



JAGUAR E-TYPE FORUM

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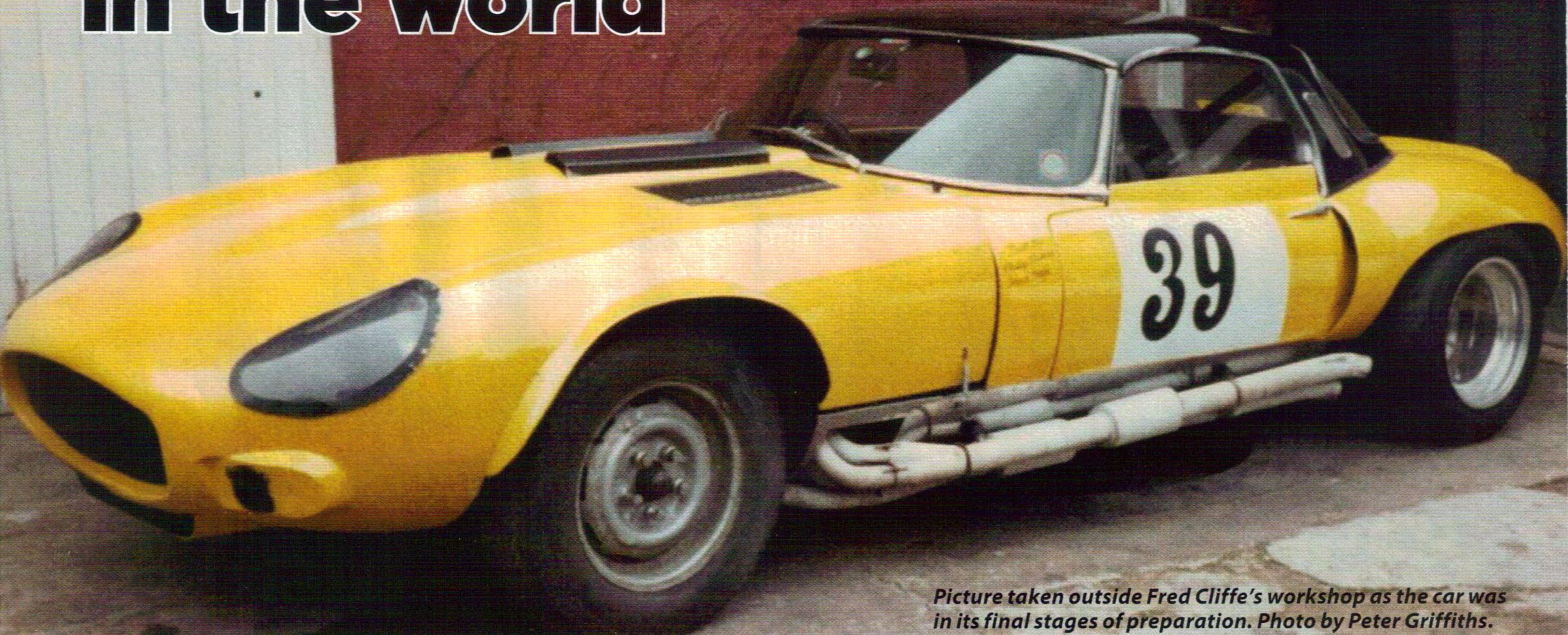
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The story of the fastest E-type in the world



Picture taken outside Fred Cliffe's workshop as the car was in its final stages of preparation. Photo by Peter Griffiths.

Having laid dormant for just over ten years the ex-Malcolm Hamilton/Rob Beere V12 race E-type has started its long awaited rebuild. Peter Griffiths tells the story.

In summary, I bought the car from Malcolm Hamilton and Rob Beere four years ago. Now two house moves later I am sufficiently settled to turn my attention to the V12. It has been a difficult four years and the E-type was even put back up for sale for a while when finances dictated. Thankfully I managed to hold onto the car and sold other items instead, including the ex-Alan Leeson/John Oxborough/Dave Moore 6-cylinder modsports E-type. For those of you who may have seen the adverts for the car, it is now in

Czechoslovakia where it is back on the track again. A full story of this race E-type appeared in the December 2008 edition of *Jaguar Enthusiast*.

The editor suggested that I write a series of articles for the magazine on the history of the V12 and the current rebuild. As you are probably aware the car has been well documented and photographed over the years and even sponsored by the Club back in the late 90s. Hopefully I will be able to give some further information on the car that you may not have been aware of.

So, where to begin... the late seventies...

The birth of the car was the brainchild of Fred Cliffe. In *Autosport* magazine, 29th September 1977, it was announced that 'two of the best known names in the Jaguar competition and preparation business, Fred Cliffe and Brian Murphy had joined forces. They would "Mount a two car attack in modsports racing using the ex-Murphy car and a new V12 project which Fred has been working on for some time". (Coincidentally, the Murphy car... The ex-Warren Pearce car... has also ended up in Czechoslovakia! wonder what's happening over there?).

The Jaguar Drivers' Club made a similar

announcement in their January 1978 club magazine and so started the life of the 'fastest E-type in the world!'

The V12 modsports E-type was continually developed by Fred and although very successful did not seem to get the publicity at the time attracted by Guy Beddington's V12 fhc modsports and the 'standard' V12 racer of Peter Taylor.

