

CLASSIC MARQUE

AUGUST 2022



FEATURE - JAGUAR 1960's S-Type

THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA

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1998 Jaguar XKR 4L V8 Supercharged

Stunning Australian delivered example with upgraded timing chain pre-tensioners. Finished in rare Phoenix Red with Warm Charcoal trim the vehicle comes with service history, log books and owner manuals.

SNJS42 101,941 km **SOLD**



1971 Jaguar XJ6 S1 Manual Overdrive

This example is a rare 1971 4.2L factory manual with overdrive and is in very good overall condition. The interior is excellent with seats, head lining, woodwork and moto-lita steering wheel all in first class condition.

SNJ042 39,036* mi **\$29,990**



1996 Jaguar XJ X300 4L Sport

Very well maintained by its previous owner, this low kilometre 4L X300 SWB Sport is in excellent condition inside and out. The interior is superb with the leather seating, wood, carpets and roof lining all excellent.

SNJ040 135,023 km **\$25,990**



MY12 Jaguar XF 3L V6 Petrol Luxury

2011 MY12 Jaguar XF Luxury 3L V6 petrol in excellent condition inside and out. Very well maintained, this car comes with full service history including service log, various owner manuals and spare key.

SNJ030 86,570 km **\$29,990**

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JDCSA - President's Report (August 2022)

Morning mist in the Adelaide hills signals winter is now definitely upon us and the recent wet, together with very low temperature has certainly confirmed the seasonal change. It is definitely time to make sure that our older vehicles are tucked-up in dry storage.

COVID-19 continues to cause health issues with our members. With the club age demographic, it continues to be a real and worrying concern. I believe this was evident by the reduced numbers attending the annual presentation dinner held at the Glenelg Golf Club. Although the numbers attending were down, from comments I received, the afternoon was a roaring success.

The presentation lunch table setting with place-mats celebrating 100 years of Jaguar made a terrific table arrangement. This was further complemented by the choice of menu which I believe catered for most members. From the level of acknowledgement, I believe those present agreed with the choice of recipients for each award.

During July both the club editor Graham Franklin and myself have continued our effort to attend Register meetings. This included the XK register who meet at the Rex Hotel for a meal followed by a visit to Richmonds. When compared with a previous E, F & GT Register visit, the showroom is currently packed with very expensive vehicles.

We also joined the Pushrod Register for dinner in Gawler followed by a meeting held at Bruce Fletchers home. Bruce had recently acquired a Daimler V8 from Q'ld which had been in storage for a number of years. Unfortunately during lay-up, the rats had moved in and decided to dine on the wiring loom in the engine bay. Being an early model, the car was positive earth and the transport company had reversed the battery polarity. Following repairs to the electrical system the car then passed inspection at Regency.

The inclement weather in July has not helped when planning car events. The E, F & GT July outing had to be cancelled following a forecast wet weekend which proved to be a prudent call by the Secretary.

The working group for the 2023 Rally in Hahndorf has been meeting regularly and I can report that planning for the

2023 Rally is now well advanced. Club members are encouraged to keep updated via the Rally page of the JDSA web <https://jdcса.com.au/jaguar-national-rally-2023>. This page is continually up-dated with various activities.

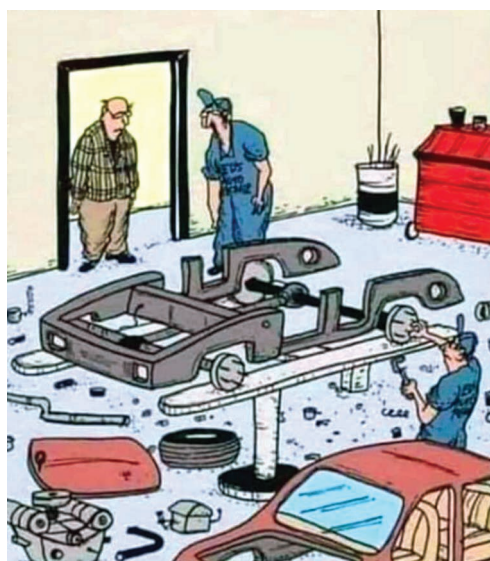
As at the last planning meeting the possibility for hosting a post Rally tour was discussed and is being further investigated. It will most probably need to be limited in numbers attending. More on this as the Rally working group firm-up a tour programme.

We must keep front of mind the 50th Anniversary commemoration which also occurs in 2023. Again, I put out a call for suitable memorabilia for inclusion in the Anniversary book. Progress continues with planning for the event. The working group have been meeting to discuss a potential venue for the celebratory dinner.

The July General meeting at the new location, Adelaide Bowling club, I believe was successful in that the venue provided JDCSA members with services similar to the Police Club. One big plus is the well-lit car parking area. The Bowling Club is currently renovating its kitchen and have arranged for a BBQ style meal to be available. Once completed we can expect a normal dining room type service.

Please remain cautious as COVID continues to circulate in the community with numbers continuing to escalate with over 25,000 active cases in SA.

**Safe Motoring
Fred Butcher**



“Turns out it was just a marble in the ashtray”



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Front Cover:

Steve & Isobel Corbally, 1965 Gunmetal Grey 3.8 litre 'S' Type Manual

Back Cover:

'S' Type promotional photo. Model Rebecca Dearing; Photographer Camilo Rios (Founding partner at 'Toys for Boys Magazine')



@sajaguarclub

Events Calendar 2022

AUGUST

SEPTEMBER

OCTOBER

TUESDAY 2nd AUGUST	General Meeting. Adelaide Bowling Club. Dequetteville Terrace Adelaide. The meeting starts at 7.30pm. Please Register through TidyHQ : August General Meeting
SUNDAY 7th AUGUST	Compact Register ECONOMY RUN. 10.00am to 3.00pm Meeting at Crafers where we will fill up our fuel tanks, travel approx 100km, refill the tanks, and then free lunch. There will be prizes (Fuel Vouchers) for the winners of different categories. Please Register if you will be attending the event - Compact Register Economy Run
WEDNESDAY 10th AUGUST	XJ, Mk10, 420G Register Meeting: 6:00pm to 9.00pm. The Bartley Hotel, Bartley Terrace, West Lakes Shore. . Please Register if you will be attending the meeting: XJ, Mk10, 420G Register Meeting
WEDNESDAY 17th AUGUST	SS, MkIV & MkV Register Meeting. Next meeting at the home of Antony Veale, Further details to be provided by email/TidyHQ. Can members please advise Brenton if they will be attending the meeting. 0419 345 775
THURSDAY 18th AUGUST	E, F & GT Register Meeting. Marque Restoration. 6:30pm to 9.00pm. 5 Goodall Ave, Kilkenny. Please Register if you will be attending the meeting: E, F & GT Meeting - Marque Restorations
THURSDAY 1st SEPTEMBER	Drive Your Classic Car Day - combined with other car clubs. Starting from the Marion Hotel car park followed by a leisurely drive, a coffee stop and lunch. Please register through TidyHQ by Thursday 25th August. Drive Your Classic Car.
2nd - 5th SEPTEMBER	SS Register Multi-State Border Run. COWRA NSW Further details to be provided by email or please contact Brenton (0419 345 775)
TUESDAY 6th SEPTEMBER	Annual General Meeting. Adelaide Bowling Club. Dequetteville Terrace Adelaide. The meeting starts at 7.30pm. Members are able to have a meal prior to the meeting (6.00pm) but you will need to register and pay 7 days prior to the meeting (29th August)
SUNDAY 11th SEPTEMBER	60th Anniversary MK10 - 420G. Birdwood Mill Motor Museum Mk10 - 420G owners to arrive at 9.30am. All others to arrive at 10.00am. Everyone welcome. Entry, BBQ sausage sizzle, tea and coffee and admission to the Motor Museum. All FREE. Please register through TidyHQ. Mk10/420G Anniversary
WEDNESDAY 14th SEPTEMBER	XJ, Mk10, 420G Register Meeting: 6:00pm to 9.00pm. The Bartley Hotel, Bartley Terrace, West Lakes Shore. . Please register through TidyHQ if you will be attending the meeting:
WEDNESDAY 14th SEPTEMBER	XK & Marks 7, 8 & 9 Register Meeting: 7.30pm to 9.30pm To be held at Sue Harrisons, 68 Vine St, Magill. Please register if you will be attending the meeting: XK, Mk7, 8 & 9 Register Meeting
THURSDAY 15th SEPTEMBER	Jaguar Ladies Lunch High Tea. 12.00 to 2.00pm. The Stamford Grand Glenelg Promenade Restaurant. \$45.00 Please register via TidyHQ if you will be attending. Ladies Event - High Tea by the Sea
16th - 19th SEPTEMBER	XK, Mk 7, 8, 9 Border Run. HALLS GAP Victoria Further details to be provided by email or please contact Steve Weeks 0414 952 416 Please see page 48 for more details.
WEDNESDAY 21st SEPTEMBER	SS, MkIV & MkV Register Meeting. Further details to be provided by email and via TidyHQ. Can members please advise Brenton if they will be attending the meeting. 0419 345 775
WEDNESDAY 29th SEPTEMBER	Multivalve Register Meeting & Dinner. 6.00pm to 8.30pm The Kensington Hotel, 23 Regent St, Kensington SA Please register to attend the meeting . Goto TidyHQ: Register - Multivalve Register Meeting.
TUESDAY 11th OCTOBER	Barossa Motorfest: Trevor Norley is part of the organising committee and would love to see as many Jaguars as possible on the day. Lunch will cost \$26 head. More details to follow closer to the event.
SUNDAY 16th OCTOBER	Bay to Birdwood. https://baytobirdwood.history.sa.gov.au/2022-general-entry/ Entries for vehicles manufactured Post-1950 and prior to 1993 have SOLD OUT.
SUNDAY 23rd OCTOBER	SA JAG DAY - 10.00 am - 3.00 pm. Civic Park Modbury, 995 North East Road, Modbury SA PLEASE KEEP THE DATE FREE

Club Torque

Editorial by Graham Franklin.

Firstly, a big thank you to the Executive for awarding me the 'Presidents Award'. It was a huge surprise and they all managed somehow to keep the secret under wraps. The award is greatly appreciated but it was all a bit embarrassing as I am only doing my job, and the Executive and a lot of other club members do a lot of work behind the scenes.

Included in this month's Classic Marque is a feature on the 'S' Type. At the time no other car in the world combined the

performance, ride, handling, braking and luxury of the 'S' Type for anything like the price. Today they are still a bargain. Thank you to members Stephen Wade, Phil Prior and David & Angela Rogers for their 'S' stories. Also, to Stephen Corbally for the great front-page photograph.

There is a Vale for one of Australia's largest car collectors, Peter Briggs, while Jaguars Formula-E World Championship team driver Mitch Evans holds onto second place and has a very good chance of taking out the championship.

Motor racing is also helping to optimise Jaguar's hybrid XE, XF, E-Pace and F-Pace Cars. See story page 31.

There is another great interview from JDCA, this time with Vic Spiteri.

Finally, you will find the latest news from Jaguar, stories from new members Lee Bratt and Gavin Kilpatrick, as well as Register events and the JDCA Annual Dinner, that has ended up becoming a lunch.

Cheers

MEMBERSHIP RENEWALS ARE OVERDUE

By now you should have received an email or letter asking you to renew your Financial Membership with JDCA. Can you please renew your membership now.

Contact Membership Secretary: Daphne Charman
Phone: (08) 8248 4111 Mobile: 0404 999 200
Email: membership@jdca.com.au

THANK YOU

If you do not intend to renew your membership, we are very sorry to see you go, but do you mind letting the Membership Secretary know by email or phone so that our records can be updated (and we can unsubscribe you from future E-mails).

Jaguar Ladies Social Group

Hi everyone,

On Thursday 14th July we had a lovely lunch at the Lakes Hotel West Lakes with sixteen ladies attending.

Our next event is a High Tea 12-2pm Thursday 15th September at The Grand Hotel Glenelg Promenade Restaurant.

Cost is \$45ph. All Jaguar Ladies are very welcome to come and enjoy a touch of

luxury, something we wouldn't normally do.

Look forward to seeing you all there. Bookings via TidyHQ.

Any suggestions for future events and venues are very welcome.

Regards,
Tricia Clarke
Secretary (0422128066)



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 August, 2022 magazine:

- ◇ Robert Devolle: 1955 Jaguar Mark VII 3.5L Saloon.
- ◇ Peter Smith: 1983 Jaguar XJ6 4.2L Sedan & 1994 Jaguar X300 4.0L Sedan.
- ◇ Teresa & David Bradley: 1974 Daimler Vanden Plas 5.3L Sedan.
- ◇ Nicholas Tumicz: 1996 Jaguar X300 3.2 Sedan.
- ◇ Clive & Ben Williams: 1995 Jaguar X300 4.0L Sedan.
- ◇ Sandra & Robert Mack: 2002 Jaguar X-Type 2.1L Sedan.

