderson checks that her Dunlop wheels are secure before a race (XKD526)

Within a few days of its delivery, Doris Anderson used the car for its maiden outing; she hit 120mph over the flying quarter mile at Strathpine - still in 3rd gear! In March, again at Strathpine, Doris was clocked at 135.2mph over flying quarter, a state record at the time.

Unfortunately, gearbox problems at Lowood race track, Queensland, in April precluded any further competition activity for several months while parts were sourced and repairs carried out.

Bill Pitt then raced XKD 526 for the rest of 1956. He picked up several good

results, but during the season-ending Australian Grand Prix support race at Albert Park, lost control, hit a kerb and rolled the car.

Bill Pitt was thrown clear and miraculously did not sustain any major injuries. The Jaguar was trailered back to Brisbane and repaired over the next few weeks. During this time, the colour was changed to bronze.

Now the car's sole owner, **Pitt** continued to race XKD 526 for the next two-and-a-half years. At the end of 1957, the colour was switched back to green.



Bill Pitt raced XKD526 at various Australian race tracks including Albert Park where he rolled the car.

History of XKD-526

In July 1959, the D-type was purchased by Leaton Motors of Sydney. Leaton Motors had the engine updated to 3.8-litre specification and the colour changed to pale yellow with a black stripe. It was then raced by one of the company's salesmen, a young **Frank Matich**.

Matich, Doug Chivas and Barry Topen all drove the Jaguar over the next few years; in 1961, it was fitted with an aluminium hardtop that enabled it to run as a GT car.

At Sandown in March 1962, **Barry Topen** crashed and lightly crumpled XKD 526's nose. That was the end of the D-type's career and it was subsequently offered for sale in 1963.

The car then went through the hands of Sydney mechanic, Michael Crampton, who in turn sold it to **Keith Russell** in 1965. **Russell** ran a panel repair shop in Campsie, a few miles outside Sydney. He repaired the Jaguar's nose and then repainted the car blue and white. **Russell** raced it occasionally during 1966 at Catalina, Warwick Farm, Hume Weir and Oran Park.

In 1967 he sold it to Keith & Sandra Berryman (Riverina, NSW). The hardtop was removed and stored. The car was occasionally raced until 1970, and in 1976 it was loaned to **Ian Cummins** to assist with a rebuild of XKD 510.

XKD 526 was also rebuilt by Cummins/Classic Autocraft. Work included re-skinning the monocoque and making a new front frame. A fin was also added to the car. The work was completed in 1982.



Frank Matich with the coupe roof. The only D-Type ever known to have one fitted for racing, so that it could compete in the GT racing class..

XKD 526 Leaves Australia

Keith & Sandra Berryman put the car up for auction in 2015.

The exact history of the car from then on is unclear but went something along these lines: -

- In 2015 the car was bought by a British car collector, who brought the D-Type back to the UK and sent it to CKL Developments who carried out a meticulous restoration in time for it to be raced at the 2017 Goodwood Revival.
- In late 2017 'Will Stone Historic Cars' UK auctioned the restored car for an undisclosed sum.
- At some point the car was sold again, this time by 'Fiskens Fine Historic Automobiles'. Eventually the car ended up in the U.S.A.

- In 2023 it was subject to a further comprehensive originality-preserving restoration in time for the 2024 Pebble Beach Concur. The fin added by Classic Autocraft was removed.
- Subsequently XKD 526 was taken to Pebble Beach and shown by Mark Haddawy, Los Angeles, California, who won the 'Postwar Sports Racing' Class (at Pebble Beach Concur).

For the detailed story about XKD 526, a hard-covered book, written by John Elmgreen, is available from Amazon.

Editor: Information for this article sourced from Will Stone Historic Cars, FISKENS Fine Historic Automobiles, Heritage Notes Website, Unique Cars Magazine Australia and Amazon.



Photo of fully restored XKD 526 taken in 2017 prior to auction by 'Will Stone Historic Cars' UK. (The fin was added by Classic Autocraft).



Photo of XKD 526 taken in 2024 after receiving comprehensive originality-preserving restoration.