

Terry Lee - 1992 XJ40

I was born in Gawler in 1941. I am now, or was, for the last 40 odd years a Consulting Engineer, in a wide range of services, from Toolmaking to high rise aluminium windows and doors to over 80 floor high rise building "Curtain Walls".

My motto was - "the impossible immediately - miracles a little longer".

Help From Grandfather & Dad

The first car I bought was a Jaguar 1948 3.5 litre Special Sports Saloon in October 1961. The engine was rebuilt by the owner a few months before I purchased the car. However, the car had rattles in the front end, and with the help of my grandfather we found that the car did not have shackles on the front springs and it had bronze elliptical slippers on the rear ends of the front spring that were badly worn, so he helped me make new ones and fit them.

With the engine run in, and again with the help of my grandfather, we did the ignition timing and tuned the 3 SU carbs using 3 spark plugs to see the colour of the combustion in the chambers under the plugs so that we had the right colour at all RPM outputs.

I then decided to take the car out on a strait piece of road to see how fast it



would go. So out on the open road I went, and watching the speedo and the RPM indicator, I kept it going to nearly 1000 RPM past the red line, but before I could slow down the engine exploded, everything below the 6 pots was gone with a lot of small pieces on the road for about a mile and a half back.

Through a motorist who stopped to help me, I got word back to my father and he came with our truck and towed me back home. I did not know at that time

I should not take the engine past the red line on the taco!

After that, with the help of my grandfather, we rebuilt the new motor with steel con rods and I kept the car for another 3 years.

Jaguars Aren't All That Bad

All my friends kept telling me to sell it and get a later model car. I got a good price for it and traded it in on a second hand first Australian built Falcon, the worst car I have ever owned.

I then purchased a 4.0 litre 1960 Armstrong Siddeley Star Sapphire, and with that car I could travel from Sydney to Adelaide without refuelling thanks to the large dual petrol tanks. I think they were each 30-gallon tanks, fuel cap on either side, and could be filled from either side.

After that I owned a number of other cars, one of them being a Chrysler Regal 770 2 door hard top. With the help of Frank Gardner and Alan Grice, we added 4-wheel disk brakes, dual heavy duty gas shocks, larger torsion bars at the front, and an extra leaf in the rear springs that were straightened out to drop the back down 2 1/2 inches. Then we mounted twin turbos under the bonnet with a modified carbie that made it a match for a phase 4 Ford Falcon Pursuit vehicle. Due to business requirements, I needed a station wagon, so it was sold.



New Member's Story - Terry Lee

Time For Another Jaguar

Several vehicles later in 2006, I saw a good looking white 1992 XJ6 4 door sedan with a for sale sign in the back window. I rang the number and the lady I spoke to told me it was one of her ex-husbands fleet of wedding cars, and she was asking \$4,500 for it. We made a time to meet and took it for a run. A kilometre or so down the road it stopped working. I called the NRMA road service, but because it was not my car they could not attend; however, they gave me a phone number for a garage in the general area who came out and looked at the car. They told her that the fuel pump in the fuel tank had stopped working, and an estimate to repair was around \$800.

I offered her \$3900 for the car knowing I could fix it for considerably less than

that, due to my experience with similar vehicles, and she took the offer. I called a tow service I knew and had them take it to my local garage mechanic. I picked up a fuel pump from the local jag spare part place that I went past every day on the way to work and got the car going again.

Bloody 4WD

Over the next few years, I did considerable restoration work on that car. In 2015 I turned right through a line of stationary traffic and got hit square on in the middle of the car by a large heavy Toyota 4-wheel drive coming down the parking lane that made my car a banana shape.

Not Deterred

While the insurance company was holding things up, I was able to locate the

same model car for sale in the middle of QLD. After some haggling, I got the price down from \$8,000 to a reasonable \$4,000 and based on the photos I bought it sight unseen.

In the meantime, I bought the wreck back from the insurance company to salvage all the new parts I had put on that car, so if the new one needed anything, I would already have it. When it arrived, I went over it and stripped everything off the white one and replaced it piece by piece onto the new red one.

And this is what it looks like now.

Terry V Lee

Editor: Great story Terry. Thank you very much. Hopefully members can catch up with you and the red XJ40 at future events.

