

D-Type Graeme Schultz (The Cat with A Checkered Career)



First released in 1954 there was no doubt about the reasons for production. Perhaps the first racing car designed by an aerodynamicist, William Lyons, definitely had a hit with some of the world's top drivers generating a stunning amount of racing success. Lyons was firm in the belief that race wins on Sunday generated car sales on Monday.

Three successive wins at Le Mans were perhaps the highlight.

D-Types were sent to most corners of the earth with 3 original cars into Australia. With drivers like Bib Stillwell and Frank Matich success followed.

By 1957 Jaguar had a surplus production of D-Types with the remaining production converted into road going XKSS's exported to the U.S.A. However, a factory fire in 1957 destroyed 9 D-types along with all of the equipment and tooling.

An integral part of the European teams with an Australian connection was a young engineer, Ron Gaudion, who last year was the only surviving part of the original Le Mans winning teams.

With such a stunning body it was inevitable that replica's were soon produced.



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The main reason for our ownership probably dates back to my childhood. As keen motor racing spectators we had the privilege to meet Jim Clark in the Sandown pits with him signing an autograph for me, and time to show me around his Lotus, not bad for a World champion and a young lad. Jim Clark was a Scottish dairy farmer with his earliest success in a D-Type XKD 517.

How checkered was his start with sponsorship by the Border Reivers Team? The Border Reivers were a band of Scottish cattle rustlers with the reputation of stealing English cattle. Jim Clark's moving onto Lotus with Colin Chapman was probably more reputable.

History of D-Type replicas in Australia was fraught with success and failures. With one original D-Type, one half genuine and one replica, Ian Cummins was probably our most notable D-Type owner. While shopping for an XK150 15 years ago, Ian outlined to me the successes and hardships D-Types had brought him. While his original car sold back into England for a record price at the time, the other two seemed problematic.

The history of our car seems hard to trace and it was probably 20 years between the project start to finally hitting the road.

Highlights of this car are completely hand built, aluminium tub and body and close to original suspension set up.

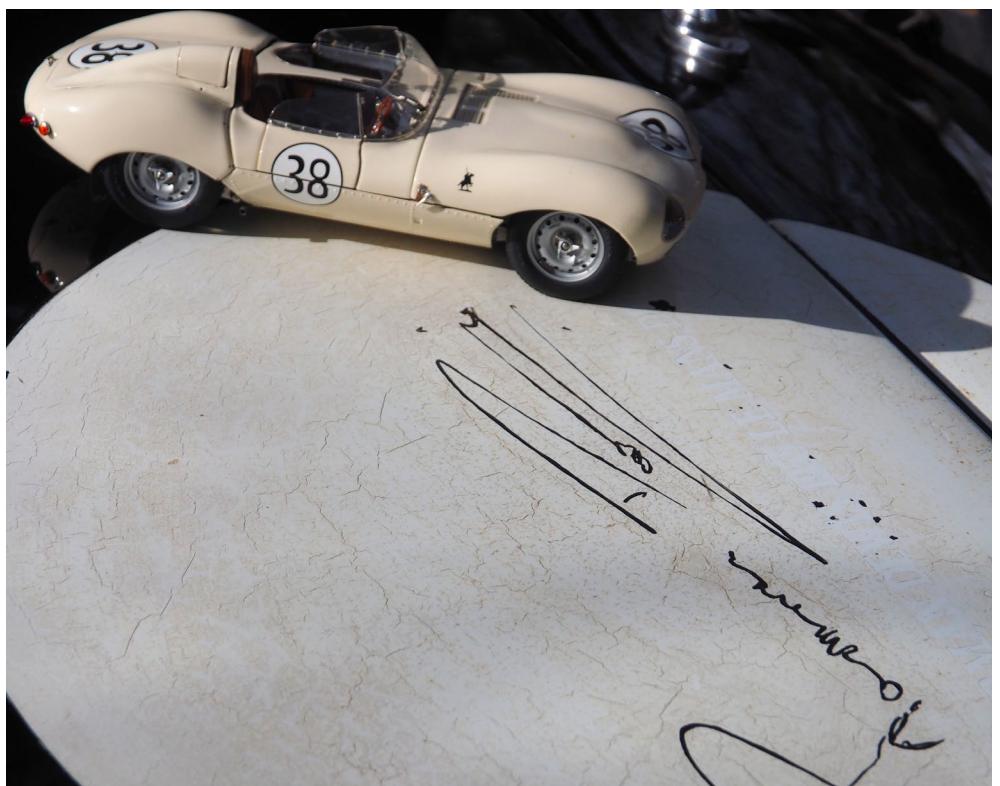
The engine was probably built by Graeme Lord in Sydney. The roundel on the boot has been autographed by Norman Dewis, Le Mans driver and Jaguar's chief test driver in the 50's and early

60's. Many Australian Jaguar people met Norman approximately 20 years ago.

Our aim is a long-term project to bring our replica to as close as possible to what we believe is the ultimate Jaguar.

Graeme Schultz

Thank you very much for your story. It will be great to watch the progress of the car.



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