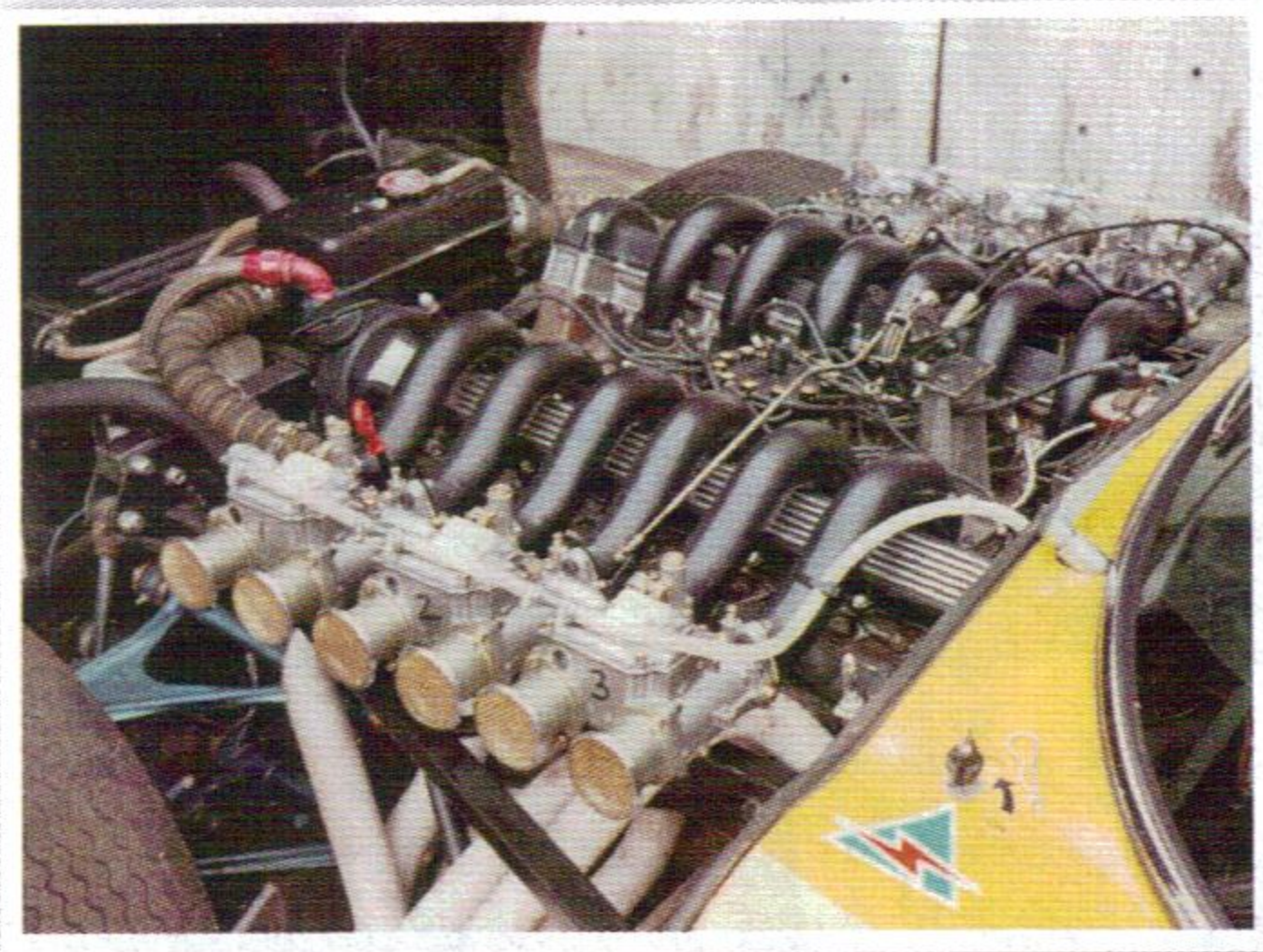
Malcolm Hamilton, you may recall, was at the time racing his successful 6-cylinder modsports E-type fhc in the usual red, white and blue livery. A widely used picture back in 1986 showed the JDC Intermarque winning team line up of modsports E-types. Malcolm on the far right with the 6-cylinder car next to the red and silver roadster of Dave Moore.... My old car mentioned above.

Following on from his success in the straight six, Malcolm was looking for something even faster and turned his eye to Fred Cliffe's V12 racer. For those who are interested, Malcolm's old 6-cylinder is now in the hands of E-type racer Bernie Breeze. (note to Bernie.... Have you started the rebuild of that one yet?)

