



here again

After being displayed at the Exhibition Buildings in 1958

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- 59 years later

this same low mileage untouched car returned in 2017

THIS IS THE SAME XK150 USED BY BRYSON'S FOR DISPLAY AND PUBLICITY PURPOSES IN 1958.

WHETHER THE XK150 IS your favourite Jaguar sports model from the 1950s is a personal choice, but I love it!

It cleverly and handsomely modernised the XK120 and its up-dated XK140 sister sports. The former saw the light of day in 1948 and the XK150 in 1957.

It was larger than the earlier XKs, softer in its design, but still carried all of the swagger of that glamorous Hollywood and Clark

- the same as fitted to the E-Type which replaced the XK150.

One other major option for an XK150, and which had never been offered before, was a three-speed automatic gearbox. Again, very few were created, and most of those have been converted to manual by later owners.

That's just a small part of what makes this particular XK150 Fixed Head Coupé auto so very special to Sydney owners Paul Lukes and Clare Gordon. They own the highly respected prestige Paradise Garage business, and according to Clare:

"Paul is in love with the car, its patina and its long history."

"It is the original Bryson Jaguar display exhibit from the 1958 Melbourne Motor Show, and while designing our stand for the 2017 Motorclassica in the same historic Melbourne Exhibition Buildings, we knew we had to take it back as the main feature of our display.

"For Paul it is vital this car is preserved 'as is', and driving will be sparing because it has only clocked 40,297 miles in its now 60 years of existence."

This XK150 has a fascinating history. Chassis #S824118BW was despatched from the factory to Bryson Industries in Melbourne on February 10, 1958. Brysons used it for press and media work before selling it to Albury, Wodonga and

Wangaratta new and used car dealer Seaton Motors. They advertised it for sale in February 1959, and after being snapped up it is believed to have moved briefly to nearby rural southern New South Wales. The first private owner was Ron Ward.

However, the history of the Cotswold Blue classic comes alive after it was acquired from Ron in 1960 by Mr H Lewis for his wife's use. The Lewis family lived in Penrith, then a quiet far away city on the edge of the Blue Mountains west of Sydney. According to son Nigel, his father had an XK150S.

Remembering this was before the E-Type was announced, the Lewis' would have cut a dash driving around Penrith where sporting Jaguars would have been a rare sight.

It has not been changed in any way, and other than the usual services, remains totally as-built.

According to Nigel Lewis, who sold the car to Paul after both of his parents passed away: "When my father purchased the car it had recorded virtually no mileage. My mother though used it regularly around Penrith, and my early childhood memories are of daily trips to and from Penrith South Primary School until third class.

"I have vivid recollections of trips to the local shops, Emu Plains, and drives home from the train station for the

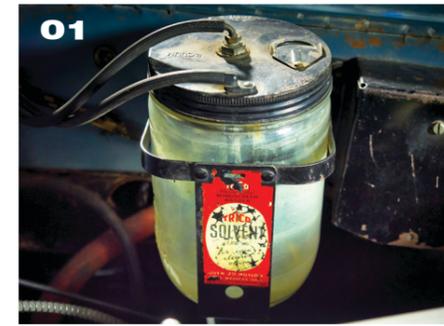
remainder of my primary and high school education.

"Our adventures up and down the Blue Mountains in a vehicle relishing the steep climb with sweeping curves, whilst emitting a primeval roar with sure-footed trajectory, and blurring scenery, never failed to deliver a thrilling experience.

"My mother knew how to handle the automatic gearbox too; changing gears with the flick of her foot meant I could hear her returning home from several blocks away.

"We all cherished this car, and my mother drove it often, but mostly only locally. It was hard-driven on long distance trips, a few others to the city of Sydney, and several to the beach. That, in about fifty-five years, represented the sum total of non-local adventures in this XK150."

The Lewis' car was the second of only four automatic XK150s sold new in Australia. All were Fixed Head Coupés, three



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Gable era range of Jaguars.

Almost every XK150 you will see is what was termed the Special Equipment model. The standard car had solid steel wheels, no overdrive on the gearbox, drum brakes, rear wheel spats and no fog lights. It is probable that no more than a few hundred of those were built and sold.

What the XK150 did offer though was more room and luxury, the option of a triple 2" SU carburettored 3.4 'S' engine, and later a standard and 'S' variation 3.8 litre XK powerplant

01 The XK150 had a two-tone leather trimmed dash and top. The Astor radio shows the State radio stations in Australia then. 02 Paradise's display at Motorclassica at the Exhibition Buildings where the XK150 had been before. The up-graded Mk2 is in the centre while the C-Type is from their Legacy range.

01 Also from 1957, the yellowing glass window washer bottle is better here than new shiny one. It is very unusual for the metal top not to have rusted out, and for the original scratched label to be readable - it states Brico had made 2,000,000 of them! 02 Note the body colour painted wire wheels.



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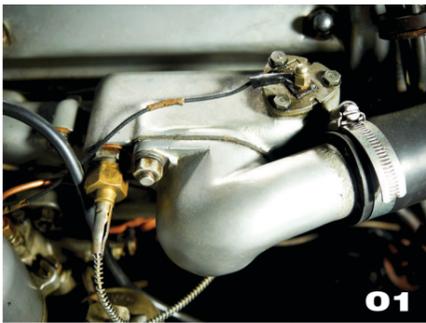
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IT HAS HAD ONLY THREE PRIVATE OWNERS, THE SECOND FOR A FULL 57 YEARS!



being delivered to Melbourne, and the other to Adelaide.

Nigel Lewis: "As a young boy interested in mechanization, I recall being fascinated by the car's dashboard and controls. I was especially interested in the relationship between tachometer and speedometer under various driving conditions.

"I also remember the amazingly slow march of the odometer; and a numerical aggregate of intense

emotions and excitement that this masterpiece of engineering evoked. I know the odometer's excursions of 40,293 miles is not only original, correct and uncorrupted, but also entirely accurate due to the high standards for which Smiths instruments are renowned.

"It has always been a point of family discussion that this vehicle is a fine example of a magnificent, original and low mileage car."

Nigel admits he misses it, but having been in storage for some

time, and with a change of his own location, he understood it was time to give the car a new life. He found the right home at Paradise Garage, and Paul vows to enjoy doting on it, while preserving it 'as is'.

Paradise Garage has been associated with the *Jaguar Magazine* since they were founded in 1990, and quickly established a reputation for personal service in the care of fine cars be it an XJ, XK, XF or E-Type.

Two illustrations of why this XK150 auto is in the right hands can be explained by two exceptional restorations which appeal to us and will do to our readers.

The first is a wonderful 1952 Daimler DE36, the same type of limousine brought to Australia and New Zealand in 1954 for the then new Queen Elizabeth's Royal Tour.

Commissioned for restoration by a Sydney enthusiast, Paradise Garage was charged with the task of refurbishing the car back to its original grand stature. It was part of his family for more than five decades following its retirement from official State duties with the NSW Government. It had not been used for more than twenty years.

The Hooper body frame was partially re-timbered, the interior re-upholstered, and the hood lining and carpet

01 You can't fake that, and doesn't it look good being just cleaned and not polished. The temperature gauge connections look the same as the day the car was finished.

02 The trim and other aspects will not be touched unless necessary. It wears its long life with panache.



replaced. All of the wood veneer was refurbished, and the engine and driveline system overhauled.

Today the grand silver Daimler is better than new.

Paradise Garage was also given the order to create the most exciting Mk2 Jaguar possible, but with modern driver comforts and performance.

This project started as a bare shell, and became the best Mk2 Paul believes they have built to date.

Up-grades include a high performance, enhanced 3.8 litre fully balanced XK engine, a modern automatic gearbox, enhanced front suspension and geometry, plus an up-graded twin booster XJ disc braking system.

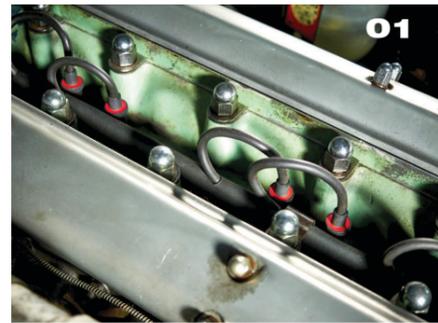
Instead of the traditional 'live' rear axle, this Mk2 was fitted with a fully independent E-Type rear suspension not unlike the 1960s S-Type. Power steering and power windows were a 'must-have', along with central locking and fully modern air conditioning.

It had the cooling system up-graded for Australian summer conditions and crowded roads, while satellite navigation and a reverse camera were added along with Bluetooth connectivity.

Amongst additional changes, this unique 'compact' Jaguar saloon has a hand-built sports mesh grille, a sporting louvred

01 The correct and original green 3.4 litre head, oil stains on the cam covers and amazingly, the bakelite spark plug lead guide which almost always deteriorated or was broken.

02 Evocative with dust, slightly crazed 1957 paint - and that delightfully period Cotswold Blue colour.



bonnet and gleaming widened chrome wire wheels.

As for the XK150, both Paul will be faithful to the car, and the Lewis family, who owned and maintained it. Nothing will be replaced for the sake of it.

Will it be sold? Maybe, but not in the short-term according to Clare. She added that it will only come out on special occasions such as Motorclassica and club displays.

If eventually the right buyer comes along, they may consider passing it on. Few knew the identity of the XK150 photographed by Brysons at that Show in 1958, but it lived a quite life as part of the Lewis family. Its whereabouts remained unknown, but it has re-emerged

It a scarce automatic model, and is an unlikely untouched survivor which still wears the same paint it did in that original black and white image!

That's a happy story.