

CLASSIC MARQUE

SEPTEMBER 2020



FEATURE - SS & MARK IV JAGUAR SALOONS

THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA

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Club Torque - President's Column

President's Column – September 2020

This report doubles as my Annual Report to be presented at the AGM on September 1st, 2020.

I am not sure how to describe our 2019-2020 club year. It did start well and then with COVID-19 it very quickly deteriorated in a big black hole. Having said that there have been some real positive outcomes for the club as well.

I am very grateful as are so many Australians for the great leadership shown by our various State and Territory leaders who have done a great job keeping us safe in very testing times. It is times like this that true leadership is on display for all to see.

As a club we have like so many other groups had to modify our plans and programs to comply with government-imposed restrictions and ensure the safety of our members. I am very grateful for the support of Fred Butcher, Tim White and Heather Buck who with myself have formed the COVID-19 Executive Group, tasked with the responsibility of setting policy and procedures to ensure compliance with restrictions and the safety of members.

It has not always been easy to be the "Cop on the Beat" but very necessary. Our Register Secretaries have all played an important role in communication and support of members.

There have been some good opportunities emerging during this period. Members are becoming much more familiar with our use of the Club Data Base in TidyHQ, some of whom thought they could not manage this process, have realised it much easier than they ever imagined. As it has become necessary to publish all Club events via TidyHQ and require registration for events etc. members now find that this is a great way to promote events and stay in touch.

We are a long way from getting through COVID-19 and the importance of TidyHQ for this purpose will continue. I want to remind all members, that if you are planning to attend a JDCSA official event YOU MUST REGISTER via TidyHQ > Events.

Slowly we are starting to see events and meetings happening and this is a good thing I am sure all members appreciate that. So stay tuned via TidyHQ and the Club Web Page to stay in touch.

With our AGM on September Tuesday 1st September it is time to thank all those who have served the club so well in the past 12 months: -

- Peter Holland (Patron),
- Fred Butcher (Vice President),
- Tim White (Secretary/ACJC/Public Officer),
- Heather Buck (Treasurer),
- Graham Franklin (Editor),
- Daphne Charman (Membership Secretary),
- David Burton (Log Book Secretary/FH MV),
- Jim Komaromi (Events Coordinator),
- Ron and Claire Palmer (Regalia),
- Tom and Marj Brindle (Library),
- Barry Kitts (MSCA),
- Geoff Mockford (Technical Officer),
- Tom Herraman (Web Master), and
- All Register Secretaries and Vehicle Inspectors.

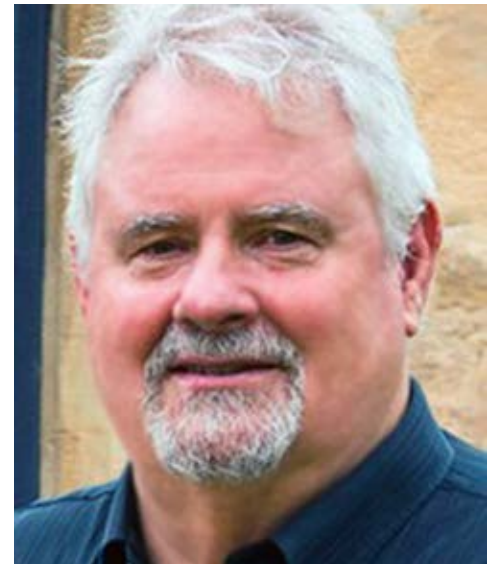
All of these members have voluntarily given much time to ensure our club runs and operates smoothly. We owe each of them a vote of gratitude for the maintenance of a healthy and inclusive club.

Looking forward to the year ahead there will continue to be many uncertainties and lots of work to be done. So I thank all those in advance who have agreed to either continue to serve or who have nominated to serve on the new Club Executive Committee and will seek your endorsement at our AGM.

Be assured that the Executive Committee will continue throughout our 2020-21 year to find ways to improve our club in terms of its governance, policies and procedures, communications and member services whilst seeking creative ways to enjoy club activities and events.

Looking forward to 2020-21.

**Philip
President JDCSA**



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Front Cover:

*Malcolm Adamson, 1948 3½ litre
Jaguar Mk IV Drop Head*

Rear Cover:

*Bob Kretschmer, 1939 SS Jaguar
1½ litre Sedan*



@sajaguarclub

Events Calendar

"All events are subject to COVID-19 restrictions and any future changes"

Tuesday 1st September - 7.30pm.

JDCSA General Meeting & AGM. Police Association Building, Carrington Street, Adelaide.

Please note COVID-19 requirements: Members need to register that they will be attending the meeting.

Tuesday 8th of September: XJ Mk10 420G Register Meeting

The Bartley Hotel, Atrium Room, 68-92 Bartley Tce, West Lakes Shore

For more information please contact Bob Charman. Email: xj420g@jdcsa.com.au

Please note COVID-19 requirements: Members need to register that they will be attending the meeting.

Wednesday 9th of September: XK, Mk7, 8, 9 - Register Meeting, The Bartley Hotel at Westlakes (6.00pm - 10.00pm)

For more information please contact Steve Weeks. 0414 952 416 or Email: xk789@jdcsa.com.au.

Please note COVID-19 requirements: Members need to register that they will be attending the meeting.

Thursday 17th of September: E-Type, F-Type, & Grand Tourer Register Meeting

To be hosted by Messrs Beaumonts - Norwood Beaumont Tiles Studio. Full details to be emailed out.

For more information contact Tom Herraman. Email: etype@jdcsa.com.au.

Please note COVID-19 requirements: Members need to register that they will be attending the meeting.

Sunday 27th of September 2020 - Bay to Birdwood - 1950-1989

Registrations Closed. - For more information visit <http://baytobirdwood.com.au/>

Tuesday 29th of September: Multivalve Register Meeting Kensington Hotel

For more information please contact Peter Buck. Email: Peter.buck51@bigpond.com.

Please note COVID-19 requirements: Members need to register that they will be attending the meeting.

Tuesday 29th of September

DEADLINE FOR ALL ARTICLES FOR CLASSIC MARQUE (Inc. Classified Adverts). Thank you.

Editor: Graham Franklin M: 0490074671 Email: editor@jdcsa.com.au

1st October 2020. Applications Open for All British Day 14 February 2021 - Celebrating the E-Types 60th.

Please register early. For more information visit <https://www.allbritishday.com/all-british-day-entry-form>

Sunday 4th of October 2020. KARS for KIDNEY RESEARCH - 10.30am - 2.00pm - (See brochure page 34)

Fundraiser for Kidney/Diabetes Research. Bring and show off your pride and joy" OR just come along and enjoy the cars.

Cobbs Hill Estate Winery in the ADELAIDE HILLS! -

For more information contact Eleni Kollias on 0409693624 or for tickets go to [Kars for Kidney Research](#)

Tuesday 6th of October - 7.30pm

JDCSA General Meeting. Police Association Building, Carrington Street, Adelaide.

Please note COVID-19 requirements: Members need to register that they will be attending the meeting.

9th - 12th of October - JDCSA Riverland Weekend - XJ-S and XJC 45th Anniversary Celebrations

See details Page 32 or visit <https://jdcsa.tidyhq.com/public/schedule/events/30590-jaguar-xjc-and-xjs-celebrate-45th-anniversary>

Please note COVID-19 requirements: Members need to register that they will be attending the event.

Sunday 18th or 25th October - SA JAG DAY - 11:00 am to 3:00 pm - (See brochure page 30)

PLEASE NOTE THAT DATE AND VENUE MAY CHANGE.

Full details will be emailed out OR see October Classic Marque or Club Calendar <https://www.jdcsa.com.au/apps/calendar/>

Jaguar and Daimler cars welcome. Participating cars to be in place by 10:30am. See details Page 30.

Saturday 7th of November: XJ Mk10 420G Register. Trip to Kangaroo Island Day Trip.

For more information please contact Bob Charman. Phone: (08) 8248 4111 or Email: xj420g@jdcsa.com.au_

Editorial by Graham Franklin.

Well it is 12 months since I took up the editor's position. Time surely flies. Of course, I had no idea that a virus would 'throw a spanner in the works'. The shut-down cut the supply of photos and stories of Club & Register events and has had me searching for material.

I would like to thank all those members who supplied photos/stories including the following **new members**:

- Hugh Guthrie - 1998 XK-8 convertible
- Evan Denning & Helen Cadman - Barina to BMW
- Don Cardone and Jaguars
- Mal & Annie - Family history of Jaguar ownership.
- Frank Napoli - XJ6 (*feedback from members said that the story brought back a lot of memories re the people who worked on your car*).

- Ralph and Angela Villarosa- 1994 XJS
- David and Susan Langsford - Red 3.4 MkII

And in this edition, Con & Bec Saris, XJ6 and their 1949 Singer.

Similarly, **existing members** came to the rescue with the following:

- Phil Prior - three-part article on the restoration and rebuild of his XJC

- Borys Potiuch's - Well Travelled XJ6
- Trevor Norley - Tarlee Charity Classic Car Muster
- Angela Rogers - photographs of Jag Day and All-British Day
- Julian Lugg - XK, Mk 7, 8, 9 Border Run to Mount Gambier
- Stewart McGavin - Jaguar - Art of Performance
- Onslow Billingham - An XK150 Story
- Bill & Barbara Mayman - Jaguar Story
- Trevor Norley - Fatal Attraction; Fatal Attraction Again
- Steve Weeks - Adelaide F1 Grand Prix and Jaguars
- Rick Luff - A Couple of Retro Stories; the 2007 Classic Adelaide Rally; and How to Drive a Formula 2 Car
- Bryan Baverstock - Vale, Lyall and Maxine Baverstock
- Tom Brindle - A Dream Come True
- Aaron Smith - Home Hobby E-Type Restoration
- Fred Butcher - Restoration of a Daimler SP250

In addition, there have been a number of great stories from all Register Secretaries.

In this edition there is a feature on SS and Jaguar Saloons (1931-1949). A big thank you to **Ross Rasmus** for providing

a complimentary article about his trip in his S.S.I., accompanied with other club members, to Darwin and back in 1996.

There is a story on Jaguar's legendary test driver Norman Dewis, who would have turned 100 in August. His wish was to live to 100 and travel in a Jaguar at 100mph again. Unfortunately, he fell short by just 14 months.

To celebrate the upcoming E-Type 60th Birthday Celebrations in 2021, Jaguar's Classic Division has taken upon itself to cause a major storm among E-Type collectors by providing them with just six limited-edition, fully renewed pair of 3.8 examples. Story page 23.

There is also a story on a company in the UK whose goal is to make the world's finest electric converted classic cars. Story page 33.

Make sure you check out the results from the latest Shannons Auction page 39. There are a few surprises.

Finally, a big thank you to our Sponsors for their invaluable ongoing support.

Until next month!

Cheers

Jaguar Named Top British TV Car

An iconic Jaguar and Britain's favourite telly detective have made a winning combination in a recent UK survey to find the nation's favourite TV car.

SUPERSLEUTH Inspector Morse's iconic 2.4 Mark II Jaguar has been named as the top British TV car of all time.

The fictional Oxford detective's legendary burgundy motor, driven by the late John Thaw, cruised to victory ahead of rivals such as Del Boy's Reliant Regal three-wheeler van and The Saint's classy Volvo P1800.

"Boundless", a Civil Service Motoring Association asked an expert panel to nominate classic TV cars before members of the 230,000 strong organisation voted.

Morse's Jaguar was a clear winner. The TV Series ran from 1987-2000. ■



Inspector Morse star, the late John Thaw (right) and Kevin Whately, who played Sgt Lewis, pose by the Mark II. In 2001 the car was given away in a promotional raffle and in November 2005 the car sold at auction for more than £100,000.

Introducing Our New Members

New member article: Con & Bec Saris

Hello, let me introduce myself and my wife. I am Con and my wife's name is Bec. We are new members of JDCSA. Bec and I are looking forward to participating in club events when South Australia's current health problems finally subside.

Unfortunately, where other industries suffered major drop offs in business, my current choice of work has exploded, along with the rise in people staying home to work. I am a blind, awning and security window screen and door fitter, while Bec is a Reception Teacher.

Project Car

We have a 1985 Jaguar XJ6 Series 3 Sovereign 4.2 litre, which I purchased as a project. At this stage I like to think of it as the RatJag. It's never going to win a prize for its looks. When we originally inspected the car, it was running ... just.



As part of the upgrade, the interior is being changed with one in better condition



Con's latest project: 1985 Jaguar XJ6 4.2 Sovereign

Introducing Our New Members

What appealed the most was the lack of any real rust in the interior floors or any of the body panels. There is a little around the windows which as any of you with XJ6 S3s know can be pretty bad. I have repaired the rear window cill and still have the front to do. It was not particularly bad and I have repaired the car to allow for future paint.

I know from the paperwork, that came with the car, the front screen area had been repaired. But whether it was done properly is yet to be seen, although there are bubbles coming through again. The rest of the car has light surface rust in several places so a respray is in the future. It lived a good part of its life in Western Australia, which I think had helped to keep the rust at bay.

The car has a problem with actually running properly and I am spending a good chunk of any spare time I have, trying to sort that out. I continue to have problems which prevent me from venturing too far from home in the car.

Earlier Projects

My interest in Jaguars started a long time ago with E-types, what a beautiful car. I have always been more interested in English cars than other marques. I bought my first, an MGBL when I was 21 and then another in my early 30's. Both were great machines and I miss them both a lot. I still see them about the place and it's good to see that they are still being taken care of.

In the 90's I bought my first Jaguar. It was a 1981 Jaguar XJ6 Series 3 in a sort of mustard colour that I was told was Turmeric but could have been Cotswold Yellow. I loved this car. I did not have any trouble with it and we travelled to



Con Saris 1949 Singer 9 Tourer. Con was a former President of the Singer Car Club.

Victoria and NSW in it. When my first daughter came along, we really needed a car that was a little more family friendly so the XJ6 was traded for a Commodore (yuck). That gave way to a Mazda 3 that Bec drives, and my daily drive is my work van, a Toyota Hiace.

I recently saw my first Jag advertised for sale and cursed because I already had my current car. I would have re-purchased it in a heartbeat otherwise.

1949 Singer

In my late 30's, I decided to take on a restoration project when I purchased a 1949 Singer 9 Roadster. This car was aluminium over a timber frame with a 9hp OHC motor. It still drove but needed a ground up restoration. I still remember the day we took the car to Angaston to visit some friends. Being overtaken by some of the trucks on the Main North

Road was an experience I would like to forget. The car was so light it was pushed around like a feather in the slipstreams. That car was eventually finished and sold on.

My experience in car clubs has been varied. While I had the Singer, I was a member and was fortunate(?) to be Club President for a spell. This club was very small, mainly due to the small number of cars in South Australia. Like most Car Clubs, there were regular gatherings of all Singer Clubs in Australia, usually in different states. Some members even drove their cars very long distances to get there.

We both look forward to meeting you all in the near future.

Regards
Con & Bec

New Members

NOTICE BOARD

The following applications for membership have been lodged with the Membership Secretary and are listed in accordance with clause 6 (B-C) of the Constitution. If there are no objections, membership will be ratified one month from this September, 2020 magazine:

- Stewart (Wayne) & Janet Barnett: 1977 Jaguar XJS 5.3L Sedan

The following applications listed in the July 2020 Classic Marque magazine have been accepted:

- Allan & Susan Langsford: 1962 Jaguar MKII 3.4L Sedan
- Andrew & Jeffrey Young: 1970 Jaguar FHC E-Type
- Ivan Kozuh: 1977 Jaguar XJ6 350 V8 Sedan

We hope you will take advantage of the benefits available, and that you will contribute in your own way to make this a better club for everyone.

I particularly ask that Register Secretaries and current members make these new members welcome at meetings and functions.

Daphne Charman
Membership Secretary.

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JLR Announces New CEO

Tata Motors, Jaguar Land Rover's parent company, has announced Thierry Bollore will be the new CEO of JLR.

He will replace Ralf Speth at the helm in September 2020. Bollore has a long history in the auto industry, most recently serving as Renault CEO.

His biggest challenge will be to continue getting costs under control while simultaneously developing more electric vehicles. The upcoming next-generation and all-electric Jaguar XJ flagship sedan is only the beginning.

"Jaguar Land Rover is known around the world for its peerless brand heritage, exquisite design and deep engineering integrity," Bollore said. "It will be my privilege to lead this fantastic company

through what continues to be the most testing time of our generation."

Bollore will also need to develop a plan to revitalize the Jaguar brand, which currently has three slow-selling sedans in its line-up. A previous rumour suggested the Jaguar XE and XF could be combined into a single model when their current life cycles end. The good news for Bollore is that Land Rover remains strong. The all-new Land Rover Defender, for example, is in high demand.

Another will be the relationship with BMW. JLR and BMW had been collaborating on new drivetrain technologies to create major cost-savings for both companies. Will Bollore maintain that relationship? Expand it? BMW also recently appointed a new CEO, so time will tell on that matter.



JLR still faces immense challenges and having an experienced industry executive running the show is vital. ■

2021 Jaguar XF Sportbrake

The 2021 Jaguar XF Sportbrake wants to make a stand in the executive estate segment.

Five years after production of the second generation started, the Jaguar XF is about to welcome its first mid-cycle refresh, as JLR is currently working on its facelift.

The wagon variant of the Jaguar XF, dubbed Sportbrake, will follow in the footsteps of the sedan by getting similar improvements, with the three body styles - including the China-only long-wheelbase XF L- expected to be inspired by the compact XE that was updated last year.

Jaguar's prototypes continue keeping the thick camouflage on most body panels, which makes it difficult to spot the changes. Nevertheless, it can be seen that the front bumper has been modestly revised and that the headlights are also new. The back end follows the same recipe with the updated bumper and slim taillights.

It is expected that the interior will include a 12.3-inch digital instrument cluster, like the smaller XE, in addition to the updated infotainment system and a third display that will be used to control the HVAC system and seat heating/



2021 Jaguar XF Sportbrake. Photo Credits - Carpix For CarScoops

ventilation. The centre console might be revised as well and a new steering wheel could be added, whereas the rest of the updates will surround the usual trim and upholstery options.

It is still unknown if the XF Sportbrake will receive the 395 HP 3.0 litre mild-hybrid unit and the uncertainty hovers over the V6 too. As for the actual engines that will make up the family, these are

understood to include updated versions of the four-cylinder petrol and diesel units for fewer emissions.

Acknowledgement to CarScoops for the information in this story. ■

Feature SS & Mark IV Jaguar Saloons

"THE AUTOCAR" NOVEMBER 9TH 1934

What is a Sports Car?

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The Autocar

FOUNDED 1895



One of the many 1934 Concours successes



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Feature SS & Mark IV Jaguar Saloons

Swallow S.S.I.



The Swallow Sidecar Company was founded in 1922 by motorcycle enthusiasts, William Lyons and William Walmsley. Originally making motorcycle sidecars before developing bodies for passenger cars. The business then extended to complete cars made in association with Standard Motor Co.

The S.S.I. (the top of its radiator says 'SS One') was a two-door sports saloon and tourer built in Foleshill, Coventry, England. It was first presented to the public at the 1931 London Motor Show. The car was initially supplied as a four-seater fixed head Coupé. In 1933 a tourer was launched.

With a top speed of 75 mph (121 km/h), The S.S.I. was noted for its value-for-money and attractive appearance, rather than its performance. It initially used either a 2.0 litre (2054 cc) or 2.5 litre (2552 cc) six-cylinder side-valve Standard engine. The chassis was also made by Standard. In 1932 the basic Coupé cost £325. In 1933 the chassis was changed to underslung suspension and

modified to give a wider track and better front footwells. The gearbox also gained synchromesh.

S.S. Cars Limited - S.S.I.

In 1934 Walmsley elected to sell-out and in order to buy the Swallow business Lyons formed S.S. Cars Limited, finding new capital by issuing shares to the public. The cars initially retained the name SS.

For 1934, a four-light saloon version of the S.S.I. was built, a machine that shared almost everything with the Coupé, but with new glass rear windows in lieu of the Coupé's carriage top with false irons. In 1935 an Airline Coupé and drophead Coupé were added to the range.

The car was 15' 6" (4.72 m) long and 5' 3.5" (1.613 m) wide (growing to 5' 5½" in 1934), and typically weighed 2300 pounds (1043 kg).

The engines were enlarged to 2.1 litre (2143 cc) and 2.7 litre (2663 cc) for the 1934 to 1936 models.

Body style in order of introduction: -

- 2-door 4-seater:
- fixed head Coupé
- tourer
- sports saloon
- Airline sports saloon
- drophead Coupé

In total just over 4200 cars were made.

(continued page 12)



1935 S.S.I. Airline Sports Saloon. This car (one of 600), was owned by Jack Jeffries until the early 40s. It was restored by Ron Campbell, who owned the S.S.I. for over 20 years. It passed to Bryson Industries who used it for promotional purposes until 1978 when it became part of the Rainsford family collection where it spent most of this time on display at the National Motor Museum at Birdwood in South Australia, before being sold to an overseas buyer.



1934 (2143cc) Swallow S.S.I. Four-Seat Fixed Head Coupe. Delivered new in 1934 to a Government official in London. When he moved to Australia in the '40s, he brought the car with him and it promptly disappeared. Subsequent owners left it to steadily decay before it was rescued in 1997 by retired farmer and panel shop proprietor Norm Archer who restored the car to immaculate condition. To read more go to: [Unique Cars SS1](#).

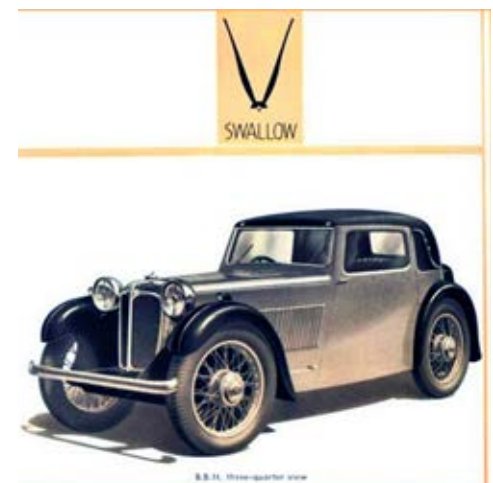


Illustration of a S.S.II. Series 2 with its cycle wings and carriage top with false irons. Original photographs of the early S.S.II.'s Series 1 are virtually non-existent.

Feature SS & Mark IV Jaguar Saloons



PRICE
£325

PRICE
£325

THE S.S.I.

RADIATOR. A special feature, entirely redesigned, conforming with the graceful body lines; fitted with chromium plated fluted frame, futuristic emblem and filter cap under the bonnet. The ensemble is completed with chromium plated head lamp bar and louvered apron between the dumb irons. Cooling system incorporates new high efficiency impeller and special film block to prevent over-heating.

BUMPERS. Exceptionally substantial and of attractive appearance, are domed 2½ section. Those at the rear protect the spare wheel and trunk.

COACHWORK. Coachbuilt, with leather grained head and large travelling trunk; the body represents the finest example of craftsmanship. The body is constructed on the standard lines and is of extreme strength. Everything possible has been done to ensure lasting and trouble-free quality. The frame is of prime quality selected ash throughout, reinforced by aluminium and metal brackets.

THE DOORS. Flush fitting, and exceptionally wide, ensuring ease of access; the doors are hinged on double-strength standing pillars from bottom side to central by means of special self-aligning hinges, incorporating Exact ground nipples. Spring loaded all-steel door checks are fitted to the bottom of the doors secured to the chassis frame. Entirely new type slam locks of positive action are fitted. Each door is fitted with adjustable Bedford buffers.

THE HEAD. Leather grained, with chromium dummy head joints. Chromium weather mould protecting door, and chromium lead down hinge pillar and wasteline.



PRICE
£210

PRICE
£210

THE S.S.II.

BUMPERS. Exceptionally substantial and of attractive appearance are domed 2½ in. section. Those at the rear are of the quarter type.

COACHWORK. Coachbuilt, with leather grained head and large travelling trunk, the body represents the finest example of craftsmanship.

THE DOORS. Flush fitting, and exceptionally wide, ensuring ease of access, are hinged on two chromium plated heavy barrel joint hinges. The locks are of the heavy tapered working plate type with pinlock incorporated in the off-side handle, the near-side lock is fitted with interior safety catch.

THE HEAD. Leather grained, with chromium dummy head joints. Chromium weather mould protecting door, and chromium lead down hinge pillar and wasteline.

TRUNK. Leather grained with futuristic heavily chromium plated hinged security catches and key lock. Provides spacious accommodation for travelling cases.

Swallow S.S.II.

Somewhat overshadowed by the larger S.S.I., the S.S.II. offered a more compact and affordable sporting car to the motorist of the early 1930s.

Introduced in 1931, there was one major difference between the S.S.I. and S.S.II.. Standard constructed the S.S.I. chassis exclusively for Swallow to fit the body. The chassis used for the S.S.II. was a regular Standard Nine chassis. The S.S.II. was smaller in every aspect compared to the S.S.I., but that is only clearly visible when the cars are lined up together..

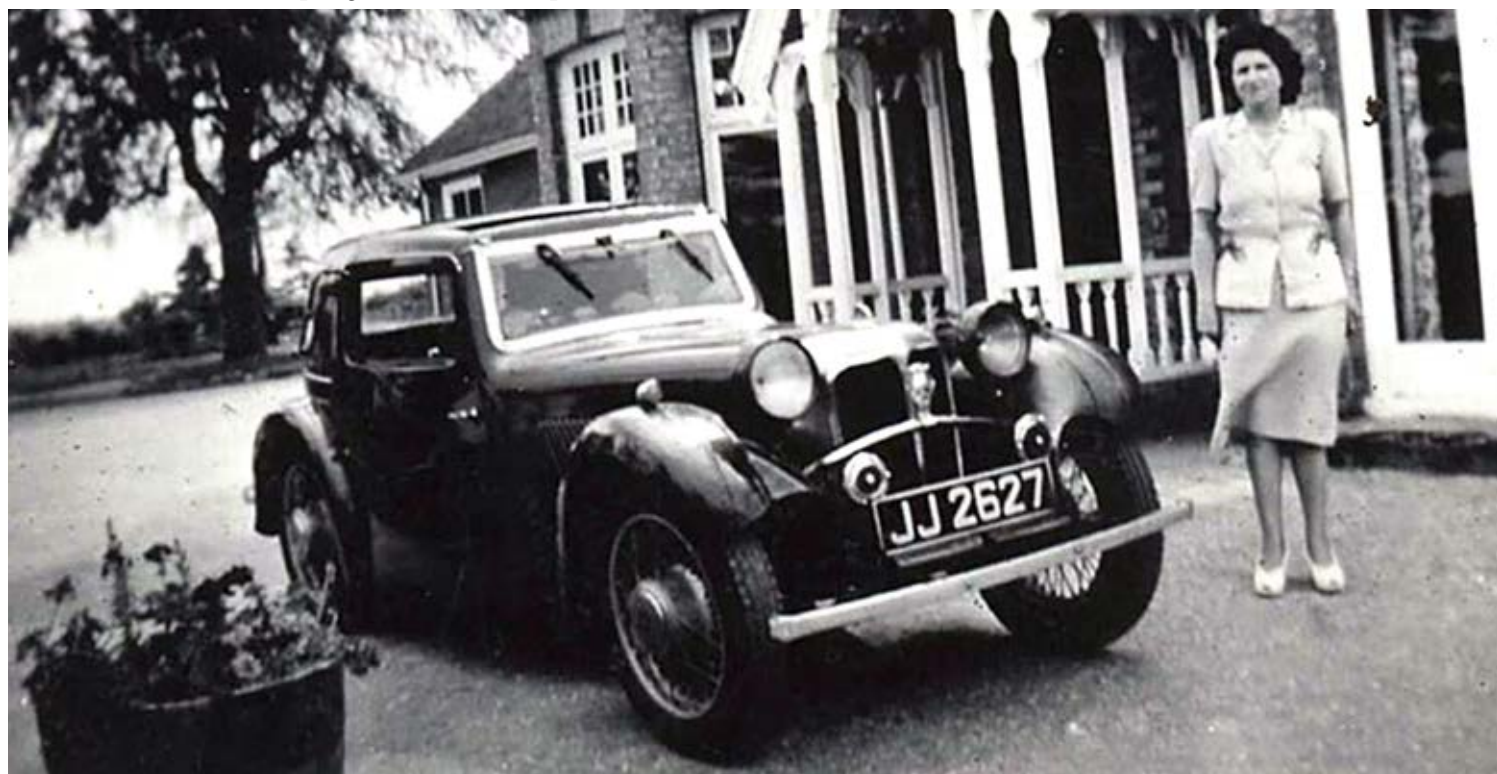
Both models used Standard engines, but the S.S.II. used a four-cylinder 1.0 litre side-valve engine. The rakish looks of the S.S.II. somewhat belied the performance on offer from the Standard engine, with a meagre 27bhp on tap to propel this neat little Coupé in its initial form. It was the good looks and affordable price that made the S.S.II. successful.

To spice up the performance of the S.S.II., two larger engines were available in the Series 2 introduced in 1934. These were the 1343 cc 32 bhp and 1608 cc 38 bhp versions.

A slightly larger wheelbase to offer the occupants a little more room, a four-speed gearbox and servo operated drums were also part of the Series 2 package. Two versions were available, the Saloon and the Coupé, both of which were very similar except for the fabric covered rear quarter windows on the Coupé.

Production of the S.S.II. continued for 5 years, with a healthy 1801 examples of the car being produced. So, for Sir William, it was a useful money earner.

(continued page 13)



Rare S.S.II. Series 1 coupe (curved headlight bar). Only 154 were constructed. As with many pre-war cars, the survival rate was very low.

Feature SS & Mark IV Jaguar Saloons



1937 SS Jaguar 3 1/2 litre with the single fender mounted spare tyre. In 1936 and 1937, Jaguars still had wood framed bodies. It was not until 1938 that the company started using all steel construction techniques. Problems with the new process almost halved production in 1938. By the start of the war Jaguar had produced over 14,000 cars.

SS Jaguar 1 1/2 litre, 2 1/2 litre and 3 1/2 litre saloons

These were produced as a four-door saloon and as a drop-head Coupé, both seating five. The 1 1/2 litre cars are somewhat smaller than the 2 1/2 and 3 1/2

litre cars. The early 1 1/2 litre engine was a side-valve four, later an OHV four replaced it.

The 2 1/2 and 3 1/2 used the William Heynes developed version of the overhead-valve six as used in the SS-100. The cars also

used an uprated Standard synchromesh gearbox and the latest Girling hydraulic brakes.

The 1935-37 models had a single fender mounted spare tyre; the 1938-40 models had the tyre under the boot in a compartment. The radiator shell had vertical chrome bars. The front sidelights on early cars are a separate chrome unit, but on later cars were done by welding a pod onto the fender and blending in with lead. Horns are generally visible, mounted on the bumper or under the headlights. Some cars have fog-lights. The door handles are below the chrome side trim on early cars, but in line with the trim on later cars.

The tyres were 18" rim diameter with wire spoke wheels, with the chromed knock-off hub having the SS logo. The optional Ace discs covered the spokes to give the appearance of disc wheels.

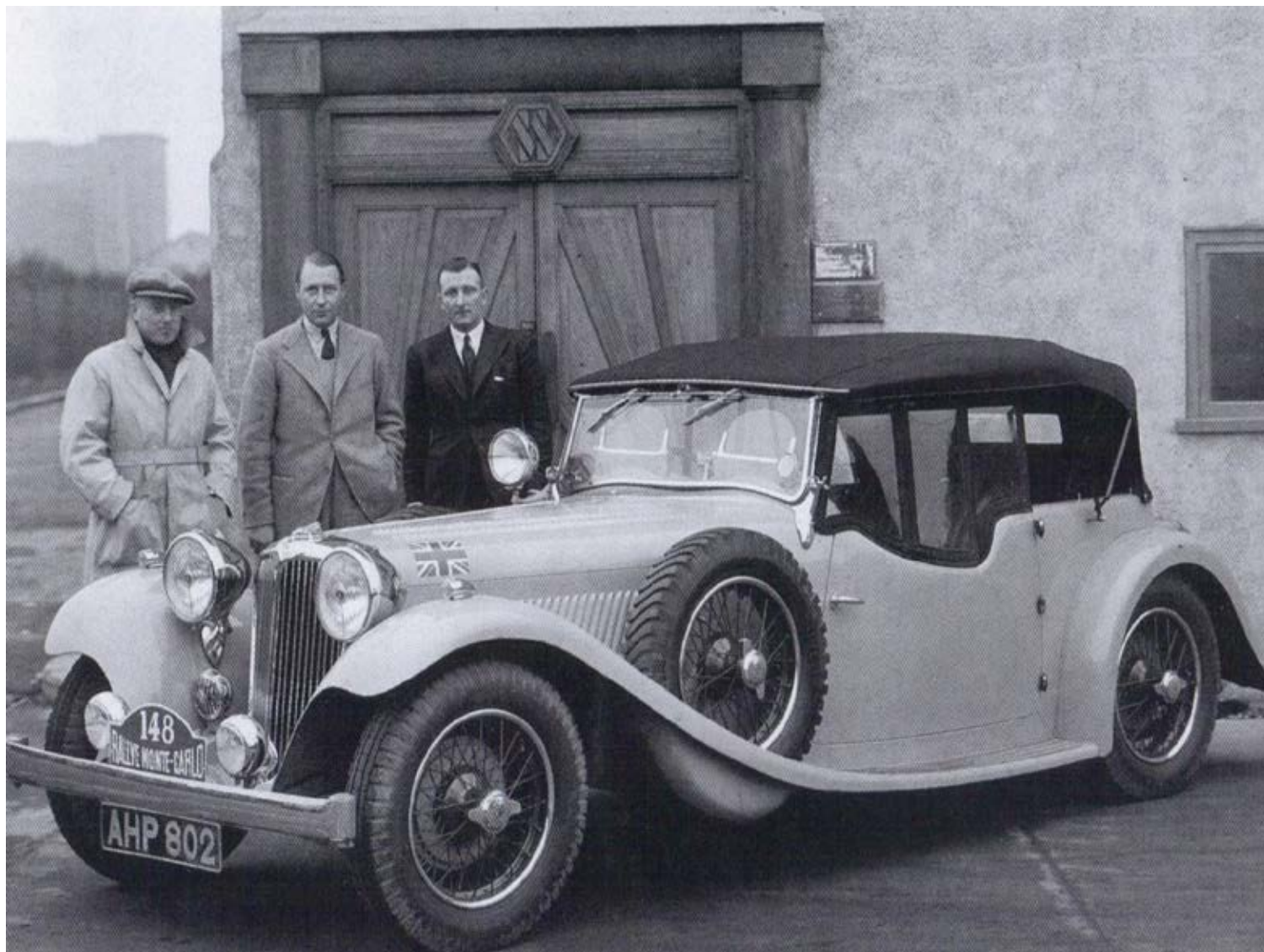
Badged as a Jaguar for the first time, the 2 1/2 and 3 1/2 cars wore huge Lucas P100 lamps and like the 1 1/2, featured an integrated boot complete with a tray of tools, the start of a long-standing Jaguar tradition.

(continued page 16)



1939 3 1/2 litre DHC of Rod Mathers (WA). Used in a ticker tape parade for Shirley Strickland after success at the 1952 Helsinki Olympics.

Feature SS & Mark IV Jaguar Saloons



S.S.I. and British Racing Driver the Hon Brian Lewis (centre) with Sir William Lyons (right) at the SS's front door prior to the 1935 Monte Carlo Rally. Plaques by the doors denote the registered offices of the Swallow Coachbuilding Company and SS Cars Ltd.



Clarke Gable taking delivery of his 1948 Mark IV 3½ litre DHC from Roger Barlow of the Los Angeles distributor International Motors

Feature SS & Mark IV Jaguar Saloons



The cars produced in 1938 had an all steel body which was a breakaway from traditional coachwork of steel panels on an ash frame.



October 1945 witnessed Jaguar restart manufacture of cars. These 1½ Mark IV Saloons were the first off the production line.

Feature SS & Mark IV Jaguar Saloons

(Continued from page 13)

The SS Jaguar saloon was described by *The Autocar Magazine* as “a real masterpiece of aesthetic and practical proportioning”.

There were a few special bodies done by various other coachbuilders including Graber, Saoutchik, Beuttler, Van den Plas and a Mulliner divided limousine for Standard's director Sir John Black.

Mark IV Jaguar

The name Mark IV was never an official factory designation for the 1945-48 cars, but has been unofficially hung on these by the aficionados ever since the early '50's.

All the Mark IV's were built on a separate chassis frame with suspension by semi-elliptic leaf springs on rigid axles front and rear.

Mechanically these are the same as the pre-war saloon range and were produced in saloon and DHC form. The 2.5 and 3.5 engines were now produced by Jaguar, Lyons having bought the tooling from Standards, who continued to supply the

1.5 engine, making it the last Jaguar to be built with an outsider engine.

Visual differences between these and the pre-war SS Jaguar saloons are very minor. The radiator badge reads “Jaguar” with the engine size, the SS logo having been eliminated. The badge in the centre of the rear bumper is a “J”, replacing the “SS”.

The tires are 18” rim diameter with wire spoke wheels, and optional Ace discs covered the spokes to give the appearance of disc wheels. The wheel knock-off hubs also say Jaguar rather than SS.

The pre-war 1½ litre cars were available as a saloon or drophead Coupé, but post war, only the closed model was made. Performance was not a strong point but 70 mph (113 km/h) was possible. The car featured the same cabin dimensions and well-appointed interior as its longer-engined brothers. Despite its lack of out-and-out performance, a report of the time, comparing the 4-cylinder 1½-litre with its 6-cylinder siblings, opined that the smallest-engined version of the car was “as is often the case ... the sweetest

running car” with a “big car cruising gait in the sixties”.

The 2½ litre cars were approximately 300mm longer than the 1½ litre to accommodate the six-cylinder engine. The passenger compartment was the same size.

The 3½ Litre, was essentially the same body and chassis as the 2½ Litre and the larger 125 bhp engine gave better performance but at the expense of economy. The rear axle ratio was 4.25:1 as opposed to the 4.5:1 on the 2½ Litre.

Production

- The 1½ Litre ceased in 1949. From 1935-1949, 10,980 cars were built.
- The 2½ Litre ceased in 1948. From 1935-1948, 6,281 cars were built.
- The 3½ Litre ceased in 1948. From 1937-1948, 3,162 cars were built.

The cars were succeeded by the Mark V (1948-1951). ■



Bruce Fletcher, 1948 Dark Blue 3.5 litre Mk IV Manual

Feature SS & Mark IV Jaguar Saloons



There were a few special SS saloon bodies done by various coach-builders including Swiss Carrosserie Hermann Graber

Graber, bodied several Jaguars, one of which is this wonderful SS Coupe one-off. The car was shipped as a bare saloon chassis to Hermann Graber at Wichtrach, near Berne, Switzerland, in May 1938.

Graber fitted the SS saloon chassis (#30182X) with a two-door, two-window, five-seater Coupé body for one Monsieur Michel Dionisotti of Geneva.

It is believed to have been finished in black over grey with a grey leather interior and built-in radio. It has two pull-down occasional seats in the back and also has a door for skis. The car was initially fitted with large Lucas head lights, which are now replaced by smaller examples.

On March 31, 1949, the car was registered in Switzerland as a 'Limousine Coupé' to Enterprise de Grads Travaux S.A. of Lausanne.

In 1953, the car was registered to "Labhart Thelma Violet" of Geneva but was eventually believed to have been purchased by a Canadian serviceman who returned to Canada with it.

By May 1956, Brian Metcalfe of Ontario owned it before it was eventually purchased by Frederick Corp, who drove it until 1963, when he placed it into storage.

The car then passed through at least

three known North American owners before David Gill of Chicago purchased the car in 1987 and commissioned its restoration. The car was dismantled, and the restoration began but for some reason it was halted.

Kathy and Gerald Nell purchased the car in 1990. The Nells bought the car in pieces but were able to amass substantial records, and they were lucky to find previous owner Fred Corp, who confirmed that it had been his car. Corp was instrumental in the correctness of the restoration.

When RM Auto Restoration restored the car in 1994, they asked the Nells if they'd like some sloppy welds cleaned up, where Graber had extended the frame at the rear. The Nells asked the car be kept original 'and we got dinged for that at Pebble', Kathy Nell said.

The car was returned to as-new condition at a cost of \$270,000, with the exception of being painted royal blue instead of the original black and grey.

In 2010 the car was put up for auction by RM Auctions with an estimate of \$500,000 to \$700,000 USD. The Graber Jaguar one-off sold for \$385,000 USD.

Less than a year later, the car was offered again by RM Auctions at Villa d'Este with an estimate of \$425,160 - \$566,880 USD. The car did not sell with a hammer bid of \$297,612 USD. The auctioneer said that it should have sold well, being so close to the origin of its Graber coachwork and it's hard to conceive why the bidders were so reluctant. ■



Until his death in 1970, Hermann Graber designed and built over 800 coachworks on chassis from Alvis, Aston-Martin, Bentley, Bugatti, Duesenberg, Lagonda, Packard, Rolls-Royce, BMW, Rover and of course - Jaguar.

Jaguar XK Commemorative 1951 Darwin to Alice Springs - 1996

Four SS Register members and their wives drove their S.S.I., Jaguar MK IV and MK V cars from Adelaide to Darwin and return.

- Jan & Ross Rasmus (SS1),
- Margaret & the Late Don Evans (Mk4 DHC),
- Graham & Dorothy Butler (MK4),
- Lorraine & Jim Temby (Mk5)

Tales of the Trip

The trip began with a request from Victorian Jaguar Drivers Club. They were planning a 45th Commemorative run to celebrate Jaguar's 1951 Darwin to Alice Springs XK120 1,000-mile journey with an average speed of 100 mph. To test the logistics of organising the run for the 50th, we were invited to join.

We decided that we would drive our cars and camp with tents. A trailer was required to transport all equipment including food necessary to camp on the side of the road.

Jim was unable to commence the trip with us, but put his car on the train and joined us in Alice Springs.

We toasted the beginning of the journey 13th July 1996 with champagne at Gawler with other SS Register members.

End of each day we would set up camp, light the fire ready for cooking and warmth when the sun went down.

Unbeknownst to others, The Rasmus's set their table with a green tablecloth embroidered with "Jaguar logo, Adelaide to Darwin" and our names embroidered on the table napkins, a three-candle candelabra made the setting.



Ross dressed in a brightly coloured waist coat and matching bow tie, Jan a scarf and hat. Not your usual attire for camping on the side of the road, and a surprise for all.

We all felt comfortable with the late Don, his good mechanical knowledge and having driven this route many times.

Late in the day he would select a suitable campsite, usually in the bush, miles from any town. Don, being a bush truckie, a wash in the bowl was good enough. By day 3 the girls ganged up on him and it was changed so we had hot showers every other day.

Coober Pedy then Uluru, magic memory of early Jaguars with Uluru in the background as the sun is setting.

Had to replace fuel pump (SS1) with a spare we carried with us on way to Alice Springs, where we spent 2 days sightseeing.

You might think it would be boring covering these distances at 90 kph, but with CB's, there was much banter, never a dull moment. I could imagine the comments of the other travellers that had their CB's switched on. CB's were used as we were kilometres apart to communicate between cars and to advise of approaching vehicles.





Another Jaguar photo shoot was at the Devil Marbles, impressive display of large rocks.

The Old Noise in the Engine Trick

On breaking camp at Renner Springs, the Jaguars went to fill up, but when I started the S.S.I., it made a loud knocking noise, not a good feeling! So I advised others that the S.S.I. was not going anywhere.

Discussions were had;

- send the car back home on a trailer,
- arrange for spare engine from Adelaide
- or fix it.

Don said "we came as a group we'll fix it." The car's front wheels were up on a couple of large rocks and for the next two days heads under the bonnet, legs protruding from under the body, head, sump off and gearbox out. The problem was a bolt had become loose on the pressure plate causing the noise.

To Daly Waters to view the extensive Bra display. A swim in the pool at Mataranka which was a relief as the weather was really heating up, no air conditioners in these cars. We attracted a lot of attention along the track, the bush telegraph

worked really well as towns knew we were coming.

We reached Darwin with a couple of days to spare, with upmarket accommodation with running water at the caravan park, made the girls happy!

To celebrate arriving safely in Darwin we dressed up in our formal clothes,

Graham in his Butlers outfit with top hat, I had a special appliquéd jacket with SS and all others visited the op shop.

At MGM Grand Casino, we had Registration and drivers briefing, where we socialised with other entrants from all states except Canberra which wasn't represented.

(continued page 20)



Darwin to Alice Springs - 1996 (cont)

The Commemorative Run

The Official start: 2nd August 1996 at 9.00am

The actual Rally included night stopovers, at Katherine where we toured the magnificent Gorge, Mataranka, then Tennant Creek.

The journey from Darwin to Alice Springs took 4 days and 1,000 miles of driving.

There were approx 50 Jaguars, mostly XK's.

For us driving the older cars we would be one of the last to arrive at each night stop, at times we did envy the faster cars, but we had more time to admire the ever-changing scenery of the Australian landscape.

The journey Adelaide to Darwin and return approx. 4000 miles. Four weeks travelling (a different outfit each night).

Interesting my driving vision is only about 20-30 metres either side of the

road, but Don would spot kangaroos and emus 200-300 metres away and use the CB's to advise us.

Having no real door seals, we enjoyed the aroma of the bush, but a deep breath was required when passing "road kill".

It was very cold and several times the tea towel that we had hung out to dry was frozen stiff in the morning.

There were many who acknowledged us in our old cars, lights flashing, horns tooting, thumbs up.

Graham's car was the only car that kept getting punctures, and on the second to last day he got another. Graham said "not a problem" and proceeded to change it. Dorothy who is normally quiet and reserved could be heard saying "Graham how many punctures does it take before it becomes a problem".

This was about his twelfth!!!

We males knew each other through Register meetings, with the girls having

had little contact with each other and to spend 4 weeks together was a marvellous achievement!

The S.S.I. made in 1934, at the time was 62 years old, an excellent achievement, the others were older than 48 years. MK IV DHC 1948; MK IV saloon 1948; MK V 1950 saloon.

We all felt that we enjoyed the trip so much it was mentioned we should consider the Concours in Perth in a couple of year's time.

Ross Rasmus

Editor- Thank you very much Ross. I was living in Alice Springs at the time and went to see the cars on display at the Alice Casino. Cannot wait for your next story - The Trip to Perth.



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Jaguar E-Type 60 Collection Announced

Jaguar E-Type 60 Collection Announced Prior to Major 2021 Anniversary.

Back in March 1961 no one had any idea of the fame British automaker Jaguar would achieve thanks to its now-legendary E-Type series. But they did get a glimpse at stardom at the Geneva Motor Show in Switzerland just like we are right now when the automaker is announcing its latest tie-in, the 2021 Jaguar E-Type 60 Collection.

Jaguar's Classic division has taken upon itself to cause a major storm among E-Type collectors by providing them with just six limited-edition, fully renewed pair of 3.8 examples. The new collection will include lots of historic detailing and some bespoke shades.

More importantly, Jaguar is presenting the new special series as a matching pair of units just in time for the 60th anniversary of the E-Type because the carmaker wants a suitable tribute to some of the oldest and most renowned vehicles in the series – the "9600 HP" and "77 RW."

Both were connected to the model's global unveiling in March 1961 in Geneva and represent a fitting tribute to the corresponding moment in 2021 when the company will celebrate in a big way the model's six decades history.

According to official tales from the Jaguar storybook, back then the 9600 HP Opalescent Gunmetal Grey 3.8-liter Fixed-Head Coupé was driven "flat out" out of the Coventry factory the night before its presentation. It then arrived with just minutes to spare at Parc des Eaux Vives to greet special guests. And because it became a major success with the audience Jaguar decided it needed a second car in Geneva.

That would be, of course, the British Racing Green 3.8-liter roadster with the 77 RW registration plate – who after "dropping everything" was driven the next night by renowned test pilot and engineer Norman Dewis to satisfy the crowd.

The cars are available to order now via direct contact with Jaguar Classic, which has already acquired the 12 donor 3.8 litre vehicles ahead of careful restoration at Jaguar's Classic Works headquarters in Warwickshire. Their new anniversary specification includes new and exclusive

hues alongside 60th anniversary elements designed alongside Julian Thomson, Jaguar's own design director.

As such, each of the six pairs will feature one Flat Out Grey '9600 HP' Coupé and one Drop Everything Green '77 RW' roadster, the new paints being a tongue-

in-cheek reminder of the trials and tribulations Dewis had to endure behind the scenes.

For now, Jaguar has not said anything about pricing and availability for each duo pair but they can be expected to cost at least £650,000. ■



Sir William Lyons with E-type 9600 HP at the global launch in Geneva in 1961. Six (6) "copies" are to be made in time for the 60th 2021 anniversary



Famous 77 RW roadster driven by Norman Dewis for the global launch in Geneva in 1961. Six (6) 'copies' are to made in time for the 60th 2021 anniversary.



Jaguar E-type 60 collection has been announced in advance of major 2021 anniversary. Six limited-edition fully renewed pair of 3.8 examples are to be built for 6 lucky collectors.

Legendary Test Driver Would Have Been 100 This Year

Jaguar's legendary test driver would have turned 100 in August.

Norman Dewis spent much of his career as a Jaguar test driver and engineer, pretty much flat out. Literally, Jaguar tells us he completed more than one million

miles of testing at average speeds of over 100mph.

And as befits a man who spent his life going very fast indeed, he wanted to spend his 100th birthday driving a Jaguar at 100mph once more.

Sadly, Dewis passed away in June 2019 at the age of 98, but leaves behind him an incredible legacy that helped shape Jaguar's biggest moments.

Acknowledgement to BBC Top Gear Magazine for the information in this story. ■

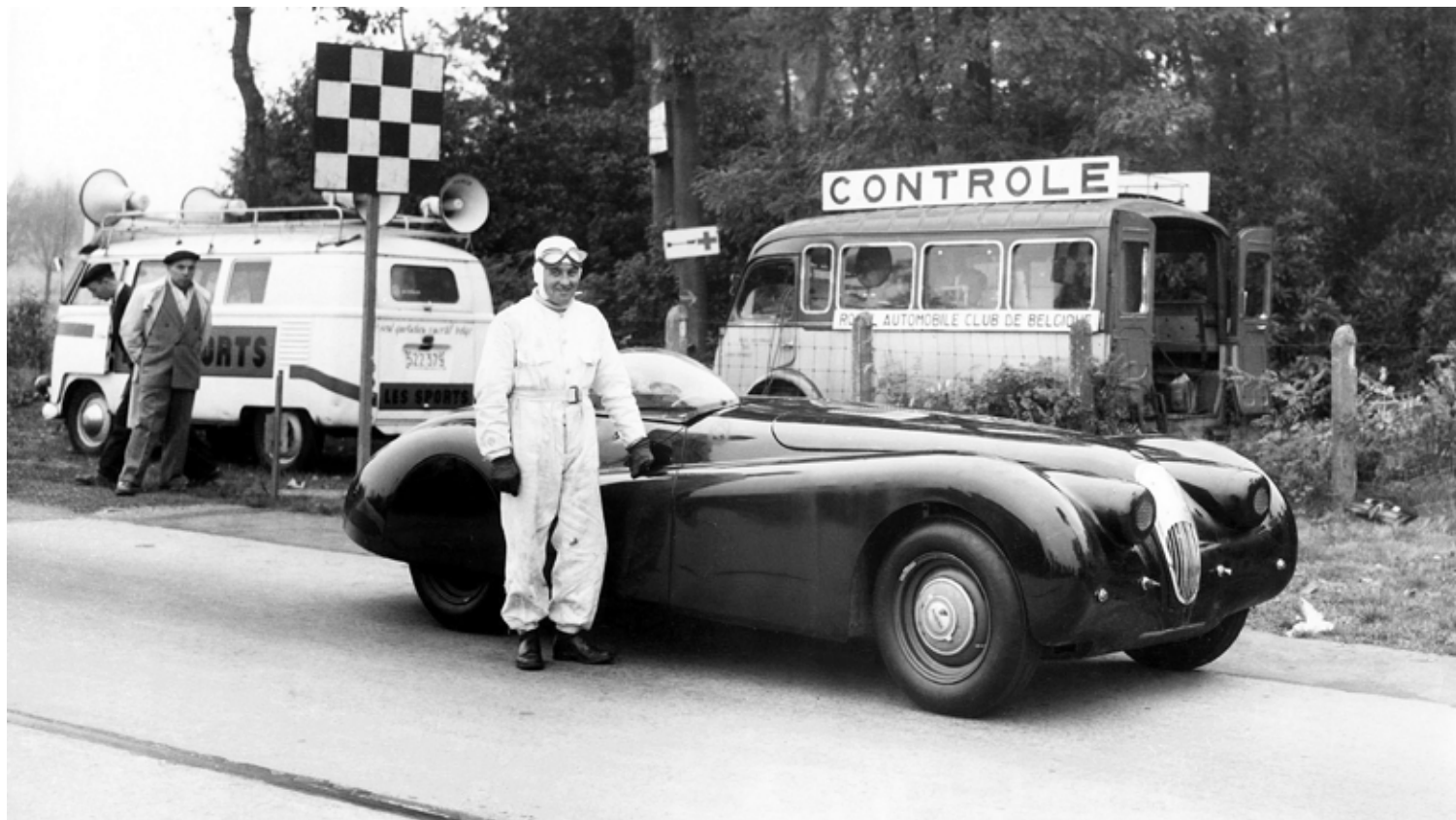


Norman Dewis birthday celebration in 2010. Seen here behind the wheel of a C-Type Jaguar



Dewis began his career with Jaguar on 1 January 1952, and alongside his job as helping develop the cars we all now consider iconic, he also played a "pivotal role" in the development of the Jaguar/Dunlop disc braking system. Here he is navigating with Sir Stirling Moss in a C-Type (with disc brakes) at the 1952 Mille Miglia.

Legendary Test Driver Would Have Been 100 This Year



A year after navigating for Sir Stirling at the Mille, Dewis was doing what he did best. In 1953 he set a production car speed record of 172.412 mph in a modified XK120, on a closed section of the Jabbeke highway in Belgium.



You may know of Dewis's overnight heroics, driving a new E-Type 700 miles from Coventry to Geneva in one hit for its reveal at the 1961 motor show. As Jaguar said, "there was only one man for the job". Indeed, he helped develop the very car that has become a cornerstone of what Jaguar stands for today.

Legendary Test Driver Would Have Been 100 This Year



Dewis also played a hand in developing the heart-stoppingly gorgeous, mid-engined XJ13 which launched in 1966. However, later in 1971, Dewis drove the XJ13 at the MIRA test track for a film celebrating the launch of the V12 E-Type. A punctured tyre resulted in a crash, flipping the only prototype over. Dewis, thankfully, emerged unscathed, and the XJ13 was later rebuilt.



Dewis seen here driving a lightweight E-Type that he helped to develop back in the 1960's. He retired in 1985, but continued to represent Jaguar, and helped the Classic team on the launch of the 'missing six' Lightweight E-Types in 2014.

The Racers That Stopped The World

Apart from Norman Dewis' 100th birthday, a milestone the former Jaguar test driver never got to reach, the world has also lost Sir Stirling Moss. However, a new documentary has been made that celebrates one of the achievements they're known best for: pioneering the disc brake.

Called 'The Racers That Stopped The World', the documentary cast includes Derek Bell, Sir Jackie Stewart and Murray Walker alongside Moss and Dewis discussing the impact the Jaguar C-Type and its disc brakes made on motorsport.

It was back in 1952 that disc brakes were first used in a C-Type, Dewis testing incessantly with Dunlop over the winter and getting a car on the Goodwood grid that spring, with Moss using it to set the fastest lap - making it clear Jaguar was onto something.

In 1953 came the C-Type's crowning moment; with further Dunlop-Dewis testing, the team went to Le Mans. Not only were the C-Types lighter than '52, they had improved discs brakes. The result was a one-two for Jaguar, with

Tony Rolt and Duncan Hamilton taking the victory and the second placed car piloted by Moss and Peter Walker. It was also the first time that Le Mans had been won with an average speed of more than 100mph.

This short trailer previews the documentary that is available on Sky. It, certainly looks worth a watch.

Go to [Racers that stopped the world.](#) ■



Lister Stealth Claims to Be Fastest SUV In the World

Lister became world-famous in the racing world in the 20th century, it reinvigorated the continuation car market and has made a new name for itself with its highly tuned versions of current Jaguar models in the 21st.

The Lister Motor Company is now about to launch its take on the Jaguar F-Pace SVR – the 675 hp Lister Stealth.

The Lister SUV boasts a top speed in excess of 200 mph, which Lister claims makes it the fastest SUV in the world.

If the 200-mph figure proves correct, the Stealth would indeed be faster than the Bentley Bentayga Speed, which has a top speed of 190 mph, and the Lamborghini Urus, which maxes out at 189.5 mph.

The car follows on from the one based on the F-Type, "F-Type Thunder" that saw three years of development. There wasn't a budget for a big launch and so they simply sent out a press release – and sold 14 cars on the day at £155,000 each,

which was a £65,000 increase on the production F-Type.

The Stealth has a full carbon-fibre body kit, new suspension, new wheels, new interior, a significant 20% power upgrade and a new exhaust set to loud. The model is being produced in limited

quantities, with only 250 making their way to customers, starting at £110,000.

Compared to a new Range Rover SVR at £150,000 or a Lamborghini at £200,000, it's possible that they may achieve their 250 sales target. Only time will tell. ■



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Motor Racing Has Improved The I-Pace

Formula E and in the I-Pace eTrophy racing series have done more than showcase the potential of electric vehicles.

The data they produce has benefited Jaguar by helping to improve their all-electric SUV. It has been a huge enabler for upgrades to the revamped 2021 I-Pace electric SUV and eventually the all-electric Jaguar XJ sedan.

Steve Boulter, the I-Pace vehicle integration manager, outlined what he calls “an amazing test bed” for learning about thermal management and duty cycles in EVs.

“In the end, that means it’s like a customer’s got a full race team behind them as well,” Boulter said. “Racing gives us experience and information that we wouldn’t otherwise have as engineers.”

When you combine the data from that extreme racing environment with the hundreds of millions of miles of road-car data that Jaguar has, it can get a better perspective on how its cars are being used and how they can be improved.

Existing I-Pace Updates

Boulter says that a very significant update took direct advantage of Formula E and eTrophy telemetry data. By changing the default torque distribution between the front and rear motors to 30% on the front, 70% to the rear—versus 50/50 before—Jaguar found that it could improve efficiency without affecting performance.



It also boosted efficiency by using more regenerative braking and bringing it in sooner, at lower speeds and when the state of charge is higher.

It’s also made more effective use of the active radiator-vane system, which can shut off the grille at the front and balance improved aerodynamics with cooling needs, and changed the heat pump behaviour and scavenging behaviour from components.

Previously updates required a trip back to the dealership. But now owners can get over-the-air updates.

Finally, the battery management software has been updated to allow the batteries state of charge to run lower than before “without affecting the durability and the drivability and performance of the car whatsoever,” assured Boulter.

2021 I-Pace Upgrades

The new I-Pace will include hardware upgrades to the whole electrical architecture. That will enable more in future over-the-air updates, Boulter hinted, but the most noticeable thing in the 2021 is a new Pivi Pro infotainment system that is 85% faster than the previous system, includes improved navigation, and can now pair two phones at once.

An upgrade of the climate control system will allow more efficient heating and added filtration down to PM2.5. When you’re charging you can set the vehicle to use purification to purge allergens and ultra-fine particles.

With a dual-modem embedded SIM and available 4G data plan, vehicle-wide over-the-air updates are less intrusive, allowing some updates to occur while the car’s in use.

Not all the technology is going from the race car to the road. The Formula E car uses the road-sign recognition system that was originally developed for road cars.

The irony is that the electric race car uses the technology developed to keep your speed down on public roads.

It identifies where the race car is on the track and, taking stock of how much charge is left, to work out how fast it can go on the race course without running out of power. ■



Jaguar XJC and XJS

Celebrate 45 Years 1975—2020

October 9-12, 2020

Spending a relaxed weekend in the Riverland

Full details and Registration available at

jdcsa.tidyhq.com/public/schedule/events

Registrations are essential and close 20/9/20



More information contact: Philip Prior 0402 670 654

2021 Club Calendar - Photos Needed



Club Calendar 2021

Members are invited to submit photos of their car for inclusion in the Club Calendar for 2021.

Please send good resolution photos in landscape format to:

Di Adamson: di.adamson1@gmail.com

E-Pace is a CarsGuide Winner

CarsGuide recently reviewed the E-Pace Chequered Flag P250 grade to see how it compared to its larger sibling and the tough competition from Europe and Japan.

Impressive Standard Features

James Cleary, Deputy Editor of CarsGuide believes that once a vehicle surpasses the \$60k mark you should expect a lengthy list of standard features, and the top grade Chequered Flag doesn't disappoint. A fixed panoramic glass sunroof, grained leather seat trim with contrast stitching, 10-way adjustable heated electric sports front seats, dual-zone climate control, and a 10-inch 'Touch Pro' multimedia screen are just some of the high-end features.

Outside, a 'Black Exterior Pack', 19-inch alloy wheels, heated and power-folding door mirrors with approach lights, auto LED headlights, and a power tailgate are all standard inclusions. And while Cleary notes "...the standard fit-out delivers good value in terms of the asking price and category competition."

Striking Design Inside & Out

Dramatic design elements like the Chequered Flag's dark mesh grille and

long tapered LED headlights receive praise for creating "a recognisably feline face, with dark accenting on the fender grilles and window surrounds adding an extra air of intensity". The coupe-style roofline, tapered glass and broad haunches complete the eye-catching picture and accentuate the E-PACE's dynamic look.

Inside, the cabin feels both cosy and spacious at the same time, "with the steeply sloping dash and centre console increasing the feeling of space, yet keeping key controls and storage options within easy reach". In the driver's seat there's ample leg, shoulder and headroom, while accommodation for those seated in the back is also given Cleary's stamp of approval.

Performance On The Road

Equipped with a 2.0-litre twin-scroll turbo-petrol engine, it accelerates from 0-100km/h in a brisk 7.1 seconds. The transmission's adaptive shift system works well at reading the way you're driving, to tailor its behaviour accordingly, but for Cleary "shifting gears manually via the wheel-mounted paddles adds to the fun and accuracy".

A well-engineered set-up delivers cushy suspension and is tuned to cope with a range of conditions. Four drive modes are offered - 'Normal', 'Dynamic', 'Eco' and 'Rain/Ice/Snow', which adjust inputs like the steering, throttle response, transmission shifts, stability control, torque vectoring, and AWD system. For Cleary, "dynamic is the sweet spot, buttoning everything down just a little tighter, without any major effect on refinement, the car remaining quiet and composed even when driver enthusiasm starts to take the upper hand."

Conclusion

After putting the E-pace Chequered Flag P250 through its paces, CarsGuide concludes that it's "a compact, polished premium SUV package. Good value, super safe and spacious, it combines brilliant practicality with comfort and healthy performance...for those who don't want to skimp on the luxury experience, it's a compelling option in a highly competitive category". ■



Jaguar Drivers Club of South Australia

SA JAGUAR DAY

Sunday 18 October 2020

11.00am – 3.00pm

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All Jaguar and Daimler cars welcome.

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and must stay in place until 3.00pm

FREE ADMISSION

This Event remains unconfirmed at this time. Please keep the following dates free. Sunday 18th October at Civic Park and Sunday 25th October at The National Motor Museum. The Club will confirm the Date and Venue as soon as possible.

Support our **CATS and CANS** food drive.

Please load the boot of your Jaguar with non-perishable food items. The Salvation Army will be on site to collect from you as you enter the park. Cash donations will be also accepted.

Electric Jaguar XK120

The principle design philosophy of UK company Lunaz Design is that the future of classic cars will be achieved by preserving the past and embracing the (electric) future.

Their goal is to make the world's finest electric converted classic cars by using state of the art technology and manufacturing techniques to maximise range, performance, usability and make classics a little more future-proof.

At this point in time they have "three models"- a 1961 eight-seat Rolls-Royce Phantom V, a Rolls Royce Cloud, and a 1953 Jaguar XK120.



They source existing cars including those that are no longer functional and then fully restore them to create beautiful, clean and usable electric classic cars.

They will also rebuild owners own cars including XK120, XK140 and

XK150's models in both fixed head and drophead configurations. They claim that the interior and exterior finish will be of superior quality and that the beauty of the car will be preserved and transformed into a car that will provide

both high performance and a stress-free driving experience.

The electric motors produce 375bhp, and at least 250 miles of range.

Electrification has an added side effect – more legroom. This means people taller than six feet can now comfortably get in an XK120, 140 or 150 coupé and not worry about space.


The XK's retain their original massive steering wheel and the original seats are retained, albeit re-trimmed. Naturally the cars rev counter is replaced with a power gauge.


Lunaz Design's mission is to make classic cars work for future generations. Only time will tell if they will succeed in keeping automotive legends on the road for a fair while yet. ■



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WILL BE A MID – MORNING
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CONTACT ELENI KOLLIAS 0409 693 624

Jaguar's Self-Driving Cars & Motion Sickness

If the future lets people focus on work instead of driving during their daily commute, many of us will have to conquer motion sickness to read Memos and Emails.

Sudden braking, acceleration, cornering and lane swapping already causes motion sickness for passengers. This is amplified if the person is trying to read.

According to JLR, motion sickness affects more than 70 percent of people around the world. JLR is therefore working on new technology that will teach autonomous driving systems to reduce motion sickness.

The research aims to reduce the impact of motion sickness by adjusting acceleration, braking & lane positioning. The new software combines 20,000 real-world and virtually-simulated test kilometres to compute driving dynamics and improvements in the system.

By using advanced algorithms that self-learn based on bodily movements, the system can optimise its driving style, which in turn vastly improves the driving experience of the cars: -

- *JLR claims that its biometric sensors can detect when someone is becoming car sick even before they know themselves.*
- *Turning up the satnav's voice instructions is key: simply hearing the directions means people subconsciously prepare themselves for the car's movements.*

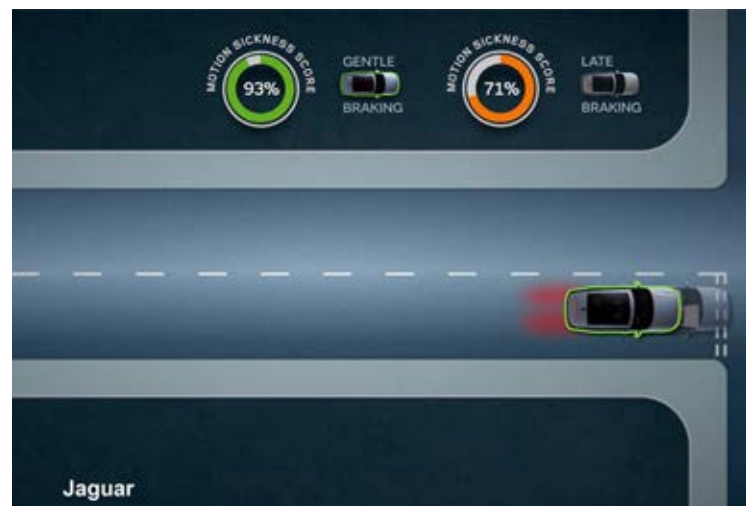
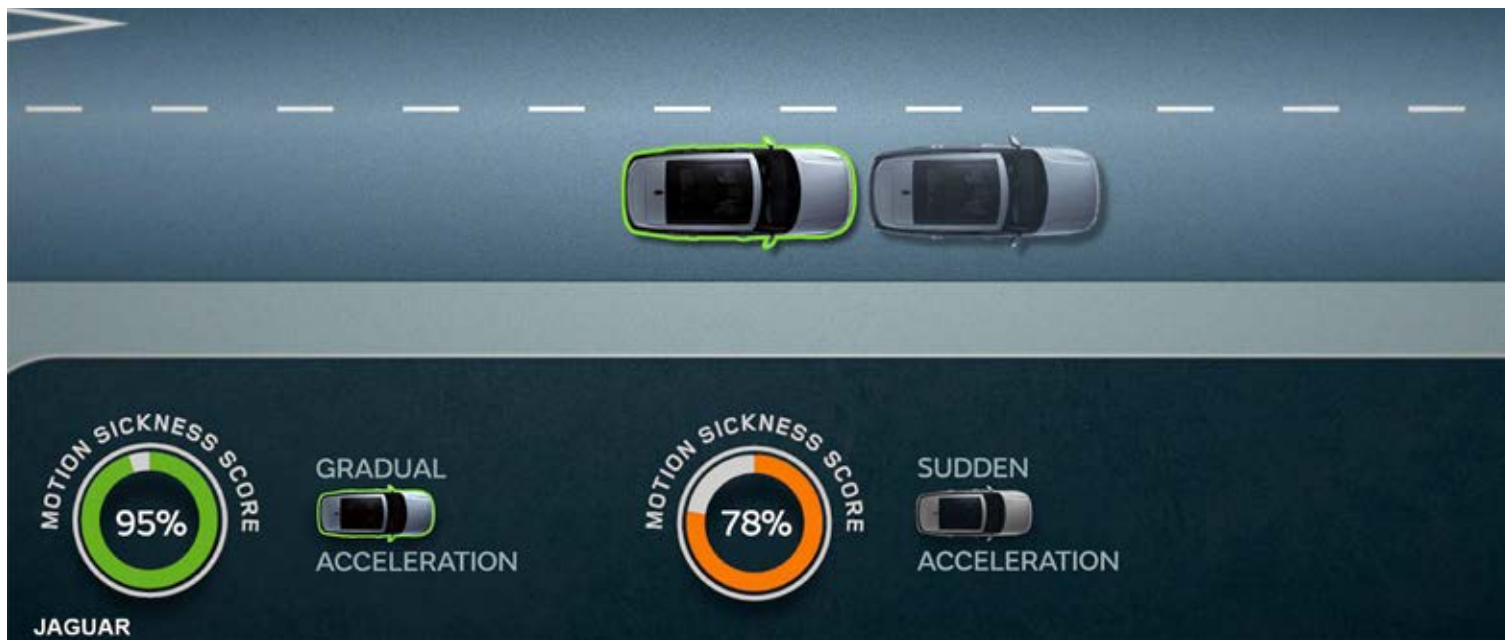
The new learning mechanism will also be able to adapt data to suit different models: a performance car for instance won't drive the same as an SUV under autonomous driving situations.

Motion sickness is caused "when the eyes observe information different from that sensed by the inner ear, skin or

body," says JLR. Using machine learning, cars can adapt the way they brake and accelerate to reduce this feeling.

"Mobility is rapidly changing, and we will need to harness the power of self-driving vehicles to achieve our goal of zero accidents and zero congestion. Solving the problem of motion sickness in driver-less cars is the key to unlocking the huge potential of this technology for passengers, who will be able to use the travelling time for reading, working or relaxing" says Dr Steve Iley, JLR Chief Medical Officer.

This new technology will bring relief to thousands of sufferers, and hopefully put JLR ahead of the game. ■



Jaguar World (August 2020)

The August edition includes feature stories on the following:

- **XK 4.2:** They drive a convertible and explain why there's never been a better time to buy a modern XK.
- **Jaguars Most Innovative Cars:** They discuss nine Jaguar models from the XK120 to the I-PACE and show how they transformed the way Jaguars are designed, constructed and powered.
- **X-Type 2.5 vs XE P250:** Is newer necessarily better? Two cars that have much in common, but also many differences.
- **E-Type Series 3:** They drive a gorgeous fixed-head coupe around Norfolk.
- **XK140 DHC:** They drive an original and unmolested car with a unique history, originally bought new by a Prison Governor.

- **Sixties Saloon Range:** Jaguar's range of 60's saloons was as complicated as it was long.

Technical

- How to remove the engine from an F-Type V6

- Stripping and rebuilding a XK 3.8 litre engine (part 2)..
- Removing an E-Type's radius arm.
- Replacing a stoplight on an XK8.
- Resolving an XF's erratic start/stop system. ■



They claim prices of XK 4.2 convertibles are at an all time low and now's the time to buy.

Classic Jaguar (August-Sept 2020)



The buttresses on the XJ-S weren't just there for the sake of design but aided aerodynamics and improved stability at high speed by controlling the airflow towards the rear of the car.



The Avon built XJ-C was skilfully transformed into a dynamically rewarding convertible.

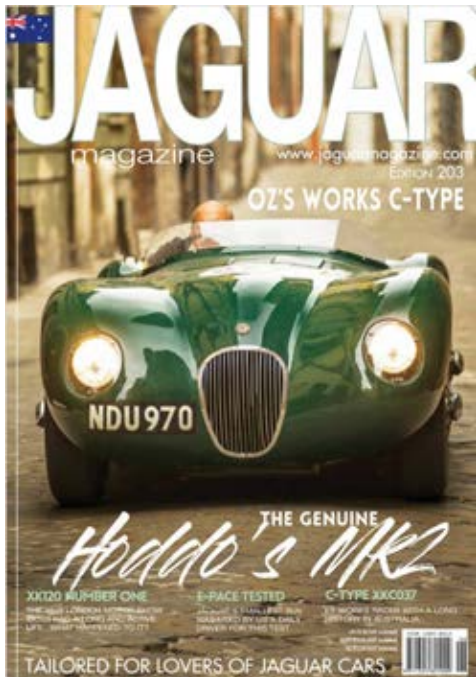
The August/September edition includes feature stories on the following:

- **Developing the XJ-S:** They get behind the creation and development of this long-lived Jaguar.
- **XJ-C Convertible:** They experience this stylish Jaguar conversion.
- **6.0 Litre Special:** E-Type Series 3 fitted with a brand new, and one of the last made, V12 engines.
- **Buyers Guide:** Daimler V8. Advice for anyone thinking of buying this V8-engined version of the Mark II.
- **Ex-Racing XK120:** Long term storage has helped to preserve this race car.
- **Jaguars of TV & Film:** The magazine reveals their top choices of both the big and small screen from the XJ-6 in the TV series "The Equaliser" to the XK8 in James Bond's "Die another Day".
- **Racing Automobilia:** They look at an array of motor-sport related Jaguar collectables from the 1950's.

Technical:

- **Ball-joint upgrade.** They look at this upgrade that replaces existing ball-joints with sealed units to reduce future maintenance. ■

Jaguar Magazine (Issue 203)



This Australian Magazine, all about Jaguars, has the following stories:

- **Heinz Schendzlieorz:** Profile of long term member of the Jaguar Drivers Club of Victoria.
(Editor- Heinz had a long term association with the JDCSA, especially in the early days of the club and in fact covered our foundation meeting in 1973 for the Victorian Club Magazine "Jaguar Journal".
- **Ron Hodgson Mk2 Race Car:** Famous Australian Jaguar saved and restored.

- **History of XKC 037:** This C-Type put Frank Gardner on the road to international success, and Ian Cummins performed his first major restoration on this car which he bought in 1969. But before that it was a 1953 works reserve car for Le Mans, had been rolled by Stirling Moss at Silverstone, owned by the Kenyan Coca Cola Bottler, raced at Dundrod and Reims before coming to Australia.
- **The Very First Registered XJ6:** Jim Graham conducted the first public drive of an XJ6 in August 1968. It was a factory publicity pre-production car still in camouflage and remains in good condition 52 years later. It was driven from England to France and Spain for a fashion shoot with German supermodel Veruschka.
- **Phil Hill & Mac:** The story of the early careers of Phil Hill and Herbert Mackay that started racing in lightweight XK120's.
- **Four Cylinder XK Engine.** Story about a rare 4-cylinder prototype twin-cam 2.0 litre Jaguar engine built during the war and fitted to a land-speed racer.
- **E-Pace Checkered Flag:** The smallest and most affordable of Jaguars of SUV range road tested.

- **The Very First XK120:** There are different theories about the fate of the 1948 London Motor Show XK120 chassis #1. They outline it's true life story, and the fact that it existed for many more years than anyone thought.
- **Clarke Gables Second XK120:** Clark Gable loved his XK120s, but his second one had a removable hardtop. We found the car, and the story of its 1952 roof brings in the Munsters, Knight Rider and Batmobile!
- **Steve Weeks and the XJ13:** The first time XJ13 ever left England was when it was flown to Australia in 1987 to partake in the Australian Grand Prix festivities. Our own Steve Weeks had the job of maintaining and repairing the car. ■



Jaguar Enthusiast (August 2020)

The Jaguar Enthusiast magazine is produced by the Jaguar Enthusiasts' Club, the largest Jaguar club in the World. It is packed with useful information on all models of Jaguar and everything you need to know about the Jaguar scene.

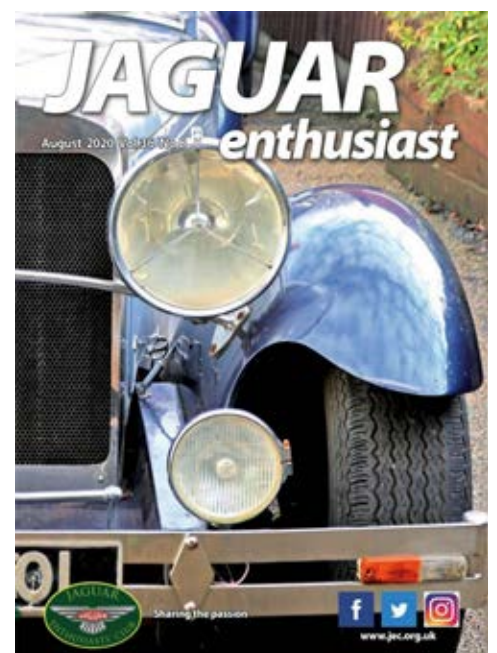
The magazine is produced monthly and the cost is included in the price of the National JEC Membership.

The magazine is a three times winner of the prestigious 'Club Magazine of the Year' award presented by Classic Cars magazine.

Each month they have stories from each of their "Registers". In August's edition:-

- **XJS:** Teves Breaking System
- **Modern S-type:** Technical answers

- **XK:** XK owners love affair (part 2)
- **Modern XK:** Drive 20km after a flat battery to reset the electronics
- **XF:** Changing discs and pads
- **X-type:** Technical advice
- **XJ (S1-3):** S1 choke modification
- **XJ (1986-2002):** Various tech issues
- **F-type:** Living with an F-Type 3.0L S
- **Pushrod:** 1932 Standard Swallow Nine restoration
- **E-type:** Another barn fine restoration
- **SUV:** Discussion on sales figures
- **XE:** Discussion- XE Sportsbrake
- **X-350:** Technical questions answered
- **X-351:** Autobiography model
- **Mark 7 - 420G:** Fuel tank problems
- **Compact:** Mk2 restoration ■



UK - Jaguar and Driver Get Towed Away



Pictures from the scene show a number of police officers surrounding the vehicle, as they try and persuade the driver to get out. (Story by The Manchester Evening News).

A UK motorist had parked his Jaguar XF sports car in a disabled parking bay on a street in Manchester. However, when he returned, his car was about to be removed by a tow truck.

Instead of accepting the penalty, the driver took matters into his own hands and jumped inside the car while it was attached to the tow truck. Police were called to the scene in a bid to talk the driver around, but he still refused to get out of the car.

After several refusals, Police gave the recovery truck the green light to take the Jaguar to the pound under a police escort- with the driver still inside. ■

English Actors 1961 E-Type Roadster Goes Under the Hammer

Stephen John Coogan is the English actor, most recently known for his larger-than-life portrayal of the miniature Roman general Octavius in “The Night at the Museum” trilogy opposite Owen Wilson’s Jedediah cowboy. But the Golden Globe nominee is also a collector of classic cars and put his rare flat floor 1961 E-Type Roadster for sale at the **August Silverstone Classic Live Online Auction**.

In 1961 an initial batch of 92 left and right-hand drive E-Type roadster were built. This car, chassis number #62, is among the initial batch of 56 right-hand drive cars that went across the United Kingdom as dealer demonstrator cars.

The car was the first to reach Scotland, sent to Jaguar Edinburgh back in July



The really early, flat-floor, outside bonnet lock E-Type was expected to fetch anywhere between £300,000 - £350,000. The car was SOLD but the final amount was not disclosed.

1961. Almost six decades later, it remains in pristine condition with fully matching numbers (body, engine, gearbox and diff). Rare features include the flat floor and outside hood locks.

After acquiring the car in 2016 the E-Type went to XK Engineering where it was fastidiously and totally restored to original condition in a process that took two years. ■

Silverstone Classic Online Auction (July 31st - August 1st)

Live online-only auctions are now the new normal. Dozens of Jaguars went under the hammer at the famous Silverstone Classic Auction including a 1933 Swallow.

This 1933 (2143cc) Swallow S.S.I., 4-Seat Fixed Head Coupé with carriage top and false irons was delivered new to Buenos Aries, Argentina, in April 1934. (Confirmed by the car being a right-hand drive example with an original km speedo to suit its South American home). Purchased for the Danish Aalholm Automobile Museum where it resided before being sold in 2012. It was cosmetically restored by the ‘Key Museum’ in Turkey and then purchased by a UK owner who repatriated it to the UK for further mechanical restoration. Sold at Silverstone Classic Auction (31/07/2020) for £84,375. ■



1933 Swallow SS1 4-Seat FHC. Spectacularly well-presented and totally evocative of the early 1930's. Sold for: £84,375

Around the Market - Shannons Auction

2020 Shannons Winter Timed Online Auction (closed 26 August)



Model Car - Jaguar Racing R4 F1 by Minichamps (Scale 1:18) with F1 Magazine signed by Mark Webber. No Reserve (Sold for \$300.00)



1996 Aust. delivered XJR 4.0 S/C Saloon. Original condition in need of work. Deceased estate. Estimate \$7,000 - \$10,000 (Sold for \$20,300)



1989 Jaguar XJ6 4.0 (XJ40) Saloon. Low km, one owner well-maintained. Estimate \$15,000 - \$20,000 (Sold for \$18,000).



1965 Australian delivered Daimler 2.5 V8 Saloon. Early restoration. Estimate \$16,000 - \$22,000 (Sold for \$14,600)



1963 Mk II 3.8 'Manual' 5-speed Saloon. Extensively restored in 2015-2018. Estimate \$35,000 - \$45,000. (Sold \$56,500)



1947 Australian delivered Daimler DE27. Original Windovers coachwork. Estimate \$15,000 - \$20,000. (Sold \$29,000)



1977 Daimler DS 420 Limousine. Part of a classic hire car fleet, Estimate \$25,000 - \$35,000. (Sold \$21,000)



1973 Aust. delivered E-Type V12 Series 3 'Manual' Roadster. Ground up restoration. Estimate \$190,000 - \$230,000. (Sold \$240,000)

Coffee and Cars In and Around South Australia

1st Sunday

Barossa Valley "Cars and Coffee" - 8.00am to 10.30am, 18-26 Tanunda Road, Nuriootpa.

Blackwood "Cars and Coffee" - 8.00am to 10.00am, Woolworths Carpark, Blackwood.

Gepps Cross "Coffee and Classics" - 8.30am to 10.30am, Gepps Cross Homemaker Centre.

Murray Bridge "Coffee and Cars" - 8.00am to 10.00am, Coles Carpark, Murray Bridge.

McLaren Vale "Coffee n Cars in the Vale" - 8.00am to 10.30am, Central Shopping Centre, Main Road.

2nd Sunday

Golden Grove - "Northside Coffee & Classics", 8.00am to 10.30am, Grove Shopping Centre, opposite Ultra Tune.

Port Noarlunga "Cars on the Coast" - 8.00am to 10.00am, Becks Bakehouse, 25 Clarke Street, Port Noarlunga.

Victor Harbor - "Cars and Coffee" 8am to 10.30am, McDonalds, Hindmarsh Road, Victor Harbor.

Mt Barker - "Cars and Coffee" - 8.00am to 10.00am, Homemaker Centre, 6 Dutton Road, Mt Barker.

Gawler - "Machines & Caffeine" - 8.00am to 10.30am, Hudson Coffee, Commercial Lane, Gawler.

3rd Sunday

Happy Valley "Chrome in the Valley" - 8.00am to 10.00am, Happy Valley Shopping Centre, Kenihans Road.

Unley "Coffee and Cars" - from 7.30am, Unley Shopping Centre, Unley Road.

Modbury Triangle "Pancake & Chrome", 7.30am to 10.30am, The Pancake Kitchen, Modbury.

Angle Vale "Super Sunday Get Together", 8.00am to 10.30am, Angle Vale Shopping Centre, Heaslip Road.

4th Sunday

Morphettville "Coffee N Chrome" - 8.00am to 10.30am, Morphettville Racecourse & The Junction Carpark.

Last Sunday of Each Month

Mannum "Cars & Coffee on the River" - 10.00am to 12 noon, Carpark by the Ferry, Mannum



Coffee and Cars on the River

The Mannum carpark was chock-a-block with cars including a number of Jaguars. Many people made an effort to come out and enjoy the sunshine and great vehicles. Some of the “Cats” included:



Roland Donders, 1969 S1 XJ6 2.8 litre Manual o/d



Ray & Barbara Offe, 1995 Kingfisher Blue 4.0 litre XJS Auto



John & Claire Evans, 2000 3.0 litre modern S-Type



David & Robyn Cocker, 1986 Cobalt Blue 5.3 litre V12 XJS Cabriole





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Our thanks to First National Real Estate Lewis Prior, who generously print this monthly club magazine.



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"I realise you love driving your car, but quit driving it to the end of the driveway to check the mail"



Club Notices

GENERAL MEETING ROSTER 2020/21

September	Multivalve Register
October	XK, 7, 8, 9 Register
November	E, F, GT Register
February	Compact Register
March	XJ, Mk 10, 420G
April	SS, IV, V Register

CLASSIC MARQUE

Classic Marque is the official magazine of the Jaguar Drivers Club of South Australia.

The opinions and views expressed in published articles are wholly those of the respective authors, and are not necessarily those of Jaguar, the Editor, the Club, or its members.

Advertisers and sponsors who place advertisements in the magazine do so because they value their association with the JDCSA. Placement of these advertisements should not necessarily be taken to mean the Club endorses the services offered.

Classified Adverts



FOR SALE: 1950 Mark 5

- ◇ Off road from 1965 to 2010
- ◇ Fully refurbished from the sunroof to the original toolbox
- ◇ Matching numbers (Except gearbox - Toyota 5 speed)
- ◇ Recent total brake system overhaul
- ◇ Reluctant sale due to ill health

Price: \$45,000

Contact Jack Richardson on 08 8289 0105 or 0405 549 448



FOR SALE: 1963 MK II 3.4 (Manual Overdrive)

- ◇ Owned since the seventies. Removed front end and power steering to commence restoration, but got no further.
- ◇ The car is complete. Everything is there including bumpers, toolbox, jack etc.

Price: Negotiable

Contact Brian Clutterham for an inspection 0419 829 233

FOR SALE: Wire Wheels

Set of 15" Jaguar painted wire wheels. Rims and splines are in good condition, however there are a couple of loose spokes.

Price Reduced: \$250 for the set of 4 (will not separate)

Please contact Danny Lane on 0417 816 526



FOR SALE: Number Plates

One owner Jubilee South Australian rare number plates 366 J.

Price: Negotiable

Contact Aiden Dutton - aidendutton@hotmail.com



FOR SALE: 1998 XJ 308 4.0L Sport

- ◇ Very well maintained, strong V8 Engine
- ◇ Lovely to Drive - only 155,000 kilometres
- ◇ More Photos available

Price: \$13,000 ONO

Contact Richard Chuck on 0408 313 848



FOR SALE: 1957 2.4 litre Mark I

- ◇ Car is complete with some spots of surface rust.
- ◇ Engine running but has not been started for a few years
- ◇ Due to health reasons I am unable to progress restoration

Price: \$4,000 ONO

Contact Darren Pike - darren.pike@dpmc.com.au or 0407 616 383 (located at Marion SA)

Jaguar Car Club Annual Christmas Dinner

Jaguar Drivers Club of South Australia

GENERAL CHRISTMAS MEETING & DINNER

Maylands Hotel, 67 Phillis Street

Tuesday 1st December, 2020 — 7.00pm

Entertainment by Linda McCarthy

Two course meal at \$40.00 p/p

Registration — GET YOUR TICKET [HERE](#)

"Lets end a difficult year with a celebration!"

XJ, Mk10, 420G - Christmas Dinner

JAGUAR DRIVERS CLUB OF SOUTH AUSTRALIA

XJ, Mk10, 420G Register



GLENELG GOLF CLUB
Annual Christmas Dinner

(Special 10th Anniversary Celebration)

The Glenelg Golf Club— James Melrose Rd, Novar Gardens SA

Saturday 12th December, 6.00 –11.00 pm

Three course meal and show—\$60 p/p



Registration and on-line payment is mandatory for this event
via TidyHQ **CLICK HERE**

Additional information: Bob Charman 0421 482 007

SS, Mk IV, Mk V Register



Minutes of meeting held at the held at the Gepps Cross Hotel 29th July 2020.

The Minutes of 26th February 2020 as issued were accepted as a true record of the meeting.

The March Newsletter issued 21st March was Noted.

Present:

Bob Kretschmer, Ross Rasmus, Robert Paterson, Des Brown, Jack Richardson, Malcolm Adamson.

Guests; President Philip Prior, CM Editor Graham Franklin & Bob Lynch.

Apologies:

Antony Veale, David Rogers, David Adamson, Bruce Fletcher, John Lewis.

Special Note: The event was **Trial Lunch Meeting** as pre-empted in the March Newsletter.

Correspondence:

Message from our Membership Secretary advising that Peter & Sally Bell were new members having the following vehicles- 1936 SS, 1954 XK120, 1970 E-Type & a 1964 Mk 2. Secretary Bob sent a welcome message with other details without response. See also the new CM, p6 'New Members'.

1. Combined States Border Run 2022:

No further news – stay tuned for advice re Cowra NSW.

2. Welfare:

- Bruce Fletcher has had some health problems & is now recovering with social isolation by travelling.
- Des Brown is now mobile, albeit with some slight mobility difficulty.
- Jack Richardson is still struggling but always optimistic.

3. 2020 Border Run To Mount Gambier

The event has been cancelled.

4. JDCSA:

President Philip gave a detailed summary of current events. see the new CM issue for details. Subjects included the following-

- Resumption of General Meetings 4th August, SS Register to be hosts for a simple supper.
- Jag Day 18th October, venue not yet confirmed.
- AGM following the September General Meeting.
- Christmas Dinner 1st December at the Maylands Hotel . See latest notice & the CM.
- National Rallies especially the controversial Concours.

5. Technical & Parts:

◇ Restoration Projects:

SS Airline; Malcolm Adamson;

- Engine now in Adelaide following a new head by ED Nantes.
- Body at Marque Restorations dismantled for painting
- 1 ½ L Sedan; Ross Rasmus;
- Work continues on upholstery, door trim, tacho cable

MkV David Rogers

- David presently in NSW delivering Chrome components to a company in Dubbo.
- ◇ Bob Lynch tabled a sample of Penrite Petrol Fuel Treatment Stabilizer. Discussion ensued.
- ◇ Philip Prior mentioned a special Polish Range by Benson's Own, an Australian owned company.
- ◇ Philip Prior initiated discussion re restoration of dashboards using a product called 'Hydrographics' a water film transfer pattern process.

6. General Business:

◇ Vehicles for Sale.

- Jack Richardson has his Mk V for sale at negotiating stage but one interested party from interstate can not travel.
- Robert Paterson has just decided to sell his 1948 Jaguar after owning it since 1974 – *'a reluctant but a realistic decision'* but current problems have put the project on-hold.

Philip Prior suggested that members visit Facebook *'Australia Jaguar Parts, Cars & books'* then press 'Search' button.

There was discussion re the changing values of Mk1V & MkV models esp.the dhc's.

◇ Mk 1V Tool Kits.

The recent CM included a feature re a new publication by Roger Payne entitled 'The Jaguar Mark 1V Tool Kit Manual' on p45. Brenton & Bob K already have a copy.

◇ International Exposure.

The 717 April issue of the UK Magazine Jaguar Driver includes a feature on the 2019 SS, Mk1V & MkV Multi State Border Run to Forbes organized by JDCSA (By the way the magazine also includes a smaller feature on the Victorian British & European Motoring Show on p48).

If you wonder how the UK Jaguar Driver Knows about us, well ,SS Register President Bruce Fletcher has posted a hard copy of the CM to the JD Chairman & SS Register correspondent Nic Drucker.

By way of useless information, that project required the involvement of Adelaide photographer Paul Dallwitz, Graham Franklin, Bruce Fletcher & Bob Kretschmer.

◇ Ross Rasmus drew members attention to the recent CM which included a special & well published feature on the then forthcoming WA Jaguar Nationals. An extension of that was the Cross-Australia drive of the red 1939 Mk1V dhc of Rod & Sue Greasley of Qld. Ross reminded members that the SS Register organised two interstate drives from Adelaide to Darwin & Adelaide to Perth many years ago and he has been asked to prepare a story about those two adventures for inclusion in the CM by Graham Franklin.

◇ Bob K wants to up-date the Register Members Spread Sheet. Kindly advise any changes ASAP.

7. SS Register Meeting Dates:

- The trial Lunch meeting was considered a success.
- Bob K will canvass members re date, place, time & lunch format for future meetings.
- Malcolm has already offered his home on the 4th Wednesday in August which happens to be the last Wednesday anyway! Malcolm suggested to take your own lunch which sounds good to me – kindly advise by return.

Meeting closed at 2.30 pm.

Bob Kretschmer
Register Secretary

Register Minutes (Multivalve)

Multivalve



Minutes of the Multivalve Register Meeting, Wednesday 19th August 2020 at The Kensington Hotel, Regent Street, Kensington.

It has been difficult to find a venue that can accommodate our numbers, but the Register was able to meet for the first time in several months. A private area was booked at the Kensington Hotel for the meeting but unfortunately on arrival we found we had been moved in favour of a larger private party. Our group ended up in the main bistro area which was too noisy for our usual discussion and so the evening turned into a (very pleasant) social event instead!

As a result, this message will take the place of the usual Register minutes.

Attendees:

Peter & Heather Buck, Philip & Sue Prior, Jim & Arcadia Komaromi, Judy Langdon & Ray Smithers, Fred Butcher, John Castle, Bob & Daphne Charman, Steve & Cecilia Schubert, Lesley & John Clarke, Graeme & Betty Moore, Tom & Marj Brindle, Barry & Hazel Brown, Ron & Claire Palmer, Jo Orford, Geoff & Margaret Thomas, Peter Drake & Denella Moss, Andrew & Milli Costi, Robin Turner.

Apologies:

Tony Human & Gabriella Orford, Bill Brown & Margaret Piper, Boris & Elaine Potiuch, Sue and Doug Harrison.

Previous Minutes:

The Register's last minuted meeting was in November 2019 – subsequent meetings were cancelled due to the pandemic. We met for a great barbecue in January on Australia Day which was the last get-together. I have not received

notification of any matters arising since November, so will assume they were accepted.

Club Business (Club Covid guidelines apply to all events):

1. The next General Meeting is on Tuesday 1st September at the Police Club in Carrington Street and will be followed by the AGM. In order to comply with Covid-19 regulations, it is **VITAL** that members book through TidyHQ and you should all have received an invitation by email – you do not have to print the tickets.
2. Jaguar XJC & XJS run to Berri to celebrate their 45th anniversary between the 9th & 12th October – registration for this is open until 20th September.
3. Jag Day will be held at the Birdwood Motor Museum on October 25th.
4. Christmas General Meeting – Tuesday 1st December at the Maylands Hotel, 67 Phillis Street, Maylands. Numbers are limited to 90 – 60 tickets have been sold so far. Booking is through TidyHQ, \$40 per head. Entertainment will be provided by Linda McCarthy. A big thank-you to Arcadia for organising this year's dinner.
5. The XJ Register's annual dinner and show is on Saturday 12th December at the Glenelg Golf Club, James Melrose Road, Novar Gardens. Please book tickets through TidyHQ. Numbers are limited to 100 and 83 tickets have been sold so far.

Register Business:

1. Heather and I are organising a run for our November meeting and Christmas lunch. If anyone has any suggestions as to where we might go, even if we've been there before, please let me know. Sevenhills was a good run last year and a great hotel.
2. I should have emailed members before this meeting to let you know that I will be standing again for Register Secretary – my apologies for this oversight. If anyone wishes to put their name forward, please let me know by return.
[If not, can I take it that I have your support to continue as Register Secretary for the coming year?](#)
3. Finally, *subject to approval from the Club's Covid-19 Committee*, I would like to hold another Register meeting on Tuesday September 29th. This will again be at the Kensington Hotel and I am assured that we will have the private area. Members must once again register through TidyHQ and I will issue the event invitation if approval is given – in the meantime, please save the date!

My thanks to all who came to the Register Meeting. I hope everyone enjoyed their meals and the get together – special thanks to our President and Vice-President for their support.

Peter Buck
Multivalve Register Secretary
0421 061 883



E F & GT Register Report

The E-Type, F Type and GT Owners met on August 20th at Richmonds Prestige & Classic Cars showroom.

A big thank you to the Richmonds team for hosting us and Andy Morgan for speaking to the Register about the current state of the exotic/classic car market.

Richmonds is one of South Australia leading exotic and classic car dealers who sell cars all over Australia and the world. They also offer storage facilities to their clients.

Along with dozens of stunning cars were two magnificent E Types on display:-

Andy was also happy to open up any of the cars for closer inspection during our time there. It was a great turnout and enjoyed by the 40+ members that attended. ■



1969 E- type S2 coupe manual. Matching numbers imported from the UK and subject to a complete restoration. \$258,900.00



1967 E-Type 4.2 FHC S1 manual. UK import. Meticulously and painstakingly restored over a 4 year period. \$229,900

JDCSA - Minutes of 2019 AGM

Minutes of Annual General Meeting held on Tuesday 3rd September 2019 at The Police Club, 27 Carrington St, Adelaide, SA 5000

Meeting opened at 7.50pm

Welcome:

President Julian Lugg welcomed all and especially Patron Peter Holland

Present:

60 members as per attendance lists

Apologies:

Tim White, Robin Turner, Maxwell Beacon and others as per the General Meeting minutes

Minutes of Previous Meeting:

4th September 2018. Approved as included in Classic Marque

Business Arising: Nil

President's Report – Julian Lugg

Although I have indicated that I am not re-nominating as President I have thoroughly enjoyed the last 3 years as President of the Club. When I reflect on the achievements of the club over the last 12 months there are a few things that come to mind.

Firstly, there are large numbers of members actively involved in a wide range of events. I include general meetings, register meetings, the Annual Dinner, SA Jag Day, register runs, Border runs, the National Rally, coffee & cars, All British Day, Bay to Birdwood, and a host of other motoring activities often with other clubs. Many register members have also taken some responsibility by volunteering to organise events. Club membership is continuing to be strong. One spin off of this member involvement has been the wider promotion of the Jaguar Marque (an aim of the club).

Secondly, we have streamlined club administration with use of the online facility. Membership renewals, logbook validating, booking events and better communication by email have all improved by being more streamlined for members and less time consuming for club officials. We must acknowledge the untiring work of Tim White in implementing and troubleshooting our adoption of online facilities. Of course, manual facilities are still available for those without computer access. Tim has worked closely with our membership secretary Daphne to ensure efficient service for our members.

Thirdly the professionalism, dedication and passion of club officials and representatives have been outstanding. Our Patron Peter Holland has continued to be a very positive influence on the club. The Executive Committee has 3 other members also not re-nominating for positions and I thank Secretary Alan Bartram, Editor Dane Wilden, and Register Secretary Robin Ide for their outstanding contributions to the Club. Other Executive members are re-nominating for positions and I thank Vice President Phil Prior, Treasurer Heather Buck, Membership Daphne Charman, Events Jim & Arcadia Komaromi, Logbooks Dave Burton, Register Secretaries Peter Buck, Tom Herraman, Bob Charman, Angela & David Rogers, Bob Kretschmer. I also wish to acknowledge Australian Council Tim White, Librarians Tom & Marj Brindle, Regalia Ron & Claire Palmer, Technical Officer Geoff Mockford, MSCA Barry Kitts and other volunteers including vehicle inspectors and various committee reps for the club. I think that a good mix of change and some continuity of experience is healthy for a club.

I thank all members for their support of both me and the club and I wish the new Club Executive all the best.

M/S J Lugg/B Charman that the report be accepted. Carried unanimously.

Vice President's Report – Philip Prior

Another great club year has come to a close with so much to be thankful for so much to be proud of and so much to inspire us as we move into another year.

My role as Vice President, (2016-2019) has drawn to a close and I wish to say it has been a most enjoyable time for a number of reasons.

Working with Julian as our President has been a sheer delight, his calm, sensitive and positive attitude has served our club so very well and made my support role such a pleasure. It is always true that the culture of a club is largely due to the quality of leadership and Julian has led us with such dignity and dedication.

As a club we have such a great Executive Committee and working with them has been most enjoyable and productive. No club is successful automatically, it takes dedication and commitment from a number of people and our Executive Committee has stepped up to the plate again this year. We owe them a debt of gratitude for their energy, foresight and innovative thinking and planning.

In many ways our Register structures as a club have proven once again to be so essential and productive in ensuring the social welfare and enjoyment by the maximum number of members is achieved. Our Register Secretaries have consistently and faithfully worked to ensure this outcome. We have had between 60 and 80 members attend our Monthly General Meetings but behind the scenes our Registers have a total of approximately 180-200 attending monthly or bi-monthly meetings. It is at this level that the welfare of our members is able to be pursued with care and support offered as required. I want to personally thank our Register Secretaries for a job well done.

It has been a very full and active year with all club activities being well supported. Beyond the many Register organised events, car runs and meetings the whole of club events have been very positive and well supported. The inaugural President's Picnic in October 2018 proved to be a big hit and I hope this event will become a regular fixture on the club calendar.

Our Charity event Cats and Cans was again well supported and greatly appreciated by the Salvation Army. The Christmas night at The Police Club was an enjoyable and relaxed evening. Our Annual Dinner and Presentation Night in July was hailed yet again as a great night out.

Membership growth has been strong this year, aided to some degree by the relaxation of the Historic Registration Scheme regulations, now known as Club Registration. These changes have strengthened the inclusiveness of our club, an attitude that is central to all that we stand for. In October we will be pleased at SA Jag Day to welcome the display of classic cars owned by members who do not own a Jaguar or Daimler car albeit in a separate line-up on the park.

There will be some changes at our AGM in the make-up of our Executive Committee with a new President, new Vice President, new Secretary and new Editor of Classic Marque and there are already a number of key subjects being flagged by the Committee for consideration and decision.

I began this report by saying we have so much to be thankful for so much to be proud of and so much to inspire us as we move into another year. I believe this because we have such great members without whom there is no club. So, yes, be thankful, take nothing for granted.

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JDCSA - Minutes of 2019 AGM (cont)

Be proud of who we are together, The Jaguar Drivers Club of South Australia and let's encourage and support each other as we move forward into another great club year in 2019-2020.

M/S G Mockford/J Komaromi that the report be accepted. Carried unanimously.

Secretary's Report - Alan Bartram

To say that I have thoroughly enjoyed my time as secretary of the club for the three-year period from 2016 - 2019 would be an understatement

This has been a most active time of great leadership, membership growth, financial stability, introduction of new ideas, expansion of member benefits and activities, including the hosting of the National Rally in 2018. Altogether a very exciting period in which to be associated with our very progressive organisation

Being secretary provides you with a rewarding association with members and as an executive committee member, an enlightening insight into the procedures and activities of the club

I fully intend to continue with club events in the future and express my personal gratitude of working with so many untiring contributors to the successful operation of our club

I encourage you all to consider the opportunities afforded by being involved with the executive management of our club

Once again, my thanks to all for the opportunity of being your club secretary. M/S A Bartram/B Charman that the report be accepted. Carried unanimously.

Treasurer's Report - Heather Buck

The financial Profit and Loss statement together with the Balance Sheet for the 30th June 2019 were tabled at the meeting.

Overall, at the end of financial year ending June 2019 we have total assets of \$92,047.64 which includes term deposits of \$53,908.68.

The result for the financial year was more than our budget with a surplus of \$5,134.56.

Members benefited in a number of ways through the year, e.g. presentation dinner, SA Jag Day, Christmas general meeting, calendars and register support. These benefits totalled \$15,408.86 which is 51.07% of the total income for this year and 59.94% of membership subscriptions. Given the savings in membership with TidyHQ this year, register support has been increased for

the coming year and membership fees will remain the same for another year.

In general, the Club is going along very well financially and the budget for the next financial year has been presented to, and approved by, the Executive Committee.

A big thank you to Wayne Buttery for independently reviewing the accounts for the year - copies of which are available tonight.

I am standing for the position of Treasurer once again and my grateful thanks to Tim White for his invaluable help during my first (interesting!) year as Treasurer for the Club and to the Executive Committee for their support.

M/S H Buck/B Charman that the reviewed financial statements for the year ended 30th June 2019 be accepted. Carried unanimously.

Membership Report - Daphne Charman

I am pleased to present my report for the 2018/2019 renewal period to you, the members of the JDCSA. It has been a year of change in the way the committee and register secretaries have been able to communicate with each other and you, the members, through the introduction of a new club database, called TidyHQ.

Since the changeover of member records from the old database to TidyHQ orchestrated by our former Treasurer, Tim White and now administrator of the system, it has been a great pleasure to work with this database "In the Clouds". The 2019/2020 renewal notices were sent to members by email with instructions to create a login password to access their accounts within TidyHQ and have control of the information relating to personal details and motor vehicles records. It is also very important that members update their-profile records if there is a change to an email address, as renewals will be emailed out next year, hopefully to the correct address.

Personally, I am delighted with this system as it has saved me several hours of preparation and checking, printing of renewal notices, envelope stuffing, PayPal entries, and preparation of banking summaries for cheque and cash payments to be banked along with other smaller tasks associated with both renewals and new applications.

I have been mentored and assisted in getting my head around the system by Tim, and as time has passed, he has updated the procedure manual several times as better and quicker ways of working with the data have been discovered. I am very grateful for

his help with sorting out problems that were beyond my understanding at the time. I am sure that other Committee members have also benefited as well from Tim's knowledge of this system.

We are still averaging 3 new applications for membership each month with most having a second family member attached to the application. We have lost some members since renewal time, most have resigned due to no longer having jaguar or other vehicles and not wishing to stay in the club, some moving interstate, some have passed away and others have just not responded to renewal reminders.

I am very grateful to the log book secretary, Dave Burton, who has kindly collected mail from the club letterbox in Halifax Street, in the city and passed on new applications, cheques and other correspondence for the membership secretary. Dave has also kept a tight rein on the log books of our members, reminding them to post them in to him for stamping for the year as is the Department of Planning, Transport and Infrastructure (DPTI) requirement for those people with vehicles on conditional registration, formerly known as historic registration. He has been tireless in his "pursuit" of outstanding books and has put in many hours entering details in the spreadsheets applicable to that responsibility and updating book numbers in the members' TidyHQ accounts for complete accuracy.

I thank my husband, Bob Charman, for his assistance in taking membership phone calls and sometimes responding to emails on my behalf when I have been unavailable. He has also been a big help to the members whose vehicles have been allocated to the XJ, Mk10, 420G Register in providing the MR344 form, which is required by the OPTI, to members who wish to apply for Conditional registration. Bob is also a Justice of the Peace (JP) and has assisted those members who have required the services of a JP for matters other than club business. I also thank Phil Prior for his expertise in updating the club website by adjusting the application form for new members when I have asked for current year changes.

I thank all other members of the Committee and register secretaries who have presented information to me and requested information and lists from our records so that they could arrange special lunches and meetings to greet new members and encourage them to participate in other club functions and runs.

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JDCSA - Minutes of 2019 AGM (cont)

I have had a very good year in the role of membership secretary, embracing the changes to the data system and contributing some ideas to Tim about processes within it and I am willing to continue in that role in the future.

M/S D Charman/D Burton that the report be accepted. Carried unanimously.

Editor's Report – Dane Wilden

Statistics available from our on-line publishing partner ISSU demonstrate that Classic Marque plays an important role in informing active club members, and engaging members who are unable to attend monthly meetings or register gatherings.

Once again, I am delighted to report that the average readership for each issue of Classic Marque published since October of last year has increased by approximately 31 to date, to approximately 225 reads per issue. This follows growth in the previous 2017/18 report of just under 20. This is an incredible result, especially in an era where we read more and more about disengagement with traditional forms of "print" media.

Each issue produced an average reading time of 34 minutes, relatively consistent with figures calculated during the 2017/18 report.

"Impressions" - that is, each time a Classic Marque publication is advertised to an Issuu user - have once again decreased, due to the completion of Issuu's new "user pays" system for publishers. The JDCSA does not pay a subscription fee to Issuu and therefore does not purchase advertising on the platform. Average impressions per issue for the 18/19 report are 941 per issue.

This AGM brings my tenure as editor of Classic Marque to a close, and I want to thank each and every one of the members who have contributed to the magazine over the past three years. Your submissions, no matter how small or simple, have helped make the magazine what it is today.

I hope that the "flavour" of the Classic Marque I have delivered into your inboxes and letter boxes has been an enjoyable one - I have certainly enjoyed developing them, even if each issue does take a great deal of time and effort! I would also like to thank Phil Prior for his ongoing assistance and guidance, especially early on, and one of our main sponsors Solitaire Jaguar for the provision of press vehicles, advertisements, and the latest information of Jaguar Land Rover.

I will continue on as a contributor to Classic Marque, producing the occasional road test or news piece, and encourage you all once again - as always - to submit stories, photos, reports, and anecdotes to the future Editor. M/S D Wilden/P Prior that the report be accepted. Carried unanimously.

General Business: Life Membership Nomination

Daphne and Bob Charman had been duly nominated for Life Membership with endorsement by the Executive Committee.

President Julian outlined the service and activities of both Daphne and Bob and the nominations were endorsed unanimously by the members. Julian congratulated Daphne and Bob on being awarded Life Membership of the JDCSA.

Office Bearer Elections:

President Julian declared all positions vacant and returning officer Patron Peter Holland took the chair.

Peter informed members that the club would be achieving its 50th anniversary in 2023 and needed to be planning for the event. He thanked the executive committee that served the club over the past 12 months for their service and acknowledged the retiring members: -

- President Julian Lugg,
- Secretary Alan Bartram,
- Editor Dane Wilden and
- Register Secretary Robin Ide

Peter reflected on his long association with Julian and his mentoring and support during his time in the club.

Nominations had been duly received for all positions with the exception of secretary and there being only one nomination lodged for each position declared vacant, the nominees were read out and accepted unanimously as follows:

Executive Committee 2019 - 2020

- President Philip Prior
- Vice President Fred Butcher
- Secretary To be appointed
- Treasurer Heather Buck
- Membership Secretary Daphne Charman
- Editor Graham Franklin
- Event Coordinator Jim & Arcadia Komaromi

Register Secretaries 2019 - 2020

- SS, MK4, MK5 & Daimler Bob Kretschmer
- XK, Mk7, MK8 & MK9 Steve Weeks
- Compact Angela & David Rogers
- XJ, Mk10 & 420G, Bob Charman
- E-Type, F type & Grand Tourer Tom Herraman
- Multi-Valve Peter Buck

Incoming President Philip Prior congratulated the new committee and welcomed all new members to the executive. He outlined his outlook for the continued success of the club.

Other Appointments 2019-2020

To be confirmed at the next executive committee meeting were

- Log Book Secretary David Burton
- Web Master Tom Herraman
- Librarian Tom & Marj Brindle
- ACJC Delegate & Chairman Tim White
- Regalia Ron & Claire Palmer
- Technical Officer Geoff Mockford
- Fed Historic Motoring Clubs TBA
- MSCA Barry Kitts
- All British Day Alan Bartram

Meeting closed: 8.35 pm ■

Notice of AGM 2020

Nominations are called for all positions listed below. Nominations will close at the conclusion of the monthly meeting held on Tuesday September 1st 2020.

Nominations must be in writing and signed by the nominator, seconder and nominee.

EXECUTIVE COMMITTEE

President

Vice president

Secretary

Treasurer

Membership Secretary

Editor Classic Marque

Events Coordinator

CLUB SERVICES

(Committee Appointments)

Technical Officer

Librarian

Regalia

Log Books

Vehicle Inspectors

Technical Officer

All British Day Representative.

ACJC Representative

FHMC Representative

MSCA Representative

REGISTER SECRETARIES

Register Secretaries will be elected by the Registers and are full voting members of the Executive Committee

JDCSA Annual General Meeting Tuesday September 1st 2020 NOMINATION FORM

As a financial member of the JDCSA we wish to submit the following nomination.

Position:

Name of Nominee:

Signature of Nominee:

Name of Nominator:

Signature of Nominator:

Name of Secunder:

Signature of Secunder:

This form should be completed and handed to the club secretary prior to the commencement of the AGM.

JDCSA - General Meeting Minutes

Minutes of the JDCSA Monthly Meeting Tuesday 4th of August 2020 at The Police Club, 27 Carrington St, Adelaide, SA 5000

Chairperson: Phil Prior

Minute taker: Tim White

Present : As per attendance list

1. Meeting Opened

Philip opened the meeting at 7.31pm with a welcome back after COVID 19 break. Precautions and protocols to be observed were explained and their importance emphasised. Thanks to the SS Register for supply of supper and again protocols emphasised.

50 members in attendance

2. Welcome New Members: N/A

3. Welcome Visitors: N/A

4. Apologies

Ossie & Rayeena Petrucco, Colin & Margaret Haese, John Brealey, Barry Kitts, Ron & Rosie Bailey, Di & Roger Adamson, Tony Human, Gabriella Orford, Ron & Claire Palmer, Brian Taylor, Bruce Fletcher, Malcolm Adamson, Steve & Val Weeks.

5. Previous Minutes

Minutes distributed via Classic Marque were accepted as correct.

6. Business arising previous meeting: N/A

7. Member Welfare:

Ron Palmer & Bruce Fletcher are now much better following illness.

8. President Update

The Executive Committee has been in constant touch with the Covid Hot Line in relation to regulations and restrictions. Guideline and protocols have been prepared and are available on the club web page. Only Register Secretaries and or the Executive Committee may arrange an event or activity in the name of the club and approval is required from The Executive Committee. Register Secretaries will be in touch in relation to any Register activities planned and approved.

We are proceeding with our AGM as usual, to follow the General Meeting on Tues September 1st. Nominations are therefore being called for Executive positions as set out in Classic Marque.

A number of club sponsored event remain under a cloud. The XJC Mildura Muster, now postponed till 2021, SS Border run - cancelled, XJ Kangaroo Island visit unsure.

We are planning for SA Jag Day on Sunday the 18th October. However, the venue is tentative so stay in touch. It may be at Civic Park or The National Motor Museum. Plans are also being put in place for our normal December Christmas Meeting. (Coordinated by Arcadia) at the Maylands Hotel on Tues December 1st. More details to come.

Members are reminded that we need your photos for the club calendar. New members in particular

Philip expressed his thanks for all members of the Executive Committee for their contribution during the COVID restrictions.

Philip called for any questions on these issues.

9. Vice President Update:

Bay to Birdwood is still proceeding at this stage. Gates opening at 6.00am. Dispatching cars in groups of 10. They will drive to Birdwood then move on. Modern cars will go first then vintage as it is a combined event.

Governance committee working on new constitution.

All British Day still planned for February. Featuring E-Types in their 60th year plus British working vehicles.

10. Secretary Update

Reminder that Register Secretaries to send attendees to their meetings to Secretary asked if anyone was interested in a TidyHQ training session -No takers. Executive group are holding a TidyHQ training.

11. Treasurer Update

EOY financial reports have been completed along with the independent review Executive committee will sign off at August meeting along with the Financial Controls Checklist.

Heather is re-standing as Treasurer next year.

12. Membership Update

Three (3) new members in June

Six (6) new members in July

Seven (7) new member in August

95% of all memberships were renewed via TidyHQ in June. All members are now paid up

Daphne is re-standing as Membership Officer next year.

13. Log Book Update

447 Log Books completed. Approx 10 mins per log book = 74.5 hours

19 new log books

27 members with 41 log books outstanding. No further chasing will occur as they have had 4 reminders

14. Editor Update

Appreciation for new member writing articles.

With no events and meetings articles are what is filling up the magazine.

Philip expressed the clubs appreciation of the great job being done by the Editor. This is one way we have been able to have some interaction during Covid restrictions.

Graham is re-standing as Editor next year.

15. ACJC Update

Tim advised that QLD has withdrawn from hosting any more National Rallies.

NSW have withdrawn from 2022 National Rally.

Tasmanian National Rally may be deferred until later in 2021.

National Rallies will be every 2 years from now on with Border runs taking up the cause in the off-years.

16. Regalia Update: No Report

17. Event Coordinator Update:

Events listed as per calendar on website.

18. MSCA Update

Require volunteer marshals for Sprint event at Mallala on 30/8/2020 Peter Clarke & Dave Burton indicated they would attend.

19. Library Update

Various books, DVD's and magazines available

20. Register Update

Philip expressed his thanks to the Register Secretaries that have done a great job in seeking to stay in touch with members during Covid restrictions.

Compacts Mk 1& 2, S& 420:

- Next meeting 11/8/2020 at Wellington Hotel.
- Organised a virtual tour which some members actually completed.

XJ, Mk10, 420G :

- Shannon's is still not available for meetings.
- Next meeting being planned at Kensington Hotel.
- Raffle conducted via email.
- Virtual concours d'élégance held. Phil Prior was the winner.
- 10th Christmas show now at Glenelg Golf Club. 70 tickets already sold with 100 maximum.

Multivalve:

- Next meeting at Kensington Hotel on 19/8/2020 28 attending at this stage.

E-Type,FType,GT&Tourers:

- Last meeting in July at Gary Scalamera's warehouse in Gilbert Street Next meeting proposed to be at Richmonds to be confirmed.

SS & Pushrod:

- Border run cancelled -Lunch meeting at Gepps Cross Hotel was successful.

XK,Mk7,8&9

- Next meeting at private property at Mount Crawford subject to latest COVID restrictions.

New Business

Looking at combined XJS & XJC run to Renmark 9-12 October 2020.

Secretary highlighted if you needed to change your email address this needs to be done through TidyHQ prior to cancelling the old address. Talk to Tim if you need to do this.

22. Guest Speaker - Patron

Peter Holland as Patron thanked the Executive Committee for their work over past 6 months. Congratulations to everyone in the way that have maintained contact with one another

23. Thank you to SS Register for Supper

President highlighted the changed protocols for drinks and serving of food

24. Next Meeting

Tuesday 1st August - AGM. Subject to COVID restrictions Continue to monitor your email

25. Meeting closed at 8.46pm ■

JDCSA - Club Directory 2019 -2020

Club Postal Address:

PO Box 6020, Halifax Street, Adelaide SA 5000

Club Web Site / Email

Web: www.jdcса.com.au

Email: info@jdcса.com.au

Monthly Meetings: 1st Tuesday of the month (Feb - Dec)

7.30pm at Police Association Clubrooms 1st floor,
27 Carrington Street Adelaide.

Members can choose to have a meal from 6.00pm in the bistro prior to the meeting..

Your Committee

President: Philip Prior

Mobile: 0402 670 654.

Email: philipprior@bigpond.com

Vice President: Fred Butcher

Mobile: 0428 272 863

Email: vicepresident@jdcса.com.au

Treasurer: Heather Buck

Mobile: 0432 549 086

Email: treasurer@jdcса.com.au

Secretary: Tim White

Mobile: 0419 809 021

Email: casuti3@bigpond.com

Editor Classic Marque: Graham Franklin

Mobile: 0490 074 671

Email: editor@jdcса.com.au

Membership Secretary: Daphne Charman

Phone: (08) 8248 4111 Mobile: 0404 999 200

Email: membership@jdcса.com.au

Events Coordinators: Arcadia & Jim Komaromi

Mobile: 0421 185 168 Email: events@jdcса.com.au

Web Master: Tom Herraman

Mobile: 0423 214 644 Email: info@jdcса.com.au

Club Patron Mr Peter Holland

Phone: (08) 8271 0048

Club Services / Club Representatives

Technical Officer: Geoff Mockford

Phone: (08) 8332 3366 Mobile: 0438 768 770

Regalia: Ron Palmer

Mobile: 0418 855 597 Email: ron@palmersadelaide.com

Librarian Tom Brindle

Phone (08) 8387 0051

Log Books David Burton

Mobile: 0417 566 225 Email: davidb716@gmail.com

Australian Council of Jaguar Clubs (ACJC)

Club Representative: Tim White

Mobile: 0419 809 021 Email: casuti3@bigpond.com

Federation of Historic Motoring Clubs (FHMC)

Club Representative: David Burton Mobile: 0417 566 225

Marque Sports Car Association (MSCA)

Club Representative: Barry Kitts (08) 8391 1759

All British Day

Club Representative: Alan Bartram 0418 818 950

Inspectors - Club Registration

- Geoff Mockford 0438 768 770
- Evan Spartalis (08) 8362 8116
- Robin Ide 0428 816 678
- Malcolm Adamson 0418 856 731
- Roger Adamson 0421 052 518
- Bob Charman (08) 8248 4111 M: 0421 482 007
- Tim White 0419 809 021

Register Secretaries

SS, Mk IV, & Mk V (Pushrod) - *Meet Last Wednesday of each month.*

Bob Kretschmer Phone: (08) 8357 8233 Mobile 0427 711 400

Email: daimlerss@jdcса.com.au

XK & MK 7, 8, 9 - *Meet First Wednesday of each month.*

Steve Weeks: 0414 952 416

Email: xk789@jdcса.com.au

MK 1, 2, S Type, 420 (Compact) - *Meet TBA*

Angela & David Rogers

Email: compacts@jdcса.com.au

David Mobile: 0419 837 558 Angela Mobile: 0413 386 482

XJ, 420G, & MK X - *Meet Second Wednesday of each month.*

Bob Charman Phone: (08) 8248 4111

Email: xj420g@jdcса.com.au

E-Type, F-Type, Grand Tourer - *Meet 3rd Thursday each month.*

Thomas Herraman Mobile: 0428 616 423 (after 5.00pm)

Email: etype@jdcса.com.au Email: ftype@jdcса.com.au

Multi-Valve - *Meet Fourth Tuesday of the odd Calendar month*

Peter Buck Mobile: 0421 061 883

Email: Peter.buck51@bigpond.com

Register meeting dates and time are variable at the moment. Please check JDCSA web site