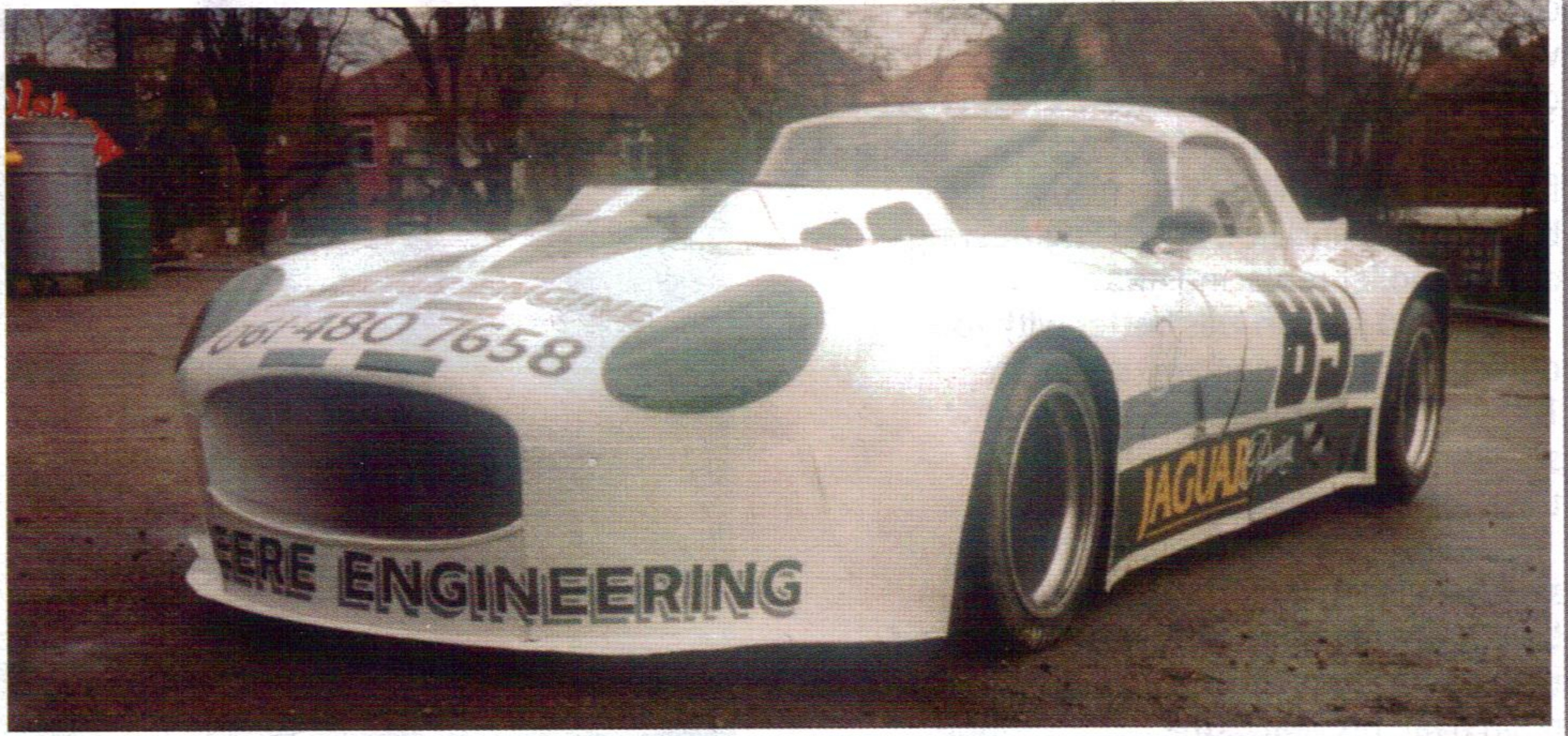
A change of ownership

After many successful races Fred put the V12 up for sale in 1986. The advert in the January *Jaguar Driver* magazine read as follows:-

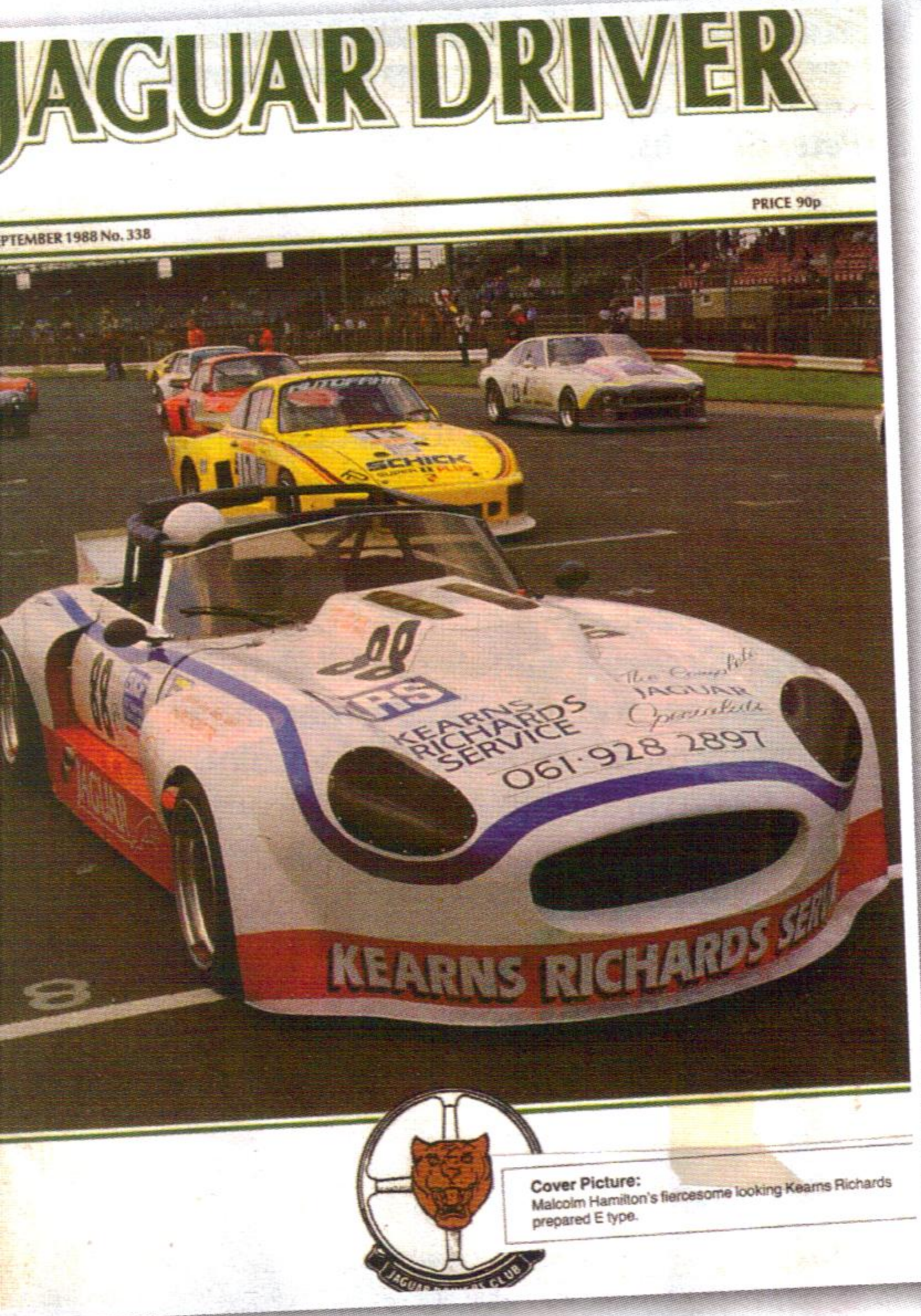
"Racing V12 E-type roadster.... The ultimate