- ◇ Rosemarie Kavanagh & Phillip Thompson: 1963 Daimler 2.5L Sedan.

The following applications listed in the June, 2022 Classic Marque magazine have been accepted:

- ◇ Joshua Schumacher: 1993 Jaguar XJ40 3.2L Sedan
- ◇ Ian Frank Sholl & Jill Martin: 1950/51 Jaguar Mk V DHC

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

Introducing New Member Lee Bratt

Hi Graham,

Here are some answers to your questions

I have never been a member of any Jaguar car club but I was the founder of a group called Saabers of Adelaide. I was surprised when I bought my new, but 2-year-old Saab in 2013, that there was no Saab group in South Australia.

If you wish, you can see our Facebook page. I believe my Saab was the second last sold in Australia. It was built in 2011 but first registered to me in 2013. Paid half of its original sticker price but disposed of it in 2019.

Always been a lover of Jaguars ever since I was a small boy when my father and I looked at and he drove a MK 7. He never bought though opting instead for a Rover 75 {cyclops}.

I only bought mine in October last year, sight unseen from a lady in Queensland for \$4,000. I have had to spend a further 3K on it but it is a joy to own.

I am not mechanically minded so I need to use mechanics, but not going to spend much more on it to fix some of the little faults that I can live with.

I have over the years owned what are now classed as classic cars including but not limited to a Simca Aronde, Renault Florides {X2}, Triumph 2000, HK GTS Monaro and a 49 Hillman Minx. (Should have kept them all!!).

As you can see from attached photos it is an X type. It is a 2002 model with the 2.1 litre 6-cylinder engine. It has only travelled 103,000 kilometres and the inside is spotless. In addition, the body and paintwork is in excellent condition.

I am constantly being asked about her as she seems to stand out a bit. I think it's the wheels.

**So Cheers for now
Lee Bratt**

Editor: In the October 2020 edition of Classic Marque there is a feature story on the X-Type that you may enjoy reading (if you haven't already). Low mileage X-Types are getting hard to find. It looks like you have done well Lee.



Introducing New Member Gavin Kilpatrick

Hi Graham,

I'll do my best to provide you with some insight as to my classic car background.

Why the Jag club?

Well, the guru of Jags, Andrew Costi and I work together and we quite commonly talk our passion for cars over a coffee in our morning break. I was looking for a club to complete a historic registration on one of my Utes (a practical solution to the work I'm doing on a home in the hills) and Andrew suggested the Jaguar Club would provide a good opportunity to do so.

My classic car background comes from my father who worked for Chryslers for over 40 years as a design draftsman. As a young man, I was surrounded by Valliant's and I actually learned to drive in a 3-speed column shift AP6 Valiant.

While I've owned about 6 or 7 Valliant's over the years, I've dabbled in all sorts of marques. The first car I bought with my own money was a Mark 1 GT Cortina and since then, I've gone through a string of Australian, European and Japanese vehicles including an XB Coupe, Mazda RX3, Fiat 124 Sports, Mitsubishi Starion Turbo and too many others to mention.

I'm currently dabbling with a couple of Japanese Utes and my son, Ty, has a 70s vintage mini shell that he is restoring when he's back on holidays from his uni studies interstate. I've added a couple of photos of the last two Valliant's that I've owned and the old Express Ute that I'm currently playing with.

**Best Regards
Gavin**

Editor: There are a number of non-Jaguar owners in the club and we welcome you and them with open arms. You can always join in one of our runs More the merrier.



Feature: 'S' Type Saloon (1963-68)



GRACE..SPACE..PACE

With impeccable body styling and spacious interior proportions the new Jaguar 'S' models offer the very latest refinements in Jaguar design and engineering including fully independent suspension, self-adjusting disc brakes on all 4 wheels—reclining front seats, 19 cubic feet luggage boot, twin petrol tanks and choice of automatic or manual transmission.

Importrice: N.V. LAGERWIJ'S AUTOMOBIEL MIJ — DEN HAAG

The new
JAGUAR

3.4 & 3.8 LITRE

'S'
MODELS

Feature: 'S' Type Saloon (1963-68)

Overview

The 'S' Type was launched on the 30th September 1963 and will be celebrating its 60th anniversary next year (2023).

The 'S' Type was technically more developed than the Mark 2, offering buyers a more luxurious alternative without the size and expense of the Mark X.

At the time no other car in the world combined the performance, ride, handling, braking and luxury of the 'S' Type for anything like the price. Closest was the Mark 2, followed by the dearer, boxier, and relatively austere Mercedes-Benz 220SE.

The 'S' Type sold alongside the Mark 2 and the 420 (following its release in 1966).

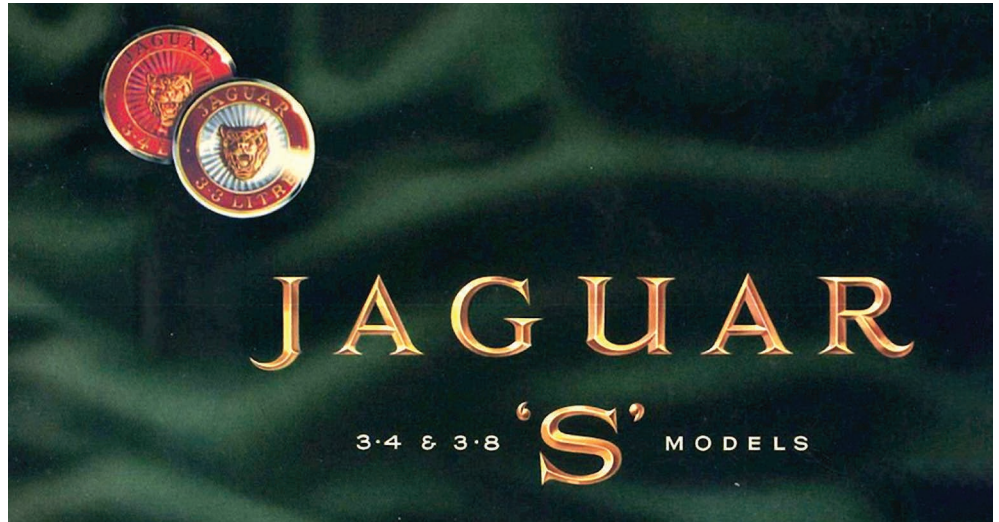
Design

The 'S' Type was a major redevelopment of the Mark 2. It used a scaled version of the Mark X independent rear suspension to replace the Mark 2's live rear axle and featured longer rear bodywork among other styling and interior changes.

Styling

Lyons wanted to introduce some of the Mark X's sleeker and sharper lines into the 'S' Type, but with limited time, most of the effort was applied to restyling the back of the car.

The 'S' Type was given extended rear bodywork similar to that on the Mark



X, which also gave it a much larger boot than the Mark 2. The Mark 2's spats over the rear wheels were deleted and the rear guards reshaped and brought lower over the wheels.

New slimline bumpers were used front and rear with the front bumper still featuring a dip to reveal the full depth of the radiator grille.

The grille was given a thicker surround and centre bar and the headlamps were given a small peak, making the car look longer and going some way towards balancing the longer tail.

Wrap-around indicators and low mounted sidelights were added at the bottoms of the front wings and the fog lamps were recessed more deeply into the wing fronts.

The roofline was also lowered, made flatter and extended rearwards slightly with the rear window made larger and more upright.

Relatively minor changes were made to the frontal styling of the car in an attempt to balance the longer rear styling, but the overall effect at the front was still very rounded. The only change made to the centre section of the car was to flatten and extend the rear roof line, which made the car look larger and helped to give rear seat passengers slightly more headroom.

Bodyshell

Structural changes at the front were minimal and no changes at all were made to the inner scuttle, windscreen or dashboard structure.

The boot floor was double-skinned and ribbed for additional strength. The spare wheel well was relocated centrally in the boot floor and the lid of the new longer boot was secured by two catches rather than the single catch of the Mark 2.

The 12-gallon fuel tank was removed from under the boot floor and replaced by two 7-gallon tanks, one inside each rear wing.

New front wings were made to carry the frontal styling changes and new wheel arches were made to match the new front guards and rear structure.

Engine & Transmission

No new engines were developed for the 'S' Type and the cars used the same XK engine that powered the Mark 2. It was available with either 3.4 or 3.8-litre and fitted with twin SU carburettors.

In October 1964, the Moss four-speed manual gearbox with no synchromesh



Malcolm Adamson's, 1964 Cream 3.8 Litre S-Type

Feature: 'S' Type Saloon (1963-68)



David & Angela Rogers, 1966 Old English White 3.8 litre S-type Auto

on first gear was replaced with Jaguar's own all-synchromesh four-speed gearbox. Revised gear ratios improved acceleration and a more compact Laycock A-type overdrive unit was fitted (when the overdrive option was specified).

Brakes

Despite the 'S' Type's weight gain of 152 kg (335 lb) over the Mark 2, no changes were deemed necessary to the Dunlop four-wheel disc braking system.

However, in October 1964 the brakes were given a bigger servo, requiring lower pedal pressures.

Steering

Major changes were made to the 'S' Type's steering. The Burman power steering system in the Mark 2 was replaced by a higher-g geared Burman unit of 3.5 turns lock-to-lock, which linked the input shaft and hydraulic valve by a torsion spring to improve its "feel".

A few of the last 'S' Types built had the same Marles Varamatic variable ratio power steering that was available on the 420 and 420G.

Suspension

A key element of the 'S' Type was the use of the acclaimed independent rear suspension. I.R.S. was a revelation at the time of its introduction, and remained the benchmark against which others were judged until the 1980s.

Essentially a double wishbone setup, it used the driveshaft as the upper wishbone. The drive, braking, suspension and damping units were carried in a single fabricated steel crossbridge, which was isolated from the bodyshell by rubber blocks.

Including this suspension in the 'S' Type necessitated the development of a new crossbridge suitable for its 54 inches (140 cm) track.

The 'S' Type used the same subframe mounted, coil sprung, twin wishbone front suspension as the Mark 2.

Interior

The heating and ventilating system on the Mark 2 was replaced with an improved system. Separate control of ventilation direction was provided for both driver and front seat passenger. Warm air could also be directed to the rear passengers through an outlet situated on the propeller shaft tunnel cover between the two front seats.

The 'S' Type's interior again reflected the styling of the Mark X but included features particular to the 'S' Type.

Changes to the rear seat accommodation gave the impression of far greater room than in the rear of a Mark 2 and changes to the front of the cabin also gave the impression of greater luxury.

Interior differences between the Mark 2 and 'S' Type included a scaled down Mark X burled Belgian walnut veneer dashboard with a burled walnut pull-out drinks tray below the centre section and the veneer extending to the dashboard centre section, which in the Mark 2 had been covered with black vinyl.

A full width parcel tray was fitted below the dashboard and new controls were provided to go with the improved heating and ventilation system.

The front seats were widened to give the appearance of being almost full width, and each was provided with an inboard armrest.

The centre console was redesigned to suit the wider front seats and rear compartment heating arrangements.



The beautiful ex Bruce Fletcher, 1965 Gunmetal Grey 3.8 Litre S-Type Manual

Feature: 'S' Type Saloon (1963-68)

The door trims were given horizontal fluting and Mark X type armrests were added to the front doors along with an elasticated map pocket.

The rear doors were given new armrests with a flip-top ashtray and magazine pocket and the front seats were given a new fore and aft adjustment mechanism that raised the rear of the seat as it was moved forwards.

Also, the backs of the front seats were made thinner to the benefit of rear seat passenger legroom, and the rear seat had a 50 mm (2.0 in) thinner squab and its backrest was more steeply angled, further benefiting headroom already enhanced by the slightly higher rear roof line.

These changes did, however, leave longer legged rear seat passengers in a fairly uncomfortable "knee-high" posture.

In 1966 a dashboard switch was provided for the heated rear window, which had previously remained "on" as long as the ignition was on, leading to instances of flat batteries.

Production

24,993 'S' Types were produced. This compares to 16,050 420/Daimler Sovereigns and 83,976 Mark 2s.

Although introduced in 1963, only a small number of 'S' Types were produced in that year. The 'S' Type managed to overtake the Mark 2's production figures in 1965 and 1966, the year in which the Jaguar 420 and Daimler Sovereign were introduced.



Steve & Isobel Corbally's, 1965 Gunmetal Grey 3.8 litre S-Type Manual

Introduction of the XJ6 swept both the 'S' Type and 420/Sovereign from the Jaguar range, with the Mark 2 continuing as the 240/340 and the 420G continuing to be available until 1970.

