

Jaguar and Me.

I have been taken by cars since I was a boy. Born in 1953 I grew up in the Mini Cooper S versus Ford Escort GT era, and I spent much pocket money on “car” magazines, chaffing at the bit ‘till I could drive. I got my learner’s licence within 2 weeks of turning 16, and I was off on the road in mum’s Morris 1100!

As I saved towards my own car, vehicles like Jaguar, Mercedes Benz and BMW were not in contemplation. For that matter I am not too sure they were much in evidence on South Australian roads back then. The idea of leasing a car was embryonic then. No, my first car was a ’59 Hillman Minx, followed in 1969 by a ’63 EJ Holden.

Fatal Attraction

Then one day, on my way to university, (1971-74) I saw a Series 1 XJ6 Jaguar and I fell in love. All I can really remember are the impacts made by its curvaceous body lines, the “chairman’s lounge” leather seats and the wonderful wood panelling, with that row of Smith’s gauges

sparkling right in the middle of the wood facia. I promised myself that if I could ever afford one, I would buy one.

Our First Jaguar

Fast forward to 1982, and, as you can see from the picture nearby of our 2 year old son, Simon, (now nearly 41) buffing our Series 1 with me. My wife Wendy and I got an XJ6 in 1982.

To be honest, Wendy wasn’t so in love with the car as I was, but...

I can’t remember why we sold that car. Life, and it’s demands, I guess. I can’t recall who serviced and looked after it, or for how long we had it. I can’t recall its build year, how much we paid for it, and so on. This is the only picture we have of it. I do know that I liked it though.

Time and cars went by, and by June 2010 I had just sold my Ford Capri Clubspint, soft top, turbo machine and my extensively modified Mazda Miata (an MX5 grey import), the “sports” cars, and was looking for a new to me car. Life was good, the 2 kids (Simon and Rebecca) had left home, and I was

looking for a Mk11 Jaguar. I had loved the Mark 11s for years and years, in particular the Cotswold blue colour. I had seen a more recent iteration of that colour on a 1999 S-Type, and had fallen in love with the colour combination of a ’99 S-type manual, mistral blue, oatmeal interior, CATS optioned, vehicle Solitaire had sold. But Inspector Morse had sold me on a Mk 11, even if his was, in reality, rubbish.

I was allowed to spend quite some time hunting for a Mk 11 on Carsales, until ultimately Wendy said that as I had sold the sports cars because they were too agricultural for everyday use, surely, I would have the same trouble (at least) with a Mk 11 Jaguar as a day car.

Enter X300 Daimler Double Six

Wendy had an inarguable point, so I changed my search parameters and ultimately came up with the 94 build, ’95 registered X300 Daimler Double Six, ice blue over oatmeal, with contrasting blue trim. Elegant and swift, or, as Jaguar liked to say “grace with pace.” A picture of it how it was when first sold is nearby.

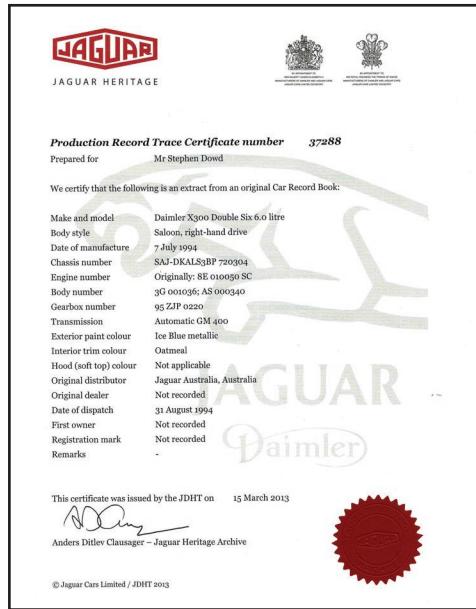


1982. Stephen with his 2 year old son Simon (now nearly 41) buffing their Series 1 XJ6.

Stephen Dowd - Jaguar and Me (X300 Daimler Double Six)

According to its records, and as confirmed by Mike Roddy, Mike had serviced it from 2,000 km when its second owner took it to him in '99 with nearly 48,000 km on the clock.

Mike continued to service it regularly until his last service in January '09, at 206,882 km. I was in contact with Mike prior to buying the car from the WA dealer Roadbend, in particular from



Mr Graham Percival, who is a delightful man. Mike advised me that this car was the Melbourne Show car, that it was sold after the show by Kellow-Falkner, Melbourne, and that its second owner was a resident of around Ballarat, and that most of its miles were lazy country miles. Mike also said that only 15 X300 Double Six's were brought into Australia, although Les Hughes subsequently advised me that he thought the number was 12. Either way, few enough came. And this one is clearly genuine, as its heritage certificate shows. There were only 2054 right hand drive Daimler Double Six saloons built. Ours still has matching numbers:

Graham Percival had acquired the car from its third owner, Mr Peter Crisp, a fellow Western Australian. Peter bought the car about a year before on-selling it.

I was able to contact him through the WA club, and he told me that it had one service through FMJ Automotive in March 2010, at 213,435 km. Peter sold the Daimler because a rare, genuine XJR-S came up for sale, and it had almost no kilometres on it. It was like a barn find,

only in reasonably good nick. He simply needed the money to buy the XJR-S, and he got another truly rare car.

By the time Peter sold the X300, he had changed the conservative wheels to the very much sportier 16 inch "Revolver" alloy wheels that appeared on the Jaguar XK. Although I am generally against altering anything in a classic car, I thought they looked good, so I left them on. You judge.

Cheers
Stephen and Wendy Dowd

Footnote: Stephen has been a member of the BMW drivers club, The Mazda MX5 club and the Ford Capri Clubsprint club as well.

Editor. Thank you Stephen and Wendy for your story and hope you enjoy your time with us.

PS: The Australian National Daimler Rally is being held in Hahndorf SA in March next Year. (Hopefully!).



Simon and Wendy's 1994 (MY95) Ice Blue metallic X300 Daimler Double Six 6.0 litre saloon. (Former Melbourne Show Car).