The original sidedraught Weber carburettor configuration on the Broadspeed engine. Photo by Peter Griffiths.



Photographed outside Rob Beere's workshop, when the car was starting to look somewhat like it still does today.



Cover Picture: Malcolm Hamilton's fearsome looking Kearns Richards prepared E type.

The car when it carried No. 88, with no roof and 'standard' width doors.

racing E-type... 580bhp, Broadspeed engine, sorted suspension and brakes, Broadspeed gearbox Successful racing history.... Complete with trailer and spares."

From here, of course, it eventually ended up with Malcolm Hamilton and the car was initially campaigned through Malcolm's engineering business Kearns Richards Service.

The first appearance of the 'new' V12 was in 1988. Malcolm was joined by Rob Beere on the project and further development of the car started immediately. Thankfully they had a good base upon which to start. The V12 engine that Fred had installed was indeed one of the old Broadspeed engines from the XJ Broadspeed Coupes programme, when Jaguar contested the Group 2 European Touring Car Championship back in 1976 and 1977.

At the first outing in 1988 the car ran with the number 88.... Coincidence... yes and no. Apparently, Malcolm and Rob thought their new car was twice as good as the Group 44 race E-type and therefore managed to get the race organisers to allocate No. 88 for their first race season. After the continuing success of the car, it then raced each following year with the year as its

number! I.e. A photo of the car with 99 on it, pinpoints it to a race in 1999. The last race shots of it with 01 show the year of its accident in 2001 which sadly saw the end of its 10+ years successful race career.

The car concentrated on the Aston Martin Owners Club Intermarque Championship series of races. Results for the 1988 season ended with seven outright victories, four second places and one third.... Not bad for the opening season.

One of the early races of the season was typical of things to come. Oulton Park, Malcolm's 'home' circuit on the 23rd April 1988. The Cheshire Trophy Race meeting organised by the Oulton Park Racing Club. Practice - 1st with an average speed of 92.38mph. The race - 1st with an average speed of 86.51mph. over half a minute ahead of the next E-type!

Photographs of the car started to appear regularly in the magazines. In the *Jaguar Driver* magazine for example, it was in the June, August, September, October and December issues. It was on the front cover of the September issue.

To balance the story, it was not all roses. At the JDC Mallory Park meeting on the 31st July, the V12 had to retire, in a cloud of steam, when a water hose came lose. This was captured on the 1988 DVDs marketed by vfsvideos of the AMOC Intermarque Challenge. Typical press coverage of the time can be found in the *Jaguar Driver*

report on the JDC Silverstone meeting:-

"Having won the Intermarque race in stirring style Malcolm Hamilton and V12E proceeded to stamp his authority on the Modified Jaguar race which included a few non Jaguar runners in the incorporated Modsports race. After two laps peering up Bainbridge's exhaust Hamilton blasted past to win by 3 seconds."

The 1989 season only managed three outright victories and one second place. An early season 'expensive' engine blow up left Malcolm and Rob urgently looking for sponsorship in order to continue the battle with Gerry Marshall and his V8 Aston Martin.

The 88 car had the red, white and blue livery with KRS (Kearns Richards Services) as the lead sponsor. In early 1989 Rob left his position as manager with KRS to establish his own business, Rob Beere Engineering. A news article in the *Jaguar Driver* magazine in May 1989 read as follows:-

"A Jaguar engine specialist workshop has recently opened in Stockport under the direction of Rob Beere. Over the past 12 years Rob has gained comprehensive experience in all aspects of the Jaguar car, with specialist knowledge of engines. As manager of KRS he rebuilt concours engines and did development work. He prepared and will continue to sponsor Malcolm Hamilton's fully modified 7 litre V12 roadster, which during its first season became the only Jaguar to win the fully modified



The perhaps thankfully short-lived blue livery of the car.

class of the Intermarque Championship with 7 outright victories..... and is now considered the world's fastest V12 E-type."

1989 saw a change of colour scheme for the car, now white with grey and black stripes and Rob Beere Engineering on the spoiler replacing KRS.

The 1990 season was better with four outright victories and two seconds. The colour scheme stayed the same so visibly only the No. 90 replaced the 89 to help identify the races.

Gordon Russell, the Intermarque sponsors of 1989, were replaced in 1990 by Proteus Petroleum. Gerry Marshall and the Aston Martin V8 seemed to be the main rival this year... the closely fought race at Silverstone in October records Gerry first (80.93mph) followed closely in second by Malcolm (at 80.23mph).

One high point of the year (in addition to the race wins) was at the July Silverstone meeting when Malcolm set a new lap record of 1.39.84. This will be recorded for posterity as the circuit changed immediately after this event.