Performance

A contemporary road test by Autosport magazine was typical in describing the "on paper" performance of the 3.8 'S' Types as slower than the 3.8-litre Mark 2 but its actual cross-country performance as faster. Despite its extra weight, the 'S' Type's independent rear suspension allowed it to corner faster than the Mark 2, especially on uneven surfaces.

Other benefits ascribed to the rear suspension were better traction and a much smoother ride for rear-seat passengers. Some enthusiasts rued the

loss of the Mark 2's "driftability" and noted that the 'S' Type suffered more body roll during high-speed cornering but the consensus was that the 'S' Type provided significant improvements over the Mark 2 in road holding, safety and ride comfort.

During test drives the 3.8 litre manual with overdrive had a claimed top speed of 122 mph (196 km/h).

Collectability

It has been fascinating to observe how the classic car market has treated the Mark 2, 'S' Type and 420.

In the early 1990s the price differential between a Mark 2 and an 'S' Type in top condition was less than 10 per cent, while an equivalent 420 was just under half the price of the 'S' Type.

By 2000s the Mark 2 was roughly double that of the 'S' Type and the 420 was unchanged.

Things might finally be changing in the 'S' Type's favour, at least in the UK, but in Australia there's little evidence that 'S' Types of any kind are in huge demand.

However, there is no question that an 'S' Type 3.8 litre manual with overdrive and wire wheels, in good condition, remains a sensational bargain. ■

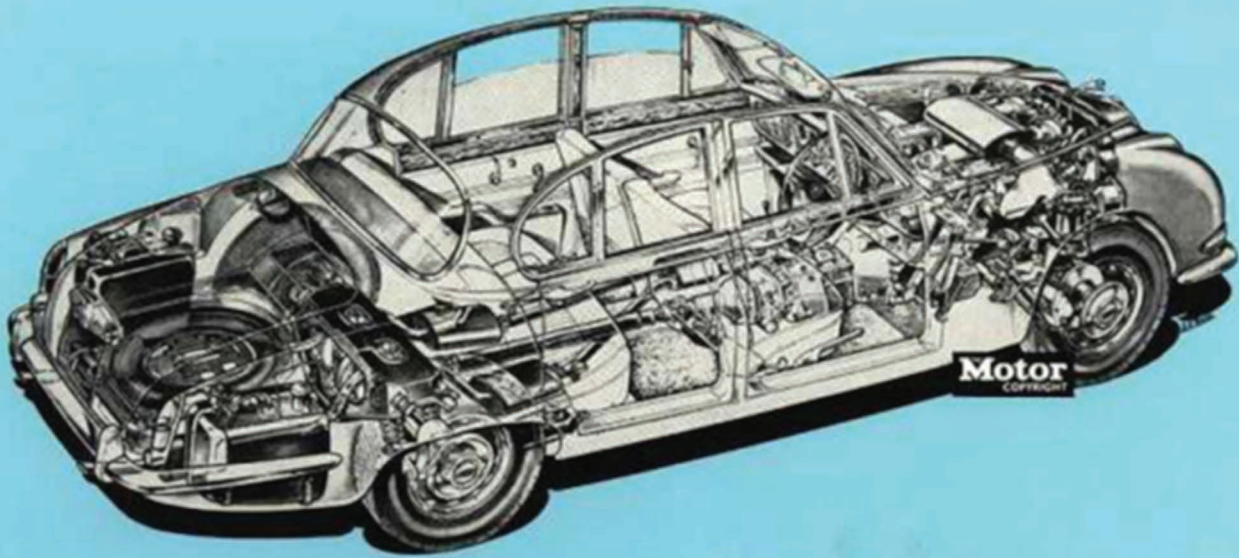
Information for this feature story from Australian Car Reviews, Wikipedia and Jaguar Daimler Heritage Trust.



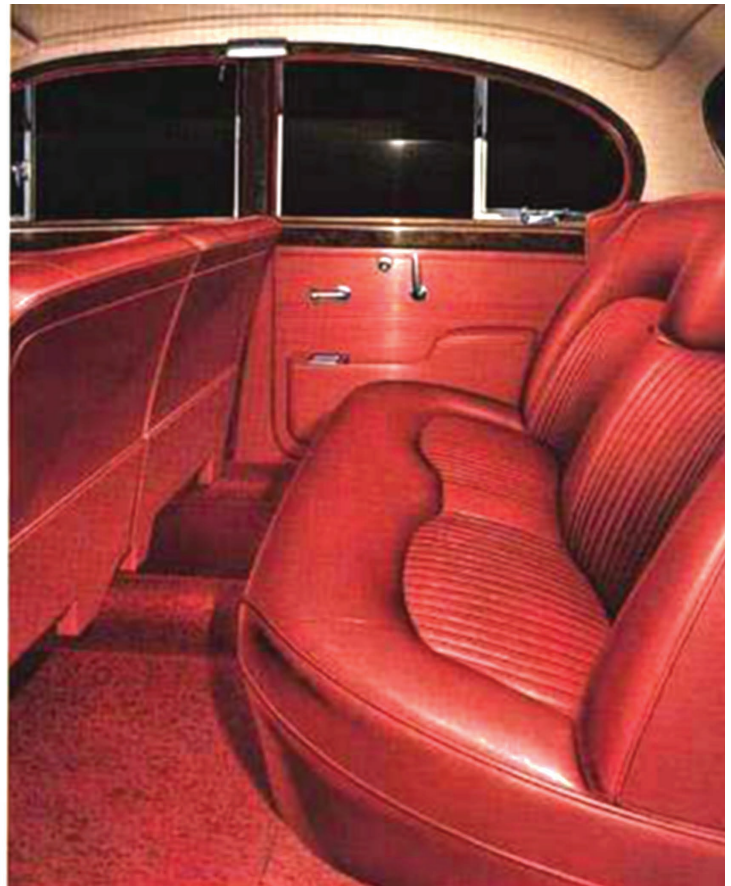
John Dunning's, 1965 Grey S-Type (4.2 litre)

Feature: 'S' Type Saloon (1963-68)

Salient features of the Jaguar 'S' Model



- Full five seater saloon, lavishly equipped and superbly finished.
- Independent suspension and disc brakes on all four wheels.
- Individual front seats with combined adjustment for reach and height, reclining back rests and central folding armrest.
- Shaped rear seats with central folding armrest, provide maximum comfort for two or three persons.
- High efficiency fresh air type heating and demisting system providing a wide choice of settings.
- Large luggage compartment giving an entirely unobstructed capacity of 19 cubic feet.
- Choice of 3.4 or 3.8 litre 6 cylinder XX engines.
- Choice of manual change transmission—with or without overdrive—or fully automatic transmission.
- Large fuel tank capacity of 14 gallons, carried in two separate tanks.
- Comprehensive instrumentation.



Jaguar promotional advert - "Luxury and Refinement in the True Tradition"

UK Police Cars

It Takes One To Catch One!!!

Some British police forces were using Jaguar saloons as early as the 1940s, but they came into their own as motorway patrol cars. Daimler SP250s and even Jaguar E-types also found their way onto certain police fleets. But when the 3.8 litre 'S' Type was introduced in October 1963, British police forces became very attracted to them. The car having a considerably larger boot and better range than the Mark II.

'S' Type Police cars were fitted out very differently from the traditional 'S' Type executive limousine. The Police S Types often had the rear seat removed for even more space. The calibrated Speedo was located so that it was easily read by the observer. Vinyl was used for flooring and all of the walnut dash gave way to satin black paint, radios and switchgear to control sirens and hailers

All 'S' Type traffic cars were painted white with the traditional blue light and searchlights mounted on the roof. Area cars were painted black.

A number were fitted with 3.8 litre E-Type engines and low ratio back axles to give brilliant performance. These cars could outpace most of the cars of the day.

The UK Police Services were a huge corporate customer for Jaguar. Although some individual forces bought only a few cars, others bought a large number.



The Black 'S' Type area cars used Auto transmissions with no Park or Low able to be selected.

The total number of 'S' Type police cars built is unknown.

Unusual features of Police 'S' Types

Black Area cars usually had a DG250 automatic gearbox and white Traffic cars had the manual transmission, without overdrive, to save money.

When the DG automatic gearbox was fitted, a special pawl was designed that did not allow Park or Low to be selected. There was also no Park or Low position on the gear indicator on the steering column. The transmission had those gears internally, but they were blocked off. Arriving at the scene of crime, the

driver would sometimes throw the selector into Park before the car had stopped. Soon, The Met had a collection of blown transmissions.

The right-hand fog light was replaced with a grille, and behind the grille a siren was fitted by the police force after delivery.

Police 'S' Types were not fitted with a 'leaper'. It had a continuous strip of chrome running the length of the bonnet.

Most Police cars did not have a heater box and the water lines were capped off. Authorities did not want their officers sitting around comfortably in their cars.

The cars were fitted with a 'Handbrake Release Button Guard'. Since The Met's Police cars no longer had a Park function on the gearbox, the driver had to rely upon the parking brake. In the beginning, there were occasions when the Jaguar would arrive at a crime scene, and as the driver exited, the button would accidentally get bumped, the officer catching his trouser leg on the handle button, releasing the brake. In one case, a driver was severely injured when the car rolled downhill. The Met's design of a 'handbrake hood' alleviated the problem by preventing a quick-exiting 'Bobby' from accidentally releasing the handbrake.

Sadly, very few 'S' Type Police cars survive today. ■

Story by Doug Tilley.



Promotional photo used by the police to highlight the introduction of the 'new' Breathalyser.

Members Story - Stephen Wade

I have owned an 'S' Type for slightly longer than I have been a member of the Jaguar Driver's Club, over 30 years.

In the 80s I got a job with a salary sacrifice benefit to be used on a motor car. I did not want a new Falcon or Commodore like the rest of the employees, but wanted a 'real' car instead. It was several years before the company agreed to a novated lease that would allow me the car of my choice. Interestingly, after I had the car of my choice, several other employees also opted for 'real' cars, including a late model XJ.

'S' Type Number One

My first 'S' Type was once owned by Glynn Jones, although I did not buy it from him, a marvellous 3.8 manual overdrive. The interior was getting tired so I had it re-leathered (out of pre-tax money, so it was relatively cheap). Soon some major mechanical repairs were required. First the timing chain, followed a few months later by the clutch. My last drive in the car was a trip to Broken Hill and back to visit a friend. At high speed you could almost see the fuel gauge on either of the 2 small tanks move!

Then there was a slight altercation between a steam train and myself on a motorcycle. I lost!

'S' Type Number Two

When I was eventually discharged from hospital, I was no longer able to drive a



manual car. I swapped the 'S' Type for an Auto (plus some cash). It was not in as good condition, it was a 3.4 auto, but it was an 'S' Type. The new car had steel wheels, so as part of the sale the splines and wire wheels from my old car were swapped onto the new car.

Not knowing the history of the car my first action was an engine overhaul. This included pistons, bearings and a complete overhaul of the valves. It proved almost oil tight in my ownership.

However, it was impossible to steer one-handed at low speed so I had the power

steering from a 420 fitted, and the DG 'box was swapped for a BW65. After that the steering proved too light at higher speeds so the castor angle was changed.

I drove this car regularly for 25 years never stinting on mechanical maintenance, but the original interior and original paint decayed over time.

It was still a magnificent vehicle when viewed from a distance but up close it showed its age. If I restored the car, it would be unavailable to me to drive for a long period, and if I did any of the work then I would not have the time to drive my other cars. So, I periodically scanned various ads for a replacement car.

'S' Type Number Three

A car in Victoria attracted me. It was an older restoration, not concours so I would not be afraid to drive it. The history was interesting.

It was restored in the early 2000s in Adelaide. It was done by the then-owner of Wilshire's, and included an engine overhaul, new paint, and new leather done by Wilshire's. The story is that it was done for the wife of Wilshire's owner. Unfortunately, she died of cancer so the car was sold and went to Ballarat. I bought the car and it came back to Adelaide.

(As an aside, the car came with a JDSCA sticker on the back window, so it might have been in the club early in its life.)



Members Story - Stephen Wade (cont)

My new 'S' Type had steel wheels and no power steering. The rear hubs were swapped between the cars, but it was easier to swap the entire front subframe including the steering rack between the cars. This meant that the castor changes made were retained on the new car.

I did buy a new set of wire wheels and spinners as the originals were showing their age. Plus, new tyres of the correct profile.

The Dash Top

The interior was in good condition with excellent leather. However, I suspect that the dash top was given to an apprentice to refurbish while at Wilshire's. He would have used 240 grit sandpaper to remove the old varnish rather than paint stripper. As a result, the veneer that remained was almost paper-thin with only the faintest hint of woodgrain visible.

I just happened to have another 'S' Type in my driveway with a virtually pristine dash top! The dash top is retained by four studs screwed onto the underside, with the studs going through brackets welded onto the car body. Three of the stud nuts are easily accessible, through a hole in the glove box top and behind the centre instrument panel, but the stud

nut behind the speedo section of the dashboard is a pain to access.

I removed the 2 dash tops, thinking it would be an easy swap. They are fairly fiddly to get into position because of their size and the A pillars tapering inwards. The dash top did not fit! The two driver's side studs mated with the brackets, but the outer passenger side stud was out by ¼" and the inner by 1/8". I would have thought that the dash top studs were positioned by a template, the same with the brackets on the body, so that any dash top could be fitted to any car on the assembly line.

Or was the dash top custom-fitted to each car?

Comparing the two dash tops side by side, there was no evidence that any stud plates had been relocated. I removed the stud plates on the dash top from my 'old' car, and marked the correct position when fitted in my 'new' car. I then mounted the stud plates appropriately and fitted the dash top. It had to be repeated getting the dash top to fit in my 'old' car.

While I Was There

I removed the speedometer to investigate a non-functional trip meter reset and wavering speedo needle. The reason for

the reset fault was obvious; the cable from the reset knob was not connected to the speedometer! The 'wavering' speedo needle was traced to the drive head slightly touching the needle assembly inside the speedo, caused by the drive cable slightly lengthening over time. A new drive cable inner resolved that.

I also removed the tachometer to overhaul the clock. It just needed a clean to get rid of 50 years of dust and a light oiling. For the first time I have a clock in an 'S' Type that works. I took this opportunity to replace all the instrument bulbs with LEDs, rather than 0.01 watt incandescent, so I can now see the instruments at night.

My new 'S' Type is a bit like "grandfather's axe". The body and engine might be newish, but I have owned the splines for 30 years, and the dash top for 25 years!

Stephen Wade

Editor: Fascinating account. As mentioned in the story, Stephen has been a member of the JDCSA for more than thirty years. Thank you very much Stephen for sharing your story.



A Penny For Your Thoughts...

Editor: The following story by David & Angela Rogers was first printed in Classic Marque June 2019. A story too good to be left sitting in a bookcase.

Sight unseen except for the photos on EBay, we placed a bid while travelling to Swan Reach to stay with friends. Unsure of the Wi-Fi reception at our destination, we discussed a price and placed a bid while having tea at Murray Bridge. At Swan Hill, with a minute to go and still having internet, we greeted our friends with SHHHHHH. We started laughing and our friends enquired, "What have you done...?"

Two weeks later we hired a car trailer and headed to Melbourne to bring "Penny" as she is known, home. She was all intact but hadn't been started for 7 years. The seats and timber work was in quite good condition but the rust holes had taken their toll on the hood lining and carpet.

After replacing the coolant, oil, battery, fuel pumps and fuel, we crossed our fingers, turned the key and pushed the button. To our utter amazement she roared into life. After a bit of fiddling, she ran beautifully, but we still had some other issues to deal with before hitting the road.

The brake lights were stuck on and the brake pedal didn't give us any real confidence. After cleaning out the brake switch, rebuilding the booster and



The car was stripped back to bare metal with panels replaced to remove any rust, followed by a repaint and mechanical refurbishment that included a complete engine rebuild.

some new brake fluid our trip to motor registration for inspection was fast approaching.

Penny passed and she was now a "South Aussie". She got fancy number plates and took us to several different places. She even went to a wedding with one of her friends (another 'S' Type), but the day came when she needed some major TLC.

The Restoration Begins

In mid 2016, Penny was completely stripped and sent to Yankalilla to have all rust removed and new paint.

Rust in the lower half of the RHS rear quarter panel was quite bad but we were lucky enough to get a "new old stock" - not reproduction - complete rear quarter panel from Melbourne. A quick weekend trip to Melbourne and returned home with a 'new panel' and some other goodies. Jagdaim in Melbourne were great. Several weeks later we picked up a rust free and very shiny Penny.

The engine was rebuilt and the transmission replaced. All other parts were stripped cleaned, plated or painted. The bumpers were sent to Dubbo to be re chromed.

The front end was also stripped and new bushes, ball-joints and suspension fitted. The hard part now was putting her back together without damaging anything.

The goal was to have her on the road for Christmas 2017 but that came and went. Next aim was 2018 Nationals and we made it with 3 weeks to spare.

Thank you to everyone that helped get Penny back on her feet to grace the streets of Adelaide.

Cheers

David & Angela Rogers

Editor: Not satisfied with one restoration, David & Angela have commenced restoring one of their other Jaguars, a Mark V. It will undoubtedly turn out as lovely as Penny.



Angela & David purchased their 1966 'S' Type in 2015 from Victoria. The car was originally from Queensland and they have spoken to the first owner who used it as his daily drive. They drove Penny until mid 2016 when they decided to restore her back to her glory days.

The Story Of 66-Cat

Editor: The following story by Phil Prior was first printed in Classic Marque March 2016. Another story too good to be left in the archives.

Affectionately dubbed by my wife “The Other Woman”.

I grew up in Griffith NSW (along with other infamous people in the sixties and seventies). My uncle Ben, now deceased, purchased a brand-new Jaguar Mk 1 2.4 Litre Saloon (if my memory serves me right) in the late 50s. It was a black car with red leather interior.

I was just a teenager at the time but remember the car well, it was the envy of my father who owned the current model Ford (Star Model) V8 (with plastic covered vinyl seats) and there were many rather daring drag races, much to my mother’s dismay, on country roads of a Sunday as we travelled home from church.

I Just Wanted One!

I guess my desire, to own one of these Jaguars had its beginnings back then, and I never quite got over it. I recall that this car was regarded as a very prestigious car to own in those days and the envy of many. The car stayed in the family for many years and in latter years I often enquired after it with the thought that maybe one day I might own it or one just like it.



The S-Type that Phil purchased from The Classic Throttle Shop (Sydney)

But I had to wait another 45 years or so, before my dream would be realized.

I wonder how many ‘baby boomers’ finally decide (or can finally afford) in their retirement to buy the car they always wanted?

Even a mid-life crisis in my early forties only resulted in an MGA Roadster (A five-year restoration project and a lovely car) but satisfying as it was, it was not a Jaguar.

I originally had my heart set on purchasing a Mark 2, and scanned the

internet for approximately six months trying to hide my determination rather unsuccessfully from my wife.

During this period, it was inevitable that I educated myself on values etc. I talked to a lot of sellers and personally inspected a few local cars, but was disappointed with what I found. I was determined not to pay too much and found as usual sellers’ expectations on price usually exceeded my willingness to pay.

The complete ground up restoration on my 1959 MGA 1600 roadster taught me what some of the pitfalls of such a project were. With this experience in mind, I had a preference for a fully restored or at least almost fully restored vehicle. This time I would let someone else spend the money. I was content just to cash in after all the hard work had been done and hard-earned cash had been spent.

The Businessman’s Express

My search for a Mark 2 was not proving very successful when my brother-in-law in Sydney sent me a photo of a 1966 ‘S’ Type up for auction in Sydney. I had initially decided against an ‘S’ Type, probably based on nothing more than the popularity of the Mark 2.

However, with more research, I decided it really did suit my style, age, and my considerable size. I was impressed by the write-ups and testimonials from those who owned ‘S’ Types and information sourced from the forum at “Jag Lovers” (what a great web site) and found other



The interior of the S-Type as purchased from The Classic Throttle Shop

The story of 66-CAT (cont)

owners of 'S' Type's urging me to "just do it!" The sophistication of the car with the IRS, internal finish etc. ("The Businessman's Express" indeed) finally won me over, and I decided this was to be my Jaguar model of choice.

66-CAT

The car with Queensland registration 66-CAT, was being offered for Auction by The Classic Throttle Shop, a well-established classic car dealership in Sydney, that was conducting their inaugural classic car auction.

After having my brother-in-law, (who has owned numerous classic cars himself and needed little encouragement), inspect the car and reported that it seemed to be everything the promotion and photos claimed, I decided a trip to Sydney was the go.

In hindsight the fact that this was the Inaugural CTS Auction was really to my advantage. (They have not held another since). The crowd on the night was small and the bidding less than enthusiastic with a very small number of lots actually selling on the night. Being the only bidder on the night for the S Type, I was successful in the purchase of the car (6th Dec 2009) and was of course like a kid with a new bike.

The car came with a few nice extras such as power steering and heated rear window, new wire wheels and with some historic records and receipts.

I have little history of the car prior to 1993. Jim Leicht, of Toowoomba, Qld. owned the car from at least 24th March 1993 to 12th May 2007. He sold the car to Sandy Brinkman of Noosa, Qld., who owned the car from 12th May 2007 to 6th Dec 2009. Sandy clearly did not use the car a great deal but was successful in gaining a prize with it at the Noosa Car Show.

Jim Leicht, had in the mid-nineties carried out an extensive restoration of the vehicle with approximately \$60,000 worth of receipts being supplied with the purchase. (Don't you just love that....).

This restoration involved a bare metal re-spray. The car I have been told by Jim was originally Golden Sand, it had been painted white before his purchase and he



The engine on either its first or second rebuild.

changed the colour to light oyster gold (metallic), which is the current colour.

The restoration included a complete internal make-over with carpets, leather seats and all interior linings and trim replaced, new woodwork, new wiring harness, some new chrome, new wire wheels (5) with Pirelli tyres. There is also evidence in the receipts that the motor had an overhaul at the same time, however it seems to me now that this overhaul was not as thorough as it could have been. More about this later.

I have been able to obtain a Heritage Certificate for the car which verifies that the car was indeed sold with the original colour being Opalescent Golden Sand, and confirming that the Chassis Number, Car Number and Engine

Numbers etc. are indeed the original matching numbers.

But is it a 3.4 ltr. or a 3.8 ltr?

At this point there is a little twist to the story.

The car was sold to me as a 3.8 Litre. I didn't think much more about it at the time, I was delighted to have successfully purchased the car and was happy to have a 3.8 Litre. However, whilst the front grill badge said 3.8 Litre, the boot badge said 3.4 Litre.

I was now rather curious as to what I had indeed purchased. The receipts from the partial rebuild in 1995 itemised amongst other things the fitting of 3.8 rings. Yet the block was clearly embossed 3½ Litre, and the engine numbers confirm this.

The story of 66-CAT (cont)

Could it be that the motor was bored to 3.8 litre specifications by a previous owner?

You can imagine my curiosity that turned to confusion when my learned friends on the "Jag Lovers Forum" assured me this could not possibly be the case. "It just cannot be done!" they said. Sometimes we can have just enough knowledge to be dangerous.

Early in 2010 the engine over heated and the result was a bent valve. In addition, the carbies were leaking badly mainly because of a homemade banjo bolt in the bottom of the float chamber. The transmission was not using first gear from a standing start in Drive, the intermediate hold was not functioning and it wet its pants profusely via the rear main seal.

So, I decided without 'boring' you too much, it was time for some serious work to be done. With the head off, all was revealed. The 3.4 litre block had indeed been bored to 3.8 litre without sleeves. (Which is well beyond the recommended limits for a 3.4 block.) It was time for a rebuild.

The Rebuild

I have known Steve Manuel of Price Alexander Motors for many years and it was an easy decision for me to have Steve take care of the rebuild for me. Steve takes great pride in his work and gives meticulous attention to detail.

The machining of the block raised the question as to whether we should sleeve the block back to 3.4 Litre. or source another 3.4 Litre block and have it bored and machined. We decided on the later.

Suitable oversized Hepolite pistons and rings, new bearings etc. were used. In fact, nothing was left to chance, if there was any doubt as to whether something needed to be replaced it was. No expense spared. The transmission was rebuilt, brake lines replaced, radiator re-cord, ball joints replaced, some minor chassis work corrected, new correct size tyres fitted and the exhaust system upgraded. It was a thorough and complete overhaul.

So, I was looking forward to many years of enjoyable, trouble free motoring. Unfortunately, the next part of this story is both baffling and frustrating.

The Rebuild of the Rebuild

The car was run in and was performing well, except that I became aware that it was blowing smoke. We decided that it was best left to see if it would bed down somewhat with some more kilometres on the clock.

I decided that a trip to Melbourne for the 50th Anniversary of the S-Type would surely sort this out. Alas, although the car performed well and fuel consumption was reasonable, it used 4.5 litres of oil over the return trip and left us wondering what on earth could be the issue.

Compression tests were all good but a dyno tune test revealed that the air filter system was too restrictive causing over fuelling, blow-by and hence the dilution of the oil which in turn was being burnt off, hence the smoke and oil usage. I was using the exact same air filter that every S Type owner uses as the original oval filters are no longer available. Why me? Why this motor but no one else?

So, it was OFF WITH THE HEAD to investigate further. The head was found to be absolutely fine, no issues there. The carburettors were checked and were fine. However, with the head off there was significant vertical scoring to all bores. In addition, the bearings all showed excessive wear for such a new motor.

All, we determined due to the over fuelling that diluted the oil resulting in insufficient lubrication.

