

CLASSIC MARQUE

FEBRUARY 2022



THIRTY YEARS OF XJ220 (1992-2022)

THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA

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Jaguar Drivers Club of SA - Presidents Report

President's Report February 2022

With January fast disappearing, we find ourselves and the club continuing to be hampered by COVID. With the Eastern States now open and boarder entry to SA much reduced, it is noticeable that people are choosing to avoid unnecessary contact.

Visiting my local supermarket is a breeze, close parking, and empty aisles make for easy shopping. The only problem being the absence of produce.

Public health advice on gatherings have required the Club to cancel some previously planned outings, this is unfortunate. The Executive convened and updated the club COVID policy to require members attending club organized outings to be vaccinated or hold a medical exemption. This decision was deemed necessary due in principle to our aging membership and the fact that members are choosing to avoid attending events where there may be unvaccinated people present. Please take the time to appraise yourself of the current COVID-19 Club Policy.

The most recent COVID casualty is All British Day (ABD). Unrelenting pressure of COVID-19 and the recent Omicron surge has negatively impacted the essential support groups that help run the day. After exhausting all workable options, the ABD Committee decided that it is simply not feasible to host ABD 2022. We have also been forced to cancel club functions due to restrictions on attendance numbers.

As a substitute to ABD we will be holding a 'President's Picnic Day' at the Motor Museum on Sunday, February 13th. This will be a BYO everything event, food, drinks, chairs, tables etc. A coffee van will

be on site and of course the venues and facilities of the National Motor Museum and local cafes etc., will be open and available.

Vale - Andrea: My sincere condolences to the Spartalis family; Evan, Simone and Son-in-law Andrew. I first met Andrea not that many years ago. I know from personal experience how the loss of one's mate has a profound affect and I have noticed how this has impacted the family. I would like to thank our Secretary Steve, a long-time friend of the family, for the excellent words he wrote in memory of Andrea in last month's Classic Marque.

The Compact Register continues to float rudderless with no Secretary. Whilst some club members are keeping the register front of mind, we do need to fill this position.

It is pleasing to see the membership continued to increase during the festive season; this is a reassuring sign of a healthy club. Also, in this period Registers have managed to hold events while continuing to comply with COVID restrictions: well done to those involved in organising these events.

Please stay safe and listen for further changes in the evolving COVID pandemic. The latest club position in regard to COVID can be viewed on TidyHQ. Please also contact your Register Secretary if you are unsure about future events.

**Safe Motoring
Fred Butcher**

JDCSA COVID-19 Policy

Dear Members,

At the January Executive Committee Meeting, the topic of a club COVID-19 policy was discussed, given the age and health of many club members.

Out of concern for the safety of our members, the Executive Committee has agreed upon a policy "that only COVID vaccinated club members (or those, who have a medical exemption) may attend future JDCSA Club Events or Meetings".

Members are requested not to register for events until they can comply with this new policy.

However, members should be aware that where a club event is being held in a venue where the general public can attend, the club cannot guarantee the vaccination status of others, as unvaccinated people may be in attendance, eg, events held in hotels, restaurants, etc.

The Executive Committee



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Front Cover:

XJ220-C with a digitally-applied livery inspired by the graphics of the Group 44 XJR-5 race cars.

Back Cover:

Justin Law (Don Law Racing UK) celebrates the re-manufacture of XJ220 tyres (story page 16).



@sajaguarclub

Events Calendar

Tuesday 1st February 2022 - 7.30pm.

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

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

Wednesday evening, 9th February 2022: XJ, Mk10, 420G Register Meeting - 6:30 pm - 8.30 pm

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

Please contact Bob Charman. Email: xj420g@jdcsa.com.au or register at: [XJ Mk10 420G Register Meeting](#)

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

Sunday 13th February 2022. 37th All British Day at Echunga.

The event was to be a celebration of the 60th year of the 'Jaguar E Type',

CANCELLED

Sunday 13th February 2022: President's Picnic - 10:00 AM - 03:00 PM

This event is a substitute for the COVID-19 cancelled All British Day.

Members and families can arrive from 9.30am. Entry is FREE, as is entry to the Motor Museum.

** E-Type, F-Type & Grand Tourer Register to incorporate their February meeting at this event. **

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

REGISTER HERE

Wednesday, 16th of February 2022: SS, MkIV & MkV Register Meeting.

Further details to be provided by email and via TidyHQ.

For Information please contact Brenton Hobb: bmhobbs@bigpond.com

Tuesday 22nd of February

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

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

Tuesday 1st March -7.30pm

JDCSA General Meeting

Police Association Building, Carrington Street, Adelaide.

Wednesday 6th March 2022: XJ, Mk10, 420G Register: 60th Anniversary Mk10 -420G

To be held at the National Motor Museum, at Birdwood. Mk10 and 420G. Owners to arrive at 10.30am.

For more information and to Register goto: [60th Anniversary](#)

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

Sunday 13th of March 2022: Moonta Show 'n' Shine. 8.30am to 4.00pm

Location: Moonta Oval, Milne Tce. Moonta. Cost: \$5.00 pp. (New format - there will be no judging, and no prizes).

For more information and bookings goto Website : <https://moontaprogress.org.au/moonta-events/moonta-show-n-shine/>

Sunday 27th March 2022: The 10th Anniversary British Classics Tour. 9.00am to 4.00pm

9.00 am at the Old Noarlunga Oval for morning Tea. Leave at 10:30-11.00am for Victor Harbor through Fleurieu towns.

Cost: \$15 per car. More information goto: [Register British Classic Tour](#). (See page 43)

Sunday 3rd April 2022: McLaren Vale Vintage & Classic.

More Information via website www.vintageandclassic.com.au.

CANCELLED

Sunday 3rd April 2022: XK, Mk 7, 8, 9 Register. Combined Clubs Event.

Proposed event as a replacement for the cancelled McLaren Vale Day. To be held at Penny's Hill Winery.

The Riley, Rover, Humber & Armstrong Siddeley clubs have been invited to attend. Further information to follow.

For more info please contact: Steve Weeks 0414 952 416

29th April - 2nd May 2022: E Type 60th Diamond Anniversary Event.

Centre of operations will be at The Barn, Mount Gambier, SA. **New Registrations will open in February 2022.**

For more information please contact Di Adamson via email di.adamson1@gmail.com

Friday 20th May - Sunday 23rd May 2022: XJS Border Round-Up to Swan Hill. Entries Closed.

Centre of Operations will be at Murray Downs Golf & Country Club, Murray Downs. NSW.

For more information please contact Philip Prior. Email: philipprior@bigpond.com or goto: [XJS Border Run](#)

COVID-19. Events, dates and times are variable at present. Please check JDCSA Web site or directly with Register Secretary

Club Torque - Editor Graham Franklin

Due to COVID-19, there are fewer events to cover in Classic Marque and it is becoming difficult to maintain and promote as much local news as possible.

I know that not everyone reads the entire content of each month's Classic Marque, which is fine as there is a lot of diverse

information to choose from. However, I know that members enjoy reading other members stories. So, while you are in self-imposed lockdown, please send me in your stories and photographs. **No Excuses.**

This month's feature story is on the much maligned XJ220, a car that was

the forgotten supercar of the Nineties. According to Hagerty Insurance, the XJ220 may have finally shaken itself free of the trauma of its birth.

Thank you to everyone who sent in photographs and stories.

Cheers

Vale - Susan Barrett

It is with deep regret that we advise that we have lost another valued member of our Club.

Her husband Malcolm has advised that his wife, Susan Barrett passed away in early January, 2022.

Malcolm and Susan have been married for 53 years, and although Susan passed

away suddenly, Malcolm advised that she had been ill for some time.

Susan's passions were Art and Gardening.

Susan and Malcolm are members of the XJ/Mark10/420G Register and own a XJ6 Sedan. The car has previously been spotted on display at the 'McLaren Vale Cars and Coffee'.

Our club wishes to pass on our deepest sympathies to Malcolm and their family and express that our thoughts are with you at this moment.

Susan Barrett
Family Member (MAIN)
JDCSA Member 4051

Proposed New Register: Jaguar Ladies Social Register

Dear Members,

There are many ladies who have an interest in the social activities of the Club but not the Car Talk. Moreover, I have been a member of the Club for many years and have noticed when a male member sadly passes away the wife/partner often leaves the Club because they don't share the same passion for the marque that their husband did.

These ladies have developed wonderful friendships and contributed to the Club in many ways and by creating a

Social Register this would continue to everyone's benefit.

This is in contrast to the male members of the Club, who when they lose their wife/partner, their interest in the Club remains if not increases. This Register (JLSR) will be the wives' motivation to stay in the Club and hopefully retain ownership of their Jaguar(s) and enjoy the many benefits.

I propose that the JLSR start off with a monthly luncheon meeting. From there the group can consider how they want the

Register to evolve and whether we have activities, for example; visits to places of interest and also charity involvement.

I would like to get started with an inaugural meeting on the 4th Thursday in February 2022 being [Thursday 24th February at 12.30pm at the Kensington Hotel](#) (availability to be confirmed once approval is given for the Register and COVID permitting).

Yours faithfully,
Tricia Clarke
Life Member JDCSA

Possible Changes To Conditional Registration Scheme

[Letter to the club from Peter Malinauskas](#)

Dear Jaguar Drivers Club of South Australia,

I want you and your members to be one of the first to know that this morning, I will be releasing Labor's exciting plan to support car clubs and expand the conditional registration scheme in South Australia.

Car clubs play an important role in the community and if elected, Labor will establish a new \$2 million grant program over four years to support them. The funding will be available to help clubs meet the cost of:

- Administering the conditional registration scheme
- Hosting events and activities.
- Purchasing new safety and operational equipment.

- System improvements (eg, IT systems, software upgrades).

- Training for instructors, officials, administrators, and volunteers.

- Initiatives to increase participation of women and girls.

Labor will also expand the conditional registration scheme to include vehicles that are 25 years or older, instead of the current 30-year limit, as well as extend the conditional registration scheme to eligible individually constructed vehicles (ICVs) to ensure replicas of historic vehicles are also covered by the scheme.

Our plan will get more classic and historic vehicles participating in club events and exhibitions and support the car restoration industry.

Labor's plan is all about recognising our state's proud history of car manufacturing, car racing and car culture and if elected I look forward to working with you and your members so you can continue to enjoy the preservation, restoration, and satisfaction of older, classic, and vintage vehicles with less cost, less restrictions, and less paperwork.

You can download a full copy of Labor's policy here, which includes our plan to bring back the Adelaide 500 and the Adelaide Motorsport Festival.

Please feel free to share this with your members and on your social media pages.

Yours sincerely
Peter Malinauskas
SA Labor Leader

Andrea Spartalis

Evan would like to thank Club Members for the outpouring of support that he has received from members following Andrea's passing.

The family greatly appreciated the large attendance of friends and Club Members at the Funeral Service for Andrea which was held on the 7th January, at Berry Funerals, on Magill Road.

A number of kindly worded condolences were also emailed to our Club.

Andrea has not had the best of luck with health over the years having suffered from

polio as a child that required numerous operations. For the past 3 years Andrea has been in a nursing home suffering from a gradual decline in memory.

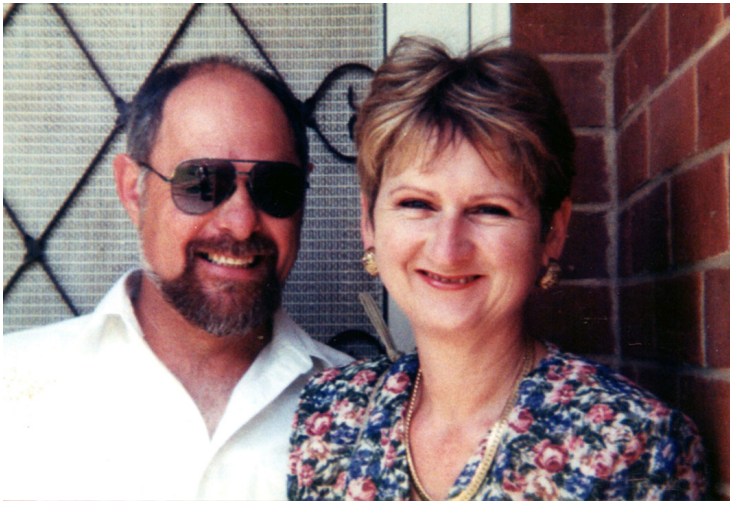
Evan is currently dealing with the fact that their daughter Simone, also has ongoing health issues. In the mid-nineties Andrea donated Simone one of her kidneys. Simone is supported by her husband Andrew, and we all wish that Simone has a change in fortune.

Evan had been visiting Andrea as often as possible whilst she was in the Nursing

home, not an easy task for the past 2 years with Covid-19 restrictions.

Evan advised that fortunately Andrea passed away peacefully. Once again Evan would like to thank Club Members for their support.

Andrea Spartalis
JDCSA Member 3526



Well Being Report - Ron Foenander

I recently had a phone call from the son of Ron Foenander. Ron has been a member of our club for more than 20 years. Last year Ron suffered a bad fall and has been in hospital for the last 6 months.

Ron has a number of Jaguars from an XK150 Drophead, Mark II 2.4 Saloon and a Series 2 E Type Roadster (all in beautiful condition). The starter motor in the Mark II failed recently and the family wanted to use the car for an upcoming wedding, so a few of us had the starter motor repaired and refitted. I am sure that we all wish Ron a speedy recovery.

Steve Weeks
Secretary



Retiring Member - Vincent Kabbaz

Vince Kabbaz is also a 20-year member of the JDCSA. Vince is 90 years old, but is fighting fit. His mother received a letter from the Queen when she turned 100, and he is hoping for the same.

In the sixties, pre JDCSA, Vince used to drive a Mark IV. He also owned a Lincoln Continental that was used for a welcome home parade in Manly to transport Tania Verstak, model and beauty queen who won Miss Australia and Miss International Titles in 1962.

Vince then purchased a 1973 XJ6 Series 1 from the original owner who bought the car new from Bryson Industries, Adelaide.

Vince has sold his Lincoln and now the Jaguar (to a club member). With no cars Vince will be resigning from the club (with reluctance).

Vince has a wonderful collection of **BRAND-NEW unmarked Jaguar Brochures** including E-Types, Mark II, XJ6, Daimler and the like. For anyone interested they can contact Vince on 8267 2700 (Home) or 0433 792 727 (Mobile)

We wish Vince all the best in his 'retirement'.

Vince Kabbaz
JDCSA Member 2885



New Members Story - Greg Souter

When I started looking back over my 6-7 years of ownership of my Jaguar, I quickly realized it would be a challenge to provide a brief story.

Fatal Attraction

I bought the XJ-SC at a time when I was not really looking for a Jaguar. I had previously owned an MGB with a Rover V8 and 5-speed conversion. I parted with that car and immediately regretted that decision. I really wanted a manual car and a convertible or coupe body shape.

My brother shared an advert with me regarding a Jaguar located in Northern NSW. I purchased the car without hesitation, a decision that I have questioned on more than one occasion over the months and years that followed.

Regency Park!!!

The vehicle was transported to SA, and I immediately proceeded to Regency Park Transport Inspections. This is where the fun really began, and the first of my many moments when I queried my latest purchase.

The Regency experience could be a novel in itself, but after 3 attempts, a letter from Jaguar Australia confirming my vehicle's identity and my absolute defiance in their request to remove the Brown's lane stamping from the firewall / bulkhead...



...I achieved SA registration.

Problems on the Horizon

It became quite clear early on after registration, and subsequent driving that the car was not in the healthiest of states as far as running gear was concerned.

So began the journey of a rebuild and restoration. In the early days I did a lot of work on the front end, front spring replacement to correct ride height, bushes, etc. As such I was introduced to someone who became instrumental in this project and well known to many in this club I'd imagine (Geoff Mockford).

Between Geoff and my brother Gary, my two trusted advisors I threw up all conceivable engine options from the LS1 (yes, I thought about it) to a Jag V8, and everything in between. In the end common sense prevailed and the decision to rebuild the V12 won (thanks Geoff).

As the project progressed, I was determined to try and simplify and tidy other aspects that I wasn't completely happy with. My goal was to improve overall drivability and simplicity of the car.



New Members Story - Greg Souter (cont)

The manual conversion was not finished to a level that I was happy with, so I commenced a long list of improvements.

Lucas Electrical

First and foremost was the repair of the wiring loom located behind the dash that runs virtually everything.

My car was a Californian car and had a modified wiring loom that was very untidy. Not happy with it, I sourced a loom for a same year car but factory RHD. This led to climate control issues. After pulling it apart 3-4 times, I became an expert at heater box removal (3rd worst job ever) and finally resolved the problems.

Rear-End Rebuild

Next came the complete rear end rebuild, and the installation of a rear sway bar. The mounts were still there on 10/86 model, but they had stopped fitting them by then (apparently). The diff ratio was changed from a 2.88 to a 3.31 and the rear end was rebuilt at the same time.

Engine Rebuild

Next came time to tackle the engine, lots of smoke on start up, and it was running very rough, so the engine was pulled out and completely rebuilt. It was all relatively standard, but just cleaned up at every possible point, including every single nut and bolt on a wire buff in my shed for countless hours (2nd worst job).



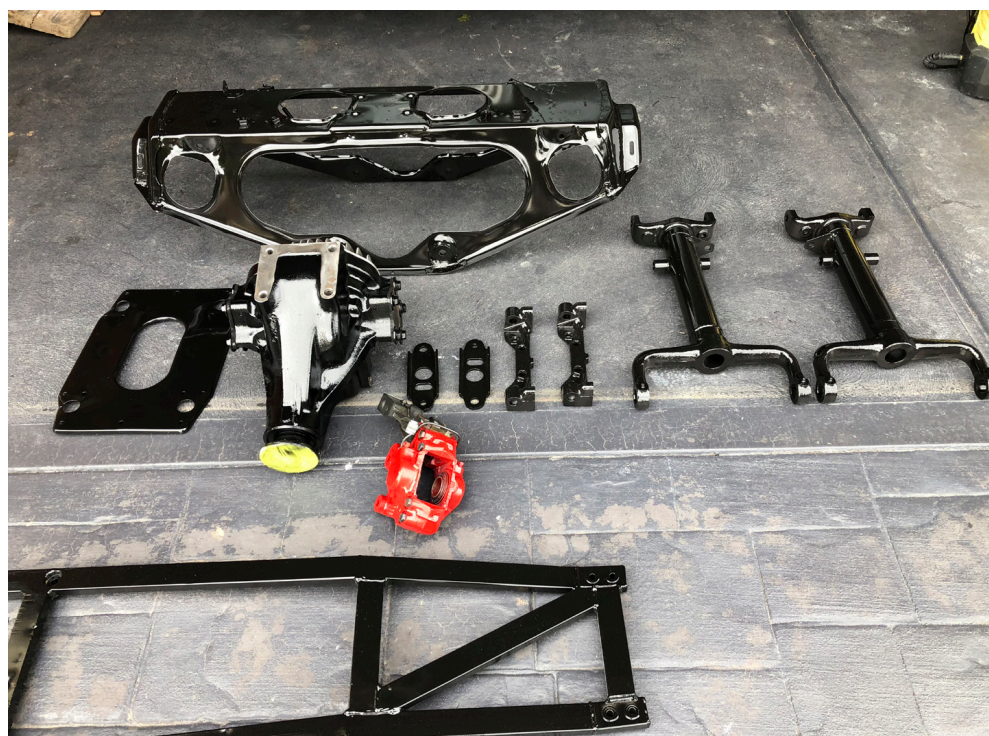
More Electrical Work

The alternator was relocated, and I eliminated the factory fan, electing to run twin electro fans, and an electric controller instead. The concept was to try and eliminate as many belts, pulleys, vacuum lines as possible.

To this end, the original ECU was removed, and a Haltech Elite ECU was installed. I mounted this under the passenger seat, and I must admit it was one of the most satisfying jobs I did. I hooked up the ECU with new tidy looms and a freshly painted engine bay. The original AAV was replaced with a Bosch 2 wire stepper motor along with a custom piece of plumbing.

Modified Engine Air Intakes

Prior to getting the engine bay painted, I removed the headlights, and associated



New Members Story - Greg Souter (cont)

rat's nest, and proceeded to remove the material (metal behind the headlight assembly). I sourced a 3" pipe and cut and welded on an appropriate angle to allow 3" ducting to the airbox which was also modified.

Replacing the Starter Motor (in the car)

A lighter foot pressure clutch with higher clamp pressure was sourced for the 5-speed gearbox, and last of all the (very heavy) starter motor was fitted. This required a 'dumbbell' arm lift on one arm with a double inverted pike whilst lying on my back. It was not only the worst job ever but carried out no less than three times. The first one wasn't up to the job, and the second one that was reconditioned well, it wasn't ...

It was at this very moment in time, despite all the progress, I started questioning the purchasing decision once again.

Start-Up Time

Eventually after some initial over fuelling issues that really had me scratching my head, and the subsequent return to two fuel regulators, it immediately started.

After about a total of 30 minutes running over 1-1/2 days, checking every connection, fuel line, injector, coolant connection, temp and oil senders, fan



Completed rebuilt engine and refurbished engine bay



Completed rebuilt rear independent suspension and differential

New Members Story - Greg Souter (cont)

controller, and spanner check it was off for an engine run in session in a controlled environment with the help of the guys at TRS.

The Exhaust

The last major job was the exhaust system. The initial setup of the exhaust consisted of two separate systems, and with a combination of boxes used. My desire to not have the car too loud resulted in a significant failure with an exhaust note not dissimilar to an old Holden 202 going up Willunga Hill with a hole in the muffler. Back to workshop.

The exhaust now comprises of a middle box and a single rear muffler on each side. It sounds great.

Final Tidy-Up

Finally, there was the seemingly simple calibration and setup of the electronic speed sensor from the 5-speed gearbox to drive the original (square wave signal) speedometer. This now had to have a small program calibrated in the ECU, which wasn't simple and took days and days – a long story.

I have completed about 7-8,000 kms on the vehicle now, and often drive it around the Adelaide hills or the Fleurieu Peninsula.

More Modifications in the Planning

Next job or project is to see if I can source some oversized throttle bodies and modified inlet manifolds. However, the 'good idea's brother' has suggested we

consider twin turbos...with just a little boost...a concept that we may consider.

A Big Thank You

I could not have completed this without the help of my brother Gary – engine builder, bracket maker, simplifier of all things 'Lucas'. The constant support and guidance from Geoff, who would take a call on Sunday afternoon and selflessly assist me through whatever tangled mess I had achieved in my head by over thinking something.

Lastly the help from the guys at TRS. I still maintain that the engine running in session was the most anticipated moments, in the entire project.

One thing for certain, it is not getting sold.....not anytime soon. Absolute pleasure and great fun to drive, the look on people's faces when they realise it's a V12 doesn't get old....

Greg Souter (aka Ollie M)
- another long story.

Editor - Thank you Greg very much for the story and photographs. Congratulations. You are the first person that I know that has replaced a starter motor on a V12 XJS without removing the engine.



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 February, 2022 magazine:

- Warren Foreman & Jenni Trewren: 1947 Jaguar Mk IV 2.5 Litre Sedan.

The following applications listed in the December, 2021 Classic Marque magazine have been accepted:

- Daryle Hughes: 1974 Jaguar XJ6 4.2L Sedan
- Richard Pash: 1960 Jaguar Mk II 3.4L Sedan
- Nicolas & Haley Groeneberg: 1992 Jaguar XJ40 (Sovereign)

- David Misan: 2007 Jaguar XKR Convertible and 2019 Jaguar E-Pace SUV and 1972 C-Type 1953 Replica
- Darren Hewitt & Tina Benbow: 1968 Daimler 250 V8 Sedan
- Andrew Sinclair: 1964 Jaguar E-Type FH Coupe
- Catherine & Hugh Cardle: 2017 Jaguar XF Saloon

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



JAGUAR XJ220



XJ220 at 30

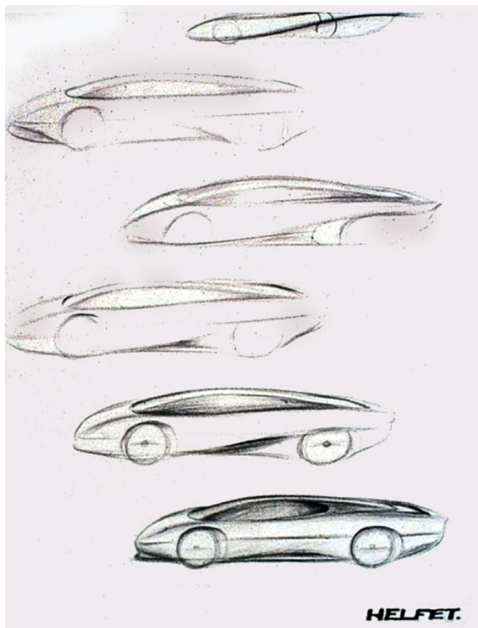
The Jaguar XJ220 will forever be remembered as the car that wasn't. Whereas really, it should be celebrated for being the car that it was. Retrospective road tests have shown that the XJ220 is an incredible piece of engineering and still one of the fastest supercars cars out there. It is a true classic.

Conception

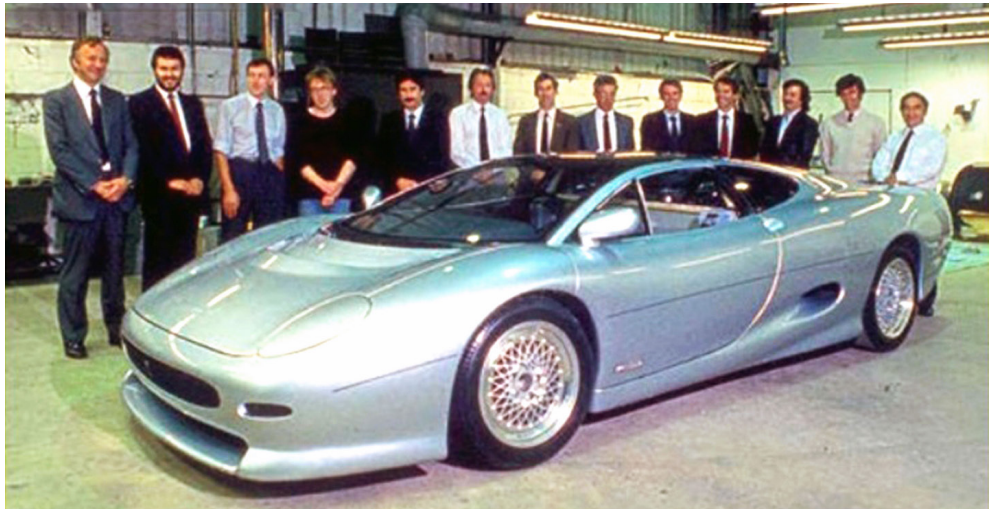
The XJ220 started as an "after-hours project" with Jaguar's Director of Engineering, Jim Randle, starting the project while on holidays. "I spent Christmas 1987 thinking about what we could do, and ended up with a CAD model, which I still have." CAD for Randle was not a computer model like we've come to know, but a 1:4 cardboard model (cardboard-assisted design).

Believing Jaguar needed something very iconic to rebuild its tarnished image, Randle set out to create a Group B supercar to take on the combined might of Ferrari and Porsche. Two mock-ups were produced by Jaguar's design studio with the design by Keith Helfet chosen as the basis of the future XJ220.

Despite the initial designs, the XJ220 project had no official support, leaving Randle no option but to put together a team of volunteers who worked evenings and weekends in their own time. Famously known as 'The Saturday Club'.



Keith Helfet's original sketches for what became the XJ220. The design managed to be a sublime homage to earlier Jaguar cars. The wingline had a very typical Jaguar curve to it that could be seen in the D-Type and XJ13, while the glass cover over the engine was another nod to the XJ13. The front end looked unmistakably Jaguar.



Jim Randle (left) with his team of 12 volunteers, who became known as "The Saturday Club"

This small team designed and built the XJ220 Concept Car in record time.

Design

To justify the resources used by "The Saturday Club", the XJ220 project needed to provide meaningful data for future road and race cars.

This and the FIA's Group B regulations steered the concept towards a mid-engine, all-wheel-drive layout, with Jaguar's V12 power unit at the heart of it.

The concept car itself was designed and built at very little cost to Jaguar. This was because Randle called in favours from various component suppliers and engineering companies that had supplied Jaguar in the past. Randle offered the

possibility of future contracts with Jaguar and public recognition to the companies that would help with the project.

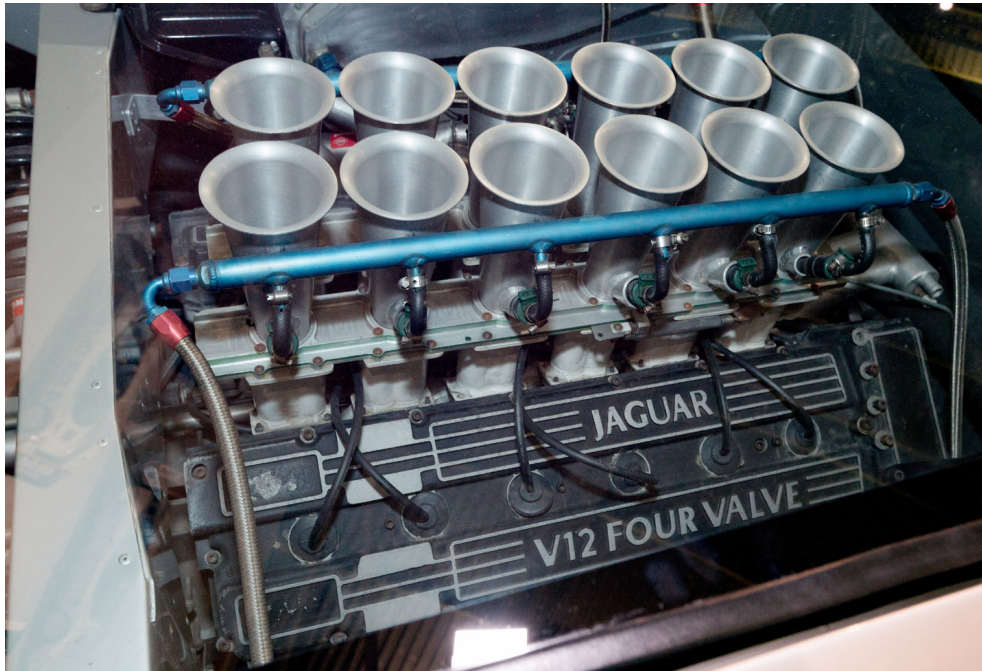
Drivetrain

Tom Walkinshaw Racing (TWR) had manufactured a number of V12 racing engines for Jaguar in the 1980's, with a 7-litre quad-cam version of this engine featuring in the Le Mans winning Silk Cut Jaguar XJR-9.

Five of these engines still existed when the XJ220 was being designed and were chosen as the inclusion of a dry sump meant that the car could have a low centre of gravity, especially useful for a performance car like the XJ220. The displacement of the quad-cam V12 was set at 6.2 litres.



October 14, 1991 Princess Diana unveiling the new Jaguar XJ220



XJ220_V12_quad cam engine as fitted to the project car. (Jaguar Daimler Heritage Trust)

At the time, Jaguar had only produced rear-wheel drive cars and had very little experience with four-wheel drive systems. Randle enlisted the help of FF Developments to design the four-wheel drive system and the transmission for the XJ220. FF Developments was run by Tony Rolt, who was heavily involved in the development of the Jensen FF four-wheel drive grand tourer.

The project car featured an innovative rear wheel steering system. This complex arrangement increased stability, improved manoeuvrability, decreased turning radius and allowed smoother diagonal movement. (With the help of electronics this design concept has now been mastered and used by luxury brands such as BMW and Ferrari).

Chassis & Body

Jaguar manufactured the XJ220's chassis from aluminium and the car was fitted with hydraulic scissors doors that swung up. The suspension design was mainly focused on road use, but a good compromise was found for racing use and the suspension height was also adjustable.

The body design was based on simple and clean designs of previous Jaguars like the E-Type and XJ13. While Jaguar limited the use of aerodynamic aids, the design of the car allowed for additional downforce when set up for racing. An adjustable rear wing that could be folded into the bodywork was also designed into the concept. The fuel tank was placed behind the centre bulkhead of the car.

Launch and Reception

The XJ220 was finished in the early hours of 18 October 1988 and shown to the world that very day at the British International Motor Show in Birmingham, four months after Jaguar had claimed victory at the 24 Hours of Le Mans.

Reception for the new supercar was so great that Jaguar decided to put it into production, and within a short period they received nearly 1,500 deposits of £50,000 each. The list price on 1 January 1990 was £290,000, but that increased significantly in 1992 due to the indexation of contracts that took into account annual inflation.



The Jaguar XJ220 concept car, quad-cam V12 4WD prototype, was shown to the world at the 1988 British International Motor Show (at Birmingham).

Reality – Production Car

As Jaguar's engineering resources were tied up with the XJ and XJS models they were unable to build the XJ220 themselves. Jaguar already had an existing joint venture with TWR, called JaguarSport Ltd, which was set up in 1987 to produce racing cars. TWR and JaguarSport formed a new company, Project XJ220 Ltd, specifically for XJ220.

While the future of the XJ220 was looking bright, the reality was anything but. The 4WD and rear-wheel-steering system was ditched for a simpler RWD layout, but the major change was yet to come - the engine.

Circumstantial V6

The original 6.2-litre V12 quad-cam power unit was replaced with a bi-turbo 3.5-litre V6 engine. The loss of the V12 was a significant disappointment to many and led to a number of customers cancelling their orders for the car.

While the V6 certainly made sense from a weight-saving point of view, Walkinshaw's motives may not have been purely engineering based. TWR had bought the rights to the David Wood (Cosworth) designed MG Metro 6R4 engine, a naturally aspirated V6 quad-cam engine built very much with racing in mind.

Walkinshaw's team developed this engine with turbocharging to power the XJR 10 and XJR 11 of 1989 and 1990 — prototype racers aimed at the American IMSA series, and the World Sports Car Championship. These engines were

XJ220 at 30 (cont)

effectively outlawed by legislation for the 1991 series, so Walkinshaw had an engine design he could no longer do anything with...

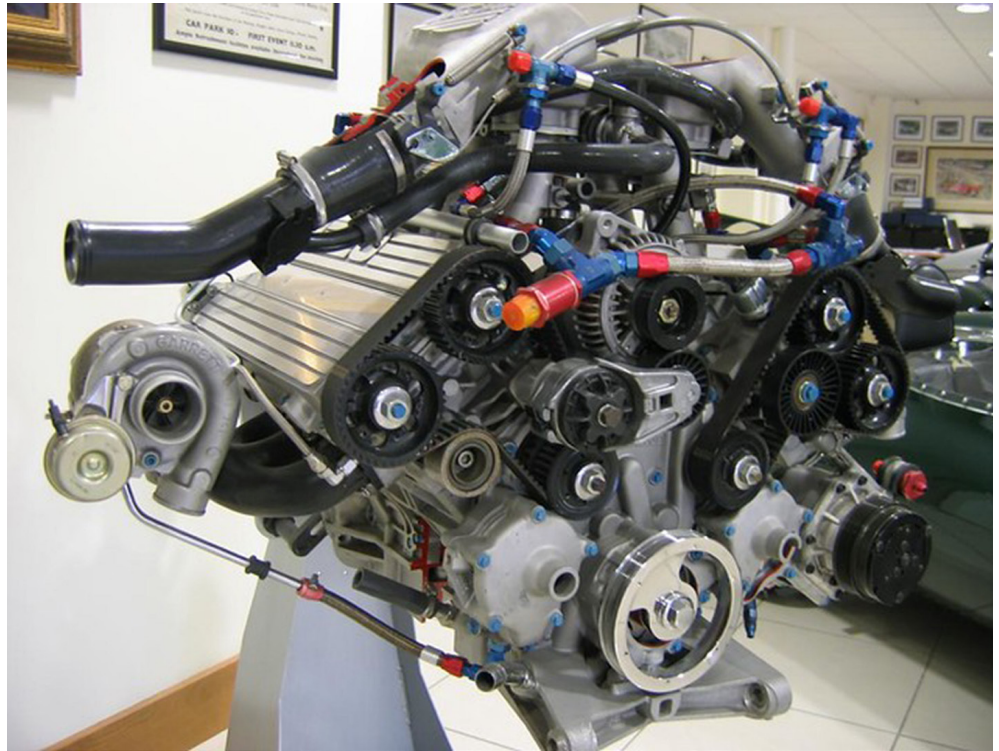
Whatever the reason this V6 engine, now named the JV6, was further redesigned for the XJ220, and developed a mighty 542bhp at 7000rpm. It was undoubtedly enough horsepower for quite remarkable levels of performance. The use of a V6 also meant that the car could have a shorter wheelbase and save further weight.

Exterior & Chassis

As the internals of the car were radically different to the concept, the production XJ220's body received some hefty changes. While the aluminium panels remained, the scissor doors were dropped in favour of normal ones and the wheelbase and overall length was altered.

Larger air intakes were designed into the body as the turbocharged engine required two intercoolers and it was also one of the first production cars to intentionally use underbody airflow and the venturi effect to generate downforce.

While much of the XJ220 was redesigned for the production model, the Alcan bonded honeycomb chassis structure was retained. The chassis featured two box section rails which acted as the suspension mounting points and provided an energy absorbing structure in the event of a frontal impact. A roll cage was also integrated into the chassis, providing increased structural rigidity.



Quad cam bi-turbo V6 engine as fitted to the XJ220 production car. The 3.5 litre all-aluminium V6 engine has been ranked as one of the "10 Greatest V6 Engines Ever Made".

Jaguar not only dropped the 4WD rear-wheel steering setup, but they also removed the adjustable suspension, and active aero.

FF developments modified their original 4WD system designed for the XJ220 concept, into a RWD setup for the production car with independent suspension at the front and rear with double unequal length wishbones, inboard coil springs, Bilstein dampers.

The cars used a five-speed gearbox (but a six-speed may have helped reach 220mph).

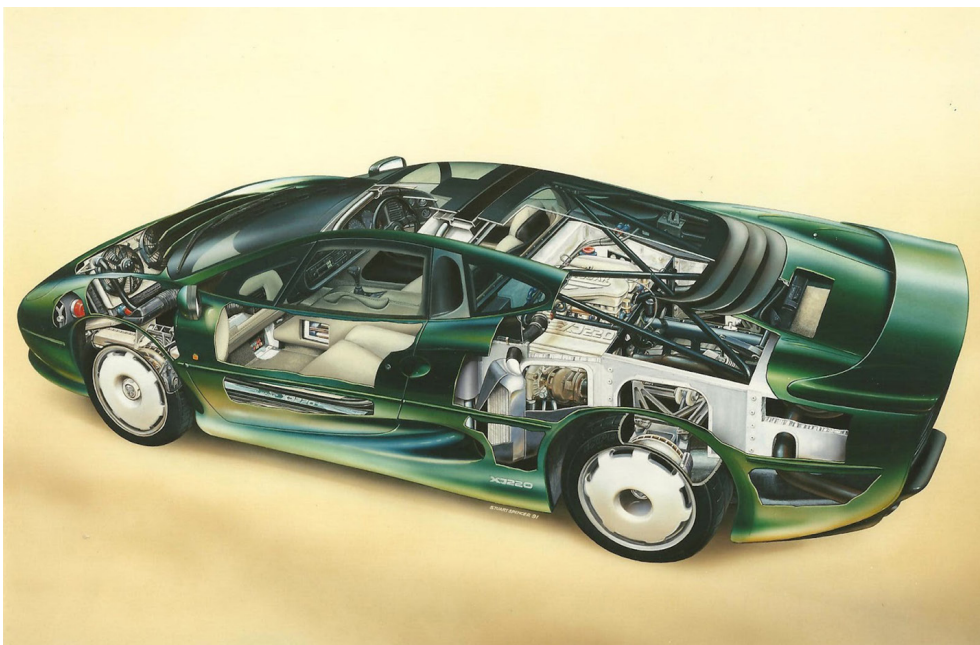
Production & Sales

The first production car was unveiled at the Tokyo Motor Show in October 1991. Production started in April 1992, and Jaguar announced that the first customers could take delivery of their cars in June and July that year, and that a total of 350 XJ220s would be built.

But a different specification wasn't the only problem facing the car. Just months after production of the XJ220 started, the British Government was forced to withdraw from the European Exchange Rate Mechanism (ERM) after it was unable to keep the currency above its agreed lower limit. Known as Black Wednesday, it saw interest rates soaring and plunged the UK into a long recession.

As the price of the XJ220 was £450,000, Jaguar suddenly faced around 75 of its would-be customers defaulting on their contracts, refusing to take delivery of their car and even sacrificing their deposit rather than pay the full retail price. Although the courts ruled in Jaguar's favour, the company remained stuck with many unsold cars.

Production halted in April 1994 with just 281 cars produced. In 1997, a handful of XJ220's were still available and the last of these were sold for a reported £127,550. McLaren's F1 supercar suffered a similar fate with only 71 cars out of a targeted 300 produced.



XJ220 production car cutaway.

Wheels & Tyres

The production XJ220's were fitted with huge wheels with 9" wide x 17" diameter fronts and 14" wide x 18" diameter rear with 255/45/17 and 345/35/18 tyres respectively.

However, developing tyres for these huge rims was not a simple process. Bridgestone, making the tyres for the XJ220, explained that there was no tyre that could handle a car that heavy that could go at its targeted 220 mph top speed. If the car was going to work, it would need to be lighter and smaller.

TWR claimed that the V12 engine was considered to be too big, too long and too heavy and that the 3.5 litre all-aluminium V6 solved all those problems.

In the end, Bridgestone manufactured the tyres, but when production of the cars finished, no more tyres were produced and the moulds were not kept.

For more than 10 years new tyres for the XJ220 were unavailable and there were cases of wealthy owners buying another XJ220 car so they could obtain the tyres!

Fortunately, both Pirelli and Bridgestone now offer new rubber designed specifically for the car.

Speed Record

The initial 341.7km/h (212.3mph) world speed record run was done at Fort Stockton, Texas. Despite this record-breaking run, Jaguar had hoped to reach 220mph with the XJ220.



From sidecars to supercars, a beautiful photograph from Browns Lane (JDHT)

It was decided that further high-speed testing would occur at the Nardo Ring in Italy in June 1992. Jaguar then made a number of modifications to the car that included removing the car's catalytic converters and increasing the rev limiter to 7,900rpm, resulting in a top speed pushing 350km/h (217mph). As catalytic converters were not required by European law at the time, the world record breaking XJ220 was still considered to be road legal.

The XJ220 held the record for the fastest production car in the world until the arrival of the McLaren F1 and its incredible 240mph run in 1998.

Racing

Jaguar introduced a racing version of the XJ220 at the 1993 Autosport International motor show, named the XJ220-C. This was built to compete in FISA GT racing and the car won its first race in the BRDC National Sports GT Challenge series, at the hands of Win Percy.

The car also made multiple appearances at the 24 Hour of Le Mans, with its first race in 1993 in the Grand Touring Class. Three XJ220-C's were entered with the one driven by David Brabham, John Nielsen and David Coulthard, winning the GT class, beating Porsche by two laps. However, the celebrations were short lived, with the car controversially being disqualified for failing to run with catalytic converters.

Jaguar's XJ220 also made appearances at the Italian GT Championship and featured in some events in the United States.

XJ220-S

A road-going XJ220-C was developed by TWR. The XJ220-S featured one-piece carbon-fibre-reinforced polymer bodywork and a tuned 690hp engine.

TWR also replaced the hidden headlamps with Perspex covered lights and the interior was stripped out to be like the XJ220-C.

Autocar's Colin Goodwin set the lap record at the Millbrook Proving Ground in 1995 with an average speed of 290.3km/h.



The XJ220 was the brainchild of Jaguar's chief engineer, Professor Jim Randle (far right). The designer responsible for the shape of the car was Keith Helfet, Jaguar's senior sports car designer who later designed the XK180 and F-type concept cars.

XJ220 at 30 (cont)

Conclusion

Maybe it was due to the marked difference between the reality of the car's specification to the concept vehicle or because of its complicated birth and mixed parentage, but by the 2000's the XJ220 was the forgotten supercar of the Nineties.

While the Ferrari F40 and Porsche 959 became collectable, their values growing accordingly, the XJ220 was at best ignored, at worst derided. (This has always been baffling given that the Ferrari

used a 2.9-litre twin-turbocharged V8 engine, built 1,315 cars and Porsche built 345 cars with a 2.9-litre twin-turbocharged flat-six).

That situation has begun to turn around as Keith Helfet's beautiful design becomes appreciated and the 3.5 litre V6 is no longer considered a drawback given that the engine was ranked as one of the "10 Greatest V6 Engines Ever Made". As recently as 2014 an XJ220 could be bought for less than £200,000, you're now looking at over £450,000 and

collectors are now reassessing the value of the car.

Jaguar's XJ220 may have faced an uphill battle when it was new, and it may have taken 30 years, but today the supercar has finally joined the ranks of the truly desirable.

Editor: The information and photographs for this story was gathered from the Jaguar Daimler Heritage Trust (JDHT) and several other publications including UK Classic Jaguar Magazine and Jaguar World.



The concept car featured aerodynamic wheel rim covers similar to those being experimented by F1 race cars at the time. At high speed, they help to smooth out the turbulence created by the wheels and tyres. The production alloy wheels adopted the same profile to achieve a similar aerodynamic result. BBS alloy wheels were offered as an aftermarket upgrade.



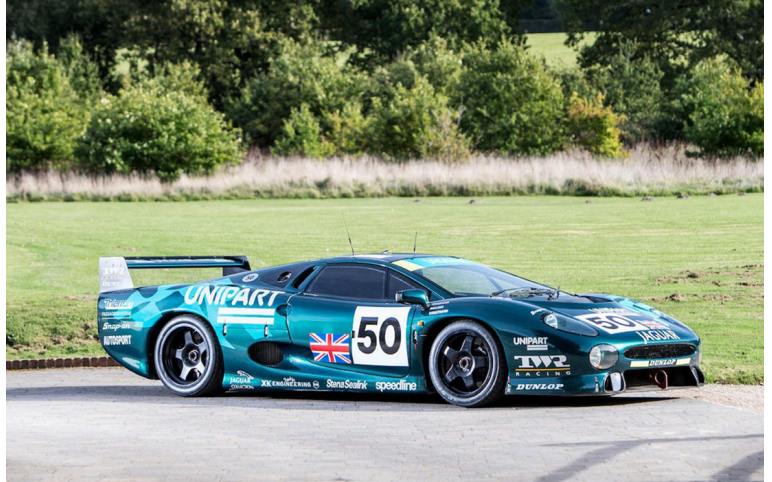
In 2017 more than 40 XJ220's got together at Silverstone to mark the 25th anniversary of the launch of the car. The parade included the three cars that raced at Le Mans back when Jaguar won and lost at Le Mans in the same day. Australian David Brabham led the parade in car 50.

Jaguar XJ220's For Sale Around The World

XJ 220's rarely come up for sale in Australia, given that only a handful have ever been imported. They are available overseas and can be brought into Australia, but you won't get much change out of Au \$1,000,000.



David Brabham reunited with the car he raced at Le Mans in 1993.



Ex David Brabham/David Coulthard/John Nielsen Le Mans 24-Hour race, GT class-winning 1993 XJ220C-002 - No.50. As far as XJ220's go, they can't get any more special than this one. Only four examples of the XJ220 Competition model were prepared for Le Mans in 1993. An extremely important car within modern Jaguar history. Available from UK Historic Classics (Henry Pearman) for £2m. (Au\$3.78m). It's a bargain.



1993 XJ220 (LHD) number 131 of 282 built. Restored. 3,980km Available from Tomini Classics Dubai. USD 495,000 (Au \$684,000)



1993 XJ220 (LHD). No 38. Extensive upgrade (£161,000). Bonhams Auction Feb 3rd 2022 in Paris. Est. EUR 340-380 000 (Au 550k+).



1993 XJ220 (LHD) number 223 of 282 built. New condition - 26km. Available from US Canepa Motorsports (California). POA



*1993 XJ220. One of only 70 RHD. The car has remained in storage for many years 7,984 miles. Oldtimer Queensland. \$799,500 **Sold***

Jaguar XJ220 in Adelaide

This XJ220, owned by club member Dr Sam Shahin, has been on display at The Bend Motorsports complex. The car is currently in Melbourne having a starter motor fitted and should be back in Adelaide by mid-February 2022. The car is like brand new. The last occasion that an XJ220 was in SA was in 2006 at the Classic Adelaide Rally.



President's Picnic (13th February)



President's Picnic - Sunday, February 13th, 2022

10.00 AM to 03.00 PM

National Motor Museum Shannon St, Birdwood SA

This meeting remains subject to any changes in Covid -19 restrictions

Your registration by "ticket" is mandatory for attendance

TO REGISTER FOR THIS EVENT GOTO: [Presidents Picnic](#)

All British Day



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All British Day 2022

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Operationally we want to keep the day as close as we can to its proven successful formula whilst incorporating the necessary changes to ensure that we comply with our Covid obligations.

It is anticipated that the Jaguar E Types will form a central display to celebrate the 60th Anniversary

Former Aston Martin and Lotus Engineer Joins JLR

JLR has appointed Matt Becker, one of the UK's most respected vehicle engineers, to lead the development of the new breed of electrified Jaguars and Land Rovers.

Matt Becker joins JLR at the end of January following a seven-year stint at Aston Martin as Chief Engineer – Vehicle Attribute Engineering, overseeing the development of the DBX SUV plus the Vantage and DB11, and their various derivatives. Becker will take on the role of Vehicle Engineering Director across both Jaguar and Land Rover.

Becker joins JLR team as they begin a total reinvention of Jaguar, moving it into a fully electric luxury brand.

As Becker arrives at JLR, the company is also saying goodbye to its legendary chassis guru Mike Cross, who'll be retiring after 37 years with the business. Cross has held many roles across the business, most recently as Vehicle Targets and Sign-Off director and is widely acknowledged as being the man behind the world-leading blend of ride and handling that Jaguar and Land Rover products are renowned for.

Speaking as he approaches retirement at the end of February, Mike Cross said, "personal highlights across my career are many, however memories of driving a Jaguar Formula One car at a pre-season test and competing in the Mille Miglia in a Jaguar C-type will last forever." ■

Information for this story from Auto Express.



Former Aston Martin and Lotus engineer Matt Becker joins Jaguar. Becker joins the JLR team as they begin a total reinvention of Jaguar, moving it into a fully electric luxury brand. He'll also put his experience of luxury SUVs to good use.



Matt Becker will be replacing Mike Cross. Mike was man responsible for the trademark handling, comfort and precision of all Jaguar and Land Rover models since 2008. In 2019 he won Autocar magazine's Lifetime Achievement Award.

2022 Formula-E World Championship Begins

The 2022 FIA Formula E World Championship has commenced with the first races on the streets of Diriyah, Saudi Arabia taking place on the 28th and 29th of January. These were the first two of 16 races to be held across 12 cities across the globe.

Race 1

Jaguar had a mixed qualifying session with Sam Bird starting 5th on the grid and Mitch Evans 14th.

However the Jaguar TCS Racing Team scored strong points in the opening round with Sam finishing the race in fourth, narrowly missing out on a podium.

Mitch Evans finished tenth - the final point scoring position.

Race 2

Both cars again had a difficult time in qualifying with Mitch Evans lined up on the grid in P16 after scraping the wall and damaging his steering. Sam Bird also had an unfortunate qualifying session and was unable to complete a competitive lap after

hitting the wall and damaging his rear suspension – he lined up P21 on the grid.

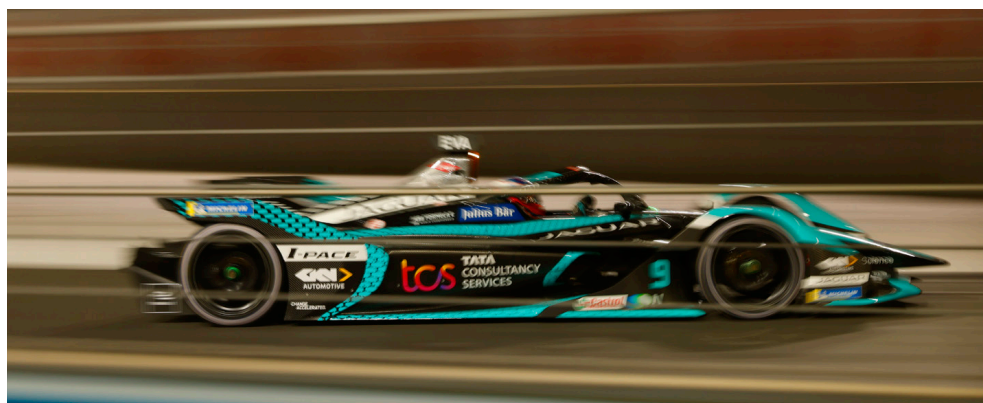
During the race both drivers were carving their way through the field in the race, gaining five places each and showing speed and efficiency. An aggressive strategy to save energy for the end of the race was thwarted by a crash which brought out the safety car in the last five minutes. The race did not restart and chances of valuable points evaporated with the Jaguars finishing 15th and 21st.

The better news was that Sam Bird secured the fastest lap showing the potential speed and handling of the cars.

Jaguar TCS Racing move to sixth in the teams' standings after round two.

Round three takes place on the iconic Autódromo Hermanos Rodríguez circuit in Mexico City on the 12th February. ■

Information for this story from Jaguar.



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Super Rare 007 Jaguar C-X75 Up for Sale

The C-X75 was originally produced as a hybrid-electric, 2-seat, concept car by Jaguar in partnership with the derivative of the Formula One team, Williams Advanced Engineering. The car debuted at the 2010 Paris Motor Show.

Initially a 250-car run was planned and then in 2012 Jaguar took the decision to cancel the production citing the economic climate wasn't right.

Famously a Jaguar C-X75 (painted in dark orange) appears in the 24th James Bond film Spectre as Mr. Hinx's car

(licensed ROMA 860K). It takes part in a car chase around Rome against James Bond, who drives an Aston Martin DB10.

Jaguar supplied seven examples to the filmmakers. Although the cars are visually faithful to the original C-X75 concept, they are mechanically unrelated.

According to JLR Special Vehicle Operations chief John Edwards, the film cars were "constructed around a spaceframe built to World Rally Championship spec" and powered by a dry sump V8 Jaguar S/C engine.

Although the new appearance of the C-X75 led to speculation that production plans for the car were being revived, Edwards was quoted as saying "the film was an opportunity to showcase C-X75 and the fantastic capabilities of the Special Operations team, but it doesn't mean a change in strategy."

As with the original concept car shown at the Paris Motor Show, the seven cars built for the film were in collaboration with Williams Advanced Engineering.

All the cars were fitted with a supercharged V8 F-Type engine that sent the power to the rear wheels via a six-speed sequential transmission via a single paddle on the left of the steering wheel.

One of these cars, with the iconic chassis number 007, is now for sale. The 2015 C-X75 was sold by JLR in 2016 to the owner who has now decided to part with the car.

Chassis 007 is for sale in the UK at "Simon Drabble Cars" for £720,000 plus VAT. ■

Information for this story was from autoevolution.



New Book Showcases 100 Years of Jaguar History

German firm, teNeues Verlag has just unveiled a comprehensive new tome, simply titled 'The Jaguar Book', which details the legacy of the British automaker over the past century.



The 271-page hardcover is brimming with stunning imagery captured by acclaimed auto photographer René Staud. The pictures are presented alongside text by Jürgen Lewandowski, who has initiated, written and edited more than 100 books on the history of cars.

In terms of content, the book provides a beautiful ride through the complete Jaguar collection, along with highlights from Jag's racing history. Naturally, a good portion is dedicated to company founder William Lyons, who helped turn Jaguar into one of the world's most respected manufacturers.

In the late 1930s, Lyons designed and built the SS 100, which was considered one of the most beautiful and successful cars of its time. (It was also the first to sport the now-famous Jaguar "leaper" on the bonnet.) Among many other models, Lyons was also responsible for the

incomparable E-Type, which elevated the Jaguar name into legendary status.

Fast forward nearly 100 years, the four-wheelers rolling out of the factory in Whitley, Coventry still pack that trademark British flair and innovation. The book covers Jaguar's first electric car, the I-Pace, along with a spate of other modern rides.

The tome even details Jag's many film appearances, like the E-Type covered in a Union Jack that appeared in Austin Powers: International Man of Mystery, for example. It also lists celebrity owners, such as soccer legend David Beckham and the British Royal family.

Priced at \$100.00 and available on Amazon, the hardcover book should be a welcome addition for every Jaguar owner. ■

Information for this story from Robb Report

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Autocar Writers' Cars of 2021: Jaguar XF

Autocar's Kris Culmer reckons Jaguar's refreshed executive saloon was his motoring highlight of the past 12 months

"I have a good friend who is still in his 20's who is usually gloriously idiosyncratic in the way he goes about things in life – a great example being his purchasing of an old Jaguar XJ in which to learn to drive.

'A Jaguar should be a big, dark-green saloon or coupé with leather seats, a wooden dashboard and a V12 that does like 5mpg', is his opinion of cars in one paraphrase. And yes, he is also really in his twenties...

While I fell for the Jaguar I-Pace that I test drove a few years ago, he predictably wasn't impressed. But having this year driven our Jaguar XF that we are doing a long-term review of, I now understand his view as well.

It's big, it's dark green, it's a saloon and it has leather seats, although it is sadly lacking wood and a V12. Mind you,

the plush plastic and leather dashboard looks far more modern, in keeping with the attached infotainment touchscreen (which looks understatedly classy, rather than chintzy like some, and displays software that's outstandingly slick to operate).

I borrowed our XF because I was facing a long old drive from Brighton to Sheffield and back – and my goodness, what a cossetting and adept cruiser it was. I simply sank into my seat, with not a worry about the ride quality, or the performance, or even the turbo petrol four's economy.

Even over the course of six hours on the motorway, it was properly comfortable, despite its large wheels and the not-inconsiderable sporting bent to its chassis set-up; had sufficient acceleration for quickly getting around slower-moving traffic; felt assured on the road; and let in minimal wind and road noise to intrude on the excellent Meridian sound system.

Yes, okay, this is massively clichéd, but the 'gentleman's express' thing really does continue to this day in Jaguar's bigger saloon (although it probably won't continue into the company's next model generation, sadly, and for that you can thank SUVs for stealing all the sales).

Oh, and climbing out of the XF at a service station as a scruffy twenty-something, post-music festival, generated plenty of bewildered looks – which was almost as amusing to me as the quick countryside fun run that I enjoyed.

The second-gen Jaguar XF excels, especially with its class-leading dynamics". ■



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Great Car Designers & Their Finest Creations

'Autocar' has provided a list of the their most prolific designers, who they consider have added to the automobile as a means of transport and delight.

Car designers can have a huge effect on a company's fortunes and leave legacies that last for generations. While some can spend an entire career without ever contributing a complete project, others have an ability to turn out one stunning shape after another.

Included in the list was none other than former **Jaguar Designer Ian Callum**. He is intimately linked with the shift of Jaguar away from its traditional styling to a bolder look as seen in the XF, XJ, F-type, I-Pace, E-Pace and F-Pace SUV's.

He also penned the 2006 XK coupe and convertible models and the C-X75 hypercar concept (2010) which almost made production.

Yet his talent was being put to good effect long before he joined Jaguar when he was involved with the Ford RS200 and Escort Cosworth. Either of those would be suitable epitaphs for most designers, but the Scott went on to pen the Aston Martin DB7 and Vanquish to assure his position as a global design leader.

Designers in Autocars list included:

◇ **Harley J Earl (1893-1969):** At General Motors (GM) he established the concept of the 'model year', introducing subtle annual design changes that encouraged regular trade-ins and more sales. After the World War II, Earl's next gift to the automotive world was the **Corvette**.

◇ **Battista Farina (1893-1966):** His design studio, **Pininfarina** was known for its work with Lancia, Ferrari and Alfa Romeo. The close link with Ferrari went back to 1951. His final design before his death was the **Alfa Romeo Spider**.

◇ **Bertone (1884-1972):** His eponymous company went on to work for many of the most prominent car companies that was as diverse as Aston Martin, Volvo, Opel and Ferrari. His catalogue is impressively long and include the **Fiat 850 Spider** and **Dino Coupe**.

◇ **Patrick Le Quément (Born 1945):** His talents included the **Ford Sierra** that set the template for all family cars that followed. At **Renault** he found brilliant form with the redesigns of the Espace MPV, while the multi-million selling Megane and its bustle-bummed successor are both his work.

◇ **Giorgetto Giugiaro (Born 1938):** It all started with Alfa Romeo's 105 Series coupe and moved on to the **De Tomaso Mangusta**. More supercars followed with the Lotus Esprit, Iso Grifo and Maserati Ghibli, but Giugiaro's real mark on history is the **Volkswagen Golf Mk1**.

◇ **Tom Tjaarda (1934-2017):** He styled the Fiat 124 Spider, Ferrari 330GT and Daytona 365 California. His work also graced various De Tomaso cars. However, it was his designs for the original **Ford Fiesta** that brought him to greater prominence creating an affordable small car that was a first car for millions of people.

◇ **Erocole Spada (Born 1937):** When he was 23-years old he came up with the looks of the **Aston Martin DB4 GT Zagato**, arguably one of the prettiest cars ever made. He went on to style various Alfa Romeos and Lancia's, as well as the BMW 7 Series E32 (1986) and 5 Series E34 (1987). He also came up with the Alfa Romeo 155 that's regarded by many as a modern classic.

◇ **Giovanni Michelotti (1921-1980):** Alongside many shapes for Ferrari Michelotti also worked on styling for Maserati and BMW as well as Volvo. What he will be most remembered for though are the crisp lines he created for Triumph in the 1960s. He injected European flair into Triumph's cars including the **TR4, Spitfire and Stag**. Michelotti also came up with the Triumph Herald, 2000 and Dolomite.

◇ **William Towns (1936-1993):** His work at **Aston Martin** bore fruit with the DBS before he really got into his stride when he styled the **1976 Lagonda sedan**. It kick-started a whole generation of wedge-shaped cars and later worked on a redesign of the Reliant Scimitar.

◇ **Bruno Sacco (Born 1933):** Mercedes-Benz would not be the company it is today were it not for Bruno Sacco. He started with Mercedes in 1958 and was responsible for the development of three generations of S-Class, replacing the long-running R107 SL with the R129 and introducing the 190 and C-Class small sedans. He most lasting legacy of Sacco's work is, perhaps, the **Mercedes W124** range of sedans, wagons, coupes and convertibles.

◇ **Marcello Gandini (Born 1938):** Here was a stylist who could have rested on his laurels early after coming up with the **Lamborghini Miura**, yet he followed that with the jaw-slackening **Lamborghini Countach** that defined the supercar. He styled the first BMW 5 Series and Citroën BX. He also produced the Fiat X1/9 and the second generation Renault 5, before returning to the supercar genre with the **Bugatti EB110**. ■

Information for this story from Autocar



Ian Callum, British car designer who became the Director of Design for Jaguar Cars. His prolific designs included the Aston Martin DB7, 2006 XK (X150), F-Type and the C-X75 (background).

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High-flyers: The 9 Most Influential Auction's of 2021

Last year (2021), Hagerty Insurance tracked more than 12,500 UK and European auction results. The numbers were huge: a total of £310.8 million in classic and collector vehicles sold, including 14 for over £1m.

As they now see it, the historic vehicle market seems to be moving onwards at a rate almost entirely unconnected to the pandemic.

Throughout the year of increased sales, it is inevitable that certain vehicles stand out. These are sometimes the most valuable, the rarest or those that indicate an emerging trend in the market, but others are notable just because they are really interesting cars.

Here is Hagerty's selection of 2021's most influential global classic vehicle sales:

- ◇ **1995 McLaren F1, £15.5m:** Sold at Pebble Beach in August, this was a very special one, with only 390km (242 miles) from new. Finished in stunning one-off Creighton Brown with a tan and dark brown interior, it drew a lot of attention – and bids.
- ◇ **2010 McLaren MP4-25, £4.73m:** The first of Lewis Hamilton's F1 race and Grand Prix-winning cars ever offered to the public. It won the 2010 Turkish Grand Prix. Sold by RM Sotheby's at a special, single-lot auction at the British Grand Prix.
- ◇ **1998 Subaru Impreza STi 22B, £0.24m:** Japanese car values have been flying high in America. Sold by 'Bring A Trailer' in April, it sold for a record-breaking \$317,555 (£240,000).

◇ **1960 Wrecked 1960 Jaguar XK150 S Drophead, £90,000:** There are some auction results that are surprising, even to the seasoned observer who thinks they have seen everything. This car, offered by 'Bonhams' in May, was crashed by its previous owner in 1996. It wasn't just a small shunt, yet, someone saw the potential for restoring this car back to its glory days and paid a very robust £90,000, (Au \$170,00), just shy of Hagerty's current £102,000 Price Guide value for an 'Excellent' example.

◇ **1988 Audi Sport Quattro, €2.017M:** Highlight of the Paris sales of February 2021. It was the European/ UK sale that exceeded its expectations by the largest amount, selling for €700,000 over its €1M to €1.3M pre-sale estimate. This Sport Quattro drove in the 1988 *Race of Champions* is as good as it gets. However, the value achieved – three times the top Hagerty Price Guide figure of £408,000 for the standard Sport Quattro – set a new level.

◇ **1993 Jaguar XJ220, £460,000:** Has the Jaguar XJ220 finally shaken itself free of the trauma of its birth and turned into the automotive swan that we all knew was hiding beneath? It's quite possible, as this record sale at Bonhams' showed. The sale was the highlight of the Goodwood Revival sale. The car was an exceptional car with just 385 miles on the clock and finished in factory Monza Red. Its sale may mark a watershed for the Jaguar XJ220. Sold for Au \$871,000.

◇ **1981 Ford Escort 1.6 Ghia, £52,640:** What made a slightly tired, 83,000-mile, 1.6 Ghia example so sought-after? In May 1981 it was given as *an engagement present by Prince Charles to the then-Lady Diana Spencer*. This sale, in a specialist royal auction, fetched around ten times what we'd expect a very good example to reach without its amazing history.

◇ **1989 Ferrari F40, £1,000,500:** The Market's July sale was another watershed moment, the first time a F40 sold for over £1m in a dedicated UK online auction. Interestingly, it lacked the originality usually demanded of such top cars, having been painted in Porsche Aqua Blue.

◇ **1982 Lamborghini Countach LP500S, £257,600:** It appeared to be a basket case, a supercar in parts and in urgent need of saving. Yet this 1982 Lamborghini Countach LP 500S restoration case was sold by 'Historics' in September for £257,600 – well over its estimate. The car, stripped down and ready for a full restoration, was an ultra-rare right-hand drive example, one of just 37 made. Hagerty's 'Excellent' value at the time was £334,000, not giving the new owner too much leeway for a full-cost restoration. ■

Information for this story from HAGERTY Insurance- Market Trends.



Hagerty Insurance selection for 2021's nine most influential global classic vehicle sales included two Jaguars. A very badly damaged 1960 Jaguar XK150 S Drophead that sold for £90,000 (Au \$170,00,) The second Jaguar was a low mileage XJ220 that sold for £445,000 (Au\$871,000), a record for a public auction sale and an indication that the XJ220 may have finally shaken itself free of the trauma of its birth. (Details of these two cars were covered in previous editions of Classic Marque).

SS, Mk 4, Mk5 Register - Summer BBQ 2022

For more than 10 years the Register has met at Malcolm Adamson's seaside retreat at Seaford for its Annual January Summer BBQ.

Covid-19 restrictions required a change of plans this year and so the Register ended up having an outdoor picnic at the picturesque Hazelwood Park.

The Register supplied cold meats, salads & rolls and everyone settled in with their own chairs, drinks and tables.

As usual it was a casual affair, the weather was perfect and it was a great location to get together after all the on-and-off again Covid-19 restrictions.

A big thank you to Brenton & Mary, Anne and Register members for preparing all the food.

Not quite the same as Malcolm's seaside retreat, but a great day all the same.

Graham
Events Coordinator/Editor



Malcolm Adamson, 1936 SS Airline



Brenton opening up the boot to show onlookers the completed toolkit



Dave & Debbie Adamson, 1946 Mark IV Saloon (1.5 Litre)



Ross & Janet Rasmus, 1950 Blue 3.5 litre Mark V Drophead



Malcolm Adamson, 1948 Mark IV Drop Head Coupe (3.5 Litre)

Summer Breakfast 2022

The XJ Mk10 420G Register started the year off with the annual breakfast on Sunday the 23rd January, at the Birkenhead Tavern Hotel situated on the Port River. With plenty of room and plenty to eat, 30 members enjoyed the start of the year.

Cheers!
Bob Charman



Summer Breakfast 2022



National Automobile Museum – Schlumpf Collection (Mulhouse Eastern France)

I have saved my favourite Museum until last, so I hope you enjoy the story and photos.

It was March 2006. After I had visited the Museums at Sinsheim and Speyer, I had mentioned how incredible they were to one of the guys at the Office in Mannheim. He said that as I was going to drive to the Office in Italy over the coming weekend, I should make a short detour into France on the way, and visit the Museum in Mulhouse.

It is a long story, but when I got to the Museum it was closed due to snow. On the way back from Italy I called by again and it was open. However, I had less than 2 hours before it closed, so I rushed around like a mad-man trying to see as much as I could, as I didn't know when (or if) I would ever be back. The good news is, I have been back twice since then, in January 2007 and in December 2012, so what you will see below is a mixture from all three visits.



Since my first visit there is now a new entrance as shown above, and although major renovations were completed in 2000, ongoing works are still taking place.

History

For those that aren't aware, the Story of the National Automobile Museum of Mulhouse or as more commonly known the "Schlumpf" or perhaps the "Bugatti" Museum, is almost a fairy story.

Hans and Fritz Schlumpf were born in Italy. Their mother Jeanne came from Mulhouse, France where once widowed, she decided to raise her sons.

At 34, Fritz became chairman of a textile spinning mill when in 1935 the brothers founded a company to participate in the expanding wool industry, and from then on the two entrepreneurs became very wealthy.

Fritz Schlumpf was in love with automobiles. Above all, he appreciated fine engineering, discovering it in elegant machines like the legendary Bugatti's. He began collecting cars in earnest and from 1964 housed them in a luxuriously refurbished building on the large grounds

of his Mulhouse spinning mill. The restoration mechanics and bodyworkers who maintained the collection were bound by an oath of secrecy.

Hidden in this building at the textile empire that Fritz Schlumpf had come to control was a private collection of over 500 cars that few visitors had ever laid eyes on.

These were not ordinary cars, for among the collection, recently valued at over \$500 million, were examples of some of the oldest, most prestigious, luxurious and fastest automotive hardware produced in Europe over the past century.

With badges like Bugatti, Hispano-Suiza, Daimler, Benz, Mercedes, Maserati and Ferrari, it is an extraordinary snapshot of the history of the automobile in Europe.

By 1976 the textile industry was in decline so the Schlumpf brothers sold their factories, and almost 2,000 workers lost their jobs. A strike broke out, and the Schlumpfs fled to Switzerland. When union activists broke into the building in 1977, what was revealed to their eyes

must have been hard to believe. The workers occupied it for two years while politicians and lawyers haggled over how to sell the factory and its contents, in order to pay off the company's debts.

For a time the Schlumpf collection of historic automobiles came perilously close to dissolution, its contents to be scattered among private owners or other museums.

Fortunately for classic car lovers everywhere, a group of determined enthusiasts banded together and in 1978 managed to get the collection classified by the Council of State as an historic monument.

The National Automobile Museum Association of Mulhouse, composed of local public authorities and private partners, then bought the collections, land and buildings, and set about the task of turning it into a world-class museum.

This is a very, very, short version of the story, but if interested, you can read much more on the internet.

My Favourite Museums - Part 3 (cont)



The grand entrance to the museum was adorned with sweeping staircases, thick carpets and a 1910 Flemish Mortier organ. There was also a portrait of his mother, to whom he dedicated the museum, at the entrance to the exhibition hall.

Inside the main hall were over 200 fully restored cars, gleaming and shining, lit by 900 lamps cast to imitate those on the Alexandre III Bridge in Paris. However nothing prepares you for the sheer volume and quality of the cars on display. For ease of use, the car displays are now split into three sections, comprising a chronological walk through the history of cars, a hall devoted to motorsport cars and another that houses the 'masterpieces'.

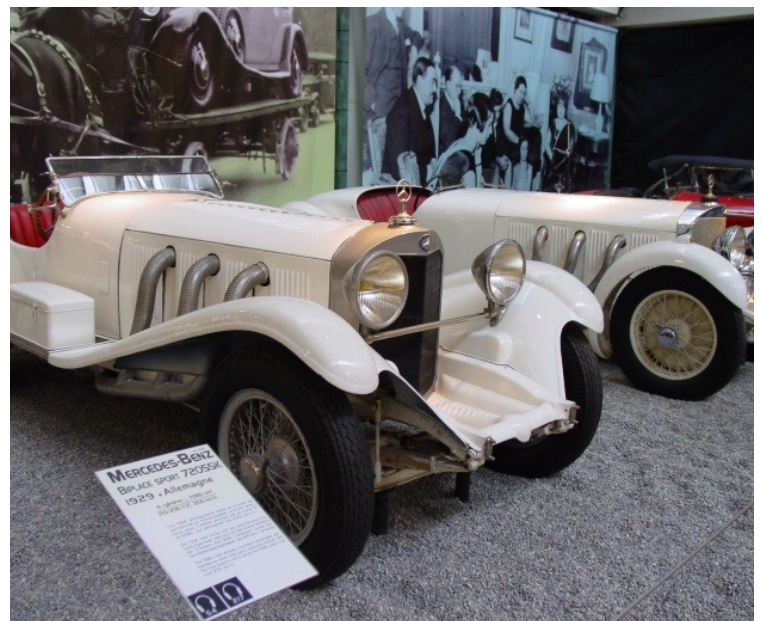
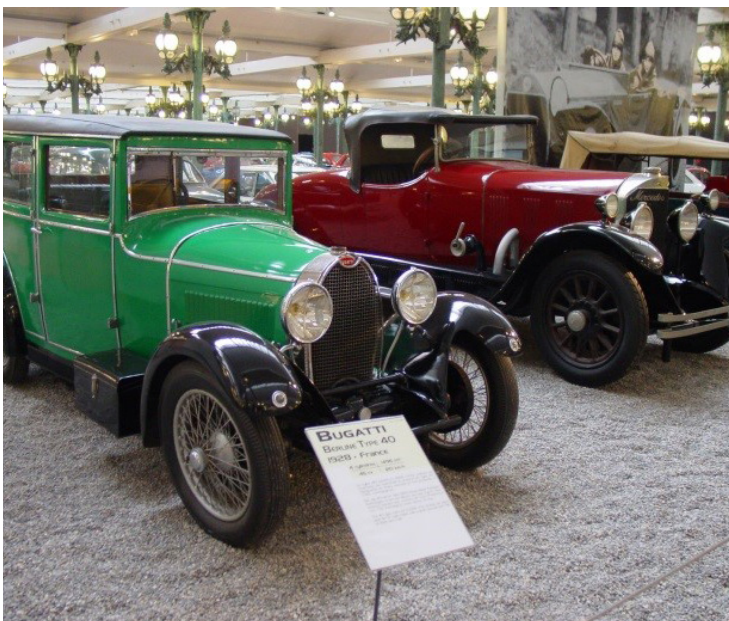
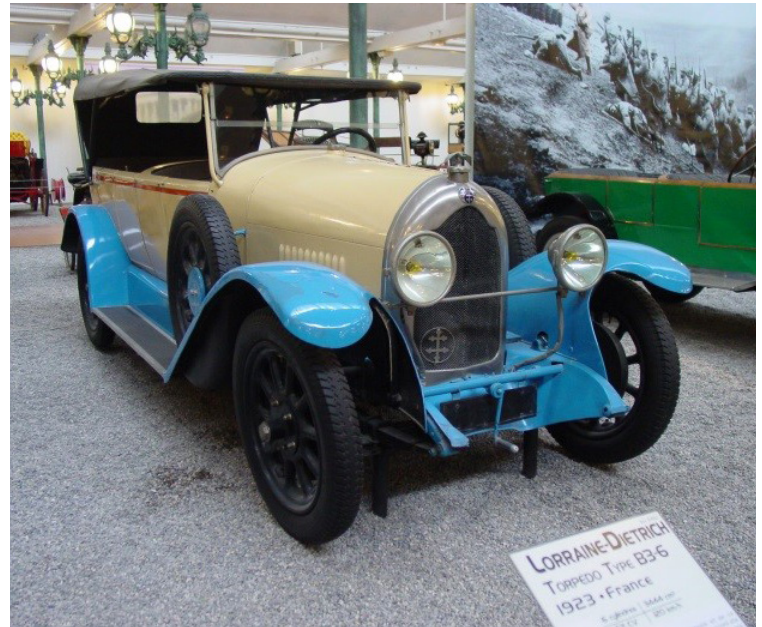
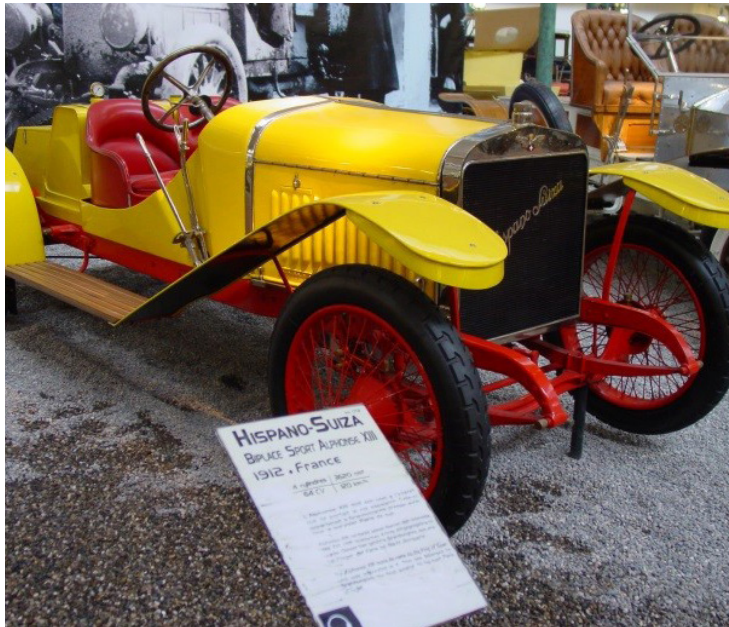
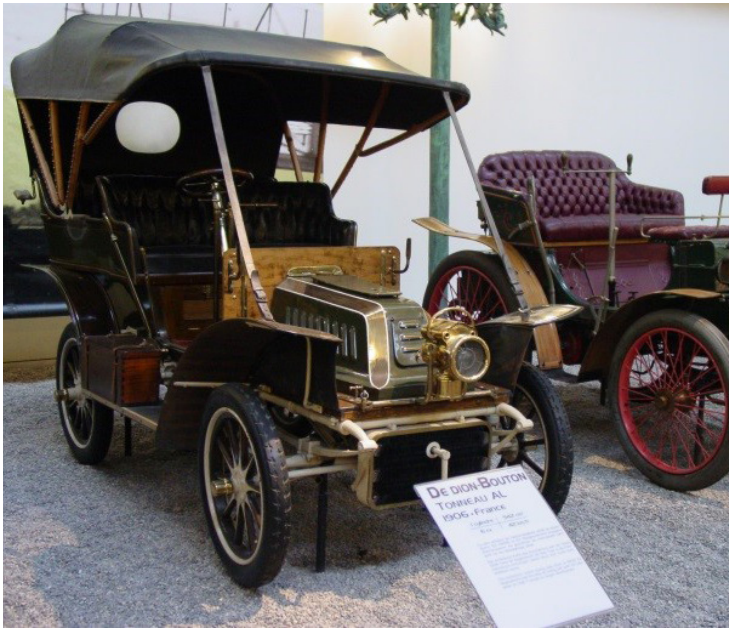
The main section starts almost at the collection's beginning, with the oldest car in the collection being an 1878 steam-powered Jaquot tonneau.



For Schlumpf, the early years held a great fascination and cars developed between 1890 and 1900 from many of the pioneers like Benz, Panhard and Levassor, Peugeot, De Dion, and Renault are well represented among the 50 or so vehicles from 24 different European marques. Many of these, like the big, heavy, 1893 Benz Victoria with its 3.0-litre single cylinder engine, still resembled horseless carriages, while others were starting to closer resemble what rules the roads today.

It seemed like the rows of vehicles went on forever, and I realised on the first visit, that if I was to truly take this all in, I needed to come back a second and third time. Having already been three times, I would very gladly return again tomorrow for another visit.

My Favourite Museums - Part 3 (cont)



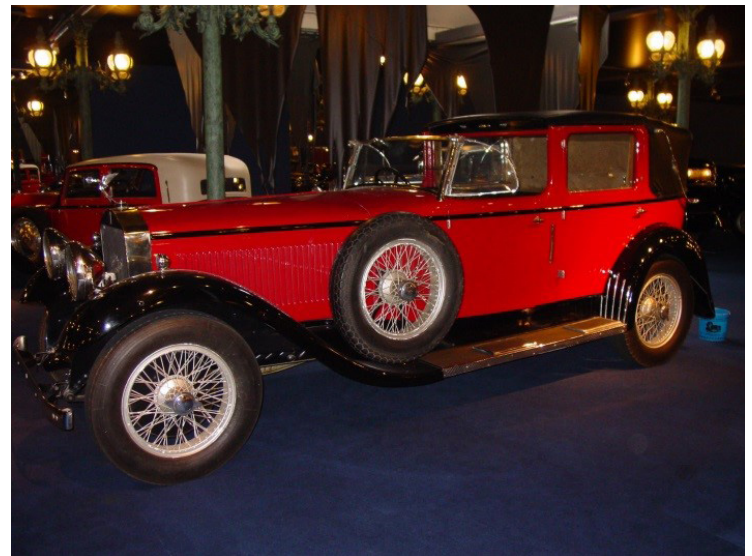
The sheer volume of cars is incredible, and note that the photo of the Mercedes above was not taken in front of a mirror - there are actually two of them.

My Favourite Museums - Part 3 (cont)

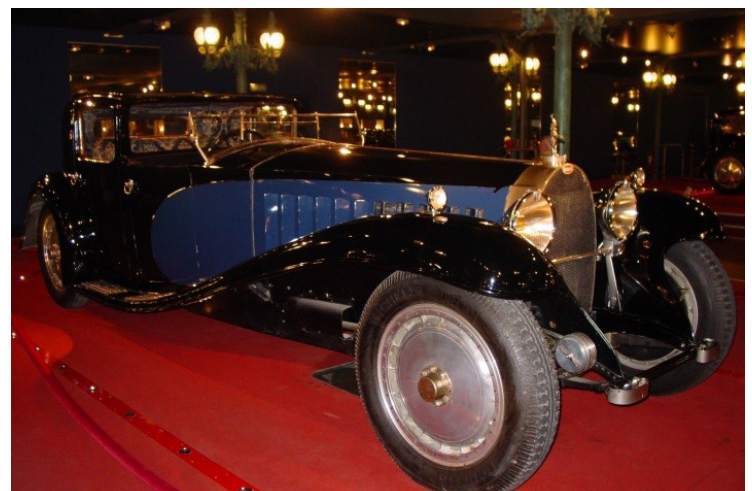


If there was an era that defined Schlumpf's taste, and subsequently consumed vast sums of money, it was the period between the wars when cars were at their biggest and grandest, and these take pride of place in their own Hall of Masterpieces.

And it was not just the Bugatti Royales that enticed Schlumpf, but the classic lines of the Hispano-Suizas saw Schlumpf select six cars that combine the hallmarks of dream cars. Three of these are the 1934 9.4-litre, 12-cylinder, Type J12s, along with the smaller and slightly earlier (dating from 1927), six-cylinder, Type H6B and K6 Cabriolet. The Coupe Napoleon is one of two Royales in the collection and with an estimated value of between \$30 million and \$40 million, is the probably the most valuable car in the world.



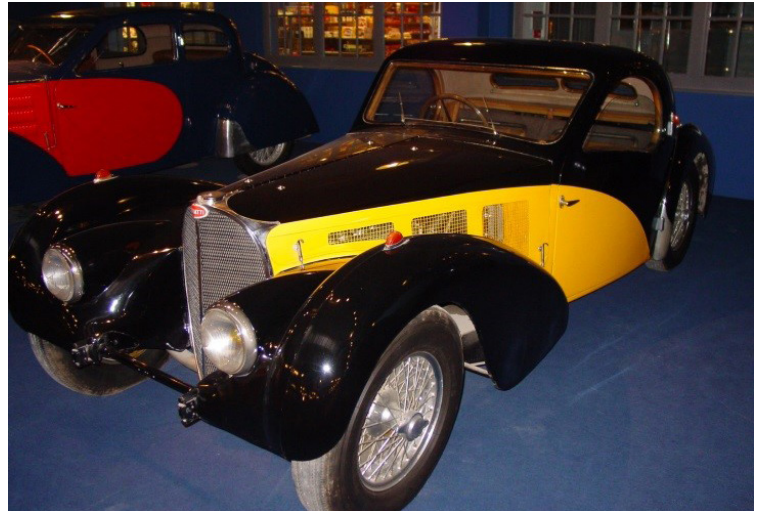
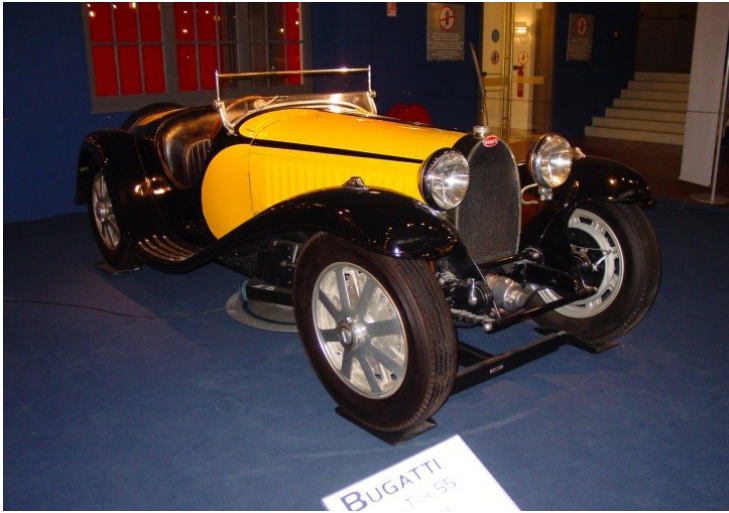
Unfortunately the lighting in the Hall of Masterpieces is quite low, and as flashes are forbidden the photos appear quite dark, but hopefully you'll enjoy them anyway.



My Favourite Museums - Part 3 (cont)

No dream car collection would be complete without Rolls-Royce cars and the Schlumpf collection has the largest permanent collection in the world. These range from a number of Silver Ghosts -- including a 1924 example that was owned by Charlie Chaplin -- through to the 1938 7-litre, straight-six Phantom III.

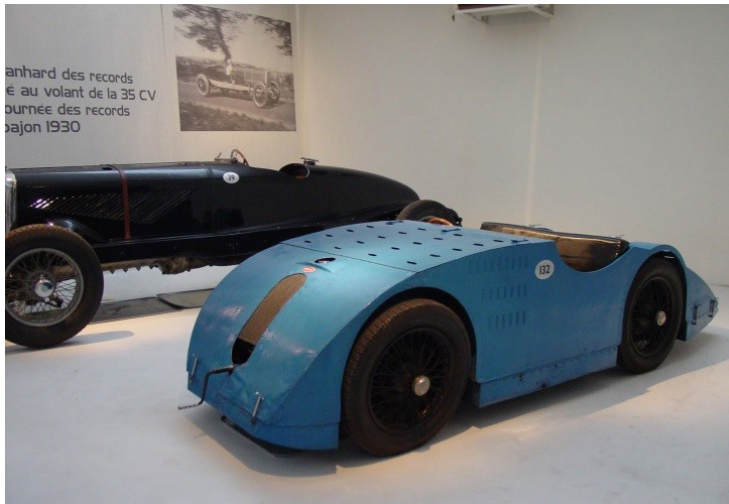
Other names, many that have recently been resurrected, like Bentley, Daimler, Maybach and Mercedes, also feature but none stand out like the rare 1928 Italian, Isotta Fraschini 8A landaulet.



The Schlumpf collection masterpieces are not simply large and luxurious, for there are also plenty of sports cars. Probably the most stunning is the Bugatti 55 roadster, of which there are three in the collection, with a sensational yellow and black 1934 model the highlight. Its sweeping wings and massive wheels evoke powerful images and under the bonnet is a turbocharged 120kW, 2.3-litre twin overhead cam engine capable of pushing the car to 180km/h.



Post-war sports vehicles on display included Fritz Schlumpf's personal car - a 1955 cream Mercedes 300 SL gullwing coupe, as well as a 1964 Aston Martin DB5 and the only non-competition Ferrari in the collection, a 1954 450 AM coupe.

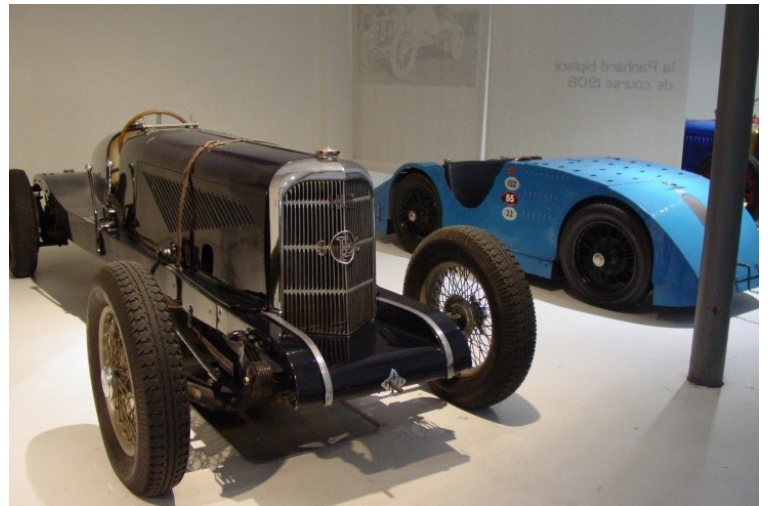
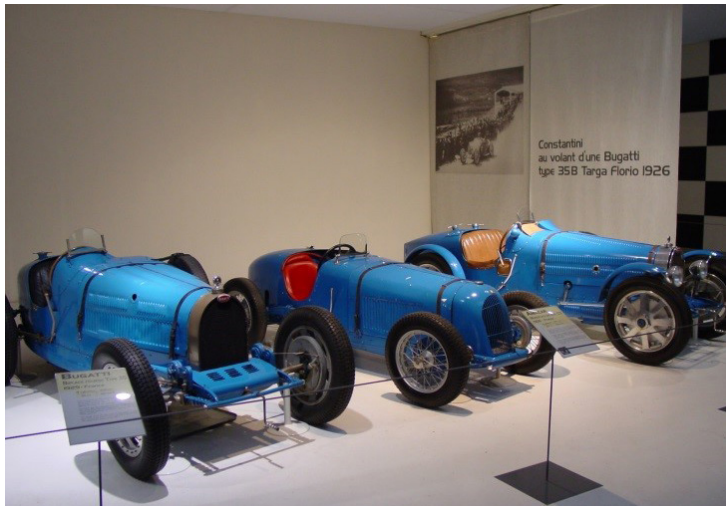
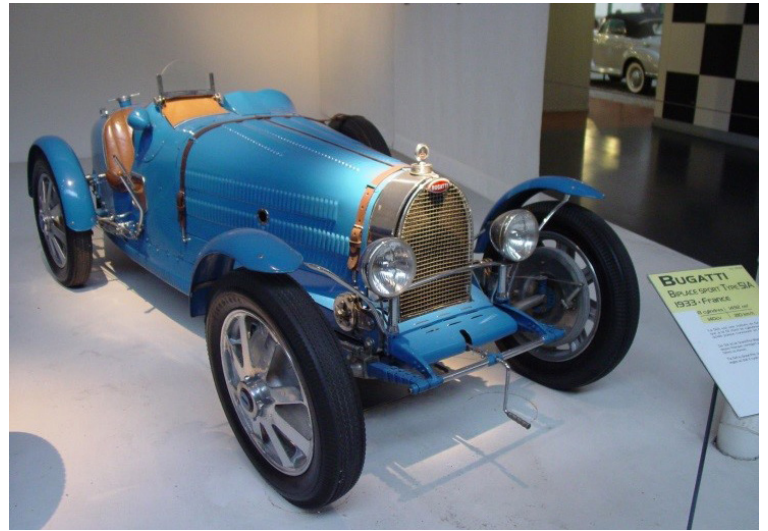
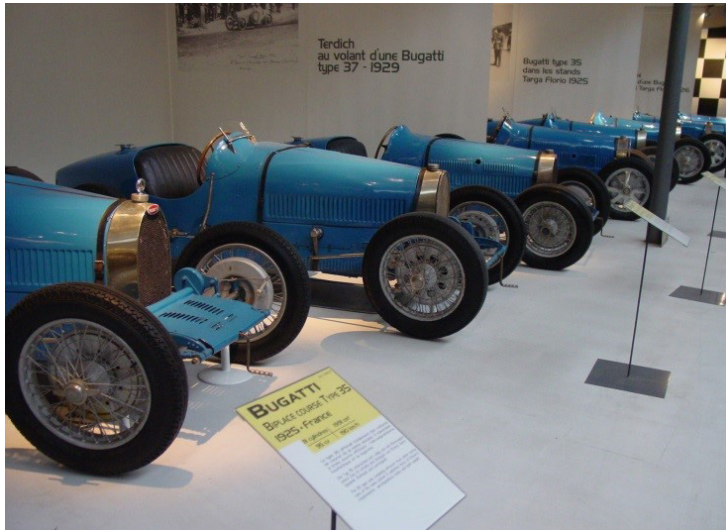


My Favourite Museums - Part 3 (cont)

If the luxury and extravagance on display doesn't appeal, then the exhibits of some of the most powerful performance machines in the motorsport section should be enough to get you excited. The oldest race-car in the collection is a 1902 Serpollet Type H twin seater. Despite having a steam-powered engine with a massive condenser mounted on the front, the car set the world speed record at the time of 140km/h.

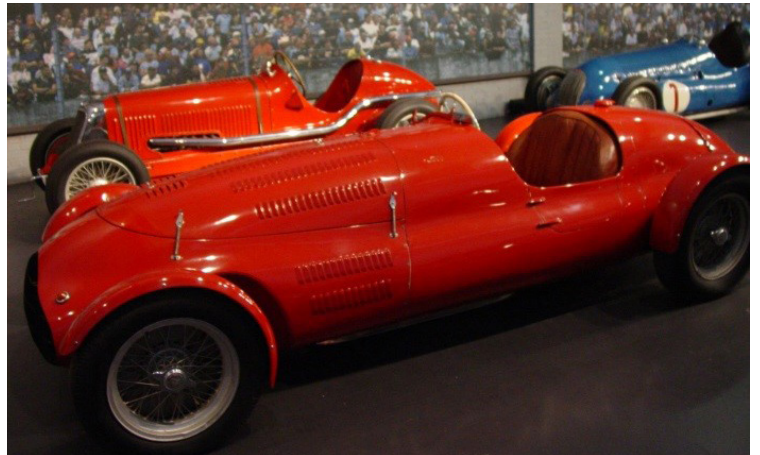
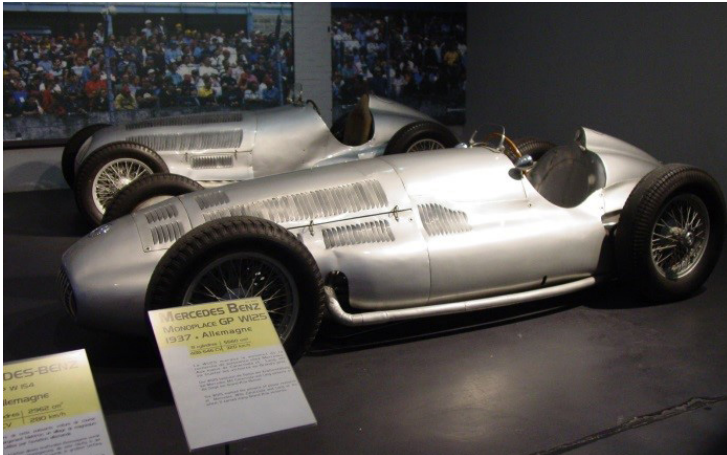
Schlumpf was not interested in just any cars, though. American cars didn't interest him. It was only the cream of European brands that he bought. Bugatti features most prominently, with over 100 models in the collection, with possibly the most unusual being the 1923 Type 32 'tank'. (Photo previous page)

Under the bonnet is a 2.0-litre, straight-eight that, with the help of a radical body design that resembled an aircraft wing, was capable of 195km/h. Throughout the 1930s, car racing flourished in Europe as manufacturers pushed performance and this is reflected in the vast range of cars from this era in the museum.



My Favourite Museums - Part 3 (cont)

Alfa Romeo (under the leadership of Enzo Ferrari), Maserati, Fiat and Gordini were all producing exceptionally light, small and fast sports cars but the ultimate at the time was probably Mercedes' 1937 W125 single-seater. Showcasing the latest technology, this 5.6-litre turbo, eight-cylinder engine generated 470kW, enough to push it beyond 300km/h.



Although Bugatti is always associated with the Schlumpf collection of which there are 123 cars of that marque on display, there are also many other famous carmakers represented. There are 31 Mercedes-Benz vehicles and a further eight early Benz automobiles in the collection. Maserati, Panhard-Levassor, Darracq, Clement-DeDion, Serpollet and George Richard automobiles share space with Renaults, Peugeots, Porsches and Ferraris.



In the room for racing cars there is a grid of Type 35 Bugattis, Maserati 250Fs and Mercedes-Benz W125 and W154 pre-war Grand Prix cars stand ready to do battle with a hoard of light blue Gordinis. Descriptions of the cars are available over audio receivers in French, German or English. The museum's collection of post-war racing Ferraris is probably only rivalled by Ferrari itself. From the 1948 166 through the 1963 156B and 1964 Le Mans winning mid-engined 250LM, to the 1970's 312B Formula 1 car, all the legendary cars are there.



Other famous marques line up next to the Ferraris -- an unrivalled collection of 14 1950s Gordinis; the racing twin of the Mercedes gullwing, the 300SLR; the 1957 Maserati 250F, one of the first cars driven by Juan-Manuel Fangio and Jim Clark's Grand Prix winning 1963 Lotus 33.

My Favourite Museums - Part 3 (cont)



There is a collection of more modern Formulae One vehicles, and there is also the famous 1971 Le Mans winning Porsche 917K that Marko and Vann Lennep pushed to an average speed of 222.3kmh over the 24 hours.



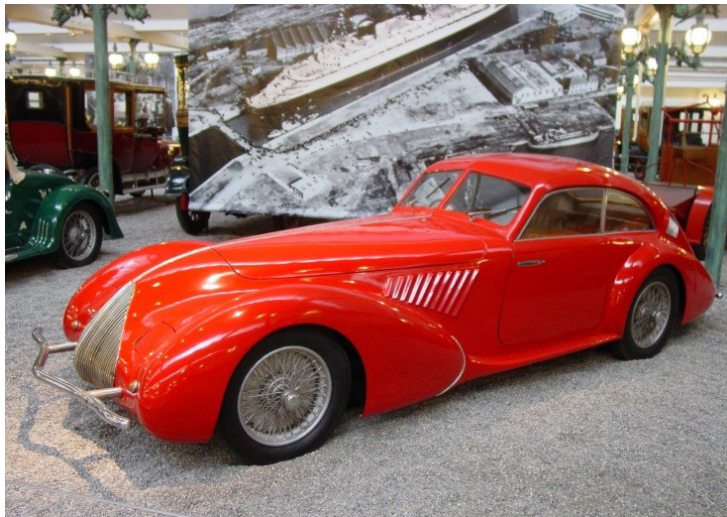
Back in the main hall again are the “everyday cars”, but all still maintain a distinction that marks them as special. Above all else however, there are Bugatti’s that were the true objects of Fritz Schlumpf’s obsession. There are almost every model you can think of, early, late, open and closed tops, there are magnificently beautiful and a few that are well, just plain ugly.

There are two of the only six monstrous 12.7-liter Type 41 Royales ever built, and there are numerous blue Type 35 and 37 racing cars, that established Bugatti at the top of the motorsports world.

My Favourite Museums - Part 3 (cont)



It is a wonderful place to lose yourself for a day or two, and still I'd be happy to re-visit again tomorrow. All of the photos used in this Report were taken by me, and just so I can prove I was there, I've included this one.



Fritz Schlumpf died in 1992, bankrupt and exiled in Switzerland but through his passion for cars, his legacy lives on in the 500 exquisite examples of Europe's automotive past that fill the Mulhouse museum.



The Museum is typically open from 10 a.m. to 5 p.m. seven days a week and is only closed on Christmas day (or days when it really snows very hard and heavy!!!). For those wanting more info on the Museum, it can be found at the official site <https://www.citedelautomobile.com/en> or at <https://musees-mulhouse.fr/en/museums/automobile-museum/>.

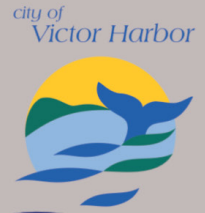
More info on the Schlumpf brothers can be found at <http://sportscardigest.com/schlumpf-collection-profile-and-photo-gallery/> or at <https://classicdriver.co.nz/the-schlumpf-collection/>

(Editor - A Big thank you once again to Victorian Car Club Member Linsey Siede)

British Classics Tour 2022 (March 27)



OLD NOARLUNGA TO VICTOR HARBOR



The Historic Motor Vehicles Club in Association with the City of Victor Harbor

“Ladies and Gentlemen, start your engines.”



British Classics Tour 2022

The 10th anniversary British Classics Tour, Sunday 27th March with valuable support from the Victor Harbor and Onkaparinga Councils.



Starting at 9.00 am with a gathering at the Old Noarlunga Oval where the traditional Scones, Jam and Cream with Tea or Coffee will be available for purchase at Noarlunga Sports and Social Club.

Vehicles will be marshalled out of Old Noarlunga Oval between 10:30 and 11.00.

The travel route is through numerous, picturesque Fleurieu towns, enjoying a wonderful scenic drive, culminating in Victor Harbor, between 12:00 - 12:30, here vehicles will be on show to the public, and judging of various categories will occur.



REGISTER

Entry
\$15.00 Per Car
\$10 Per Bike



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

- ◇ **XK120 OTS:** They drive of a very late XK120 OTS that was 36th from the end of production, coming off the line in November 1953. Today it is owned by JDHT.



- ◇ **XKR 4.2-S vs XK Dynamic R 5.0:** A comparison of two limited-edition models that saw out production of the X100 and X150 generations of XK - a 2005 4.2-S and a 2014 Dynamic R. With extended equipment lists and improved driving capabilities, they are the best models of each to buy.



- ◇ **XJR-S 6.0:** One of the first of 25 limited-edition XJR-S 6.0 litre cars from 1989. It has covered fewer than 10,000 miles and remains in a remarkable, as-new condition.



- ◇ **Unrestored MK 2 3.8:** Bought new in 1960, barely used from 1967 and taken off the road for good in the Eighties and tucked away in garage. It is now back on the road.



- ◇ **Restored 2005 Daimler Super V8:** It might be 16 years old, but this one-owner-from-new Daimler Super V8 has just been fully restored. Find out what was done and why.



- ◇ **Daimler Double-Six:** The remarkable story of a recently repatriated Daimler Double-Six Series 3 that was previously owned by the King of Swaziland.



- ◇ **XJ 2012 Supersport Ring Taxi:** A track test of the fabulous XJ Ring Taxi that once gave passenger rides at the Nürburgring and now owned by JDHT. ■





The February/March 2022 edition of Classic Jaguar includes the following feature stories:

- ◇ **Family owned 240:** A nine-page feature story detailing the restoration of a one-owner 240 Jaguar with a very personal connection - and a happy ending.



- ◇ **XJS Rocky Road:** The XJ-S went onto to be a major success but the model had a very difficult birth. In a 7-page feature they take a look at those early problematic days of the 1970's.



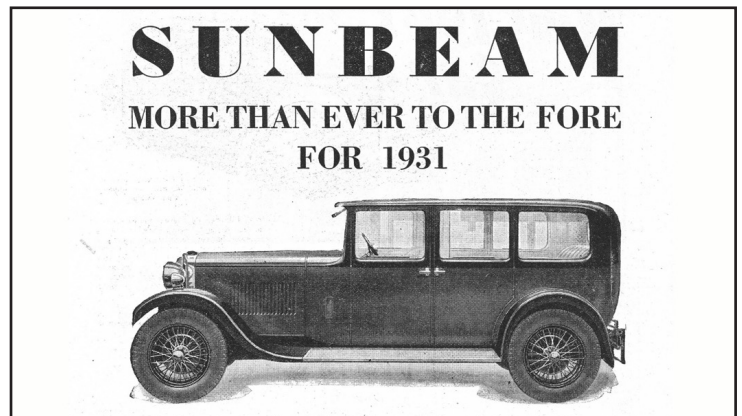
- ◇ **3.8 E Road Trip:** What is an early E-Type like to use on a regular basis and can the flaws of the day be seen as charms today? How does a classic perform in modern conditions?



- ◇ **Ecurie Ecosse Exposed:** Eric Dymock recalls his association with the team and reveals why they never raced the lightweight E-Type.



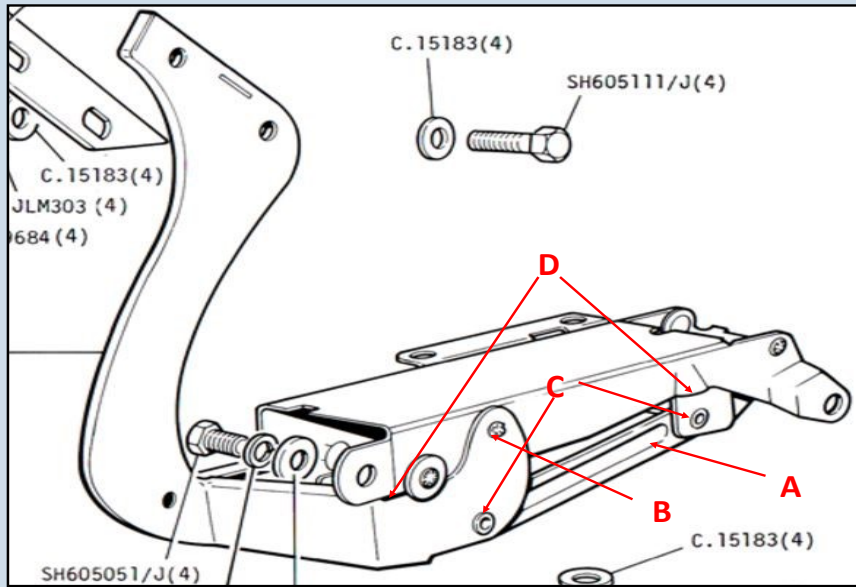
- ◇ **Sunbeam Connection:** 1935 and the assets of the world-renowned Sunbeam Motor Company came up for sale. Lyons saw it as a made-to-measure business opportunity.



- ◇ **Mk II Owners Tale:** The owner recounts his financial harrowing details of his Mark 2 rehabilitation – and it is not for the squeamish.



Rebuilding XJ Boot Hinges



NOTES:

Observations

Most of the wear that causes the boot to sag will be found in the elongation/wear of the holes at either end of the "Push/Pull" arms (A) The rivet holes at point (C) and (B) in the main body of the hinge seem to show little or no wear at all. But need to be checked.

Preparation

1. This is the most CRITICAL STEP in the whole process. With the hinge sitting square on the bench, fully extend the hinge in what is the open boot position and the stop points (D) have been reached.
2. Carefully and accurately measure the distance between the centres of the external rivets on the push/pull arm (C)

NOTE: This distance determines the final upward travel of the boot lid by the tension which is maintained by the spring. If this distance is too short, you may end up with less spring tension and loose upward travel of the boot lid. **The best advice is to measure this distance and then add approx. 3mm.** Experience says this distance will be 250 mm.

Disassembly

1. With the body of the hinge held in a bench vice carefully remove the spring.
2. Drill out the rivets on both sides (C) with a 3/8 bit and remove the push/pull arms.
3. You will immediately note the elongation of the holes at each end of the push/pull arms. This reduces spring tension and allows the boot to sag. So lets fix it!

Repair Option 1 (Replacing the push/pull arms)

Simply replace the push/pull arms with a piece of flat iron 2.5mm X 25mm. Cut to the same length as the original arms. Drill two holes (3/8 or 7/16) at each end. **Be sure you use the original measurements taken at step (2), plus 3mm.** Drill out the original rivet holes in the main body to 3/8 or 7/16 to match. (these holes will already be approximately 3/8 but have a hexagon profile. This is why I suggest a 7/16 hole here will give the best result

Repair Option 2 (Repairing the holes in the push/pull arms)

Using a heavy duty washer or manufactured alternative (drilled to 3/8 or 7/16), weld them to the inside of the original push/pull arm. **Be sure to use the distances previously recorded in step (2.) plus 3 mm.**

Reassemble (Attend to General Repairs below before Assembly)

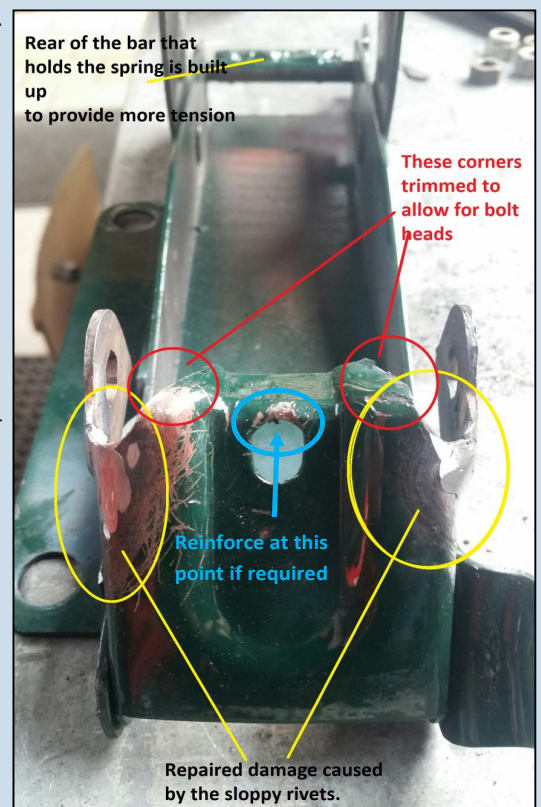
Re-fit the push/pull arms using 3/8 or 7/16 bolts and nuts (or make new rivets if you prefer) Tack weld the head of the nuts to ensure they cannot come loose.

If using bolts, on the side where the hinge bolts to the inside of the boot be sure the head of the new bolt used is not too large/high, trim down to clear if necessary to ensure a flush fit against the boot inside wall when re-fitted to the car.

Other General Repairs

Some repairs to the body of the hinge will also be needed. (See photo)

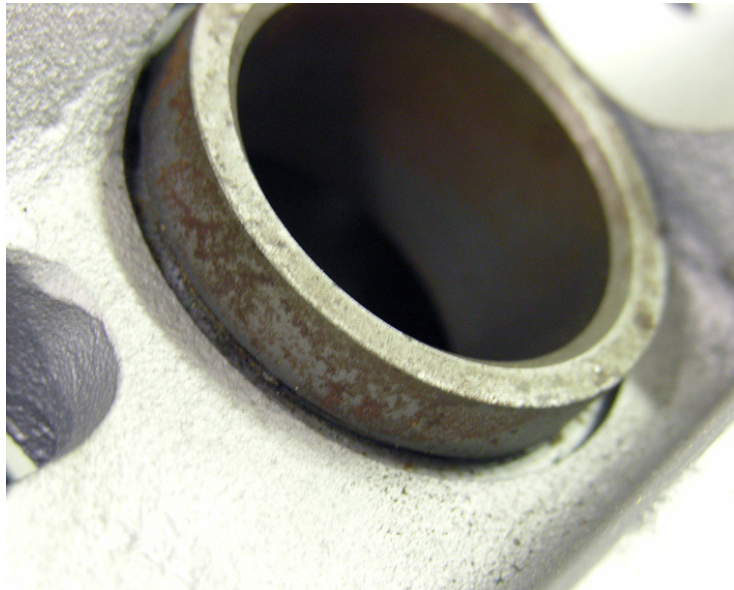
1. **The spring housing point/hole**, on the rear end of the assembly will be well worn and should be repaired/reinforced.
2. The spring effectiveness can be increased by welding a piece on the outside of the bar on the other end.
3. **Some damage caused** by the worn action may be also evident and needs repairing/welding for best results.
4. If using nuts and bolts to replace the original rivets then some **adjustment/cutting** will also be need to be made to clear the new nuts.



Tech File - XK Cylinder Head Repair

Loose Tappet Guides:

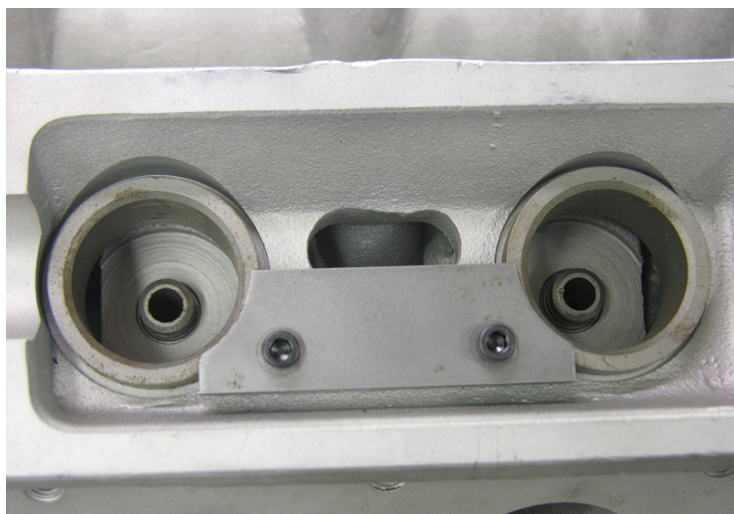
The most common repair the XK cylinder heads require is due to one or more loose tappet guides. The tappet guide is a steel sleeve, machined to press-fit into the head as a guide for the valve tappet. It is a tight fit and under normal circumstances does not move. The symptom is a clatter, usually evident in the exhaust cam cover area, although the symptom can appear on the intake side as well. This occurs due to the engine being overheated, which then causes the aluminium of the head to expand away from the guide allowing the guide to back out of the head along with the tappet, bringing the guide into contact with the cam lobe.



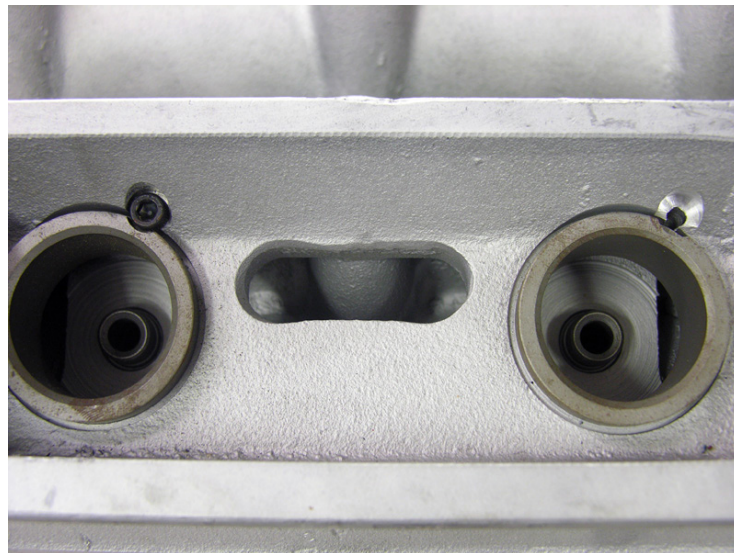
Tappet starting to come up

Removal of the cam covers is necessary to confirm the problem. If the owner is lucky and did not run the engine too long while the symptom occurred, he might not need to have any tappets replaced. At this point, the factory method can be used to lock down the guides without removing the cams.

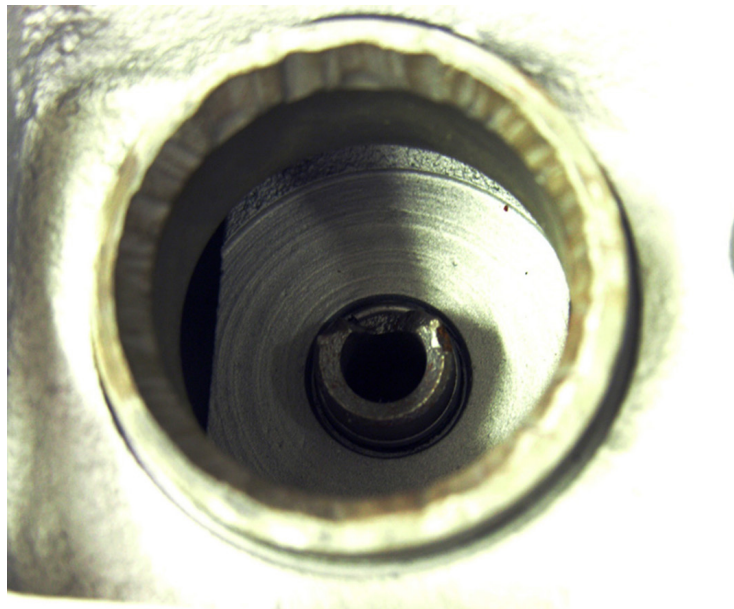
However, if the guides appear damaged or broken, the cams will have to be removed in order to inspect the affected guides. While the camshafts are off this; would be a good time to adjust the valves.



Jaguar factory method of locking down the tappet guides.



Alternative method of tappet guide lock down. (Started on right side and finished on left).



Excessively Chipped Tappet Guide

Inspection of the guides with the cams removed will reveal only certain scenarios. The lobe might mark one or more tappets, leaving them essentially undamaged.

Sometimes the guide will be raised slightly and look higher than the others, and if so, it should be tapped back down into place before being locked down.

Impact by the lobe might wear away some of the rim of the guide, leaving a jagged edge. This does not necessarily cause a problem, so long as the tappet moves smoothly in the guide and the edge of the guide can be utilized for one of the locking methods described.

If the guide is broken then another will have to be installed in its place. Used guides are easier to install than new ones. This is because the new ones are oversize on the outside and undersize on the inside. This requires special machining of the head and then of the tappet guide once installed for proper clearance. Not all machine shops are capable of doing this job properly so a good used guide is usually a much less expensive choice.

Tech File - XK Cylinder Head Repair

Jaguar has a special lock-down kit for holding the tappet guides down. (See *previous photo*). The plates are set over the guide edges and do not rest on the aluminium of the head below the guides. Bolt-holes for securing the plates to the head are aligned and marked through the holes in the plates. Holes are drilled to the size necessary and self-tapping screws are used.

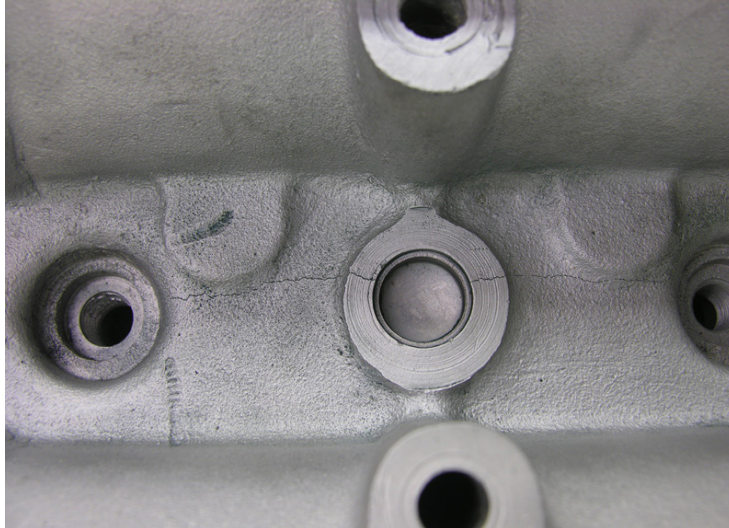
Alternately you can drill and tap threaded holes above the guide in an area both where the aluminium is substantial and where oiling is not inhibited. You can then install cap screws to secure the guide. (See *previous photo*).

When the guide is clattering it is basically “floating” out of the head’s casting, so the head of the screw is sufficient to hold down the guide. Both methods work equally well. Locking the tappet guides down is recommend as a matter of preventative maintenance. If you decide to adjust your valves or if your cam covers are off for cleaning or polishing, then this would be a perfect time to lock down your tappet guides.

Cracks Due to Overheating

Before work on a head begins, the first problem area to check is cracks. At the outset, it must be stated that the XK head rarely cracks and it usually happens from a severe overheat.

Cracks are difficult to perceive with the naked eye, so one needs to seal the water passages of the head and pressurize the water jacket with air while the head is submersed in water. If the head has a crack it shows up as fine bubbles escaping from the affected area.

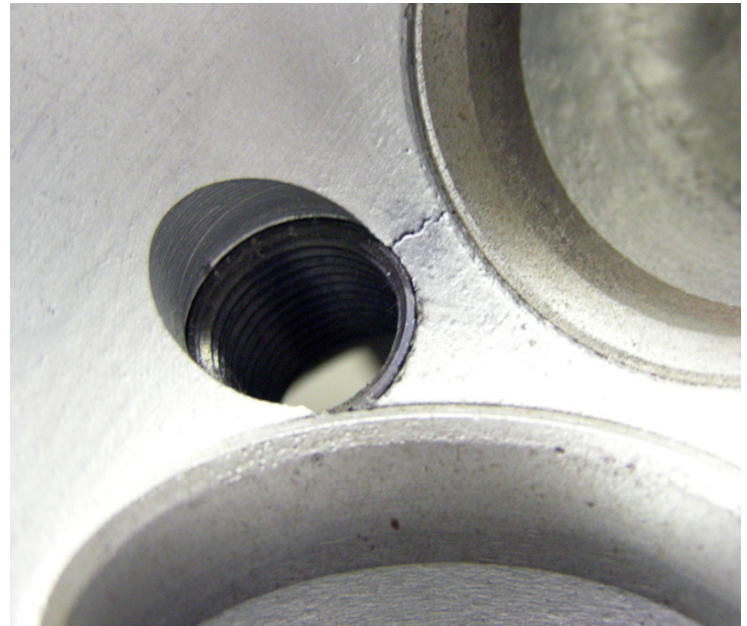


Long crack between spark plug holes

Cracks appear in typical places. One area often seen is a hairline branching out from the expansion plug (commonly referred to as freeze plugs) between cylinders 3 and 4 and going into the spark plug hole. (See *photo above*).

Early cylinder heads have a threaded plug here instead of an expansion type. These early heads seem less prone to cracking.

Cracks are also found between a valve seat and its adjoining spark plug hole and between the combustion chamber to a water passage. Almost any crack can be repaired but the cost of repair must be compared against the value of the head to justify the job.



Crack between spark plug hole and valve seat



Large crack from combustion chamber to water passage

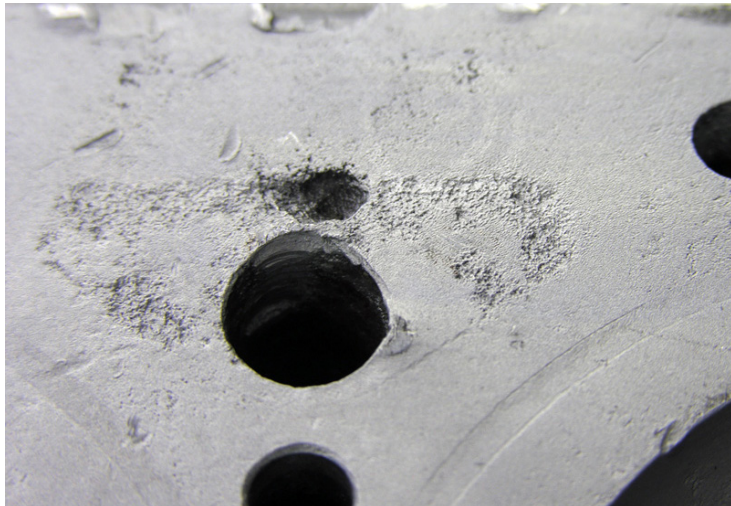
Early heads are usually numbered and matched to a car whereas the later heads are not. It may be worthwhile to repair an older head in order to maintain originality. Also, the highly visible cracks, such as the ones on the top of the head, are the most difficult to repair if appearance is an issue.

Corrosion Issues

Corrosion is a problem on old heads and must be addressed before the head is rebuilt. It is found anywhere there is water, which includes the steam holes and water passages between the head and the block, the passages from the head and the intake manifold, and on rare occasions a head can develop a porous spot, especially near the intake passages. This can be found only by pressure testing as described previously.

Welding aluminium into the affected area is the only long-term proper repair for corrosion. Almost all XK heads require welding on the sealing surface to the block, especially the late heads with the small steam holes. Welding up the corrosion minimizes the amount of material that must be removed during resurfacing to obtain a flat surface. (See *photo on next page*).

Tech File - XK Cylinder Head Repair



Severe corrosion hole

(Corrosion continued)

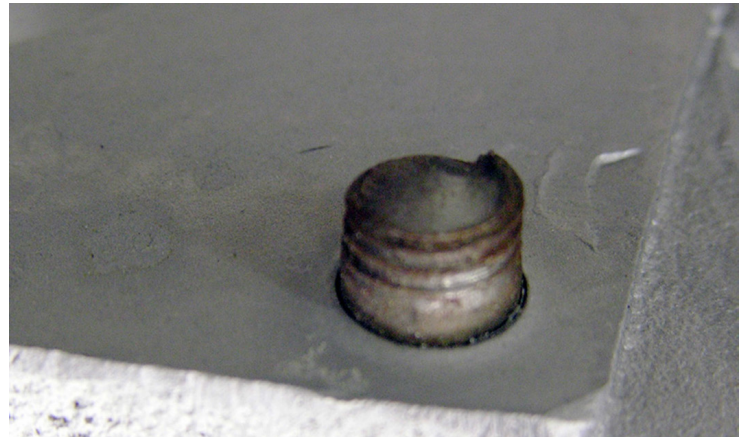
Corrosion in an aluminium head is directly related to the level of maintenance done to the engine during its lifetime. Most people don't realize that antifreeze has more than the antifreeze and anti-boil functions. It also has anticorrosion properties, especially necessary for aluminium. Therefore, proper maintenance of an engine entails flushing the cooling system and installing fresh antifreeze regularly.

The newer, longer life antifreeze will help minimize corrosion for a longer period. Keep in mind, however, that "Lifetime Antifreeze" really means "for the life of the antifreeze", not "for the duration of your life". It still must be changed on a regular basis.

General Head Preparation:

XK engines have been in service for a long time. It is therefore likely that work has already been carried out on the cylinder head, and it may need a great deal of attention in order to make it presentable again. The following is a guide to addressing outer surface issues.

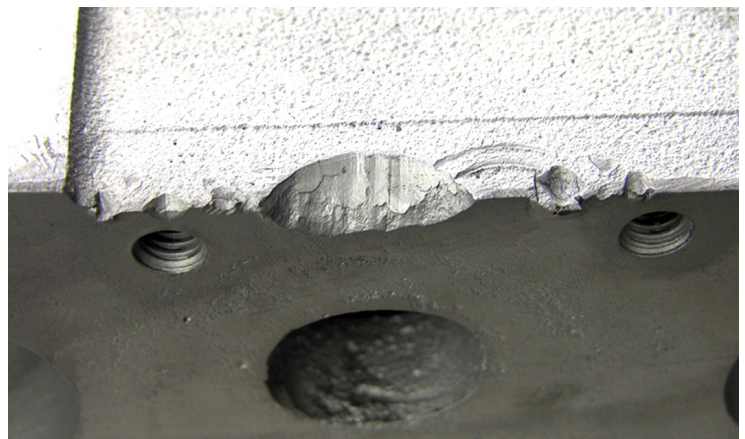
- ◇ **Cleaning:** It is best to steam clean and bead blast. The large cylinder head stud passages are exposed to engine coolant and are usually coated with corrosion. These can be re-bored. All stud holes can be chased and blown out with compressed air.
- ◇ **Broken Studs:** Any broken studs need to be removed and damage to the holes repaired. (See Picture Below Right)
- ◇ **Damaged threads:** Damaged stud holes need to be drilled oversize and steel threads, commonly referred to as Heli Coils, installed.
- ◇ **Spark Plug Hole Damage:** These, too, must be drilled oversize and replaced by a steel insert. Spark plug hole repairs can be avoided by using an anti-seize compound on the threads when the plugs are changed.
- ◇ **Tool Marks:** Heads can be difficult to remove. Previous hobbyist or even professionals may have resorted to any and all techniques, no matter how destructive, to get the head off. Hammer and prybar marks can be smoothed and filled with a suitable epoxy before the head is repainted.



Broken stud. Seized due to corrosion.



Another area that can require attention is gouging of the washer surface from the acorn nuts that hold the cylinder head down. This gouging is caused by someone in the past tightening the head down without flat washers installed.



If it won't come off, get a bigger hammer!

Please note that the XK engine used different lengths of cylinder head studs, depending on the position and type of engine lifting brackets. Thinner washers are also used on them. The positions of the brackets vary too, depending on the model of Jaguar. It is important to make note of the bracket and washer placement when removing the cylinder head or disassembling the engine.

Technical information provided by USA Supplier Coventry West (Richard Maury & Chris Engelhorn).

Coffee and Cars In and Around South Australia

1st Sunday

- ◇ **Barossa Valley** "Cars and Coffee" - 8.00am to 10.30am, 18-26 Tanunda Road, Nuriootpa.
- ◇ **Blackwood** "Cars and Coffee" - 8.00am to 10.00am, Woolworths Carpark, Blackwood.
- ◇ **Gepps Cross** "Coffee and Classics" - 8.30am to 10.30am, Gepps Cross Homemaker Centre.
- ◇ **Murray Bridge** "Coffee and Cars" - 8.00am to 10.00am, ***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



2007 "Miss Tuning Calendar." December featured German model Janina Kim Heider, the winner of the 2007 Miss Tuning Title, posing with none other than a beautiful XJ220. The annual calendar is produced by Tuning World Bodensee, Europe's largest International exhibition devoted entirely to car tuning and lifestyle, held each year in Bodensee Germany.

FOR SALE XJ6 (S1) 1972 auto.

- ◇ British Racing Green 4.2 litre.
- ◇ Good overall cond with matching No's
- ◇ Carbs rebuilt, new water pump, new viscous coupling. Manual choke fitted.
- ◇ Has excellent straight panels virtually rust free. Paint on boot, roof and bonnet is poor.
- ◇ Interior is cinnamon and upholstery will require restoration.
- ◇ Has a few leaks that require attention.
- ◇ Good set of S2 chromes with Khumo whitewalls.
- ◇ On club reg and driven fairly regularly on fine days. Workshop and owner's manual come with car.

Price: \$7,900

Car located in Uraidla. Phone Paul on 0415 183 495.



FOR SALE 1957 MARK 1 AUTO

- ◇ 3.4 Litre Auto
- ◇ Car is in process of restoration.
- ◇ All original parts are included and in good order.
- ◇ Has been garaged for past 20 years.

Price: \$4,900

Car located in Kapunda. Phone Mick on 0439 812 582



Jodie Kidd, English fashion model, racing driver, and television personality has just released a video of her finally driving one of her dream cars, the fabulous Jaguar XJ220! To watch the 13 minute video [Goto: Jodie Kidd XJ220](#)

Jaguar Land Rover - Pre-owned Jaguars

Jaguar Land Rover Classic Works facility in Coventry UK build 'new' classic models including the lightweight E-type, XKSS and C-type continuation. They also undertake restorations and offer a range of pre-owned Jaguars. The following cars are a cross-section of some of the cars that they currently have for sale. They have been included for information only.



1964 E-Type S1 3.8 litre FHC. Travelled 400 miles since restoration at Classic works. Opalescent Golden Sand. £299,950 (Au \$569,000)



1965 E-Type S1 3.8 litre FHC. 1,700 miles since restoration at Classic works. Gunmetal Grey with red interior. £299,950 (Au \$569,000)



2014 XK-RS. Limited edition - only 10 cars were sold in the UK. From a collection. 410 miles. Italian Racing Red. £169,950 (Au \$322,000)



1974 E-Type S3 V12 roadster (LHD) Travelled 20,827 miles since restoration in the early 90's. £144,950 (Au \$275,000)



2019 XE Project 8 Touring Pack. S/C 5.0 litre V8. One of only 300 cars worldwide. Valencia Orange. 5,240 miles. £119,950 (Au \$228,000)



2011 XK-R 75th Anniversary Edition. Limited to 75 vehicles of which just 20 were RHD. In collection - 36 miles. £64,950 (Au \$123,000)

Jaguar Land Rover - Pre-owned Jaguars



1958 XK 150 S 3.4 litre OTS (LHD). Imperial Maroon. Matching Numbers & Matching Colours. 490km. £233,900 (Au \$444,000)



1953 XK 120 SE OTS. Matching Numbers & Matching Colours. Nut & Bolt Restoration. Pastel Blue. 300 miles. £149,990 (Au \$285,000)



1959 XK 150 S Open Two Seater (OTS) with 3.4 litre engine (LHD). Black on Black. 54,716 km. £149,900 (Au \$284,000)



1960 Mark II 3.8 litre auto. Matching numbers. Very good condition. Gunmetal Grey, Red Interior. 95,085 km. £59,000 (Au \$112,000)



1976 XJS 5.3 V12 pre HE Coupe. Rare early original automatic. (LHD). 6,014 miles. Silver with red interior. £34,900 (Au \$66,000)



1996 XJR (X300) 4.0 litre auto. Signal Red with Charcoal Interior. 75,200 km. £29,900 (Au \$57,000)



1955 XK 140 SE 3.4L manual. Black. Red Interior. 39,050 miles. POA



1963 E Type S1 3.8L OTS manual. Opalescent Dark Blue 590km. POA

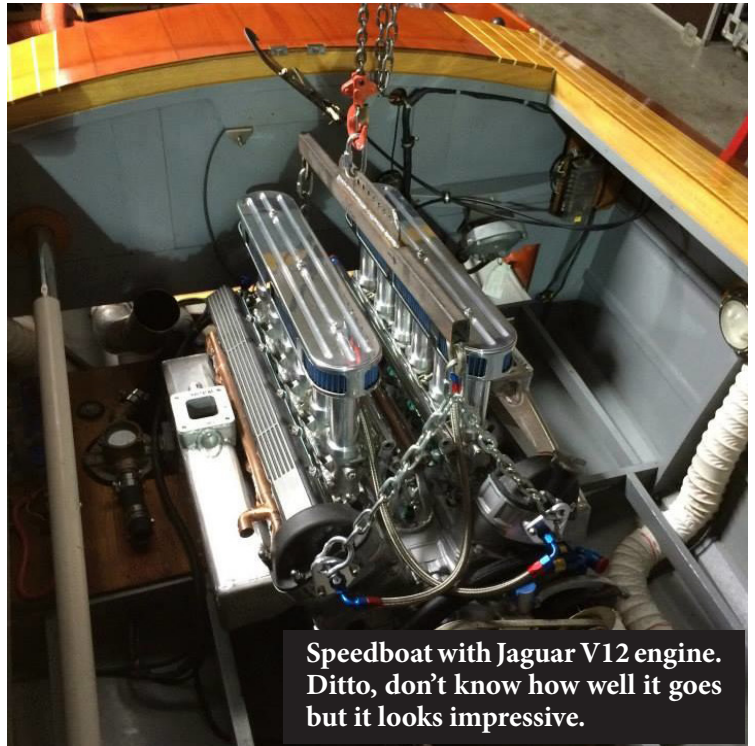
When is a Jaguar not a Jaguar?



Dragster motorbike fitted with three Jaguar V12 engines. Imagine trying to lift it up if it ever fell over!



Dragster with Jaguar V12 engine. Don't know how well it goes but it looks good.



Speedboat with Jaguar V12 engine. Ditto, don't know how well it goes but it looks impressive.



Innocent looking Morris Minor until you lift the bonnet to reveal the V12 Jaguar engine

Jaguar Ambassador Ash Barty Wins Australian Open



Jaguar Ambassador Ashleigh Barty has become the first Australian to win her home Grand Slam in 44 years. Ash achieved the feat with Christine O'Neil, the last Australian man or woman to win an Australian Open singles, watching in the stadium. Ashleigh's idol Evonne Goolagong Cawley was also at Rod Laver Arena, making a surprise appearance to present the trophy. Ash drives a Jaguar F-PACE.



Brett Lewis
0412 843 771
Director
Sales Executive

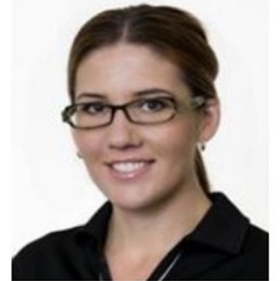


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Club Notices

GENERAL MEETING ROSTER 2021/22

February	Compact Register
March	XJ, Mk 10, 420G
April	Multivalve Register
May	XK, 7, 8, 9 Register
June	E, F, GT 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 - November 2021

Minutes of the Jaguar Drivers Club of South Australia Inc General Meeting held at the Police Club SA on Tuesday 2nd of November 2021.

Meeting commenced at 7.30pm.

Welcome

President Fred welcomed those present.

Apologies:

Jim & Arcadia, Bob Charman, Peter & Heather Buck, Roland Donders, D Cocker, Geoff & Margaret Thomas, Jo Orford, Sue Harrison, Fay Leyton, Roger & Di Adamson.

Previous Minutes

Moved for acceptance by Alan Bartram and seconded by Dave Burton.

Minutes Passed.

Business Arising

The Tasmanian Rally has been cancelled for 2022, but they are still having a state function and anyone from the mainland is welcome to attend.

Welfare. No report

President's Report (Fred Butcher)

- The SA Jag Day was an enormous success with good weather and 132 cars attending, from an SS Airline through to the latest models.

A big thanks to all who helped on the day, especially the "Mannum Boys".

Ron & Clair took \$3000 at the Regalia Tent.

Fred also thanked Peter Clarke for being the MC on the day.

- The All-British Day is still on with the E Type as the feature car.
- Fred congratulated Leslie Clarke for her tribute to John at his funeral service

Vice President's Report (Michael Pringle)

- The Zoo Evening is going to plan, those attending must comply with the relevant Covid 19 rules.
- Michael thanks Jo Orford and Roland Donders for looking after the QR code scanning and noted that we had 7 Daimlers at the SA Jag Day.

Secretary's Report (Steve Weeks)

- Steve covered the emails to the club, mainly interstate magazines and

coming events of other clubs.

- Entry forms for the McLaren Vale Vintage and Classic are now open.

Treasurer's Report

(Graham read the report for Heather).

- We managed to get the credit card reader working successfully on SA Jag Day and the Regalia team took over \$2,000 through it.
- The Club's finances are very healthy and TidyHQ is working well for payments (and refunds where necessary!).

Membership Secretary

- We had 7 memberships in October and 2 new members this month.
- Four Application Forms were handed out on SA Jag Day

Editor/Events Coordinator

- All British Day applications are now closed. McLaren Vale Vintage & Classic entry forms are now available
- The feature car for the December CM will be the Mark 10/420G

A.C.J.C.

Tim informed that Tasmania is still holding a State Rally next year and is hoping to host the 2024 Rally.

Logbook Secretary: Dave Burton

Almost complete, some have not renewed.

Regalia: Ron Palmer

Ron had a full range of Regalia on display and introduced his successors, Graeme & Betty Moore.

M.S.C.A:

Barry reported that there is one event left for this year.

Library: Tom Brindle

Tom has a selection of books here tonight, including some new ones.

Compact Register:

End of year picnic style get together in a relaxing environment. Oaklands Wetland Reserve: 4.30pm to 7.30pm.

XJ Mk10 420G Register

(Daphne on behalf of Bob). Next Wednesdays Register Meeting is the annual auction. Book through Tidy HQ.

Multi-Valve: Peter Buck

(Graham read the report for Peter).

- We have our Christmas lunch run on the 18th November - a little earlier than usual as we were trying to avoid other events.
- There won't be another Register meeting this year - our next get-together will be on Australia Day at Jo and Michael's (grateful thanks to them both). This will be published on TidyHQ in December.

E, F & GT. Alan Bartram

- The Register Meeting at Richmond's went very well.
- The next meeting will be at the Kensington Hotel and it will be more of a social get together.

SS, Mark IV, V: Brenton Hobbs

- The last meeting at Bruce Fletcher's went well.
- The next meeting will be on 28th Nov at Angela & David Rogers.

XK & Marks 7 8 & 9: Steve Weeks

The Riverland weekend was a great success. The next meeting will be on 17th November.

New Business

- Fred: This is the last General Meeting for 2021. The first for 2022 will be the February Meeting. The Climb to the Eagle is this Friday, hopefully no one will get lost this year!
- Phil Prior said that Scott Shearman (Scott is the owner of Wappenbury Hall and a member of our club) hopefully may be our quest speaker for the February Meeting.
- Fred then presented a gift basket to Clair & Ron Palmer for their excellent work in with the clubs Regalia.

Meeting Closed at 8.15pm

There was no supper due to COVID restrictions.

Next Meeting February 1st.

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

Email: 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

Vice President: Michael Pringle

Mobile: 0418311422 (Home) 82772717

Email: mlp7516@icloud.com

Treasurer: Heather Buck

Mobile: 0432 549 086

Email: treasurer@jdcса.com.au

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Email: valsteve47@outlook.com

Membership Secretary: Daphne Charman

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Email: editor@jdcса.com.au

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Mobile: 0423 214 644 Email: jdcса@mail.tidyhq.com

Public Officer: Steve Weeks

Mobile: 0414 952 416. Email: valsteve47@outlook.com

Club Patron: Mr Peter Holland

Phone: (08) 8271 0048

Club Services / Club Representatives

Technical Officer: Geoff Mockford

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

Regalia: Graeme & Betty Moore.

Mobile: 0467 066 797. Email: graemekmoore@bigpond.com

Librarian Tom Brindle

Phone (08) 8387 0051

Log Books David Burton

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

Australian Council of Jaguar Clubs (ACJC)

Club Representative: Phil Prior

Mobile: 0402 670 654. Email: philipprior@bigpond.com

Federation of Historic Motoring Clubs (FHMC)

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

Marque Sports Car Association (MSCA)

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

All British Day

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

Inspectors - Club Registration

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

Register Secretaries

SS, Mk IV, & Mk V- *Meet 3rd Wednesday each month.*

Brenton Hobb. Email: bmhobbs@bigpond.com

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

Steve Weeks: 0414 952 416

Email: valsteve47@outlook.com

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

Vacant

Email: jdcса@mail.tidyhq.com

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

Bob Charman Phone: (08) 8248 4111

Email: charmanr161@gmail.com

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

Alan Baker. Email: ambaker@iname.com or

Alan Bartram. Email: adbartram@bigpond.com

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

Peter Buck Mobile: 0421 061 883

Email: Peter.buck51@bigpond.com

Register meeting dates and time are variable at present. Please check JDCSA Web site or directly with Register Secretary