For a short while during the 1990 season, the colour scheme of the car was changed to a complete one colour job of light blue. I only have a few pictures of the car in this livery as it soon reverted to the familiar dominant white paintwork in 1991.

The *Jaguar Quarterly* magazine has done two superb articles on the car, one in the spring 1991 edition and the other in the July/August 1992 edition, however, I assume that these were both written in 1990 as all of the pictures of the car show it carrying the No. 90.

The car continued to gain popularity with racegoers during 1990 and a beautiful photograph of it appeared on the front cover of the *Jaguar Driver* magazine in



Taken at a very wet Brands Hatch race meeting, the car with Modsports driver John Oxborough standing behind the car. Photo by Peter Griffiths.

October 1990. In the September 1990 edition of the *Jaguar Driver* magazine Ron Lea wrote in his competition news section:-

"There was an excellent result for the JDC Team in the Intermarque race on the 23rd June at Silverstone during the AMOC St. John Horsfall meeting. Malcolm Hamilton in his fearsome fully modified E-type roadster prepared by Rob Beere Engineering, now with a 7.3 Litre V12 engine, with Cosworth pistons and dry sump system was just 9/10ths of a second off pole but ended being the easy winner of the Intermarque race".

Another superb article on the car appeared in the April 1991 edition of *Jaguar Quarterly* magazine, once again, photographs of the car bearing the No. 90 livery were used and the article mainly covers the excellent bodywork preparation of Martin Robey Sales and Engineering Ltd.

The 1991 season saw another change of Intermarque sponsor, this time to SKF Engineering products. The paintwork of the car changed from the previous white with grey stripes to white with red and blue stripes, and of course bearing the No. 91. Another successful season, this time with five overall victories.

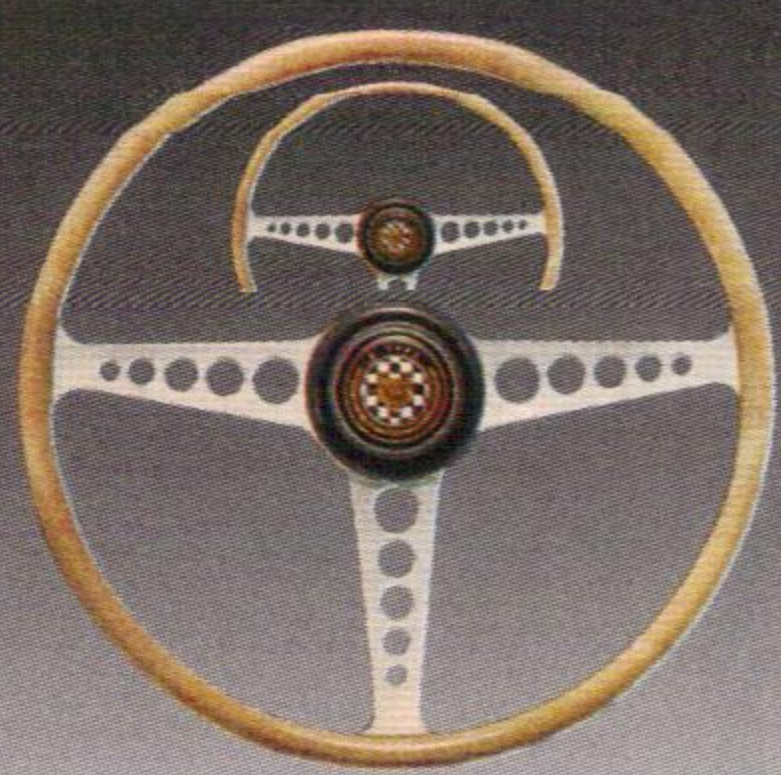
The 1992 season continued with the run of successes with six overall victories and one second place. At the meeting at Pembrey on the 5th July 1992, Malcolm succeeded in setting a new lap record.

After five years of continuous hard fought racing, the car was ready for its first major rebuild. The car did not therefore run during the 1993 and 1994 seasons and only returned to the circuit in earnest in 1995.

TO BE CONTINUED.....



The final good looking shape of the car, now with downdraught Webers.



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The story of the fastest E-type in the world - Part 2



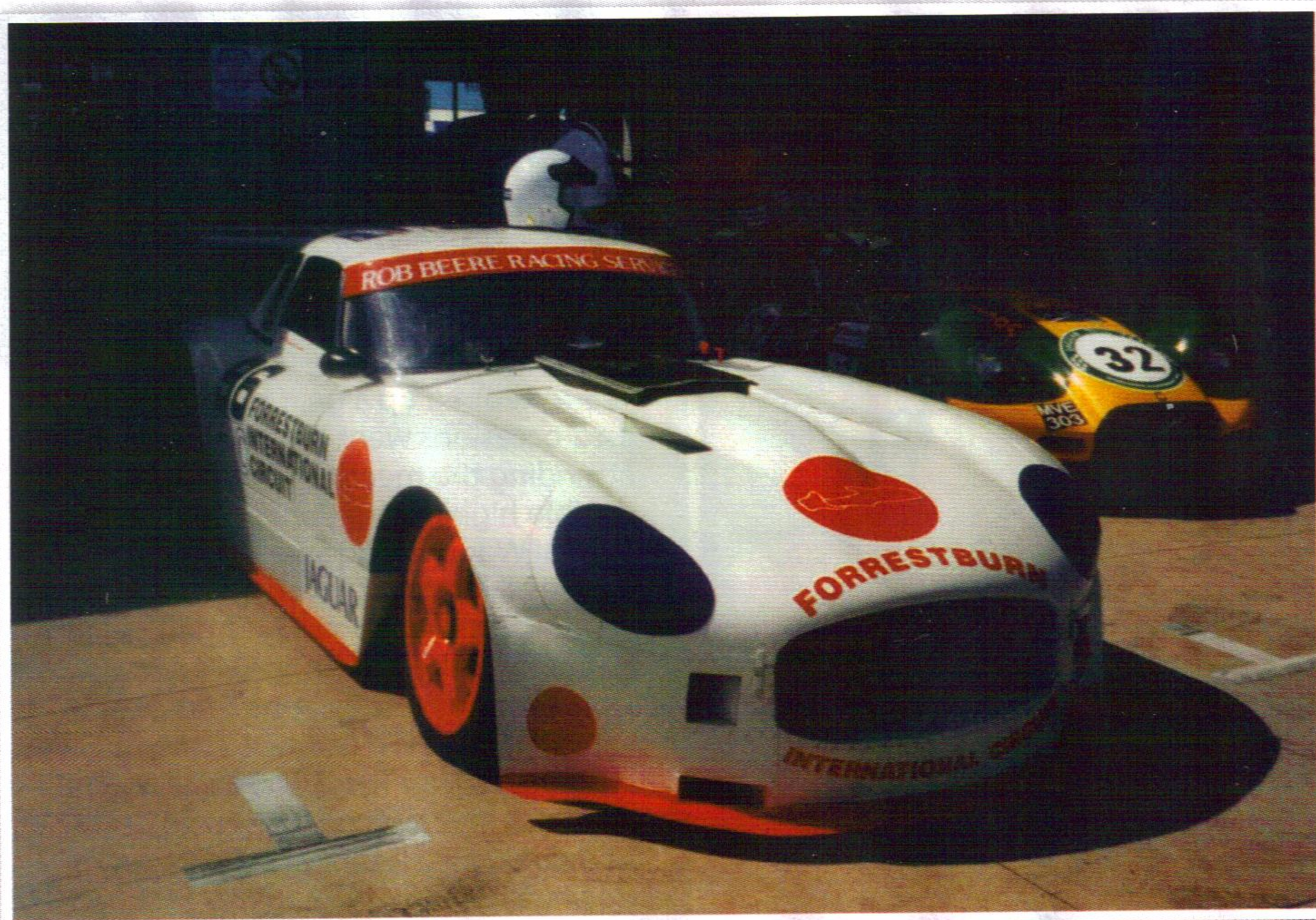
Following on from last month's feature which covered the history of the car from 1988 to 1992, Peter Griffiths now covers the remaining history up until 2001 when the car was involved in an accident at Oulton Park. The car's racing career was temporarily halted until its 2013 rebuild which will be fully covered in the next article.

As mentioned in the previous feature, the car was completely rebuilt during 1993 to 1994 so did not compete. When the car reappeared in 1995 it had

a totally white colour scheme and sported a rear wing to help keep The Beast on the track. The 1995 AMOC Intermarque Championship was sponsored by ERF and Malcolm successfully picked up from where he had left off in 1992



The car in the then 'new' 1995 colour scheme of white with a spoiler.



A new year and a new sponsor for 1996.

wide press coverage including the *Jaguar Driver* magazine (August and September 1998) and in the *Jaguar Enthusiast* magazine (October 1998), where there was an excellent article entitled 'Rob Beere Racing Review'. This presented a glorious two page photograph of the car. On the occasions when Malcolm finished second in a race he was rarely far behind the winner. For example at the AMOC race meeting at Silverstone on 14th June he was only 1.6 seconds behind the winning Porsche GT2... Malcolm's average speed was 98.94mph which earned him the fastest lap award.

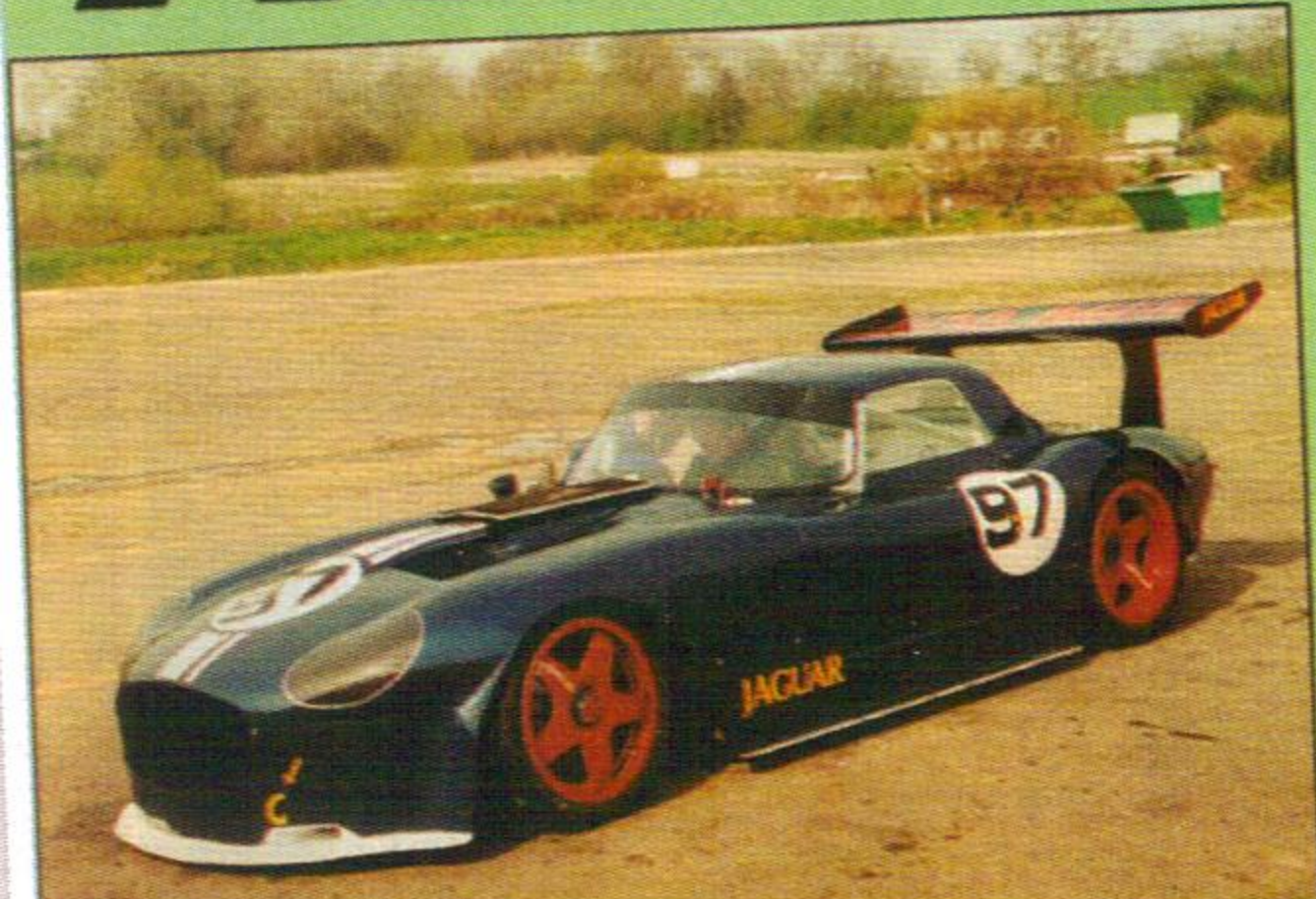
A typical Race Report which Rob Beere sent to the sponsors at the time reads as follows;

"AMOC Intermarque meeting at Castle Coombe, Bank Holiday Monday 25 April 1998.

This circuit is not known for its great facilities but the circuit, although quite bumpy, is incredibly fast, with average laps around 110 mph on a minute lap!

WIDE ANGLE

Jaguar Driver Motor Racing Feature from RON LEA



OUTRIGHT CLASS WINNER

ONE OF the first members of the Jaguar Team in the Intermarque Challenge Championship in the early 1980s, Malcolm has steadfastly supported the Jaguar marque since those years and has on more than one occasion been the outright winner of the highly modified class and set 8 lap records for the Championship, which still stand. All this, of course, is tremendous credit to Malcolm Hamilton and to his entrant, Rob Beere Racing Services, but even when preparation is on a shoestring, modern racing costs a lot of money. Sponsorship has varied over the years and his principal sponsor for 1997 was the new proposed International Circuit in Scotland, FORRESTERBURN, but it appears they will be unlikely to support him in 1998.

When I was a Director of this Club, I persuaded the Board to agree to pay start money to all members of the Jaguar Team in the Intermarque Challenge Championship and no doubt this resulted in the good entries we had in those days with the result that we won the Team Championship in 1986. There will be several new cars next year, including two fully modified V8 Aston Martins and possibly three Jaguar 220s and the usual highly modified Porsches, it would seem that some worthwhile support either from the Club or the E Type register would be very well justified for the outstanding publicity it would receive.

LAP RECORDS HELD BY MALCOLM HAMILTON AND HIS V.12 'E' TYPE

Brands Hatch	1:34.99
Castle Combe	1:01.40
Mallory Park	0:48.30
Oulton Park	1:43.85
Pembrey	1:03.30
Silverstone (97 Circuit)	1:00.14
Thruxton	1:23.72
Silverstone (91 Circuit)	1:02.30

AMOC INTERMARQUE CHAMPIONSHIP 1997

April 20th	Donington	Pole & 2nd Overall
May 5th	Brands Hatch	2nd Overall
June 8th	Silverstone	Outright Win & Lap Record
June 29th	Mallory	Pole, Outright Win, Lap Record
July 6th	Donington	3rd Overall
July 27th	Snetterton	2nd Overall
August 25th	Castle Combe	Pole, Outright Win, Lap Record
September 6th	Snetterton	Cancelled
September 20th	Oulton Park	Outright Win & Lap Record
October 5th	Donington	Did Not Start

The E-type received excellent coverage of its successes in the 1990s.

finishing the season with 5 outright victories and 3 overall second places.

The press were quick to notice the return of the car and a full report was written in the November/December 1995 edition of *Jaguar World* magazine headed 'Quick off the Marque... Jim Patten hitches a ride in the fastest E-type Racer In the world.'

The 1996 Intermarque season was once again sponsored by ERF and the car now carried the logo of its new sponsor Forresterburn International Circuit, the

colour scheme remained predominantly white with red trimmings. The car had mixed fortunes during 1996 with two outright victories, a second, and two third places. However, one interesting fact...the car achieved ten fastest laps during the season, a sign of its continued development. For example, at the Castle Coombe race day on 5th October 1996 Malcolm achieved the fastest lap averaging 100.82mph!

The 1997 season was highlighted by the continual development and race victories (4 outright victories, 3 second places) and again attracted wide press interest. In December both the *Jaguar Driver* and *Jaguar Enthusiast* magazines carried excellent season reviews of the car. The car now with dark blue coachwork was fully established as the world's fastest E-type. In the highly modified Class of the Intermarque series. Malcolm was now the holder of lap records

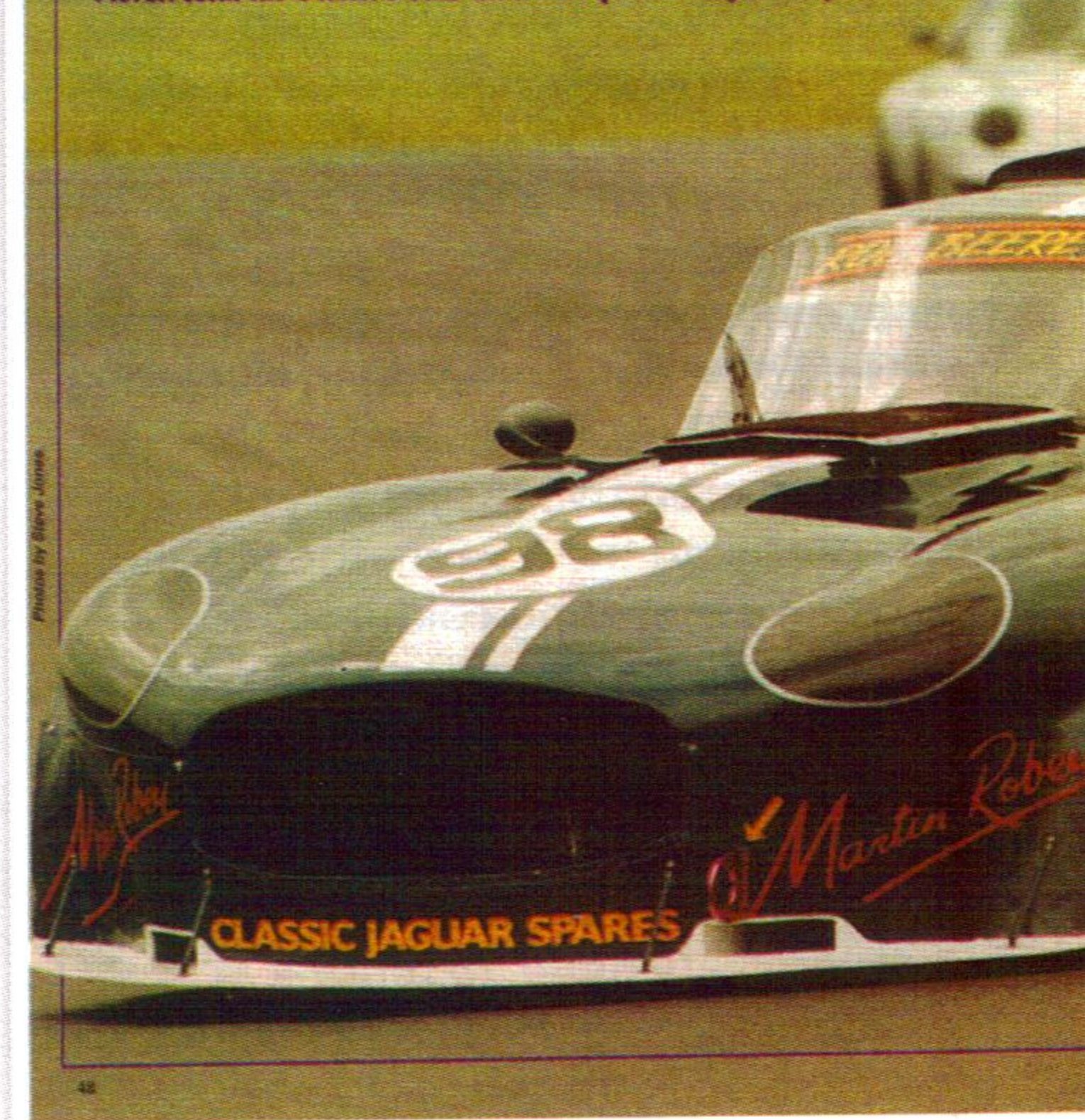
at the following circuits, Brands Hatch, Castle Coombe, Mallory Park, Oulton Park, Pembrey, Thruxton and Silverstone!

A couple of examples of the car's prowess are as follows;

1. At the April BRSCC meeting at Donington Park, Malcolm finished second only 4.5 seconds behind the Aston Martin Nimrod averaging a speed of 96.7 mph.
 2. At the August BRSCC meeting at Castle Coombe, Malcolm achieved an outright victory averaging a speed of 107.88 mph.
- Racing success continued throughout the 1998 season with 7 outright victories and 2 second places. Again there was

ROB BEERE RACING Review

Rob Beere, the Jaguar racing specialist from Binley in Coventry has been actively campaigning a Jaguar V12 'E' Type since 1988, culminating this year in a significant appearance record within the Aston Martin Owners Club Intermarque Championship.



Moving on to 1998 and still excellent coverage and yet another colour scheme.

Qualification for the AMOC Intermarque (Race 4 on the day) went well completing 12 laps steadily, as the car is due new tyres and brake pads.

We were, however, concerned about a Jaguar XJ220 and a new Porsche GT2 car. The Jaguar XJ220 had an engine failure but the GT2 car took pole position from us by over 2 seconds and came close to our lap record of 1.01.40 from the 1997 season.

No real changes were made to the car, just a concern about the longevity of the tyres and brakes.

The race started at 2.45pm and surprisingly Malcolm shot into the lead leaving the GT2 Porsche and attaining a 5 second lead by the 5th lap.

Unfortunately he struggled with getting through some back-markers and the Porsche closed the gap to about a second. >>>