To cut a long story short we decided to do it all over again. With a slight re-bore, new pistons and rings as we were unable to source the right rings for the Hepolites and new bearings, we are finally back in business.

On Wednesday 3rd February 2016, I heard this pussy cat purr again for the first time in two years. I know many reading this story will understand when I say it was like Christmas had come early. My baby was back on the road.

All British Day, Sunday April 14th 2016 was the first big test and the car was magnificent in every respect.

It was great to receive comments from many members who were almost as excited as myself to have the car out and on display once again. As noted in the sub-title of this story my wife dubbed this car. "The other woman", and with the emotion I felt at having her back on the road I fully accept and understand the sentiment.

Philip Prior

Editor: Phil subsequently embarked on another Jaguar restoration and sold his 'S' Type. Another car Phil will undoubtedly regret selling. A great story.



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Celebrity 'S' Type Owners



Tom Jones shows off his new Red Jaguar 'S' Type to three fans. Tom has owned a number of Jaguars including an XJ12C.



American burlesque dancer, model and actress Dita Von Teese with her 1965 'S' Type. She has toured the world with her burlesque show in cities like New York and Paris. She is also known for her short marriage to singer Marilyn Manson.

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Australia- 2023 Jaguar F-Pace Price and Specs

400 Sport Joins F-Pace Range.

The 2023 Jaguar F-Pace line-up will expand with a new 400 Sport grade – but prices are up across the range, and some features previously standard have become optional.

Based on the F-Pace R-Dynamic HSE variant, the new 400 Sport edition adds a host of black highlights to Jaguar's medium SUV offering, plus additional luxury features and the most potent petrol engine on offer (excluding the SVR).

Additions over the HSE include 21-inch black wheels, red brake calipers, black roof rails, a full Black Exterior Pack (covering the intakes, window surrounds, badging and trim inserts), Windsor leather 'Performance' seats, privacy glass, suede headlining, and 400 Sport badging.

Prices

Prices start from \$124,600 plus on-road costs for the new variant – as part of a Model Year 2023 range that's \$1741 to \$4754 more expensive than before, priced from \$82,200 plus on-road costs for the R-Dynamic S P250, to \$189,531 for the limited-run SVR Edition 1988.

New across the range is standard-fit wireless phone charging (previously a \$455 option), wireless Apple CarPlay and Android Auto (rather than wired only), Amazon Alexa and 'what3words' support, and DuoLeather trim on the entry-level model, replacing grained leather.

However, the Clear Exit Monitor system – which alerts occupants if they're about to open their door into oncoming traffic, previously standard across the range – has been removed from the equipment list.

The 12-inch digital instrument cluster



has switched from standard to an \$845 option on the SE and HSE, replaced by the S grade's 7.0-inch display.

While the R-Dynamic SE gains standard heated seats and a 13-speaker Meridian sound system for MY23, it has lost its power-adjustable steering column and illuminated sill plates – both of which are now optional extras – alongside the aforementioned 12-inch gauge cluster.

The R-Dynamic HSE – which has received the smallest price rise in the range – is no longer fitted with suede headlining as standard, instead reverting it to a \$2141 option.

Equipment List

No specific changes have been made to the SVR's equipment list – though there's a new SVR Edition 1988 available, limited to just 20 cars.

Powering the entry-level P250 variants is a 2.0-litre turbocharged four-cylinder petrol engine, sending 184kW and 365Nm to all four wheels for a 7.3-second 0-100km/h time, and claimed combined

fuel consumption of 7.5 litres per 100km.

The diesel D300 offers a 3.0-litre turbo inline six-cylinder with 48-volt mild-hybrid assistance, with 221kW/650Nm outputs, a 6.4-second 0-100km/h time, and claimed combined fuel consumption of 7.5L/100km.

Meanwhile, the P400 uses a 3.0-litre turbo-petrol inline-six, an electric supercharger and 48-volt system to develop 294kW/550Nm combined, cover 0-100km/h in 5.4 seconds, and consume 8.7L/100km on the combined cycle.

The flagship SVR upgrades to a 5.0-litre supercharged petrol V8 developing 405kW and 700Nm, capable of a 4.0-second 0-100km/h time with all-wheel drive, a limited-slip rear differential and launch control.

All models use an eight-speed automatic and rear-biased all-wheel drive.

2023 Jaguar F-Pace Australian Pricing:

- F-Pace R-Dynamic S P250 – \$82,200
- F-Pace R-Dynamic SE P250 – \$87,000
- F-Pace R-Dynamic SE D300 – \$103,200
- F-Pace R-Dynamic SE P400 – \$105,700
- F-Pace R-Dynamic HSE P400 – \$116,800
- F-Pace 400 Sport (P400) – \$124,600
- F-Pace SVR – \$149,900 (up \$4754)
- F-Pace SVR Edition 1988 – \$189,531 (new, limited to 20 cars).

For a full list of the individual options is available from [Solitaire Jaguar](https://www.jaguar.com.au/index.html) or visit Jaguar's website at <https://www.jaguar.com.au/index.html>.

The 2023 Jaguar F-Pace range is available to order now. ■

Information for this story from Drive





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Vale - Peter Briggs

Prominent W.A. businessman, motor sportsman, international car collector and Jaguar owner, Peter Briggs has died in Perth at aged 83.

Briggs was born in the UK just before the onset of war. Having survived the blitz, the family emigrated to Canada and then to Australia seeking a new life. Peter was eight (8) when they arrived in Perth, but he left school at age 15. He qualified as a carpenter then became a builder and quantity surveyor. He married his wife Robin when he was just 16 and they were inseparable for 67 years.

In 1972 he recovered from bankruptcy and moved into the booming WA world of mining entrepreneurship. Along the way he picked up an estimated total of 200 cars, including D-Type XKD545, Lightweight E-Type SB50667 and a number of other Jaguars. He showed his cars at events across the world winning awards at Pebble Beach California, Villa d'Este (Italy) and New Delhi in India.

He entered his cars in rallies across the world, and with Robin navigating, twice won the historic Monte Carlo Rally.

The town of York in the Avon valley (WA) owes a great deal to Peter Briggs. The York Motor Museum was the brainchild of Peter Briggs and sports car dealer James Harwood who suggested to Briggs that York could be a great location for a car museum. They opened that museum with 15 cars in December 1979 and Briggs was soon buying cars at international classic car auctions and shipping them back to York. His was the finest collection of classic cars Australia



Bob Jane on his way to winning the 1963 Australian GT Championship at the wheel of his lightweight E-type. Bob Jane sold the E-type in 1980 to Peter Briggs for \$76,000. Briggs sold it in 1999 for \$800,000. The car sold for \$9.61 million in 2017.

had ever seen and motoring enthusiasts from all over the world came to York to view the collection.

Briggs quickly realised that the promotion of York as the quintessential Australian town was essential to make the museum a success and so he set about purchasing other buildings with the aim of making York the most significant inland tourism town in western Australia. He was given an award for Tourism in 1984.

During the 1980s, a tax scheme attracted the attention of the Taxation Department and although he mounted a stout defence, Briggs was found guilty of tax avoidance. After serving time, he bounced back and continued to invest in new business enterprises. At one time,

he was Australia's second largest gold producer.

Although the York Museum still flourishes, a number of his highly collectable cars were sold off overtime including the D-Type and Lightweight E-Type.

He was a motor sporting, boutique beer establishing, city promoting and yachting personality. Peter Briggs will be remembered as a proud West Australian, fearless businessman, one of Australia's greatest car collectors and a pioneer of the tourism industry. ■

Information for this story from the Jaguar Drivers Club of Australia and various other sources.



Ex Sebring 12-hour D-Type was purchased by Peter in 1978



Peter Briggs with one of his 200 cars.



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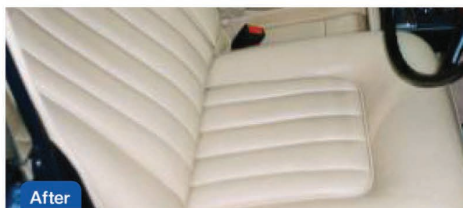
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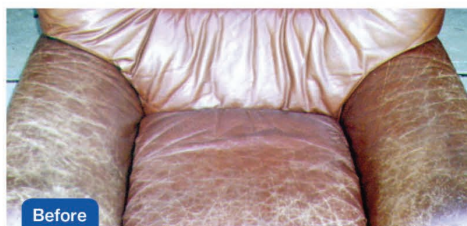


Before



After

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After

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Jaguar Sales Down - But With Record Order Book

The continuing squeeze on the supply of microchips has put the brakes on JLR sales, despite a record order book.

JLR has released sales volumes for the first quarter period, to June 30. They revealed the drag on deliveries, mainly due to the global chip shortage, but also compounded by the recent COVID lockdowns in China has also had an impact on production.

Also Jaguar XE and XF models are not currently in production as JLR focuses scarce components on the cars that are making the most cash.

Figures released showed it shifted 78,825 vehicles for the three months ending June 30 – down almost

46,000 on the 124,537 vehicles of the corresponding quarter last year.

Compared with the prior quarter, retails were higher in the UK, up 10%, and Europe (+49%) but were lower in China (-5%), North America (-30%) and overseas (-10%), reflecting the transition to new models and delivery times to these markets.

JLR said it continues to see strong demand for its products, with global retail orders again setting new records in the quarter.

As at June 30, 2022, the total order book has grown to almost 200,000 units, up around 32,000 orders from the March 31, 2022.



JLR expects sales to improve over the rest of the financial year as chip supplies gradually get better. ■

Information for this story from CarDealer Magazine (UK) and JLR Newsroom.

JLR - New Director & Board Member

JLR has announced the appointment of Barbara Bergmeier to the newly created role of Executive Director, Industrial Operations, on the Jaguar Land Rover Limited Board.

Effective immediately, Bergmeier will lead JLR's new Industrial Operations organisation, which incorporates the responsibilities currently split across manufacturing, purchasing and supply chain teams. This change consolidates accountability for the complete network of how the company produces vehicles.

A key priority will be to transform, at speed, this reconfigured end-to-end supply chain as part of a fully connected strategy. In turn, this should deliver greater efficiency and resilience in global operations. The appointment in the reorganised division is also meant to promote the carmaker's emphasis on quality and sustainability.

All carmakers are striving to more closely align previously siloed departments in an effort to mitigate supply chain disruption stemming from the COVID-19 pandemic, which has resulted in shortages of essential components, global shipping delays and production volatility. Greater transparency between purchasing,

production and logistics is now a priority for all car manufacturers.

International Roles

Barbara joins JLR from Airbus Defence and Space, where she was Executive Vice President and Head of Operations.

Barbara previously worked for almost 25 years at the BMW Group in international roles including Vice President of Chassis & Drive Components and Vice President of Assembly and Logistics.

With more than 30 years' multinational experience of manufacturing, supply chain and supplier relations in the global automotive and aerospace industries, Barbara has an extensive background in OEM (original equipment manufacture) as well as tier one and internal supplier environments. Her diverse perspectives will enable Barbara to build on strong supplier relations, reinforcing JLR's position as a customer of choice.

Barbara has a track record that demonstrates a dedicated focus on quality and sustainability, and will play a key role in accelerating Jaguar Land Rover's Reimagine strategy.

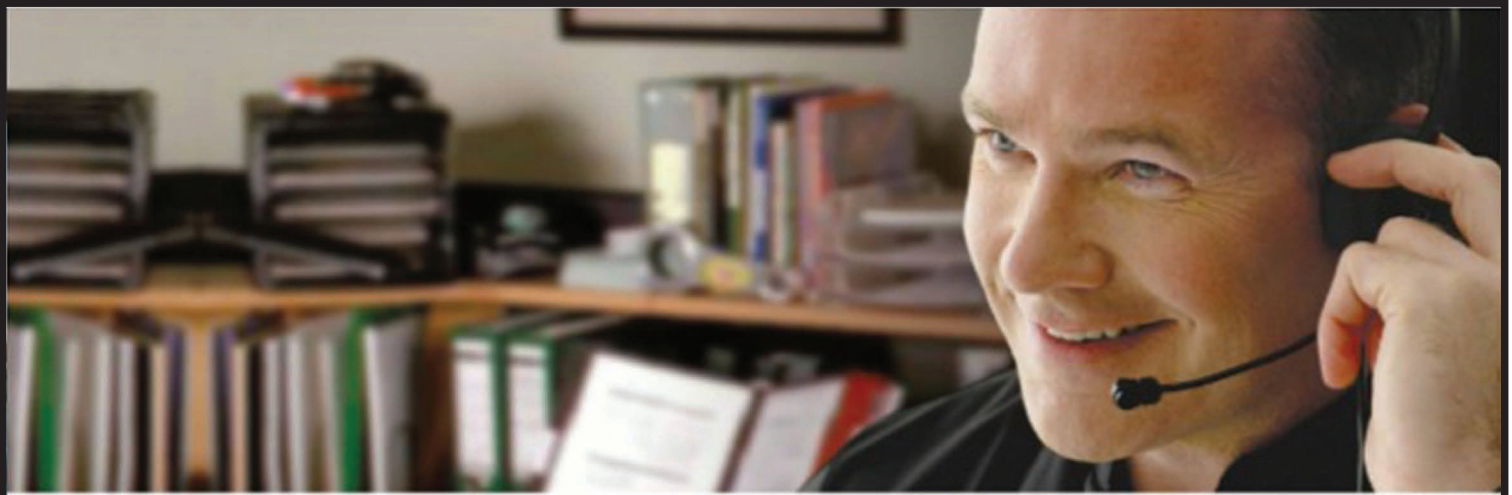
A sustainable supply chain is vital to JLR's goal of fulfilling its Science Based



Barbara Bergmeier takes over the newly created role of executive director of industrial operations at Jaguar Land Rover.

Targets initiative (SBTi) commitment to reduce operational greenhouse gas emissions by 46% by 2030, as well as achieving net zero carbon emissions across supply chain, products and operations by 2039. ■

Information for this story from Automotive Logistics and JLR Newsroom.



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Jaguar E-Type 60 Collection Edition - Update

History

The 2020 September edition of Classic Marque provided details regarding the announcement by Jaguar that it would restore six pairs of E-Types to honour the cars that were first shown to the world at the Geneva Motor Show in 1961.

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

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

Known as the “2021 E-Type 60 Collection”, Jaguar at that time (September 2020), had already acquired the 12 donor 3.8 litre vehicles ahead of careful restoration at Jaguar’s Classic Works headquarters in Warwickshire.

Each of the six pairs consisted of one Flat Out Grey ‘9600 HP’ Coupé and one Drop Everything Green ‘77 RW’ roadster, the new paints being a tongue in-cheek reminder of the trials and tribulations



The “2021 E-type 60 Collection” was announced in Sept 2020 in advance of 2021 anniversary celebrations. Six fully renewed pair of 3.8 litre examples were built for 6 lucky collectors.

Berry & Dewis had to endure behind the scenes.

2022

The 6 pairs of cars were completed and presented to their new owners. Those factory restored cars and owners have now recreated the legendary drive that made the E-Type a star.

“Bob [Berry] and Norman’s [Dewis] epic journey to Geneva has gone down in automotive history and we thought it only right that the owners of the E-type 60 Collection were given the chance to build their own memories,” said Emma Style, Jaguar Classic’s head of commercial.

Naturally, the owners completed the drive at a more leisurely pace. Over four days, the driver were treated to stays at

luxury resorts and châteaux and were gifted luxurious treats.

On the first night, the drivers were allowed to stop at the Monkey Island Estate in Bray-on-Thames, where Sir Stirling Moss grew up. The second night stopover was at Montrueil-sur-Mer on the Opal Coast. Specifically, they stayed at Château Montreuil, which was built in the 1930s and has played host to stars like Sir Roger Moore, Whitney Houston, and the British Royal Family.

On the third day of the trip, the Jaguars headed for the Champagne region and stayed in a 17th century castle. The fourth and final day involved the most driving and the owners finished it in Geneva, where the E-Type was originally shown off.

In addition to accommodation, participants were also given facemasks made out of surplus leather and fabric left over from the creation of the E-Type 60 Collection. Bennett Winch, meanwhile, provided custom luggage, to name just a few of the special treats given to Jaguar’s customers.

The cost of each pair of E-Types has not been released but believed to have been at least £650,000. ■

Information for this story from CarScoops.



One matching pair of the 2021 Jaguar Edition 60 Collection at Geneva

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Jaguar Gains More Points & Podium in New York

Rounds 11 and 12 of the Formula-E World Championship were held in New York on the 16th and 17th of July.

Round 11

With the Manhattan skyline as a backdrop, Sam Bird qualified in eighth position on the grid. An unexpected downpour of rain in qualifying compromised Mitch Evans' lap time resulting in him lining up fourteenth.

Both Jaguar TCS Racing drivers lost places in the opening laps. Sam dropped to 13th and Mitch to 7th from the dirty side of the grid. Mitch and Sam recovered with decisive overtakes carving their way back through the pack into point-scoring positions. With 10 minutes of the race remaining the heavens opened and the second downpour of the day brought out a Full Course Yellow swiftly followed by a red flag. Despite both Jaguar I-TYPE 5s avoiding the chaos and making it safely back to the pits the race did not restart.

Round 12

Mitch Evans lined up sixth on the grid after topping qualifying group. The Kiwi had a challenging start but delivered impressive overtakes to make progress through the field moving up into fourth position. He continued to fight his way



back onto the lead group to take the final podium position, overtaking the car ahead with just three minutes remaining.

On the streets of Red Hook, Brooklyn - one of his favourite tracks - Sam Bird delivered his best drive of the season so far. The 35-year-old soared through the pack from sixteenth to fifth. Gaining a phenomenal eleven places, the Briton showed his race pace and a perfect strategy from the team.

Mitch Evans moves up to third in the drivers' standings sixteen points behind the leader. Team-mate Sam Bird is thirteenth. Jaguar TCS Racing are fourth in the ABB FIA Formula E World Championship teams' standings.

Rounds thirteen and fourteen of the will take place on the streets of London on 30th and 31st of July 2022.

News Flash - Race 13. Mitch Evans finished fifth in the London E-Prix. Sam Bird, was victim to a collision and forced to retire on the opening lap. Race 14. Mitch Evans had to retire when in fourth position due to technical issues. Sam Bird finished in eighth place and in the points. Evans is second in the drivers' standings and Jaguar fourth in the teams' standings. The final two rounds take place on the streets of Seoul, South Korea on 13 and 14 August 2022. ■

Information for this story from Jaguar TCS Racing, Motorsport.com and Autocar.

Motor Racing Helps Optimise Jaguar's Hybrid Cars

Knowing exactly when to use power during a race, and when to make the best use of energy recovery through regenerative braking is essential to getting the best performance from the Jaguar I-TYPE 5 Formula E race car. Efficiency wins races.

'Predictive Energy Optimisation' (PEO) derived from the race-winning Jaguar TCS Racing team is being used to increase energy efficiency in real-world driving.

PEO is optimising range and efficiency in Jaguar F-Pace P400e and E-Pace P300e models by determining how best to use power from the PHEVs' electric motor and petrol engine throughout a journey.

Always thinking ahead, PEO also reserves at least six kilometres of electric-only range for the driver to deploy on the final stage of one's journey, ensuring a silent and zero-tailpipe emissions arrival.

In addition, the 'Eco Coach' feature - found in the Jaguar XE, XF, E-Pace

and F-Pace MHEVs - uses intelligent algorithms to help customers develop a smoother, more efficient driving style by reading the road ahead and prompting them when to lift off, maximising the benefits of regenerative braking. 'Eco Coach' technology is comparable to the lift and coast cycles that Mitch Evans and Sam Bird use to optimise energy usage during an E-Prix.

On the road, 'Eco Coach' uses the vehicle's GPS location and data held in the cloud to anticipate the most likely route that the vehicle will take. Together with map data including gradients, road curvature and speed limits, the technology can look ahead for up to 2.5km - the so-called electronic horizon - to understand upcoming road features such as corners, junctions and roundabouts, lower speed limits and downhill slopes - all elements that would likely result in the driver backing off the accelerator pedal.

Updated every 10-metres, this intelligent picture of the road ahead is sent to the powertrain control module to determine the optimal point for the driver to lift off, enabling as much deceleration as possible to be done by regenerative braking instead of the friction brakes.

When the vehicle reaches this point, 'Eco Coach' intuitively prompts the driver to take their foot off the accelerator by displaying a filled-in green pedal icon in the instrument panel, which changes to an outline when they do so, and then disappears if they apply the brakes.

PEO and 'Eco Coach' Technology in Jaguar's mild-hybrids is helping drivers to save fuel and reduce emissions. Both are great examples of how Jaguar's 'Race to Innovate Philosophy' is bringing their learnings from a highly competitive world championship motorsport to their customers.

Information for this story from Jaguar.

A 47-Year Jaguar Journey

By Charles Bodman Rae

When I joined the JDC in South Australia in 2017, I was introduced at meetings as a “new member” of the JDC. Well, sort of. I was a new member in SA, certainly, but I was by no means new to the JDC. This little article aims to explain how I came to be at the same time a ‘new’ member here in SA but also perhaps one of our JDC members of longest standing, overall.

My First Jaguar

At the tender age of 19 I first joined the JDC in England. That was in 1974 (47 years ago). My mother had just handed down to me a gorgeous 3.4 litre Mark II (slim-bumpered 340, to be precise) that my father had bought new in 1967.

It was manual with overdrive finished in Old English White with red leather upholstery and acres of wood. Sadly, I only managed to keep it for four years. One day when my mother was using the car it suffered the unprovoked indignity of being rammed broadside by a car hurtling out of a side road. Although entirely innocent and repaired she was never the same again, her body creaked and groaned, and VWR 275F (such was her name) was sold, with teary eyes all round.

My First Car

At this point I should confess a parallel non-Jaguar car allegiance. My very first car, passed down to me by my mother when I was just 17, was a 1958 MG ZB Varitone Magnette (OKY 736). At the (even more tender) age of 17 with that car I joined the MG Car Club.



Charles Bodman-Rae, 2001 Silver 4.0 litre XK 8 Convertible

After the trauma of parting with the Jaguar 340 at the age of 23 I invested in my first convertible, a bright red MGB Roadster. I was in a seriously committed relationship with that car for 16 years and together we travelled all over Europe, including the then Soviet-occupied East, and two years in Poland, where I met my wife. We only sold the MGB when our daughter was born (the usual story – we needed a car big enough to take a folded pram).

My Fathers Cars

The Mark II 340 was my father’s first Jaguar in a long, unbroken sequence of 44 years that lasted until his death in 2011. Each time he bought a new Jaguar (all XJs – except the XJ40 - from 1970 onwards) instead of selling the one he already had he would pass it to a family member. By this means we sometimes had three or four of his current and former cars parked at home. We were (and still are) a Jaguar family.

He bought his first XJ6, a 4.2 series 1, also in Old English White with red leather upholstery, in 1970 (WVH 50J). I have wonderful memories of that gorgeous car and of travelling around France, Italy and Switzerland with my mother on a kind of Grand Tour in the European summer of 1975.

My father had intended to come with us, but at the last minute there were pressing matters for him to attend to with his business and he couldn’t get away. Rather than cancel the trip and disappoint my mother he reached across the dining table one evening and stretched out his hand to give me the XJ6 keys and said: “Take my car. You and your mother have a great time.” And so we did, cruising in style down through France, wafting



Charles removed the over-riders, fitted a recessed Adamesh grille with horizontal ‘splitter’ and added a green-toned JDCSA badge

A 47-Year Jaguar Journey (cont)

through Provence, through the Italian Riviera, down to Florence and Bologna, up via Venice, Ferrara, Padua, Mantua, then through the Alps to Switzerland, and back to the UK along the Rhine. What a trip. What a perfect way to travel. Elegant motoring.

Customs Import Process - Nightmare

When he passed away in 2011, I inherited his last Jaguar, an ultra-low mileage 3.2 XJ8 SE (X308) finished in Seafrost, which he had bought new in 2002.

Initially, I tried to import that car to Australia, but the import process quickly turned into a nightmare of bureaucratic impossibility (at the Australian end) and I gave up. I kept the car for use on visits back to the UK, but gave it to one of my sisters for safe keeping. It is still in the family.

XK8

Thus, thwarted in my attempts to import the inherited XJ8 I decided instead to buy a Jaguar here in SA, and I became the proud owner of one of the most elegantly beautiful Jaguars ever designed (after the E type that is) – a sleek, silver XK8 convertible purchased from Peter and Trish Clarke here in Adelaide (it was Trish's car). They had purchased it from David Burton (Log Book Secretary), so XK 1502 (as it is now registered) has been cherished by three long-standing JDC members.



Charles changed the original grille with mesh grilles acquired from Lockwood of Leed UK

She was featured as 'Miss January' in our JDCSA calendar for 2020. She also appeared as the 'cover girl' for the November 2021 issue of Classic Marque featuring the XK8 (25th Anniversary).

I have made only three cosmetic adjustments: the white on green XK plates (positioned under the 'mouth'); removal of the unsightly and unnecessary

'rabbit's teeth' over-riders; fitting of a recessed Adamesh grille with horizontal 'splitter', in the middle of which is now a green-toned JDCSA badge (see photo), to complement the green-toned bonnet badge; and the addition of full-length burled walnut door cappings from the Myrtle Group in Ramsgate, Kent (don't ask how much they cost, I have been trying to forget that bit of detail – but rest assured they were worth it).

XJ8 X350

The story doesn't end there. After 15 years of having large company cars as daily drivers (with due patriotic sentiment in support of local industry all of them were SA-made Holdens, Caprice etc) when Holden ended manufacturing in SA I decided to reduce the burgeoning number of family cars clogging the driveway and acquire an Australian XJ8.

But this time, instead of going for a steel-bodied X308 (like the one back in the UK) I decided to go for the aluminium-bodied X350 and in 2018 found a lovely example (the great colour combination of silver with black upholstery) in Hobart.

Cruising back home – across Tasmania, then to Adelaide from Port Melbourne – was a memorable experience, gliding smoothly (on the air suspension) and almost silently in the reassuring atmosphere of a gentleman's club – all



XK8 and X350 - a matching pair

A 47-Year Jaguar Journey (cont)

leather and walnut. XJ 8420 appeared on page 14 of the Classic Marque for July 2021, the issue devoted to the X350.

The only cosmetic enhancement has been the replacement of the cheap-looking plastic front grilles with stainless steel ones (upper and lower) from Lockwood International of Leeds (highly recommended reputable supplier).

So, this is the Jaguar stable at the moment: matched silver XK8 and XJ8 (with matching white on green XK and XJ plates) often to be seen commuting through the Eastern suburbs between the city and the foothills.

My "Jaguar journey" has now lasted 47 years (with an MGB 'marriage' in between) but is nowhere near its end. The E type ambition (we all have one, let's be honest) has not yet been fulfilled, and I still hanker after a 3.4 or 3.8 replacement for the Old English White Mark II. (Note to self: first build more garage space).

Die-cast Model Cars

Finally, I must also confess to maintaining – and periodically enhancing – a collection of more than 200 die-cast model cars (Dinkys, Corgis, Vanguards, and many others) some of which I have had since I was a small boy, others having been acquired more recently, as an alleged grown-up. Jaguars make up by far the bulk of the collection, followed by MGs, Bentleys, and Aston Martins.



Part of Charles die-cast model car collection.

One of the photos here shows a small part of the collection with pride of place given affectionately to certain family cars: two MG ZBs (both Varitone); a Mark II repainted in Old English White (with a Mini-Me Mark II next to it); a couple of red MGBs; an XJ8/X350; a couple of tiny green XK8s; and several white Series 1 XJ6s (albeit in different types of Police livery).

At least these ones are simple and inexpensive to maintain, have fairly low

fuel consumption, don't require much garage space, and don't drip any oil on the garage floor. There is, however, the ever-present danger of being tempted to acquire more full-sized ones.

The 47-year Jaguar Journey continues...

Charles Bodman Rae



Jaguar Magazine (Edition 212)



The latest edition of Australian Jaguar Magazine includes the following stories:

- ◇ **Finding The First C-Type Alive:** According to Jaguars records the first three C-Types were scrapped - but we have found the first built.
- ◇ **Buying A Jaguar From Overseas:** Want a modern collectable Jaguar? So did Tony Brett who imported a special XJ-S.

- ◇ **70th Jubilee Cavalcade:** Queen Elizabeth celebrates her 70th year of reign –and Jaguar was invited.
- ◇ **Freddie McEvoy Jaguar Winner:** Jaguar’s first race winner and Australia’s first Olympic medallist.
- ◇ **F-Pace SVR:** On its last legs in terms of the V8 supercharged engine – what a sensational car it is.
- ◇ **Ecurie Ecosse Behind The Scenes:** Never before seen colour images of the Jaguar Multi LeMans winning team from its very beginnings.
- ◇ **Buy And Sell:** Pre-loved Jaguars and parts which are offered for sale and may be what you are looking for.

- ◇ **On The Prowl:** Historic images and personalities of intrigue in Jaguars long history.
- ◇ **Jaguar Smatterings:** The gelignite Jack Murray and Bob Jane D-Type XKD535 had a short racing career but a colourful life.
- ◇ **That Famous Jaguar Leaper:** It is what Jaguar is. Was the famous bonnet leaper designed in Britain - or not.
- ◇ **Armin Hahne:** Jaguar’s German Bathurst winner is much more than that victory. ■



Armin Hahne on his way with John Goss to victory at Bathurst in 1985 in the TWR XJ-S

Jaguar World (August 2022)



The August 2022 edition of Jaguar World includes the following stories:

- ◇ **X300 Survival Guide:** From what to look for to the accessibility of parts.

They explain everything you need to know to buy an X300 generation of the XJ6 and XJ12.

- ◇ **XJ-S Cabriolet:** Not only does this 1983 XJ-S have the fifth Cabriolet body and with an early AJ6 engine, but it also had a starring role in a popular soap opera in the mid-Eighties.
- ◇ **Grantley XKR:** This 2007 convertible has been given a radial new look by North Yorkshire-based specialist, Grantley Design, that closely resembles an F-TYPE. They talk to the owner to find out why he chose it, plus the work involved.
- ◇ **London to Edinburgh in an I-Pace:** A decade after Paul Walton first drove between London and Edinburgh in an XK 5.0, he does so again, only this time in an all-electric I-Pace.
- ◇ **XJ12 vs Rolls-Royce Silver Shadow:** With its large and refined engine plus luxury interior, in 1972 the

5.3-litre V12 transformed the XJ into a genuine Rolls-Royce rival for the first time. To discover if it still is, we compare a unique royal example with a Silver Shadow.

- ◇ **XK 120 at Montlhery:** In 1952, a crack team of drivers drove an XK 120 fixed head coupe for seven days and seven nights at the French circuit of Montlhéry to set several distance records. Seventy years later we tell their and the car’s story.
- ◇ **Classic Workshop:** Photographic step-by-step guide to remove the heads on a Daimler V8.
- ◇ **Restored E-Type S3 OTS:** Taking 4 years to complete this 1974 E-Type Series 3 has recently been given a nut and bolt restoration. In a genuine “better than new” condition, they take it for a drive before talking to those involved. ■



Vic Spiteri Q and A

Questions: **Brian Todd**
Answers: **Vic Spiteri**

I had come to know John Rundell and Vic Spiteri (2 names with a great association with classic Jaguars) while competing in tarmac rallies in South Australia and Tasmania and found them to be good intelligent company as well as great racers, so back in 2003 or thereabouts while organising a Jaguar team for the AROCA six hour race at Eastern Creek I invited the couple from Melbourne to form a part of our otherwise NSW team. So they drove up and joined us which was a typically generous thing for them to do. I can certainly vouch for that as John and I were teamed up with me driving John's XJS for several hours of the race. They were laps never to be forgotten. Vic as usual worked quietly as crew for John and for anyone asking advice. At the end of the weekend one of our NSW guys commented to me " that was a great weekend Toddy, I'm sorry that Vic didn't make it!" "What do you mean" I said "you've been talking to him all weekend - he's the guy over there in grey overalls!"

Vic is a quiet man who doesn't blow his own trumpet but he is a mighty presence in the Jaguar restoration world. He and son Andrew who mans the office at V&A Spiteri are always generous with their time and advice, which is why, like me, their legions of customers feel they are friends, not clients. And so I thought it was time to ask a few questions of my friend Vic Spiteri. Here's the result:

B: Vic, let's begin at the beginning...I know you're 100% Aussie, but were you born here?

V: I was born in Malta November 1941,during some of the heaviest bombing raids by the German and Italian air forces (London 57 days & nights, Malta 154 days & nights) Bombing raids started in Malta, June 1940 to August 1944.

We migrated to Australia in 1949,arriving a few weeks before Christmas 1950 on an Italian registered ship which was destined for scrapping on it's return. The voyage was not short of problems, mechanical and personal, with the Maltese passengers and the Italian crew ready for a fight. It was just a few years after the war.

B: What was your education?

V: My education was Primary school and then Technical school.

B: Did you fiddle with stuff as a kid? Break your toys to see how they worked?

V: As a kid ,I was fascinated with all things mechanical and electrical. My mother's three brothers and brother in law were motor mechanics and ran a garage in Malta just down the street from Grandma's, so I spent a lot of time there. As a seven year old and beyond I loved playing around with bulbs, switches and

batteries, making up all sorts of working circuits, like stop lamps on my billy-cart. Old wind up type alarm clocks served as mock up speedometers for the billy-cart also, after removing the minute hand and the clock's escapement mechanism.

My fiddling with electricity went beyond batteries when I built a device using a 240 volt bulb a magnifying glass and few pieces of tin fitted into a box so I could project sections of discarded film found behind our local picture theatre. I have no idea why I was never electrocuted.

This "fiddling" went on to my later years,with such gadgets as fitting a spark plug 8 inches from the end of the exhaust pipe on the old FJ,connected to a secondary ignition coil controlled by a switch on the dash. The 18 inch flame out of the exhaust pipe was very impressive at night in Lygon street or any other High street when the accelerator was lifted and the secondary coil switched on. This and other mods and gadgets was a bit of an earner fitting it to mates cars.



Vic at Rob Roy hillclimb

Interview- Vic Spiteri (cont)



Vic in concentration at Bathurst

B: Did you study engineering? Or any tertiary qualifications?

V: I did a mechanical apprenticeship. I started in November 1955. After 18 months I could see no future or challenge in removing hub caps and looking for grease nipples on new Holdens, Chevs and Buicks for a GMH dealership, so I transferred my apprenticeship to a small workshop working on mainly European and English cars. This is where the Jaguar connection started.

B: What was your first car?

V: My first car was a 1937 Chev Sloper (rare two door).

B: Then you struck out in your own business. Where did the work come from?

V: In 1975 my wife (Adeline) and I started V&A Spiteri with a client base of a few Jaguars, Aston Martins, Rolls Royce, Maserati, Ferrari and lots of other models of English cars. Stocking and ordering parts for all these models was time and space consuming, so after a few years I just concentrated on Jaguars although in recent years and with more staff we handle all sorts of model vehicle repairs and Dyno work.

B: What is your favourite Jaguar and why?

V: My favourite Jaguar has to be the Series 1 E Type, Why? because with a few minor upgrades to suspension, brakes and a good set of performance tyres

they are so good to drive. I do have an XJR supercharged V8 as my daily driver, These are a lot of car for the money albeit they are going up lately.

B: Other businesses are restorers OR repairers OR parts suppliers OR race-modification etc, but your business covers everything. Do you think of the company as being a specialist?

V: Yes our business covers everything. We try very hard to keep things in house, from engine building; gearbox; diff rebuilds etc to specialised fabrication to race and rally cars.

B: I think of your personal love as being motor prepping. Am I right? I know that you love working in your engine room away from the day-to-day stuff.

V: I do like my engine room where I spend 4 days a week and sometimes the quietness of the weekend there (if I am snowed under or solving a problem). Away from the engine room I do spend time in the Dyno room, tuning engines, advising and problem solving. A lot of time is spent on the phone or emails, helping other businesses or owners diagnosing mechanical and electrical problems they may be having.

B: With the diverse business that you run, is there any job / project that you're most satisfied with? Something that only you had faith in?

V: I think job satisfaction is about doing the work properly and overseeing that it is carried out correctly. It's a great feeling

when I road test a job whether it's been an easy or difficult one, and you know that the owner is going to be happy with it

B: Do you and John still enter rallies? In John's XJS?

V: John and I stopped doing Tarmac Rallies. Our last Targa Tasmania was the 20th anniversary in 2011, bringing the XJS home for a podium first. We now do Historic track events.

B: What job DON'T you want in the workshop?

V: We do not take on Jaguars with LPG or V8 engine conversions. A few years ago there were a lot of XJ/XJS cars ruined with these conversions.

B: The big question....do you see yourself retiring?

V: Retiring.....Well I only think about it, I feel that I am lucky that I can get around and am still of sound mind so why should I retire? I still get an enormous buzz fixing something, especially after two or three others have failed to get results. Apart from housekeeping/house chores, without a partner...what's to do at home? At work I get to talk with my staff as well as customers that I have had for forty plus years and I enjoy receiving phone calls from people that I have helped out with problems. I think that if I retired I would still be found hanging around here all day.

B: ..so to the end Vic. I think we've learned more about you today and I thank you for your time. AND the immense help you've been over the years. Is there anything you'd like to add?

V: That will do me Toddy. I'll see you on a racetrack soon.

B: Thanks Vic.

(Brian Todd -editor's note: In another life I was friends with a "wise man" who quietly knew everything about horses. When I asked his advice on anything nag-related he would say "well Brian..what I know about horses you could write on the head of a pin". Then he would continue with a fascinating hour-long discussion of the problem. I'll never forget the wisdom of my friend Lew Agnew... and Vic is cut from the same cloth).

Editor: Thank you to the JDCA (Jaguar Drivers Club of Australia) and club member Vic Spiteri and editor Brian Todd for this enjoyable interview.

JDCSA - Annual Presentation Lunch

A big thank you to the Glenelg Golf Club, Lynn Kschammer, Functions Manager and her team, all of whom have bent over backwards for the past 9 years to make the dinner/lunch happen.

Also, a big thank you to Scarpantoni Estate Wines who provided a selection of wines for each table and Marg & Geoff Thomas and Ros & Peter Holland for organising the event. Also thank you to Phil and Lewis Prior for helping to produce the Jaguar place mats for each table.

This years awards were presented to:

- ◇ **Editors Award:** David Siedel for his story in Classic marque - "An XK120 at The Crossroads".
- ◇ **Most Enthusiastic Member:** Suzanne Jarvis for her motivated attitude and determination at achieving and getting things done.
- ◇ **Club Person of The Year:** Peter and Heather Buck. Presented for their outstanding contribution to the club.
- ◇ **President Award:** Graham Franklin for his enormous work as Club Editor, keeping us all connected and informed during another year with Covid-19 restrictions.

There were a number of members who received certificates and badges for continuous length of service. Unfortunately the photographs taken of them receiving the awards were overexposed by sunlight and were unable to be used. Our sincere apologies.

Club members that have achieved the following milestones:

40 YEARS

- Jack van der Kraan

30 YEARS

- John & Betty Castle

20 YEARS

- Grahame & Alison Brown
- John Howarth
- John & Claire Evans
- Rod & Colleen Bailey
- Roy & Jane MacKinnon
- Dave Adamson
- Colin & Teresa Morris

10 YEARS

- George Hughes
- Carlene Hancock
- John & Leanne Best
- Brenton & Heather Dolan

- William Barker
- Julia Barker
- Edmund & Margaret McCaul
- Chris & Liz Lugg
- David & Cherry Macklin
- Brendan & Sarah Rogers
- Aidan Rogers
- Kate Rogers
- Liam Rogers
- Alan & Kathryn Bartram
- Rodney Lovell
- David & Nicole Trebilcock
- Kevin & Helen Meese
- Ian & Jennifer Rowley
- Richard & Anik Shipman
- James & Carmel Hartnett
- Stephen Arthur
- Dane & Geoffrey Wilden
- Jacques & Sara Metzger
- Peter Davey
- George Calvert
- Michael Petrucco

Congratulations to all!



JDCSA - Annual Presentation Lunch



Just some of the members that enjoyed the food, wine and presentations. The Glenelg Golf Club did a terrific job once again.



JDCSA - Annual Presentation Lunch



JDCSA - Annual Presentation Lunch



Multivalve Register Lunchtime Run

Thursday 30th June 2022

The weather forecast for the day was rain so we were relieved to gather at the Marion Hotel in sunshine, albeit a chilly morning, for a 10:15am departure.

Sixteen cars set off to the [Fleurieu Visitor Centre](#) in McLaren Vale for a coffee pitstop via the southern expressway, Panalatinga Road and the back roads through Clarendon and McLaren Flat, where we were joined by Bob and Daphne Charman.

We have visited the Centre in the past and each time it seems they have added a little more, and there was plenty of time for browsing in the shop, which always seems to have that "little extra" that you don't often see elsewhere.

An hour later (some of us laden with our purchases) we headed off on the second part of the run towards Willunga, intending to drive up Old Willunga Hill but three cars turned to the right in Willunga back towards the Victor Harbor Road.

The rest of our convoy, down to 14 in number, enjoyed good weather as they drove along Pages Flat Road and Hindmarsh Tiers Roads, back to the Victor Harbor Road and into Mount Compass for lunch at The Range Restaurant, situated by the golf course, where we were joined by John and Betty Castle, plus the three wanderers!

Rick and Jenny, owners of The Range, gave our party a very warm welcome and served up some stunning food.

The restaurant boasts two lovely coal fires, perfect for a chilly day, and has wonderful views over the golf course, which is often frequented by kangaroos and we were not disappointed in that regard as there was a mob playing on the 10th hole!

A fabulous day, with much better weather than expected, good company and lots of laughs as always – I look forward to the next one!

Peter Buck
Multivalve Register Secretary



Multivalve



Multivalve Register meet bi-monthly. (X350 celebrating 20 years: 2002-2022).

Minutes of meeting held on Thursday 28th of July 2022 at the Kensington Hotel, Regent Street, Kensington.

Attendees: Peter & Heather Buck, Jim & Arcadia Komaromi, Ron & Claire Palmer, Geoff & Margaret Thomas, Ray Smithers & Judy Langdon, David Brewer, Peter & Tricia Clarke, Tony & Gabriela Human, Fred Butcher, Bob Mack, Evan Spartalis, Wayne & Bev Buttery, Rod Fyfe, Geoff Clayton, Steve & Cecilia Schubert, Walter & Beryl Bullock

Apologies: Tom & Marj Brindle, John Castle, Barry & Hazel Brown, Michael Pringle and Jo Orford, Andrew Shouksmith, Lesley Clarke, Bob & Daphne Charman.

Minutes of Last Meeting:

Accepted.

Matters Arising from Previous Minutes:

None.

Welfare: Peter read a thank you note from Hazel Brown to the Club for the gift basket she received following her heart attack. Hazel is recovering well.

Club Business

- The next General Meeting is being held at the Adelaide Bowling Club next Tuesday 2nd August.
- The Compact Register is holding an Economy Run on the 7th August – meeting at the BP garage in Crafers at 10:00am then driving to Milang for a free BBQ lunch. Four \$100 fuel vouchers will be presented to the winners. Book on TidyHQ.
- The XJ Register is holding a 60th anniversary celebration day for the Mk10 and 420G Jaguar models at the Birdwood Motor Museum on Sunday 11th September. Includes free BBQ sausage sizzle, teas/coffees and entry to the museum. Register on TidyHQ.
- The Jaguar Ladies are having a “High Tea by the Sea” on Thursday 15th September

at the Stamford Grand Hotel in Glenelg. A minimum of 20 are needed as the hotel would not normally host a high tea on a weekday and ladies are invited to bring a friend.

- Log Books – As of today 49 log books are still outstanding for renewal, therefore those cars are now unregistered. Dave Burton will issue a final reminder at the end of July.
- The XJ Register Christmas Dinner & Show will be held on Saturday Dec. 10th, and is now published on TidyHQ. This event sells out quickly and tickets are limited.
- National Rally 2023 – Planning for this event is going well but there is still much to organise. It is hoped registrations can be opened by late October/early November, but this is dependent upon The Bend and when they receive the race calendar for the coming season. A post-rally tour is being considered.

Register Business

- A joint lunch run has been organised between the Jaguar, Armstrong Siddeley and Stag Clubs for the 1st September. Peter Holland will host the day with the help of Jim and Arcadia Komaromi.
- The next Multivalve meeting will be held on Thursday 29th September, at The Kensi Hotel.
- Peter Buck was duly elected as Register Secretary for this year, much to his surprise.
- Cecilia Schubert thanked those members who attended her Bali charity lunches. Having visited Bali in June she was gratified to see how effective these had been and what a difference this had made to the people of Pemuteran village during the Covid lockdown.

Car Talk

- Evan Spartalis: Working on Phil's Series 1 that has major problems. His own X300 is a beautiful car.
- Tony & Gabriela: The F-type is still going very well and recently had new tyres – is currently living in the garage with a silk cover sheet.
- Rod Fyfe: XJR needed a roof lining – managed to get one in Lonsdale, just needs to work out how to fit it.
- Steve Schubert: One car still in the workshop and has been there for some time now. He recently had an invitation to bring his other car on an economy run – it's a V12 so not something he will be doing!
- Bob Mack: The group gave a warm welcome to Bob who is new to the Club and this was his first meeting. Bob has an X-type 2.1 and is learning about what to expect – has discovered it needs a new

coolant tank.

- Peter Clarke: Has sold Tricia's F-type to their daughter – Tricia is now driving a Tiguan but has a new Range Rover on order. The 2014 XKR needs its annual service but is running beautifully with no problems.
- Ray Smithers: Delighted to hear Bob Mack has an X-type – Ray also has a 2010 X-type with 90,000kms on the clock, beautiful car. Judy has a brand-new Suzuki and the clock turned to 100kms on the way to the meeting this evening – she loves it!
- Geoff Clayton: Has a new E-Pace – waited nine months for it and considers it was worth the wait. Lovely car.
- Ron Palmer: 2014 XF, 82,500kms, had its annual service recently and it is still beautiful.
- Walter Bullock: XJ40 running well but doesn't get out much – waiting for a longer run!
- Geoff Thomas: Nothing to report.
- David Brewer: 2010 XK 5-litre – doesn't go out unless the sun shines, runs beautifully.
- Fred Butcher: The weather hasn't been good enough to work on cars recently but Fred has been giving Graham Franklin a hand with his XJR-S which unfortunately manages to come home on a trailer whenever it goes to functions. The auto shop has not yet been able to sort it out but they are still trying.
- Wayne Buttery: Blue XE just out of warranty as the rear-view camera decided to give up. Was originally quoted \$1400 for the part – T&R Spares at Lonsdale had one and fitted it for \$650 – did a terrific job. He bought his 2014 XF from a guy who owns a Tesla and was offered the chance to test drive it – now considers them to be too fast and dangerous!
- Jim Komaromi: 2007 S-type, 140,000kms, no problems.
- Graeme Moore: Both Jags going well, 2009 XF and 1989 XJS, but they don't come out very often.
- Peter Buck: X308 goes like a dream. Needs a wash – hoping for rain this evening.

Any Other Business:

None

Next Meeting:

Thursday 29th September, The Kensi Hotel, 6:00pm for dinner. 7:30pm meeting.

Meeting closed at 8:25pm.

Peter Buck
Register Secretary

"Coffee & Cars" In and Around S.A.

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

- ◇ Mile End "Coffee N Chrome" - 8.00am to 10.30am, Homemaker Centre, Mile End.
- ◇ Cars & Coffee Bridgewater - Held at the Bridgewater Inn car park. 8.00am to 10.30am,

Last Sunday of Each Month

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

SHOWS AND EVENTS

Taken at the 1963 Paris Motor Show, models wearing clothes created by fashion designer Pierre Cardin, drape themselves over a 3.8-litre Jaguar S-Type.



Photograph taken at the 1963 Paris Motor Show. Models wearing clothes created by fashion designer Pierre Cardin, drape themselves over a 3.8 litre Jaguar 'S' Type.

Upcoming Shannons Auction

Shannons Timed Online Auction (Tuesday 9th of August 2022)



1970 XJ6 4.2 Series 1 Saloon. Original car, steel sunroof. Suitable for restoration. No Reserve. (Estimate \$6,000 - \$9,000)



1969 420G Saloon. Rebuilt engine, upgraded suspension & brakes. 4-speed ZF auto - New interior. No Reserve. (Estimate \$25-\$35,000)



1964 Mark 2 4.2 'Enhanced' Saloon. Manual overdrive. Professionally upgraded mech. & interior at huge expense (Estimate \$60-\$75,000).



1962 E-Type 3.8 Series 1 Coupe. Non-matching numbers. Undergone some refurbishment. Interior retrimmed. (Estimate \$80-\$100,000).



1984 XJ-S HE Coupe. One-owner, UK-delivered. Just 96,065 miles from new. Very good original condition. (Estimate \$18-\$26,000).



1992 XJR-S 6.0 Coupe. Black Cherry Metallic. The ultimate version of the XJS coupe. One of a handful in Australia. (Estimate \$60-\$80,000).



Petrol Pump - Gilbarco in Shell livery (Estimate \$2,500 - \$3,500)



NSW Numeric Number Plates '28'. (Estimate \$1.4m - \$1.8m)

SS, Mk IV, Mk V - Register Minutes (July)

SS, Mk IV, Mk V Register



Currently meeting the 3rd Wednesday of each month.

Minutes of the meeting held at the home of Bruce Fletcher, Wednesday 20th of July 2022

Previous Minutes:

The Minutes of 15th of June 2022 as issued were accepted as a true record of the meeting.

Present:

Bob Kretschmer, Brenton Hobbs, John Lewis, Malcolm Adamson, Ross Rasmus, Graham Franklin, Fred Butcher, Bruce Fletcher, Daniel Adamson, Des Brown, Jack Richardson

Apologies: Warren Foreman, Andrew Hayes, David Rogers, Rob Paterson, Ian Scholl, Antony Veale

Correspondence: Nil

Welfare: All good.

Combined States Border Run 2022 Cowra:

- Details have been sent out to people interested in the run. Accommodation will need to be booked ASAP

- Some members are taking two days and other's three days to travel from Adelaide to Cowra.
- Members will need to book their own accommodation when travelling over and back.
- Bruce suggested travelling from Hay- Narrandera – Junee -Cowra. By Google Maps this is 448km and 5hr 10 mins.
- