

# CLASSIC MARQUE

## MAY 2022



**CELEBRATING 15 YEARS OF THE JAGUAR XF**

THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA

# OUR WARRANTY. YOUR ASSURANCE.



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# Jaguar Drivers Club of SA - President's Report

## Presidents Report May 2022

Well, what a month April turned out to be. My Son Andrew and I attended the Daimler and Lanchester Rally held in Wagga Wagga NSW. East coast Weather reports indicated we were in for a wet rally, not a particularly encouraging sign for soft top motoring; Daimler SP250 included. We therefore decided best to take the Daimler Coupe which proved to be a very wise decision.

The drive to Wagga was the usual uninteresting journey along the A20 via Hay and onto Wagga Wagga. Approximately 20 Kilometres out from Wagga the rain started and continued for the next two days; thank you Coupe for a good heater/ demister.

On arriving at Rally HQ we were amused to see the NSW guests who had dared to drive their soft-top vehicles ringing out very wet towels, not a very pleasant experience which I can personally vouch for having been there and done that on past rally trips. The wet weather continued on the Friday and Saturday with a let-up on Sunday which turned out to be a nice dry day for the show and shine display.

The main attraction being Malcolm and Maxine Nixon's 1912 Daimler bus fully restored and driven by Malcolm. We were fortunate to be able to travel in the bus back to Malcolm's works. Even in today's road surfaces it was an interesting trip on solid rubber tyres. I can't imagine how bumpy it would have been running on cobble stone paved surfaces.



The rally programme for the weekend included a trip to Junee to visit the train roundhouse; definitely worth a visit and then onto the Junee Licorice and Chocolate factory for lunch followed by a visit to Monte Cristo house reported to be Australia's most haunted house. We were then set a task for the return journey to Wagga, which Andrew and I totally balls-up, definitely not our forte.

Saturday saw Andrew and I high-tail it to Tamora for a fly-day of vintage and veteran planes. We had a very interesting day with one of our club member's brothers giving us the Royal tour. It was great to hear the roar of the spitfire and Kittyhawk fighter planes as they did very low-level passes.

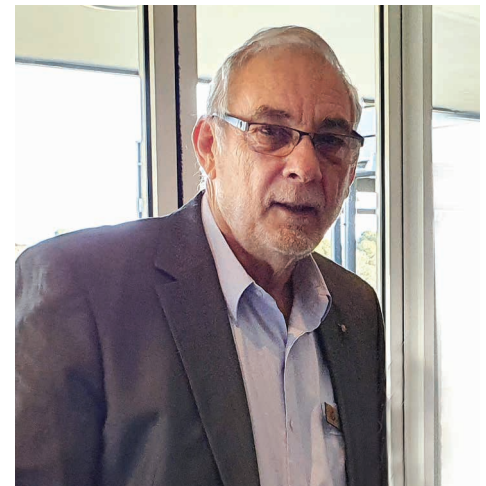
Our coupe managed to collect two rally awards and both Andrew and I managed to win a seven-day isolation on return to Adelaide; over fifty percent of those attending contracted COVID-19. Enough about the Wagga Rally.

You will be pleased to note that the Executive has unanimously agreed to lift the COVID restrictions placed on attendance at club events. Members are asked to continue to observe restrictions regarding close contact and if in doubt please continue to observe the wearing of face masks in line with the latest SA Health advice.

In line with the easing of restrictions we can again hold Register meetings at private residences. Quick perusal of the club calendar shows several events already listed for the next few months. I would encourage Register secretaries to list their intended events as early as possible. This will help prevent clashes. Don't forget you can list your event and not publish. This will provide notice to other Registers.

In signing off, please stay safe and listen for further changes in this evolving COVID endemic. The latest club position in regard to COVID can be viewed on TidyHQ. Please contact your Register Secretary if you are unsure about future events.

**Safe Motoring**  
**Fred Butcher**



## CONTENTS (Feature Articles)

New Members Story	6-7
Celebrating 15 Years of the XF	10-21
New F-Pace Sports Models	23
Jaguar Formula-E Wins in Rome	25
Jaguar in 5 Years time	27
I-Pace Wins Another UK Award	28
Modified XK140's	29
Daimler/Lanchester Rally	31
Combined Car Clubs Event	32-49
UK Jaguar Magazines	50
Classified Adverts	51
Shannons Next Car Auction	53
Register Minutes	54-56
JDCSA April GM Minutes	58
JDCSA Club Directory 2021/22	59

### Front Cover:

*Phil & Suzanne Prior. 2013 3.0 litre supercharged (petrol) XF 250.II.*

### Back Cover:

*Francisco Dracone in the Ferlito Motors Jaguar XF V8, competing in the 2010 Italian Superstars Touring Car Series.*



@sajaguarclub

# Events Calendar

**29th April - 2nd May 2022 (Friday to Monday): E Type 60th Diamond Anniversary Event - Mt Gambier.**

Run in conjunction with the Jaguar Drivers Club of Victoria.

Centre of operations will be at The Barn, Mount Gambier, SA. **Registrations closed.**

For more information please contact Di Adamson via email [di.adamson1@gmail.com](mailto:di.adamson1@gmail.com)

**3rd of May (Tuesday) - 7.30pm - 9.30pm**

**JDCSA General Meeting**

Police Association Building, Carrington Street, Adelaide. To Register Goto Tidy HQ: [Register - DCSA General Meeting](#)

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

**11th May 2022 (Wednesday evening): XJ, Mk10, 420G Register Meeting: 6:00pm to 9.00pm.**

The Bartley Hotel, Bartley Terrace, West Lakes Shore SA 5020, Australia.

For more information please contact Bob Charman. Email: [charmanr161@gmail.com](mailto:charmanr161@gmail.com)

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

**12th of May 2022 (Thursday afternoon): Jaguar Ladies Lunch. 12.30pm to 3.00pm.**

The Kensington Hotel, 23 Regent St, Kensington SA

Please register on TidyHQ. For more information Goto TidyHQ: [Register-Jaguar Ladies Lunch](#)

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

**15th of May 2022 (Sunday): XK, Mk 7, 8, 9 Register Lunch - 11.00am to 3.00pm**

Sausage sizzle at the property of Stephan & Cecelia Schubert's, 7 Hanisch Rd, Stone Well.

For further information please contact Steve Weeks 0414 952 416 or Goto TidyHQ: [Register-XK, Mk7, 8, 9 Register Lunch](#)

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

**18th of May 2022 (Wednesday evening): SS, MkIV & MkV Register Meeting.**

Further details to be provided by email and via TidyHQ.

For more information please contact Brenton Hobb. Email: [bmhobbs@bigpond.com](mailto:bmhobbs@bigpond.com)

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

**20th May - 23rd May 2022 (Friday-Sunday): XJS Border Round-Up to Swan Hill.**

Centre of operations will be at Murray Downs Golf & Country Club Victoria. **Registrations Closed.**

For more information please contact Philip Prior. Email: [philipprior@bigpond.com](mailto:philipprior@bigpond.com)

**26th May (Thursday evening): Multivalve Register Meeting & Dinner. 6.00pm to 8.30pm**

The Kensington Hotel, 23 Regent St, Kensington SA

For more info please contact Peter Buck. Email: [Peter.buck51@bigpond.com](mailto:Peter.buck51@bigpond.com) or Goto TidyHQ: [Register-Multivalve Register Meeting](#)

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

**29th of May 2022 (Sunday): E, F & GT Register run to Milang & 'Christmas in May Barbecue Lunch'**

Milang Regatta Club, Waterfront, Woodrow Dr, Milang SA

For more info please contact Suzanne Jarvis. Email: [sfj5048@gmail.com](mailto:sjf5048@gmail.com) or Goto TidyHQ: [Register-E, F & GT Register Run.](#)

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

**31st of May (Tuesday)**

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

Editor: Graham Franklin M: 0490074671 Email: [editor@jdcса.com.au](mailto:editor@jdcса.com.au)

**7th of June (Tuesday) - 7.30pm -9.30pm**

**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.

**16th of June 2022: E, F & GT Register Meeting. Finch Restorations. 6:30pm to 9.00pm.**

17 Oborn Rd, Mount Barker SA 5251, Australia.

For more info please contact Suzanne Jarvis. Email: [sfj5048@gmail.com](mailto:sjf5048@gmail.com) or Goto TidyHQ: [E,F&GT Meeting-Finch Restorations](#)

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

**24th of July (Sunday Afternoon) Annual Lunch and Presentations - From 12.30pm.**

Glenelg Golf Club, James Melrose Drive, Novar Gardens. \$65.00 p.p.

Please register on TidyHQ by 17 July 2022. For more information goto: [Register-Annual Lunch and Presentations](#)

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

# Club Torque - Editor Graham Franklin

Thanks to Steve Weeks and a lot of helpers, the JDCSA organised Oxenberry combined car clubs' event at McLaren Vale, and it was a huge success. Steve's Story is on page 32. Also, two business women, Samantha and Julia, who fund-raise for the McLaren Vale hospital, amongst other charities, have provided great coverage of the event (Page 33).

This month's feature story is on the XF (X250) that was launched 15 years ago. Check out some of the XF video links including the XF speed record - page 17.

Thank you to both new and existing club members that sent in their stories and photographs. Greatly appreciated.

Included is the latest news from Jaguar including the Formula-E races in Rome.

As noted in last month's Classic Marque, Tony Bishop was hospitalised last year with severe Pneumonia and is making a slow recovery. Unfortunately, Tony is no longer permitted to drive and so he has decided to put his cars up for sale. Tony has taken it very well given that he has had great pleasure driving his SS100 for

64+ years and his E-Type for 46+ years. Both Jaguars are fully registered and are the only cars he has owned over that 64 year period. His wife Fiona doesn't drive and Tony doesn't want to see the Jaguars sitting idle and gathering dust if they can't be driven.

Tony's 64+ years of ownership rates as the lengthiest SS100 ownership in Australia, and probably the world.

Other cars for sale include two extremely nice Mark II's. (See page 51).

Enjoy

## Revised JDCSA COVID-19 Policy

At the April Executive Committee Meeting it was decided that the Club remove all COVID restrictions from JDCSA events and meetings. Some venue restrictions may still apply.

However, members should be aware of the ongoing COVID-19 risks and individually take whatever precautions that they feel are appropriate for them.

This advice remains subject to COVID restrictions that the government may apply in the future.

The Executive Committee

## Guest Speaker - May General Meeting

Peter Roberts from Finch Restorations will be the guest speaker for our May General Meeting. Finch Restorations was established by Ray Finch in 1965 in Mount Gambier. In 1983, Ray relocated the business to Echunga in the Adelaide Hills of South Australia. In 1992, Ray moved the business to Mount Barker.

Finch Restorations have authentically recreated some of the most important vehicles the world has witnessed, such as the Jaguar SS100, Jaguar C and D Types, and Ferrari GT250 Testarossa.

If they cannot locate the necessary part, they will build it from either factory drawings or samples.

Their completed cars have been shown as far afield as Pebble Beach in California, winning a Class, through to the Goodwood Revival in the United Kingdom.

Peter's talk should be very interesting and informative.

## Vale - Ian Williamson

I am sad to inform you of the passing of Ian Williamson.

Ian was the Editor of Classic Marque for many years and he and his wife Di were very active in the club attending many club events, national rallies and register meetings.

Ian had an XJC (V12) and an E Type Coupe. To show how far Ian goes back in the club, there is a photo of him in "The First Ten Years" Anniversary Booklet.

Ian's funeral was held on 27th of April at Berry Funerals on Magill Road. A prior notice was sent to all club members.

I am sure we all wish Di and Ian's family our most sincere condolences.

Steve Weeks  
Welfare Officer.

## Jaguar Ladies Social Group Events

Dear All,

Our next event has been published on TidyHQ and is a lunch on Thursday 12th May, 12.30pm at the Kensington Hotel.

For ease of planning our events, to fit in with the JDCSA calendar and taking in suggestions from members at the April monthly meeting, an event will be planned every two months. The next dates are proposed as follows:

- ◇ Thursday - 14 July
- ◇ Thursday - 15 September
- ◇ Thursday - 17 November

These dates will be posted on TidyHQ and invitations sent out as usual a few weeks beforehand. The venue and event type (e.g., morning tea/lunch/afternoon tea) will be decided at each meeting. Assistance with locating suitable venues is needed please.

Our events will only be cancelled if absolutely necessary as they are not dependent on numbers attending, so even if only a few ladies register, the event can still happen.

I would appreciate feedback at any time.

Look forward to seeing you all at the next luncheon.

Regards,  
Tricia Clarke  
Secretary

# New Members Story - Warren & Jenni Foreman

My partner Jenni and I have always liked older style British cars and probably always one day aspired to own a Jaguar.

We are currently members of the Morgan Owners Club and have for some years driven a Plus 8 and a 4-seater 4/4.

The All-British Day (when it could be held) was a favourite event with such an amazing display of the complete range of British cars. Lots of class and quirkiness on show.

Jaguars were always a favourite and in particular the Mk IV. The body curves and big headlights are so unique and are the features that we really like. The fully restored concourse Mk IVs are the pinnacle of motoring eye candy.

As a Carsales tragic I am always checking out what is on the market over a range of makes and models. It is a form of motoring voyeurism and normally fairly harmless. Occasionally something will get my attention. There have been some lovely Mk IVs in recent years, mostly



interstate and due to COVID were safely out of reach.

When “Jacqueline” (as we call her) appeared on Carsales in Adelaide last

year we had to investigate. We basically bought her on the spot. She is a 1947 Mk IV with a 2.5 litre motor. She has had some work done on her and of course a non-standard paint job which was part of her appeal.

Her history is a little vague and since she is local, we are hoping there may be some knowledge within the club about her.

We like driving her around, she is such a head turner. Friends are always keen to go for a ride. She was recently a feature in the wedding of the daughter of a friend of ours where she did a transfer from the city up to Lenswood on quite a hot day.

She has however not been without her reliability challenges - not surprisingly her electrics have needed some tidying and maintenance!

Just before the wedding her starter motor solenoid started playing up - but it was easily fixed with a tap from a hammer.

I could not get it replaced before the wedding so I kept her running during the service so that once the bride and groom were on board, we did not have the undignified spectacle of the driver diving into the engine compartment with a hammer to start her up!

The downside was that she got just a little hot while idling. Fortunately, she cooled down and was much happier once underway, but it did provide some moments of high stress.



# New Members Story - Warren & Jenni Foreman (cont)

The Mk IV recently featured in our own wedding. Everything went smoothly this time with no maintenance challenges. She scrubbed up beautifully and was driven by a Qantas Captain (Jenni's brother) who was quite pleased to get his Mk IV endorsement!

"Jacqueline" was one of the key attractions at the wedding and featured in many of the photos. Needless to say, we are very pleased with our on the spot purchase, not knowing or intending at the time to be acquiring our very own wedding car.

Garaging her has been a bit of a problem but one cannot be constrained in adding to the motoring family by such mundane considerations!

Fortunately, we were able to make some space at one of the work premises. We live in the eastern suburbs and are quite close to our workplaces.

Jenni works full time and although I am trying to retire, we are about to embark upon an upgrade and re-location of Jenni's practice.

There will of course be provision for some much-needed extra garage space so that "Jacqueline" will have a proper home and who knows – perhaps one day she might even get a stablemate!

**Warren and Jenni Foreman**

*Editor. I showed a photo of your Mk IV at the recent Pushrod Register Meeting, and those present know the car and can update you on what is apparently a SA delivered car.*



## 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 May, 2022 magazine:.

- ◇ Edward Clark: 1993 Jaguar XJ6 3.2L Sedan
- ◇ David & Monica Banks: 1963 Daimler 2.5L V8 Saloon
- ◇ Paul & Julie Wheeler: 1936 Birchfield SS100 Replica 4.2L Coupe & a 1937 Birchfield SS100 Replica 4.2L Coupe

The following applications listed in the March, 2022 Classic Marquee magazine have been accepted:

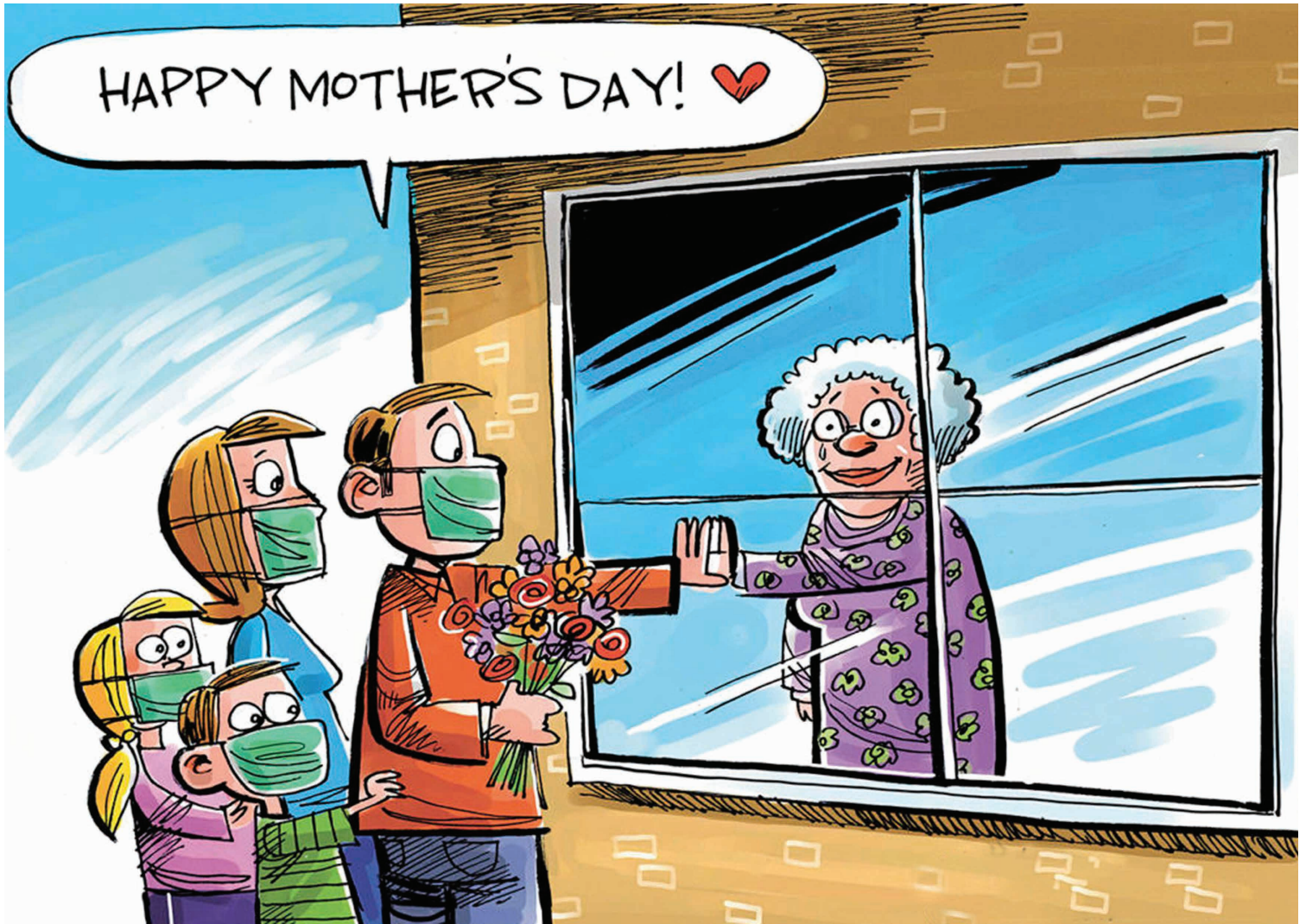
- ◇ Alan & Arthur Gilbert: 1966 Jaguar E-Type 4.2L Sedan
- ◇ Nicholas Sutton: 1990 Jaguar XJ40 4L Sedan
- ◇ Michael Wayne: 1976 Jaguar XJ6 4.2L Sedan

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

# Happy Mothers Day



## Jaguar Drivers Club of South Australia Annual Lunch and Presentations

Sunday July 24, 2022

12.30 pm

Glenelg Golf Club

James Melrose Drive, Novar Gardens

\$65.00 p.p.

Register and pay on TidyHQ by 17th July 2022

[GET YOUR TICKET](#)

Marg Thomas (08) 8374-3228 - Ros Holland (08) 82710048



## For Sale SS 100



**1939 3.5 litre SS 100 Roadster.**

**One of only three SS100's officially exported to Australia. Despatched 15th February 1939.**

**Purchased by current owner 6th January 1958.**

**The SS100 is fully registered and driven regularly.**

**Early restoration by Finch Restorations Adelaide. Immaculate condition inside and out.**

**Engine No. M1079E; Chassis No, 39102; Body No. 5033**



**SA 861**

**SA 2400**

**1967 4.2 litre E-Type 2+2 Auto.**

**Purchased by same owner 17th July 1975.**

**Fully registered and driven regularly. Well maintained in good original condition, inside and out.**

**Engine No. 7E515759; Chassis No. 1E 50287 BW; Body No. 4E 51625**

**Both Cars and Number Plates For Sale by Expression of Interest  
All Enquires to [peacockblack35@gmail.com](mailto:peacockblack35@gmail.com)**



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# 15 Years Since the Launch of the XF (cont)

The XF's importance on Jaguar's fortunes cannot be underestimated. Stuck in a retro-design rut that wasn't going anywhere, the saloon returned Jaguar to the fresh, new designs it was once renowned for. It set the tone and lay down the foundations for future models. It's not such a huge leap to say that without the XF, we wouldn't have the XJ, F-TYPE or even the F-PACE.

## Concept Design

Prior to the XF, two concept cars were produced.

- ◇ A prototype with a body styling based on the S-Type was built, but was rejected before the second concept was finalised.
- ◇ The second known as the C-XF was unveiled in January 2007 at the North American International Auto Show. The production XF that followed was surprisingly very little different from the concept car. (See the story about the C-XF page 14.)

## Jaguar XF X250.I (2007-2011)

The XF four-door saloon was produced as a replacement for the S-Type. The XF became the pioneer of the contemporary Jaguar sportive styling.

Developed at Jaguar's Whitley design and development headquarters and led by Jaguar Director of Design Ian



*The XF was launched in September 2007 at the Frankfurt Motor Show. Production followed in November with customer deliveries commencing in March 2008. The Australian launch occurred in April 2008 with a range of V6 and V8 engines.*

Callum, and Head of Advanced Design Julian Thomson. It was built at the Castle Bromwich facility in Birmingham.

The XF was planned to use an all-aluminium platform but due to time constraints put by Jaguar's Board, the development team made use of a heavily modified Ford DEW98 steel-bodied platform. The styling incorporated an oval mesh grille recalling the original XJ of 1968. The boot lid retained the S-Type's chromed blade to its edge and included a "leaper" hood ornament.

## Interior

The interior included air conditioning vents which were flush-fitting in the dash, rotating open once the engine was started, and a rotating gearshift dial, marketed as a JaguarDrive Selector, which automatically elevated from the centre console.

Another departure from the traditional Jaguar cabin was the use of pale-blue backlighting to the instruments, switchgear, and around major control panels. Some minor systems, such as the glove-box and interior lighting operated by touch.

The XF had no cloth interior option, with all trim levels featuring leather. Wood veneers were also available along with aluminium, carbon fibre and piano black lacquer trims.

## Aerodynamics

The XF's body was developed using computational fluid dynamics (CFD) before wind tunnel testing. Every area from the outer skin to the lightweight, composite undertray to the cooling airflow, even the shape of the exterior mirrors was optimised using this process.

The higher, squarer tail was more efficient aerodynamically than a lower, rounded one, and the XF's coupé-like roofline and raised bootlid lip improved airflow over the rear of the car.



*The first production XF was rolled off the production line at the Castle Bromwich Jaguar Assembly Plant, 26th November, 2007. This first car, a Vapour Grey 4.2 litre SV8 was immediately donated to the Jaguar Daimler Heritage Trust.*

# 15 Years Since the Launch of the XF (cont)

## Chassis

The basic substructure of the XF was carried over from the preceding S-Type, although the body had been stretched 84mm to meet crash safety requirements, with a 37mm higher roof to provide additional headroom while still retaining the “saloon within a coupé” proportions.

The suspension and mountings were the same as that used on the XK8 with unequal length wishbone front suspension and multi-link rear suspension (both subframe-mounted with coil springs and gas-filled dampers).

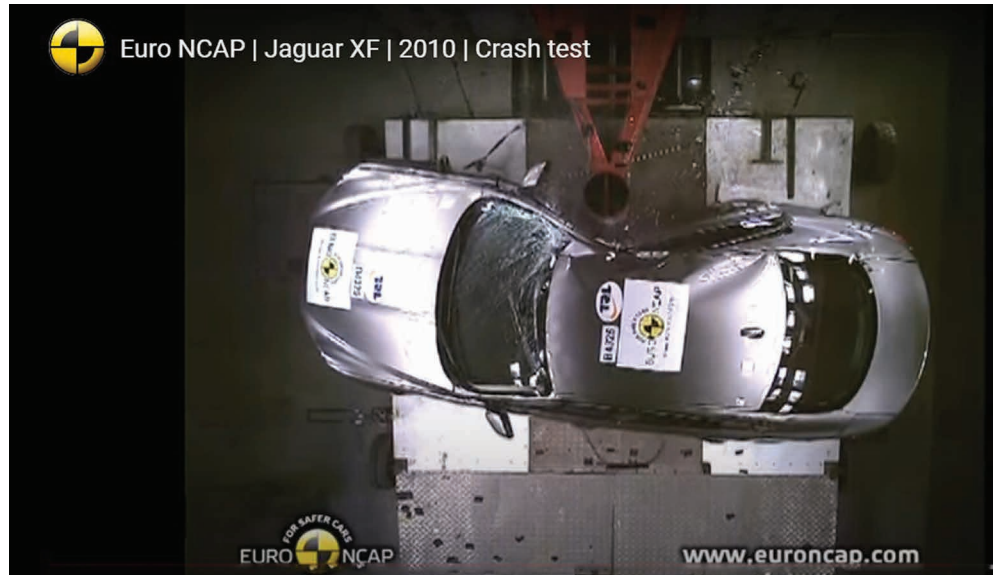
Sound and vibration insulation was provided by the addition of a special underbody tray and engine mounts, a tuned exhaust system, and a double bulkhead between the engine bay and passenger compartment.

In 2008 the models came with Adaptive Dynamics (computer controlled continuously variable damping) and Active Differential Control (electronically controlled rear differential).

In August 2009 the bodyshell was stiffened with a new rear subframe and the adoption of a boot cross-brace (previously restricted to the SV8).

## Engines

The engine line-up was basically the same as used in the S-Type. In Australia the XF range initially consisted of the



*The XF was crash-tested in 2010 by Euro NCAP and gained a four-star rating. In Australia ANCAP gave it a score of 32.38 points out of 37, also giving it a rating of 4 out of 5. The video is worth watching. [Goto: 2010 XF NCAP Crash Test.](#)*

2.7 litre twinturbo diesel V6, a 4.2 litre petrol V8 and a 4.2 litre supercharged petrol V8 engine. In 2008, the range was expanded with the introduction of the 3.0 litre petrol V6.

In August 2009, the 3.0DS replaced the 2.7 litre, while the 4.2 V8 and Supercharged V8 variants were effectively replaced by a naturally aspirated and supercharged 5.0 litre direct-injection V8 petrol engine.

## Transmission

All XF models were automatic. Initially a six-speed ZF 6HP26 automatic was used and from model years 2010-

12 some engines (the 3.0L diesel and 5.0L supercharged petrol) used the second generation six-speed ZF 6HP28 transmission.

During 2012–2013, the 6-speed auto was replaced with an 8-speed ZF 8HP70 transmissions for all engines. The gears could either be selected using a rotary dial, or could be manually controlled using paddles behind the steering wheel.

AWD was available in both RHD and LHD markets with variances according to engine types.

## Safety Equipment

Standard safety equipment included dual front airbags, front side airbags, full-length curtain airbags (i.e., for front and rear occupants), ABS, electronic brake force distribution, brake assist, electronic stability control, cornering braking control, traction control and seatbelt pretensioners for all seats.

The XF was also fitted with a pedestrian impact system which - in the event of a pedestrian collision - fired actuators that angled the bonnet and provided a clearance with the engine bay to cushion the pedestrian's impact.

Both NCAP and Australian ANCAP gave the 2010 XF a four-star safety rating.

## Security

Deadlocks, motion-sensing alarm and an engine immobiliser were fitted as standard. The XF also locks itself when



*In 2011 the Jaguar XF was crowned “Auto Express” Driver Power ‘Car of the Decade’. Over a period of 10 years, readers of “Auto Express” were invited to participate in the Driver Power survey and evaluate the car they own. The detailed survey encompassed many aspects of vehicle ownership from reliability to dealer performance, design, handling and ease of use. Over 300,000 readers participated with hundreds of individual cars being tested. The Jaguar XF emerged as Number One.*

# 15 Years Since the Launch of the XF (cont)

it reaches a pre-set speed. The doors remain locked when the car becomes stationary and this was designed to help protect against car-jackings.

The XF was tested by Thatcham's New Vehicle Security Ratings (NVSR) and achieved a 5-star rating for anti-theft and a 4-star rating for theft from the car.

## Standard Features

Standard features for the XF included 17-inch alloy wheels, an eight speaker sound system with auxiliary input and MP3/WMA compatibility, dual-zone climate control air conditioning, leatherfaced seats, a seven-inch colour touch screen with satellite navigation, power adjustable front seats, cruise control, rear parking sensors, Bluetooth connectivity, rain-sensing wipers, automatic headlights, steering wheel gearshift paddles, 60/40 split and flat folding rear seats, remote central locking with proximity key, power windows, heated mirrors, power adjustable steering column, power-operated park brake, ambient lighting, 12 volt power outlet and trip computer.

The 3.0DS, however, was fitted with 18-inch 'Cygnus' alloy wheels.

## Luxury editions:

These cars were further equipped with 18-inch alloy wheels, a six-disc CD player, auxiliary input and MP3/WMA-compatibility, additional front seat



*In 2011 the above facelift XF X250.ii, equipped with a 2.2-litre four-cylinder engine completed a 816 mile (1,313km) journey from Castle Bromwich to Munich on a single tank of diesel consuming just 64 litres of fuel to average 4.9 litres/100km. (57.65mpg).*

power adjustment and driver memory settings (driver's seat, mirrors and steering wheel).

In October 2011, standard features for the Luxury editions were extended to include bi-xenon headlights, front parking sensors and a reversing camera.

## Premium Luxury editions:

Featured 19-inch alloy wheels, a nine-speaker sound system (including subwoofer), full leather upholstery, bi-xenon headlights with washers, front parking sensors, reversing camera, electrochromatic power folding mirrors and burr walnut trim.

## Portfolio editions:

These cars are distinguished by their 20-inch alloy wheels, a fourteen speaker Bowers & Wilkins surround sound system, heated and ventilated front seats, park assist display, heated steering wheel and a TV tuner.

Inside, the Portfolio editions also featured suede headlining, contrast stitching on leather trim, unique veneers and deep-pile carpet mats with contrast edging and embroidered logos.

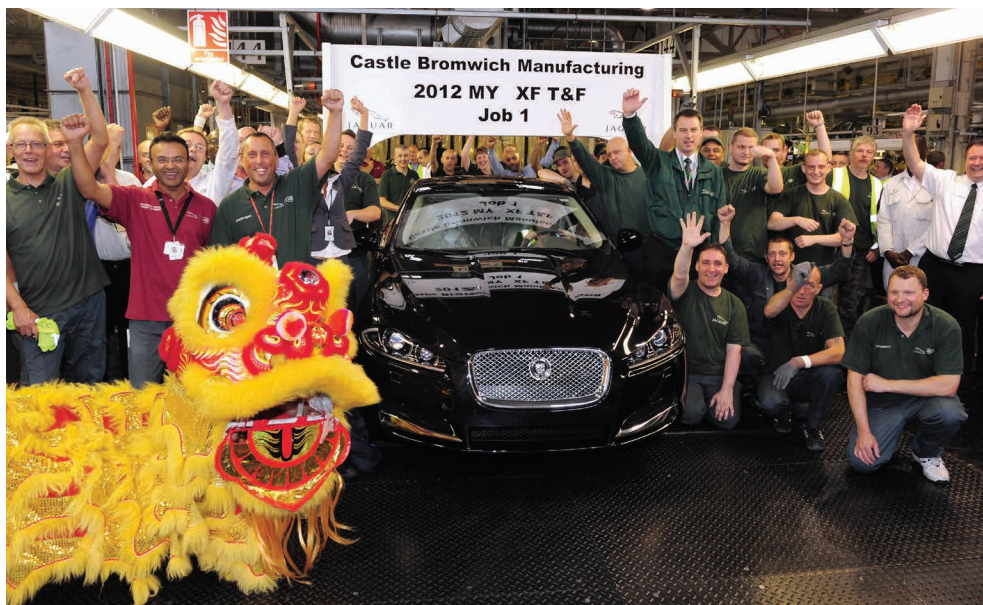
## XF SV8 (2008-2012)

Compared to the Premium Luxury, the SV8 featured 20-inch alloy wheels with sports suspension, fourteen speaker Bowers & Wilkins surround sound system, heated and ventilated front seats with adjustable bolsters, TV tuner, voice recognition and tyre pressure monitoring.

The SV8 was also fitted with Jaguar's CATS (Computer Adaptive Technology Suspension) and two-stage adaptive dampers which continually adjusted to road conditions and driving inputs.

## XFR (2009-2015)

The XFR was announced at Detroit's North American International Auto Show in January 2009 as a new performance derivative of the XF range. These cars featured the new 5.0-litre supercharged AJ-V8 Gen III engine rated at 510 PS (375 kW; 503 hp), a revised front bumper and spoiler and 20-inch (508 mm) alloy wheels.



*The first 12MY XF off the production line bound for China. Employees celebrate the start of production with the Choy Lay Fut Lion Chinese Dance Troupe. The Facelift XF X250ii featured an all-new look with slim headlight units set into distinctive LED lighting strips sitting either side of a larger, more upright grille.*

# 15 Years Since the Launch of the XF (cont)

## Facelift XF (X250.II) 2012-2015

The 2012 MY X250 Series II (X250.II) XF commenced production in late 2011 and introduced a revised range, revised styling and an upgraded interior.

The facelift included front and rear styling changes based on the original Jaguar C-XF concept and visually could be identified by its sleeker headlights with daytime LED running lights, reshaped bonnet, front guards with triangular side vents and LED tail-lights. The XF R also had a new body kit.

Inside, there were reshaped seats, a high-resolution colour TFT screen for the driver's instrument display (as per the X351 XJ), soft-touch switchgear and improved contrast for the touch-screen display which had additional switches directly below it.

Compared to the X250.I predecessor, the X250.II XF models were fitted with new audio systems. The standard system included two USB ports and 30GB hard drive for music storage. Like the XF R, the 3.0D S variants were fitted with a sports bodykit and Adaptive Dynamics.

The diesel models were fitted with eight-speed ZF automatic transmissions and the range expanded with 2.2D, 3.0D and 3.0D S variants, the former fitted with featured Jaguar's 'Auto Stop/Start' technology which enabled the engine to be shut down when the vehicle was stationary.

### X250.II Upgrade

The X250.II XF range was revised in December 2012 with the introduction of a 2.0T variant, while the 5.0 V8 was replaced by the 3.0S. Of the new variants: -

- The 2.0T was powered by a 2.0-litre four-cylinder petrol engine which featured a low-inertia turbocharger, double overhead camshafts and variable timing for both the intake and exhaust valves; and,
- The 3.0S had a 3.0-litre V6 petrol engine with direct-injection, dual independent variable cam timing (DIVCT), a Roots-type twin vortex supercharger, water-cooled intercooler and a compression ratio of 10.5:1.

Furthermore, the eight-speed ZF automatic transmission was fitted as



*The Jaguar XF Sportbrake made its global debut at the Geneva International Motor Show in Switzerland on March 2012. The XF was entirely new from the B-pillars backwards. The car shown is an XFR-S Sportbrake that made its debut at the Geneva Motor Show in 2013.*

standard across the range, while the 'Auto Stop/Start' system to reduce CO2 and fuel consumption was extended to all models.

Inside, the navigation system was enhanced and included Dynamic Zoom, Visual Lane Guidance, Road Sign Board and Point of Interest features.

### X250.II - NCAP Testing

Euro NCAP tested the XF X250.II in 2011. Pedestrian tests were carried out due to modifications to the bodywork and improvements to the active bonnet sensing system. As a result, the four-star safety rating remained, but the pedestrian protection rating improved from 43 to 62 per cent.

### XF Sportbrake (2012-2015)

The Sportbrake was officially introduced in March 2012, and went on-sale in October of the same year. It was available with all of the saloon's engines and had a loading capacity of 550 litres (19 cubic feet) with the seats up and 1,675 litres (59.2 cubic feet) with them folded.

The maximum capacity surpassed that of the contemporary BMW 5 Series Touring, Cadillac CTS Sport Wagon, and the Mercedes-Benz CLS-Class (X218) Shooting Brake.

The extended roofline increased rear headroom by 48 mm and the rear bench included a 60:40 split and remote-controlled 'one-touch' folding function.

### XFR-S (2012-2015)

The range-topping Jaguar XFR-S was released in Australia in October 2013. Compared to the XFR, the more powerful engine for the XFR-S had larger front air intakes and an optimised exhaust system whereby the central silencer was replaced with an X-piece and near straight-through pipes. The XFR-S was also fitted with updated driveshafts, a larger central bearing on the propshaft and a new torque converter.

The engine was rated at 550 PS (542 hp; 405 kW) and a top speed of 299 km/h (186 mph).

The XFR-S was fitted with 20-inch lightweight forged alloy wheels with ventilated 380 mm front and 376 mm rear brake discs as well as a larger rear wing and rear diffuser.

Furthermore, the XFR-S suspension had adaptive dampers, revised spring rates, a new rear subframe with stiffer bushes and unique front and rear suspension knuckles to provide greater camber and castor stiffness.

Inside, the XFR-S featured Warm Charcoal leather trim on the seats and doors (enhanced through the use of 'carbon effect' leather on the seat bolsters and arm rests), a Dark Aluminium fascia, contrasting colour stitching and micro-piping which could be matched to the exterior paint scheme.

# 15 Years Since the Launch of the XF (cont)

## Fuel Economy

The XF was the first car since the X-Type to be produced with economy in mind. The best performer was the 2.2 litre diesel which returned an impressive 5.1 litres/100 km (55.4 mpg). Although not as refined as the smooth V6, the 2.2 was still a decent performer and could reach 60 mph in under 10 seconds.

## Awards

The XF X250 received more awards than any previous Jaguar model. Some of these awards included: -

- ◇ The concept C-XF was awarded 2007 North American Production Preview Vehicle of the Year award.
- ◇ What Diesel? Magazine awarded the XF both the Car of the Year and Best Executive Car Award in 2008, 2009, 2010 & 2011. "As a prestige car to please an executive owner, the XF has it all. You get a terrific driving experience in the XF, cosseted in a cabin that is as comfortable as it is clever."

- ◇ The XF won the What Car? best Executive Car category in 2008, 09, 10 & 11 with judges calling it a 'seriously desirable and sophisticated car'.
- ◇ In August 2011, the XF was awarded Car of the Decade by Auto Express. "Jaguar's XF is a thoroughly deserving winner of our Car of the Decade. No model has demonstrated such consistent all-round ability as the XF. It's fantastic to drive and extremely well built – a tribute to the skilled workforce at Castle Bromwich".

## Successor XF (X260) (2015-Present)

Following the first generation steel-bodied X250 XF introduced in 2007, the second-generation aluminium bodied XF X260 sedan/saloon debuted at the 2015 New York International Auto Show.

The X260 XF used 83 percent all-new parts compared with the X250 and used aluminium as the primary component of the body structure and chassis. Relative to the X250, the XF 260 provided a 28 per cent increase in torsional rigidity;

a mass reduction of 190 kg; and a near 50:50 front: rear weight distribution.

In November 2016, the XF X206 was awarded Best Saloon by Golden Steering Wheel Awards. The XF (X260) remains in production until 2025.

## Summary

With modern design and many variants, it's not surprising that the XF X250 became one of Jaguar's best-selling executive saloons of the modern age: 202,678 were sold between 2009 and 2016 (sales figures for 2007 and 2008 aren't available) before it was replaced by the current model (X260).

The XF (X205) was not just important due to its new design, but on a commercial level it was an important step in the company's resurgence. ■

*Information for this story from the Jaguar Daimler Heritage Trust; Jaguar Media Centre, Australian Car Reviews; Wikipedia and Jaguar World.*



*In 2011 the XF won the inaugural "Women's World Car of the Year". Eight female motoring writers from around the world got together to create the award with judging criteria based on the 'shopping list' that ladies look at when buying a car. (Storage space, dashboard friendliness, child friendliness, aesthetic appeal, driveability and the car's 'sex appeal'). The judges tested 21 cars from a short list and the Jaguar XF was the clear winner. All the judges considered the Jaguar XF to be well-constructed, competent, comfortable, and with its combination of sport and luxury, it was ideal for women drivers."*

# C-FX Concept Car - Predecessor of the XF

The C-XF project (and subsequent XF) was led by Jaguar Director of Design Ian Callum and Head of Advanced Design Julian Thomson.

It featured a 4.2-litre supercharged V8 engine, a 6-speed automatic transmission with Jaguar Sequential Shift, single slim-wedged headlamps (as opposed to the twin-lamp motif seen on past Jaguars), performance-themed interior, JaguarDrive Selector and a Dual View screen.

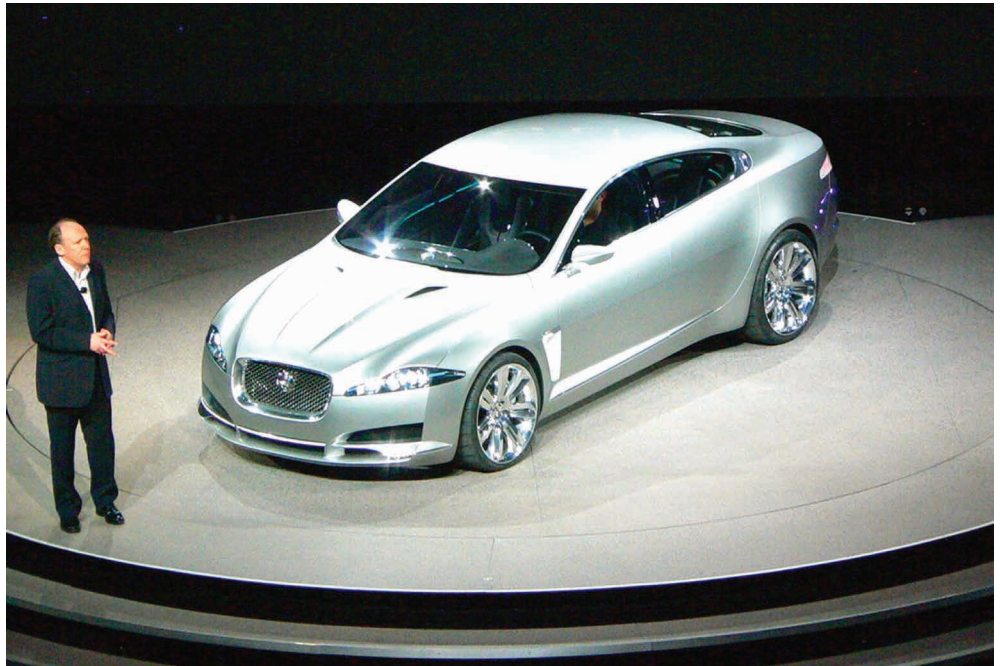
Breaking with tradition, the C-XF concept was borrowed from the Mercedes-Benz CLS in that it was a so-called four-door coupe, and came with a low roof, raked windshield, high beltline, and seats for four.

The C-XF's design team reportedly took inspiration from some of Lyons' greatest cars, including the 1950 Mark VII and 1959 Mark 2 saloons. Their beautiful flowing lines were influenced by some of the great sporting Jaguars of the era including the XK120, and both displayed that extraordinary feeling of latent power that so signifies a Jaguar.

The Jaguar C-XF was officially a concept car, but it was actually a thinly disguised preview of the XF, the replacement for the S-type.

The concept featured a radically raked coupe roof line that was toned down in production, mainly to give rear-seat passengers some headroom.

Set into the front of the C-XF was a bold and aggressive grille finished in black chrome. Recessed deeply into the body rather than sitting flush with the surface.



Running backwards from the nose of the C-XF was the main feature line of the car - an unbroken shoulder that flowed beneath the cabin glass-line and into the haunch over the rear wheel.

Above the shoulder line sat a low and sporting cabin with aluminium brightwork highlighting the coupe feel of the car. Further sporting lines were accentuated by the muscular bonnet and the side power vents that had a functional white ceramic finish.

At the rear of the C-XF a sculptured shoulder flowed from the C-pillar into a tight, aggressively tapered tail that displayed traditional Jaguar design cues, yet succeeded in striking a modern feel.

When seen from behind, C-XF was noticeably wide and powerful, a look accentuated by the large rear diffuser. The basic principle of diffuser technology sees

air being drawn from beneath the car to create a low-pressure area that improves cornering grip at higher speeds.

The concept C-XF was awarded 2007 North American Production Preview Vehicle of the Year award.

According to juror Chris Poole, "The C-XF reinterprets Jaguar's traditional 'grace, space, pace' in a fresh, original new way - which is no easy task. And, all without a sign of retrospective design."

The award recognises vehicles that are most likely to shape the future of the automobile industry. With more than two dozen professional automotive journalists from all over North America on the jury panel, the C-XF was selected amongst 11 Production Preview Concept Vehicles that were launched in North America during the 2007 Motor Show season.

At the time the C-XF concept was the most dynamic and modern four-door car that Jaguar had ever created, a design showcase heralding the next generations of sports saloon models.

The Jaguar C-XF concept car made its debut on 7th January, 2007 at the North American (Detroit) International Auto Show in Michigan, USA.

To watch the 70 second video goto: [Jaguar C-XF promotional video.](#) ■

*Information for this story from US Car and Driver.*





# Faster Pussycat - XFR Does 225 MPH at Bonneville

In November 2008 Jaguar took their new 5.0 litre supercharged V8 XFR to the Bonneville Salt Flats for a top speed run.

The Paul Gentilozzi-driven XFR had been modified with the appropriate safety gear (roll cage, fire suppression system, etc.), along with a sizable low-mounted rear spoiler and a de-restricted ECU that allowed the supercharger to

yield around 600 horsepower thanks to a bit more boost.

The car also included a modified air intake and exhaust system. However no internal engine components were changed and the six-speed automatic transmission was standard, including the gear ratios.

Incredibly, the Bonneville run was completed on stock Michelin Pilot Sport 2 tyres.

So-equipped, the XF sedan blew through the double-ton to top out at 225.675 miles-per-hour, solidly trouncing the previous Jaguar land speed record of 217.1 mph set by an XJ220 at Nardo back in 1992 with Martin Brundle at the wheel.

Paul Gentilozzi, owner of Rocketsports Racing, successfully led Jaguar to five series victories between 2001 and 2006 in the Trans-Am motor racing series.

“During my career, I’ve raced worldwide from the southern tip of New Zealand to Le Mans. Along the way, I have been privileged to drive and own so many exciting cars but I’ve never driven one that was as exciting to drive fast as this Jaguar,” said Gentilozzi.

To watch the 90 second video goto: [Jaguar XFR on the Bonneville Flats](#) ■

*Information for this story from US Car and Driver.*



## Jaguar XF and Olympic Skier Create World Record

In October 2017 Jaguar teamed up with a former Olympic skier to set a new Guinness World Record for the fastest skier towed on skis.

Pulled by an XF Sportbrake, former Olympian Graham Bell achieved an average top speed of 117mph to take the record — 47mph more than the previous record.

Bell, 51, who was British ski champion eight times, retired as a professional ski racer in 1998 and since became a television presenter, journalist and adventurer. The stunt took place at Jaguar Land Rover’s Arctic Revi test centre in Arjeplog, Sweden, where temperatures were as low as -28C - with the final speed set after just a handful of practice runs.

The 4WD XF Sportbrake’s superb traction, Adaptive Surface Response, All Surface Progress Control handling and high-speed stability made it the perfect choice for the speed record attempt.

“I’m proud to have achieved this Guinness World Records title, but it was a real team effort with the engineers at Jaguar supporting me every step of the way,” Skier Graham Bell said.

“The XF Sportbrake stayed perfectly composed throughout and gave me the confidence to not only beat the target but smash it by a great margin,” Bell said.

To watch the 150 second video goto: [Jaguar XF Sportbrake breaks ‘fastest towed speed on skis’ record.](#)

In the video the 3.0-litre turbocharged V6 petrol engine can be heard as the XF approaches the 120mph mark. ■

*Information for this story from Jaguar.*



## XF Members Story - Peter Drake



It didn't take long from the time that I first saw the new XF's on the road to decide that I wanted one.

Picking out a colour wasn't overly difficult as the best and most popular was Stratus Grey anyway.

It had to be the diesel and the upgraded 3.0 litre seemed more logical than the 2.7 litre model. Next step was the interior. Not being really keen on the full black leather layout as I feel it to be sometimes a bit too overwhelming, my choice being the cream which I feel lifts the interior to a different level.

I eventually found a pre-owned vehicle ex Melbourne in really good condition. The odometer now reads 175k. I have had a few minor maintenance jobs done but nothing major.

It is super economical with one trip to Murray Bridge averaging out at 4.4 litres per 100kms. In the old language about 60 miles per gallon. Not bad for a four-door saloon.

A delight to drive and still has a commanding presence on the road, if my memory serves me correct, as Denella has adopted it as her own and conveniently hides the keys.

**Peter Drake**  
**Denella Moss**

## XF Members Story - Wayne & Beverley Buttery

The club has another "Big Red".

Earlier this month (April) we added to our garage an 'Italian Racing Red' XF (MY2014) with 42,000 km on the clock. The car is in showroom condition.

The XF is a Solitaire car from a Hindu Indian gentleman (property developer) who bought a Tesla.

I drove a Tesla once and came home 'with a pain in my neck' - the acceleration was too quick for someone my age.

Anyway, you can't make a Tesla into a JAGUAR.

'Big Red' will now join our 'Blue Fire' XE (MY2016) that has 9,000km on the clock.

**Wayne & Beverley Buttery**



# Members Story - Ron & Claire Palmer

We purchased this Jaguar in February 2014, new from Solitaire Automotive.

Our 12th Jaguar since 1978.

The previous 11 were, 10 XJ's and one XJS HE.

This Jaguar, an XF in Ultimate Black is petrol fuelled Supercharged V6 with an 8 speed Sports Automatic.

It has taken us on many Club Runs and Weekend aways as well as National Rallies and Post Rally Tours in Queensland, New South Wales, Victoria, Tasmania and of course South Australia.

The past 5 years this car has enjoyed semi-retirement being used for Country Runs and Club Events.

Our Ultimate Black Cat gets admiring glances and comments often.

**Ron and Claire Palmer**



# XF Members Story - Andrew Byles

Margaret had a 2014 XF premium luxury 2.2 diesel.

Performance was excellent. Even with the engine stopped at the traffic lights (it had stop/go) it would start the engine and get to 80km/h quicker than my 5.7 litre V8 manual Ute.

Margaret sold the car to buy a Mercedes but has since bought a brand new XE diesel which makes the XF look thirsty!

The XF was an extremely fuel efficient and great reliable car.

The only issue was the interior light which would turn on and off without help! (They were supposed to turn on and off when you waved your hand in front of it). I eventually took it out washed it and put it back which fixed it.

**Andrew & Margaret Byles**



*The attached image is the fuel mileage at Penola in 2017 It settled to 4.9 litres per 100km by Mount Gambier and the refill reflected exactly the same use. The corrected speed was 110km/h.*



## Members Story - Borys & Elaine Potiuch

After 3 years of searching for an affordable Jaguar XF, I received a phone call one Monday morning from a very reliable source (a certain Mr Bob Charman) who advised me that there was a lovely Jaguar XF for sale at Woodville West if I was still interested.

That afternoon my wife and I visited the premises of the owner and half hour later I walked away after paying \$500 deposit and arranging to pick the car up on the Thursday.

Almost 3 years later we have travelled 15,000 km in the car and enjoy it very much. However, due to my natural ability to fiddle with things, I found it frustrating to rely on a diagnostic machine to give me the low down on the problems I experienced in the settling-in period of the first 6 months.

At that time, I was fortunate enough to have a friend who was quite familiar

with modern vehicle wizardry and he was able to help me out when the car misbehaved by just clearing error codes.

The car has settled down and I no longer drive with my fingers crossed.

Our car is a 2009 Jaguar XF 2.7 turbo diesel and if I had the money, I would buy one for each day of the week.

**Borys & Elaine Potiuch**



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# New Adrenaline-Charged 23MY F-Pace Sport Models

The already exceptional Jaguar F-PACE has raised the performance stakes with the addition of the dynamic new 400 SPORT and 300 SPORT models.

A blend of power, design and luxury, the F-PACE now offers more choice and technology than ever, and includes the ease and convenience of Amazon Alexa across the range.

## Optimum Balance of Ride, Handling and Precision

The performance and agility that the F-PACE is renowned for is built into the DNA of each new model. The F-PACE 400 SPORT combines a powerful, refined 3.0-litre in-line six-cylinder Ingenium petrol mild-hybrid engine, enabling it to accelerate from 0-100km/h in just 5.4 seconds and reach a maximum speed of 250km/h.

Meanwhile, the new F-PACE 300 SPORT is powered by a smooth, efficient in-



line six-cylinder Ingenium diesel mild-hybrid engine, and can accelerate from 0-100km/h in 6.4 seconds and reach a maximum speed of 230km/h. The inclusion in both models of Adaptive Dynamics with Configurable Dynamics delivers an optimum balance of ride, handling and precision.

## Exquisite Design and Advanced Technology

During the development of the new 400 SPORT and 300 SPORT models, the F-PACE's distinctive, sculpted form was further enhanced with a unique combination of design elements.

Striking 21-inch wheels complement the Black Pack, privacy glass and Gloss Black roof rails. The wheels feature a distinctive five split-spoke design and a Gloss Black finish, enhancing the vehicle's confident, assertive on-road presence.

The full range of exterior colours is available, offering owners a choice of 30 colours.

Inside, the interior is beautifully crafted, with Windsor leather performance seats, Ebony Suedecloth headliner, Satin Charcoal Ash veneers and bright metal pedals, offering an immersive feeling of luxury throughout the spacious cabin.

The Pivi Pro infotainment system keeps you seamlessly connected, with wireless Apple CarPlay® and Android Auto™ both standard.

Amazon Alexa has also been fully integrated with Pivi Pro which means you can use voice commands to control navigation and music, manage calendars, hear news, check the weather and control smart home devices, all without taking your eyes off the road.

The new F-PACE 400 SPORT and F-PACE 300 SPORT are both available to order now. ■

*Information for this story from Jaguar Australia.*



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# 2022 Formula-E: Mitch Evans Conquers Rome

Mitch Evans made history for Jaguar TCS Racing as the first Formula E driver to win both races in Rome's double-header weekend.

This sensational double victory elevates Evans to fourth in the drivers' standings, and the team now takes this momentum onwards to Monaco on April 30.

## Round 4 Rome

After a challenging qualifying session, Mitch Evans started in ninth on the grid, with Sam Bird in 13th.

Mitch gained two places off the line overtaking both Porsches before a full-course yellow and safety car was deployed. When the green flag was waved, Evans continued to carve his way through the pack, making impressive overtakes to secure places while maximising on energy saving.

With 14 minutes to go, Mitch overtook Robin Frijns in the Envision Racing car to take the lead of the Rome E-Prix.

The pace and efficiency of the Jaguar I-TYPE 5 was truly dominant as the New Zealander finished the race 5.7 seconds ahead of the rest of the field.

Teammate Sam Bird executed a stellar race by carving eight places through the field to finish in P5 securing valuable points for the team. Sam encountered body work and a wheel rim damage during the race but still managed to show the superior race pace of the Jaguar I-TYPE 5 throughout the 50 minute plus one lap race.



Mitch Evans moved to eighth in the drivers' standings while Sam Bird moved into eleventh.

To watch the 60-second video goto: [Jaguar TCS Racing Rome Round 4](#)

## Round 5 Rome

Mitch Evans and Sam Bird lined up fourth and fifth on the grid respectively after a successful qualifying session.

In the first 10 minutes of the race, Mitch Evans made a decisive overtaking move into 3rd place. He continued to execute a flawless drive, overtaking André Lotterer and Jean- Éric Vergne to take the lead.

The New Zealander tussled with the front runners for a number of laps before a late safety car was deployed. A late and fearless ATTACK MODE strategy coupled with good efficiency enabled Evans to regain the lead of the race and take back-to-back victories in Rome.

Teammate Sam Bird, also had a strong race, and was set to score more valuable points for the team. Sam showed the exceptional pace of the Jaguar I-TYPE 5 before a collision while battling for position forced him to retire in the final lap of the race.

Mitch Evans moves to 4th in the drivers' standings, only nine points behind the leader, while Sam Bird sits in 11th. Jaguar move to fifth in the ABB FIA Formula E World Championship teams' standings.

To watch the 60-second video goto: [Jaguar TCS Racing Rome Round 5.](#)

The sixth round of the 2022 ABB FIA Formula E World Championship takes place on the iconic streets of Monte Carlo, Monaco on 30 April 2022. ■

*Information for this story from Jaguar TCS Racing.*



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# What Does The Future Look Like For Jaguar?

UK newspaper Coventry Telegraph turned to automotive expert Dr Charles Tennant for his opinion on where he considers Jaguar Land Rover will be in five years from now.

## What kind of Jaguars can we expect in the future?

“It is easy to see a large two-door coupe and a sports car with four-door Gran Turismo type cars going forward, given that Jaguar SUVs have been ruled out as Land Rover’s own territory.

We do not yet know where these new Jaguar electric cars will be built other than it will not be at the Castle Bromwich plant as that will close and be used for other company operations in the future.

“JLR will achieve scale from significant commonality of batteries, electric motors, and software across Jaguar and Land Rover who are also electrifying their own cars, albeit at a slower pace than Jaguar.”

## What does the future look like for Land Rover?

“For Land Rover, the future looks quite different and at a slower pace as the first battery electric vehicle won’t appear

until 2024 – probably the Road Rover – with just 60 per cent of the range being all-electric by 2030 and 100 per cent by 2035. It will use its own bespoke platform – the aluminium Modular Longitudinal Architecture (MLA).

The perennial issue for Land Rover – whose large SUVs have higher weight and drag, so need more energy to propel them – is how to electrify them with the long range expected by customers because it is physically and economically challenging to package a large enough battery. Which is why they are also considering Fuel Cell Electric Vehicles (FCEV).”

## And what about the company as a whole?

“One thing is apparent in that Jaguar and Land Rover will have become disentangled as a single entity in the future, meaning that either could be independent of each other should that be decided at some point.

Over the next five years (under Reimagine) Land Rover with its Midas touch will continue delivering highly profitable SUVs from the three brand pillars of Range Rover, Discovery, and



Defender, aiming for volumes of around 500,000 from eight vehicle types as it progresses towards electrification, whilst Jaguar will aim for volumes of around 40,000 from three vehicle types.

This is all way above the new breakeven point of 400,000, so JLR should be a profitable entity again and with Tata Motors’ ongoing commitment and investment, the company (JLR) should prevail once the current global automotive disruptions settle down to a new normal.

And as per usual, it will be a product-led revival that we hope will succeed.” ■

*Information for this story from the Coventry Telegraph (UK Newspaper).*

## JLR Hires New Engineering Chief



Jaguar Land Rover has hired Thomas Mueller, a former Volkswagen Group executive and autonomous driving specialist, to lead the JLR’s product engineering.

Mueller replaces Nick Rogers, who left JLR at the end of 2021 after 37 years at the company.

Thomas Müller begins his role immediately, taking responsibility for the technical development of all new Jaguar and Land Rovers, including both hardware and software.

“Thomas’s expertise in engineering process automation and applying new product development methods will bring significant benefits to the efficient delivery of the next generation of modern luxury vehicles” JLR said in a statement.

Thomas said: “I am thrilled to join the Jaguar Land Rover team at a pivotal point in the company’s transformation. We have a truly exciting opportunity.

JLR are already renowned for their peerless design and dynamic capability. I’m looking forward to further contributing to the success of these amazing brands and products as we pioneer a new era of electric power and digitalisation.”

Thierry Bolloré, CEO Jaguar Land Rover, said: “Not only is Thomas a highly skilled, experienced engineering

leader; he also brings a humble and approachable quality and we’re delighted to welcome him to Jaguar Land Rover. His vision and knowledge from more than two decades in the industry will make him a great support and mentor to our teams as we accelerate our journey of simplification and electrification.”

Thomas spent 18 years in various engineering roles at the VW Group’s premium arm and rose to the position of head of chassis development in 2016. He added the responsibility for developing ADAS and autonomous driving systems at Audi in 2018. ■

*Information for this story from Automotive News.*

## I-Pace Wins Another UK Award

# Jaguar Drivers Club of South Australia Annual Lunch and Presentations

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\$65.00 p.p.

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## I-Pace Wins Another UK Award

I-Pace was named Best Large Electric Car in the 2022 Carbuyer Best Car Awards.

Looking more like a hatchback than an SUV, the I-Pace is Jaguar's first electric car but it still manages to plug into the brand's DNA.

A mid-2020 update introduced a number of updates to the I-Pace including standard-fit 11kW charging capability, upgraded technology, including JLR's latest Pivi Pro infotainment system and a refreshed range of exterior trim and alloy wheel options has helped keep the car fresh against the competition.

Carbuyer rank the I-Pace among the best-driving EVs on sale, and shows that the move to electric power doesn't mean enthusiasts will be starved of exciting cars.

The I-Pace is built on Jaguar's 'skateboard' platform, designed specifically to underpin fully electric cars, and uses a 90kWh battery to power an electric motor on each axle.

The result is a four-wheel-drive SUV with 396bhp and an official range of up to 292 miles (220 miles is more realistic).



The I-Pace can be charged at up to 100kW but 50kW chargers are more commonly available and take around 90 minutes to get the battery to 80%.

Carbuyer added that what's more impressive is how the I-Pace drives: it's poised, agile and responsive, managing to hide the weight of all the batteries well.

The 656-litre boot shows it's more practical than its low roofline suggests, and there's a small boot under the

bonnet too.

The battery in the I-Pace is covered by an eight-year/100,000-mile warranty, while the car as a whole is covered by Jaguar's standard five-year/unlimited-mileage warranty.

The I-Pace has a firm ride, but otherwise it's one of the best electric SUVs in the Luxury EV market. ■

*Information for this story from UK Carbuyer.*

# \$500,000 Vintage Electric Jaguar Wedding Gift

David Beckham presented his son Brooklyn and daughter-in-law Nicola Peltz with a \$500,000 (£383,502) classic Jaguar after they got married in Palm Beach, Florida earlier this month (April).

David Beckham, 46, is an investor of restoration company Lunaz which electrified and re-engineered the 1954 Jaguar XK140, having taken a 10 percent stake in the company back in June 2021.

He was pictured taking the vehicle out for a spin with his wife Victoria, 47, on Sunday morning before handing it over to the newlyweds., who mimicked Meghan and Harry's reception arrival by driving off in the Jaguar to a lavish brunch.

The electric XK140 was the end product of thousands of hours of work from the company's 120 strong team of craftspeople, designers and Electric Vehicle (EV) technicians. It was built entirely in-house at the Lunaz factory in Silverstone, England.

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.

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.

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.

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. ■

*Information for this story from the Daily Mail Australia and Classic Marque September 2020.*



*Brooklyn Beckham and Nicola Peltz driving in their new A\$500k electric XK140 gifted to them by David and Victoria Beckham*

## Another Modernisation of a Jaguar Classic



The car above is officially called a Jaguar XK European; a fully restored and 'tastefully' upgraded British classic built by Thornley Kelham, with the aid of the designer of the McLaren P1 Paul Howse.

Based in Britain's beautiful Cotswolds, the firm takes a donor XK and turns it into a high-performance lightweight that stays true to Jaguar's ethos while adding a host of modern features to improve its pace and grace.

Howse's goal was to echo the approach Jaguar took to the E-type Lightweight, only with its predecessor.

Job one was to lower the roof line which serves to accentuate the car's proportions and improve aerodynamics.

Howse added more sculptural curves to the profile with enlarged wheel arches and a Coke-bottle style wider rear to the aluminium body.

Almost every trace of chrome was removed and, instead, there's a subtle crease in the hood and over the roof. Modern lighting is embedded front and back for a super clean look, while wire wheels help root the car firmly in the 1950s.

The 3.5 litre, now 3.8 litre XK engine has been given a complete overhaul, including bored cylinders, bespoke cams and direct injection. There's a five-speed 'box sending power to the rear via a limited slip diff, and new suspension front and rear (replacing the leaf springs) complete with vented discs etc., etc.

Thornley Kelham says there's 5000 hours of labour in every XK European, with 800 alone going into the paint process.

For some, that handmade touch to develop an utterly unique Jaguar might well justify the £550,000 (\$716,000) plus the cost of the donor car!!! ■

*Information for this story from Hagerty Media.*



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# National Daimler and Lanchester Rally

As noted in our President's Report, Fred and Andrew attended the Daimler and Lanchester Rally held in Wagga Wagga, NSW. Due to indications of a wet rally, they left the SP250 behind and went in the Daimler Coupe which picked up two rally awards. Congratulations. Fortunately, the rain let up on Sunday for the show and shine display. Thanks to Fred and Andrew for the following photographs.



# JDCSA - Combined Car Clubs Event McLaren Vale

## JDCSA Combined Clubs Run to Oxenberry Winery.

Well, another great day enjoyed by our members and our guests.

I counted 106 cars on the day and the clubs that joined us were:

- Riley,
- Rover,
- Humber,
- Triumph Stag,
- Wolseley,
- Armstrong Siddeley,
- Humber,
- Morris and Morris 8 Register,
- Austin Healy

We even had a Valiant, Porsche and some MG's join us.

The weather was perfect and the day had a party type/automotive fair type of atmosphere. Everyone seemed to enjoy meeting members from other clubs and having different cars to look at.

The McLaren Vale Poster Girls (Julia and Samantha) did a great job of judging the most desirable cars and the best dressed awards and they themselves were the subject of many photos.

The winners went to:

John Whittaker driving a blue E-Type (most desirable hardtop),

A Morris 8/40 driven by Brian Triplow and his wife Di (most desirable soft top), and

Best dressed went to John and Debbie Goddard, who drove a lovely Sunbeam Alpine.

So, the trophies were well spaced across the clubs, although the trophies were really just to add a bit more fun to the day.

These events don't just happen without the support from members. Some thank you's on the day must go to Peter Buck (he was everywhere from parking to getting equipment to and from our lockup) and Heather Buck for looking after the expenses.

Alan Bartram, Julian Lugg, Graham Franklin, Trevor Norley, (sorry to those I have forgotten). These members all pitched in to help with the parking of the cars.

Also, Ros and Peter Holland for looking after the Poster Girls (although Fred seemed to be helping a lot there as well).

A special thanks to Malcolm Adamson, who brought both his SS airline and Drophead and arranged to pick the poster girls up and bring them to our event.

Not to forget Michael Pringle, who was the Master of Ceremonies on the day, our President Fred, who not only awarded the trophies but was also there to help with the parking and Oggi and Gary, who excelled in selling the raffle tickets.

I had better not forget my long-suffering wife Val, who was looking after all the behind-the-scenes work.

Then, I have to thank Gemma (the manager) and Michael (the owner) of Oxenberry for their support and help in putting this day together, also for their donation of wine packs for the raffle including Stephan and Cecelia Schubert.

It was pleasing that we were able to donate our raffle takings towards the McLaren Vale Hospital charity on the day. This money will be used to purchase much needed equipment.

All in all, a day to remember.

**Steve Weeks**  
Secretary





# Combined Car Clubs Event McLaren Vale (cont)

*Editor: The following is a report thanks to the McLaren Vale Poster Girls*

## McLaren Vale Vintage & Classic 2022

We all know that this amazing event was cancelled due to COVID Marshalling restrictions, but the enthusiasm from the car clubs was too strong. So, Steven Weeks from the Jag Car Club went full steam ahead to organise their run to go ahead.

Their venue was sold so there was no guarantee of holding their event there. That still didn't stop them, so they settled in at Oxenberry Winery. Other car clubs took notice and before long, they were inundated with other makes, including Austin Healey, Armstrong Siddeley, Riley Roadster, Rover, Daimler, Morris 40 Tourer, Alpine and one Valiant!!

Kay Brothers held a similar event and McLaren Vale Community Club hosted Trucks and bikes in their car park.



The day was perfect! Sunny, a slight breeze and 23. After Coffee and Cars at Kikko, Malcolm took the Poster Girls, Samantha James and Julia Brown, to Oxenberry in his Convertible Jaguar.



## Combined Car Clubs Event McLaren Vale (cont)



Samantha and Julia realised that they needed to get a head start on judging so swiftly went about looking at all of the cars, testing the comfort in some of them and modelling. We had a sharp eye on the dress-ups and were very excited at the quality and style of the people who made the effort.



# Combined Car Clubs Event McLaren Vale (cont)

After discussing the competition and re-evaluating the cars several times, we couldn't go past the etype Jag as the Most Desirable Saloon.



We did feel that all of the jags parked in the front row deserved a prize as they were amazing. We were also impressed with Malcolm's cars and may feel a bit biased choosing him, however, I'm sure he doesn't mind. The Most Desirable Convertible was the 38 Morris 40 Tourer



# Combined Car Clubs Event McLaren Vale (cont)

Best Dressed in era of car was a 1968 Sunbeam Alpine Series IV.



Runner up Best dressed



A raffle was held and the contributions from this was donated to the McLaren Vale Hospital. We also had buckets from the hospital for people to donate in. We sold one shirt and one badge. We raised \$432 in total. Julia will forward this onto Trevor Sharp, who will be able to add this to the donations total. He will be able to find out what item the hospital needs so we can buy that for them and we will inform you of this.

We would like to thank everyone involved, as this type of event takes a lot of work.

Recommendations for next year are to charge cars an entry fee to cover the cost of organising and raise money for the hospital.

Advertise more productively to the public: Facebook, radio, tv, papers.

Well done to the Jaguar Drivers Club of SA.

Samantha and Julia

# Combined Car Clubs Event McLaren Vale (cont)



# Combined Car Clubs Event McLaren Vale (cont)



# Combined Car Clubs Event McLaren Vale (cont)



# Combined Car Clubs Event McLaren Vale (cont)





# Combined Car Clubs Event McLaren Vale (cont)



# Combined Car Clubs Event McLaren Vale (cont)



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# Combined Car Clubs Event McLaren Vale (cont)



# Combined Car Clubs Event McLaren Vale (cont)



# Combined Car Clubs Event McLaren Vale (cont)



# Combined Car Clubs Event McLaren Vale (cont)



# Combined Car Clubs Event McLaren Vale (cont)





# Combined Car Clubs Event McLaren Vale (cont)





*The May 2022 edition of Jaguar World includes the following feature stories:*

- ◇ **25 YEARS OF THE XJ X308:** To mark the 25th anniversary of the X308-generation of XJ8, they look at the model's history and its positive impact on Jaguar before driving three very different examples: a Sovereign 4.0, an XJR and a Daimler Super V8.
- ◇ **MIKE CROSS INTERVIEW:** Following his recent retirement, they talk to Jaguar's legendary chief development driver, Mike Cross, about his 37 years developing some of the company's most famous and popular models.
- ◇ **MODIFIED E-TYPE SERIES 2:** Lighter, stiffer and with more power, this fixedhead coupe could easily be a genuine Lightweight but was actually transformed over three years by just one man and at home.
- ◇ **DAIMLER SOVEREIGN SERIES 3 MANUAL:** Any XJ Series 3 with a manual gearbox is unusual, but more so when it's a luxurious Daimler Sovereign. They track down a rare example and explain its significance.
- ◇ **RESTORED XK (X100):** With the same family since new, this 2007 XK 4.2 coupe has been recently fully restored by the first owner's son. They look at its history
- ◇ **GEORGE FORMBY'S 3.4 Mark 1:** This 3.4 was bought new in 1959 by famed British film star, George Formby, who suffered from a terrible crash in the car six months later. Thankfully both he and the car survived.
- ◇ **XK 140 OPEN TWO-SEATER:** With just 73 right-hand-drive examples, the XK 140 OTS is one of the rarest of all the classic XKs in the UK. They explain why. ■



*Jaguar World celebrates 25 years of the XJ8 and argue that the X308 is the best of the entire nine-model XJ range.*

# Classified Adverts

## FOR SALE 1962 MARK 2 AUTO 3.8 LITRE

It was a 5 year complete restoration of all body and mechanicals including brake's, leather work and coachwork.

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# Coffee & 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, \*\*\*MOVED to Wharf Precinct, Wharf Rd down by the river.\*\*\*
- ◇ 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



*Former international soccer star David Beckham helped to promote the XF in China. He served as the face of the brand in a marketing campaign that ran for several years from 2010.*

# Shannons Upcoming Auction - May 2022

2022 Shannons Timed Online Auction (Tuesday 24 May 2022)



1963 Daimler 2.5L V8 auto. Aust. delivered. Original condition with refurbished interior. Detailed receipts since 1982 (Est. \$18k - \$24k).



1995 XJ XJR (X300) 4.0L Supercharged auto. Aust. Delivered. Long-term ownership. Full set of books. 126,832 kms. (Est. \$20k - \$25k).



1978 Daimler DS420 Limousine. Overall condition - Fair. No further details. (Est. \$25,000 - \$35,000).



1985 XJS-CV12 Cabriolet. Australian-delivered car. Extensive cosmetic and mechanical refurbishment. 185,000 kms (Est. \$30k - \$40k).



1967 S-Type 3.8 Saloon. Overall condition - Fair. No further details. NO RESERVE (Est. \$20,000 - \$25,000).



1961 E-Type 3.8 Series 1 Roadster. No further details. (Est. \$170,000 - \$200,000).



1967 E-Type 4.2 Series 1.5 Coupe. 97,561km. No further details. (Est. \$180,000 - \$210,000)



Victorian Heritage Number Plates. (Est. \$1,600,000 - \$2,200,000)

# SS, Mk IV, Mk V - Register Minutes (April)

## SS, Mk IV, Mk V Register



*Currently meeting the 3rd Wednesday of each month.*

**Minutes of the meeting held at the Caledonian Hotel on Wednesday 20th April 2022.**

### Previous Minutes:

The Minutes of the 16th March 2022 as issued were accepted as a true record of the meeting.

### Present:

Bob Kretschmer, Brenton Hobbs, John Lewis, Des Brown, Malcolm Adamson, David Rogers, Ross Rasmus, Jack Richardson, Graham Franklin.

### Apologies:

Rob Paterson, Warren Foreman, Daniel Adamson, Bruce Fletcher, Antony Veale and Andrew Hayes.

### Correspondence:

Nil

### Welfare:

Nil for our Register

### Combined States Border Run 2022

#### Cowra:

As before still no further details. Bob K is taking an old car and is taking 3 days to travel there so he will not be organising a convoy.

### JDCSA:

- ◇ Police club closing with the last meeting for the JDCSA in June. A new place will be trialled in July and August. The new trial site is the Adelaide Bowling Club.
- ◇ Next general meeting of the JDCSA there will be a guest speaker - Peter Roberts from Finch Restorations.

### Technical & Parts:

#### ◇ Restoration Projects:

##### 1 ½ Litre Sedan; Ross Rasmus:

Car is in the paint shop to get some dents knocked out and the two front mudguards, boot, around back window and strips on the bonnet.

##### Mark V: David Rogers

The engine and gearbox are in the chassis. Brake lines are 95% done. Waiting on the tail shaft to be completed. The grill is assembled, and the body is home. Aim to have the car completed for Bay to Birdwood.

### General Business:

1. Discussion on bleed screw location on the MK5 front brakes and how to change the location from bottom to top.
2. Looking at doing a few Hotel meetings throughout the year if nobody can host a meeting.

3. David Davenport recently passed away. David was well known worldwide as the go to pre-war SS specialist eventually becoming Jaguars own restorer.

4. General chit chat.

### SS Register Meeting Dates:

◇ 18 May – Bob Kretschmer

◇ 15 June – Ross Rasmus

◇ If you can host a meeting for other months, can you please advise Brenton Hobbs

**Meeting closed at 9.00 pm after coffee and sweets.**

**Brenton Hobbs  
Register Secretary**

## VALE - DAVID DAVENPORT

UK born resident David Davenport passed away earlier this year. David was well known worldwide as the go to pre-war SS specialist, eventually becoming Jaguar Daimler Heritage Trusts own restorer.

David's father owned a car garage in the North of England in which David was born! This started David's passion to start buying various SS and Jaguar cars, some for as little as £20. By 1979 he formed Davenport Cars.

The 1980's saw Davenport Cars flourish and since that time they have restored cars for many customers all over the world. Numerous 1st prizes have been won in various 'Concours d'Elegance' along the way. The company has also been heavily involved with the Jaguar Daimler Heritage Trust, building up their collection and restoring SS cars to original condition so they can be used as a reference piece for anyone restoring the same model.

Probably the most valuable service Davenport offer is the supply of spare parts from SS and pre-war Jaguars. Parts that cannot be bought from stock anymore can be made to original specification.

After 40 years, David has left a thriving business that his sons will continue to run, and in turn help pushrod owners all over the world.

# XJ, Mk10, 420G - Register Minutes (April)

## XJ, Mk 10 & 420G Register



Mark 10/420G - Celebrating 60 years

Minutes of meeting held at 7.30pm on Wednesday 13th April 2022, at the Bartley Tavern.

### Attendees:

Peter & Heather Buck, Graeme & Betty Moore, David & Angela Nicklin, Fred Butcher, Evan Spartalis, Graham & Jan Franklin, Paul Moore, Trevor & Craig Norley, Louis Marafioti, Steve Arthur, Don Heartfield, Chris Michael, Donald Bursill

### Apologies:

Geoff & Margaret Thomas, Tom & Marj Brindle, Bob & Daphne Charman, Richard Chuck, Boris Potiuch, David Bicknell, John Manifold, Laurie Leonard.

### Previous Minutes:

Agreed

### Welfare:

- Laurie Leonard is recovering from a difficult bout of COVID-19 but is still in isolation.
- Tony Human is out of hospital after a staph infection necessitated a heart valve replacement and pacemaker fitted, but still having daily injections of antibiotics.
- Bob Charman has recovered from COVID-19 but Daphne is not clear, so they are both still isolating until tomorrow night.

### Club Business

1. The Ladies Lunch arranged for the 14th April was cancelled as it is too close to Easter. The next lunch will be held on the 12th May. Details will follow on TidyHQ.
2. The Multivalve Register has organised a 3-hour lunch cruise on the Captain Proud Paddleboat, Thursday 28th April, \$50 each, details on TidyHQ – all welcome.
3. The Police Club is closing at the end of June 2022 and the Club needs an alternative venue in which to hold its General Meetings. Suggestions welcome.

4. Phil Prior is looking for volunteers to be part of the National Rally 2023 committee and/or ideas for runs and events.
5. The Annual Presentation lunch will be held on Sunday 24th July at the Glenelg Golf Club, \$65.00 each.
6. SA Jag Day will be held on Sunday 23rd October at Civic Park.
7. Regalia – Graeme & Betty have some new items for sale. These can be ordered through TidyHQ and they will bring them along to the meetings.
8. Suggestions for a Club Christmas event would be welcomed. These can be passed along to Bob or any other Executive Committee member.

### Register Business

- Bob and Don Tyrell are organising a trip for later this year, possibly to Port Fairy, and will ask for a show of hands to establish interest at the next Register meeting as it will take six hours or so to reach Port Fairy.
- Steve Arthur suggested a run to the Grampians and will get some details of places to visit.
- Trevor Norley outlined details of a run to the Barossa Valley on the 11th October, starting at Glandore then via Gomersal Road to Chateau Yaldara for morning tea (\$8pp), and on to Ebenezer to the Barossa Club rooms for a BBQ (\$15pp inc. soft drinks). This is in the early stages of planning and Trevor will get more detail – the Barossa Club is trying to get the Motorfest event up again.

Peter read out a note to Bob Charman from Louis Marafioti as follows:

◇ “Bob, Since I do not sell olive oil in bottles and club members are asking, I am suggesting that the club buys a 20 litre food grade container and conducts a bottling day at someone’s house and interested members bring their own bottle or bottles to fill up.

1. The container has a tap.
2. Cost of 20 litres is \$150.
3. This will fill 25 750mm bottles, leaving 1.25 litres of sediment that can be used on a BBQ.
4. 750ml wine bottle is okay.
5. Suggest \$10 per bottle, thus the club makes \$100.
6. Variety of oil is Corregiola.
7. If interested I have a container with me tonight.

Regards, Lou Marafioti”

Peter confirmed Bob Charman will hold the bottling day at his home and collected the container from Lou for Bob to pick up. Details to follow.

### Car Talk

- Graeme & Betty Moore: The XJS has had an oil and filter change and was told the oil leak is towards the front.
- David & Angela Nicklin: 1972 XJ6 Series 1 – has had new tyres.
- Fred Butcher: Just back from Daimler/Lancaster rally in Wagga. Had 22 miles to the gallon. Rained almost the whole time but no leaks in the car. Good weekend.
- Evan Spartalis: Nothing to report (“Right said Fred– everything is fine because nothing goes!”).
- Graham Franklin: Nothing to report.
- Paul Moore: Nothing to report.
- Trevor Norley: XJ6 Series 3 and X-type both running very well. Wasn’t able to go to the General Meeting last week but wanted to congratulate Steve Weeks on a great day at Oxenberry. Fred advised that the raffle money raised was donated to the Poster Girls for their hospital fund.
- Louis Marafioti: Nothing to report, car going well.
- Steve Arthur: The Stag is going well.
- Don Heartfield: X300 and XJ6 - drove the X300 here tonight for the first time in a while, both cars going well.
- Chris Michael: Bought a new air conditioner from Evan and will install into the Mk10.
- Don Bursill: XJ12 Series 2, drove 300kms on Sunday and it ran beautifully, no loss of oil. Used the car daily for 6-7 years from 1985 but not often since then as it was stuck at the back of the garage behind other more modern cars and a camper-trailer and was too hard to move – can only drive one car at a time!
- Peter Buck: X308, fabulous car – dream to drive (Heather has driven it twice now....).
- Everyone Else: Nothing to report

### Any Other Business

Tim White is looking for stories and photos for the Club’s 50th Anniversary book.

### Next Meeting

Wednesday 11th May, Bartley Tavern.

Meeting closed at 7:50pm.

Bob Charman  
Register Secretary

# E-Type, F-Type & GT - Register Minutes (April)

## E-Type, F-Type & Grand Tourer



*Meet Third Thursday of each month.*

**Meeting type:** Monthly

**Venue:** Kensington Hotel, Regent Street, Kensington.

**Date:** 21st April, 2022

**Time:** 19:30

**Conclude:** 20:20

**Minute taker:** Peter Thomas

**Apologies:** Phil Prior, Peter and Rob Beaumont, Mike Moore and Alan Bartram

### **Welcome:**

Peter Thomas conducted the meeting on behalf of Register secretary Suzanne Jarvis who is isolating with COVID.

Peter welcomed members and particularly partners.

### **Survey Results**

The results of the recent survey was discussed. 14% of Register members participated and there were some very useful suggestions for runs and events. The proposed Register name change to "Two Door Sports" was overwhelmingly agreed to however during the survey, members proposed some alternatives.

Therefore the name change survey will be extended for two months and the results shall be made available at the June meeting.

Di Adamson provided a historical brief on the Register name. It was noted that whilst a name change may be nominated, it is not guaranteed that it will be approved by the executive committee.

During the discussion that followed, Graham Franklin agreed to send a message to all members of the club regarding the procedure in TidyHQ on how to access message preferences. For example, if a member owns a variety of different marques, they may want to receive notices from several different Registers.

### **E-Type Diamond Run**

A look ahead included Di Adamson providing an overview of the upcoming E-Type Diamond run to Mount Gambier which commences Friday 29th April.

She said the Victorians had superbly organised the event. Participants will meet at the The Bend café and their estimated time of arrival at the Mount is expected to be around 16:00.

Activities shall include a Gala dinner, lunch at the Raidis Estate Winery at Penola and a display day on the lawns of the Visitor's Centre with the sailing vessel – Lady Nelson as a backdrop.

### **May BBQ**

Other events include the Register barbecue on May 29th at Milang Regatta Club and we can only hope for favourable weather. If you would like to attend please register in TidyHQ: [Register - E, F & GT Register Run](#).

### **June Meeting**

The June meeting will be held at Finch Restorations at Mt Barker. If you would like to attend please register in TidyHQ: [E,F&GT Meeting - Finch Restorations](#)

### **July Run**

A July run is being proposed for a collective display at a selected Coffee and Cars location with breakfast following, again, subject to decent weather.

### **August Meeting**

The August meeting will be held at Marque Restorations.

### **National Rally**

With regard to the April 2023 National Rally, the Register will no doubt be called upon to provide help in one form or another.

During the 2018 National Rally, people assisting with marshalling, generally helping and being on the ground assisted significantly to its success.

### **Police Club**

The JDCSA general meetings in May and June shall be last held at the Police Club.

The Adelaide Bowling Club at 58, Dequetteville Terrace, Kent Town shall be trialled for the new venue thereafter. There is ample parking and access is easy either way off Dequetteville Terrace.

The E, F & GT Register shall be responsible for the supper at the last

meeting at the Police Club in June. Any assistance from members would be very much appreciated.

### **Register and Car News**

Of car news, Bruce Davis gave an account of an engineering project he is managing on behalf of the RAA who successfully tendered to the government. Their mission is to calculate and install charge stations throughout the state for electric vehicles (EVs). The complexity of logistics, locations, capacity of charge (rapid and slow), the variety of filler configurations and so on to enable EVs to traverse the state is challenging considering the time frame allocated of two years.

Other car news included news about Sports Car Sunday being held this coming Sunday (24th April) at Waite Oval.

A guest speaker from Finch Restorations will attend the JDCSA general meeting in May and will discuss the building of a replica SS100.

It was also noted that the Bay to Birdwood rally is set for 16th October. Early registrations are recommended if you are interested to attend.

The next Jaguar Ladies Lunch shall be held on Thursday May 12th at the Kensington Hotel from 12:30. Please register in TidyHQ for attendance.

As a new addition to meetings, the welfare of members was raised. Those mentioned were Peter Olifent who has suffered extreme back complaints in recent time including being hospitalised over Easter; Recently Alan Bartram had to take his wife Kate to hospital for treatment to a serious cut; Tony Human is still recovering following blood poisoning; and Chris Lake is keeping a low profile following recent surgery. We wish them all well.

In general business, a query was made regarding possible participation by the Club in the Adelaide 500 (or whatever name it shall be) if it is returned as promised by the new state government. Di Adamson has already been in touch with her "contact" within the organisation. Any information will be made available as soon something is firmed up.

**END**

**Suzanne Jarvis**  
Register Secretary



# XF Road Test / Club Notices



International Car Journalist Anastasia Tregubova Tests a 2013 Jaguar XF. You won't understand what she is saying on her video - but with over 1 million hits - it's worth watching anyway. Goto: [Anastasia Tregubova Road Tests a Jaguar XF](#)



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## Club Notices

### GENERAL MEETING ROSTER 2021/22

May	XK, 7, 8, 9 Register
June	E, F, GT Register
July	Compact Register
August	XJ, Mk 10, 420G
September	Multivalve Register

### CLASSIC MARQUE

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

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.

# JDCSA General Meeting Minutes - April 2022

## Minutes of the JDCSA General Meeting held at the Police Club SA on Tuesday 5th of April 2022.

Meeting opened at 7.30pm.

**Present:** As per TidyHQ registrations.

**Apologies:** Michael Pringle, Bob & Daphne Charman, Dave Burton, Lesley Clarke, Tony & Gabriela Human.

**Minutes of the last Meeting:** Moved for acceptance by Heather Buck and seconded by Alan Bartram.

**Business Arising:** None

**New Members:** The President welcomed potential new member Trevor Beare who is looking to buy an XK150.

### Welfare:

- Graeme & Betty Moore were welcomed back following 7 days close contact Covid isolation.
- Bob Charman has tested positive to Covid and is now isolating with Daphne.
- Tony Human is out of hospital following his severe staph infection, which necessitated a heart valve replacement and pacemaker.
- Steve Weeks reported he has been busy delivering supplies to members who are isolating due to COVID

### President (Fred Butcher):

- The President's report can be read in the Classic Marque but since then Fred has taken part in the lunch run organised by Jim and Arcadia Komaromi, and the Oxenberry joint car clubs event organised by Steve Weeks. Steve was congratulated on an excellent feat of organisation. 106 cars took part and the raffle money was donated to the charity championed by the Poster Girls (McLaren Vale Hospital).
- Suzanne Jarvis is now the Register Secretary for the E, F & GT Register and will be ably assisted by Peter Thomas and Alan Bartram.
- The Police Club is closing at the end of the current financial year (see General Business)

**Vice President (Michael):** No Report

### Secretary's Report (Steve Weeks):

An article on Oxenberry will be in next month's Classic Marque. Congratulatory emails have been received from other Clubs.

- A number of online magazines have been received and will be forwarded to Register Secretaries.
- The Minutes of general meetings from 1986-1994 were discovered while helping a member's family ready their car for sale. These will be stored in the lock-up.

### Treasurer's Report (Heather Buck):

- Third quarter accounts prepared and circulated to the Executive.
- Working on the budget for the next financial year. It is hoped membership subscriptions will not be increased but this will depend on predicted outgoings.

### Membership Secretary (Daphne):

No report, but Daphne was approached by potential members at Oxenberry.

### Editor/Events Coordinator (Graham):

All editorial information is in the current issue

of the Classic Marque, but Graham informed members that 'Sports Car Sunday' is being held on Sunday 24th April. A link is available on the website.

### Logbook Secretary (Dave Burton):

No report, however members were reminded that Dave will step down at this year's AGM and is looking for someone to train and work with during the next processing period. Dave is also willing to share the job with someone over the next 12 months. It is hoped to eventually work the log books through TidyHQ.

### Regalia (Graeme and Betty Moore):

A new range of items for sale now available. Hats and caps still on special at \$5.00 each.

### M.S.C.A (Barry Kitts):

- Next event for sports cars is on the 1st May.
- The week before that is the Historic Racing weekend at Mallala with over 100 cars. Entry is free.

### Library (Tom Brindle):

Usual videos and magazines available. Some new books in the library this evening and a number of old car restoration magazines have been donated by a member as giveaways.

### ACJC (Phil Prior):

Next meeting is later this month.

### National Rally 14-18 April 2023 (Phil Prior):

Registrations will go online in October.

Phil reported the Committee is trying to make it attractive for South Australians who do not wish to take part in the whole rally to take advantage of day trips.

It is anticipated there will be 250-plus registrations from across Australia. A concern is that as the last three rallies were cancelled due to Covid, we may have more people than usual and accommodation in Hahndorf may be limited as a result. The draft program so far is:

Friday - Welcome night

Saturday - A range of tours (several ideas are being put forward)

Sunday - Display day, 200+ cars

Monday - A range of tours (as for Saturday)

It is hoped to organise a "Regularity Run" at The Bend and to make this an affordable day. This may have to be with another car club from a cost point of view.

### Compact Register:

Graham Franklin and Fred Butcher to organise a couple of events between now and the AGM. Details will be in the magazine and on TidyHQ.

### XJ Register (Bob Charman):

Bob Charman and Don Tyrell are working on a trip for later this year.

### E, F & GT Register (Suzanne Jarvis):

- A questionnaire has been sent to members regarding their views on the future of the Register. Out of 148 members so far only 10 responses have been received.
- Responses regarding a name change have been mixed.
- Bi-monthly meetings will be held in future with alternative runs in between. The next

meeting will be at The Kensi on the 21st April.

- A BBQ lunch run to Milang is being organised for the 29th May. This will be catered for by the Register.
- A June meeting at Finch Restorations is in the planning.

### SS & Pushrod Register (Brenton Hobbs):

There was a good turnout of cars at the recent Veteran & Vintage Show, also at the Victor Harbor Vintage & Classic car run.

The next meeting of the Register will be at the Caledonian Hotel in North Adelaide on April 13th.

### XK 7, 8 & 9 Register (Steve Weeks):

Next meeting will be a BBQ at Steve & Cecilia Schubert's home in Tanunda on the 15th May. Details in the Classic Marque and on TidyHQ. A \$5 charge is being made to cover the basic food items.

### Multivalve Register (Peter Buck):

The Register has organised a 3-hour cruise with a 2-course lunch on the Captain Proud Paddleboat from Murray Bridge on Thursday 28th April for \$50 per person. Registration and payment through TidyHQ.

Next meeting is at The Kensi on the 26th May.

### Ladies Social Group (Tricia Clarke):

The lunch arranged for the 14th April is to be cancelled as it is too close to Easter. Heather to advise those registered of the cancellation. The next lunch will be held on the 12th May. Details will follow on TidyHQ.

### General Business;

- Return of supper - provided tonight by the Multivalve Register.
- Possible guest speaker in May.
- The Police Club is closing at the end of June this year. Fred asked for suggestions for alternative venues. The room must be capable of holding 60-70 people and the venue must be able to provide a meal and allow a post-meeting supper.
- The annual presentation lunch will be held at the Glenelg Golf Club on Sunday 24th July, 12:30pm for pre-lunch drinks, 1:00pm for the meal (two courses). It is hope to have entertainment this year. Registrations will be through TidyHQ.
- Steve Weeks knows of an XJS 5-speed manual gearbox for sale - V12 not 3.6 or 4.0 litre. Contact Steve if interested.
- Onslow Billingham has donated some books to Tom Brindle for the Club library.
- SA Jag Day will be at Civic Park on the 23rd October 2022.
- Suggestions from members would be welcome for a Christmas function.

**Meeting Closed at 8.22pm**

**Next General Meeting - 3rd of May.**

## JDCSA - Club Directory 2021 -2022

### Club Postal Address:

PO Box 6020, Halifax Street, Adelaide SA 5000

### Club Web Site / Email

Web: [www.jdcса.com.au](http://www.jdcса.com.au)

Email: [jdcса@mail.tidyhq.com](mailto:jdcса@mail.tidyhq.com)

### 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: Fred Butcher

Mobile: 0428 272 863

Email: [fmbutcher@bigpond.com](mailto:fmbutcher@bigpond.com)

### Vice President: Michael Pringle

Mobile: 0418311422 (Home) 82772717

Email: [mlp7516@icloud.com](mailto:mlp7516@icloud.com)

### Treasurer: Heather Buck

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### Secretary: Steve Weeks

Mobile: 0414 952 416

Email: [valsteve47@outlook.com](mailto:valsteve47@outlook.com)

### Membership Secretary: Daphne Charman

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Email: [membership@jdcса.com.au](mailto:membership@jdcса.com.au)

### Editor/Events Coordinator: Graham Franklin

Mobile: 0490 074 671

Email: [editor@jdcса.com.au](mailto:editor@jdcса.com.au)

### Web Master: Tom Herraman

Mobile: 0423 214 644 Email: [jdcса@mail.tidyhq.com](mailto:jdcса@mail.tidyhq.com)

### Public Officer: Steve Weeks

Mobile: 0414 952 416. Email: [valsteve47@outlook.com](mailto:valsteve47@outlook.com)

### Club Patron: Mr Peter Holland

Phone: (08) 8271 0048

## Club Services / Club Representatives

### Jaguar Ladies Social Group:

Tricia Clarke. Email: [triciaclarke\\_1@hotmail.com](mailto:triciaclarke_1@hotmail.com)

### Regalia: Graeme & Betty Moore.

Mobile: 0467 066 797. Email: [graemekmoore@bigpond.com](mailto:graemekmoore@bigpond.com)

### Librarian Tom Brindle

Phone (08) 8387 0051

### Log Books: David Burton

Mobile: 0417 566 225. Email: [davidb716@gmail.com](mailto:davidb716@gmail.com)

### Federation of Historic Motoring Clubs (FHMC)

Club Representative: **David Burton** Mobile: 0417 566 225

### Marque Sports Car Association (MSCA)

Club Representative: **Barry Kitts**: 0412 114 109

### All British Day

Club Representative: **Alan Bartram**: 0418 818 950

### Australian Council of Jaguar Clubs (ACJC)

Club Representative: Phil Prior

Mobile: 0402 670 654. Email: [philiprior@bigpond.com](mailto:philiprior@bigpond.com)

### Technical Officer: Geoff Mockford

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

### 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 - *Meet 3rd Wednesday each month.*

Brenton Hobb. Email: [bmhobbs@bigpond.com](mailto:bmhobbs@bigpond.com)

### XK & MK 7, 8, 9 - *Meet TBA*

Steve Weeks: 0414 952 416

Email: [valsteve47@outlook.com](mailto:valsteve47@outlook.com)

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

Graham Franklin: 049 007 4671

Email: [jdcса@mail.tidyhq.com](mailto:jdcса@mail.tidyhq.com)

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

Bob Charman Phone: (08) 8248 4111

Email: [charmanr161@gmail.com](mailto:charmanr161@gmail.com)

### E-Type, F-Type, XJS, XK8 - *Meet 3rd Thursday each month.*

Suzanne Jarvis. 0478 717 775

Email: [sf5048@gmail.com](mailto:sf5048@gmail.com)

### Multi-Valve - *Meet 4th Wednesday of the odd Calendar month*

Peter Buck Mobile: 0421 061 883

Email: [Peter.buck51@bigpond.com](mailto:Peter.buck51@bigpond.com)



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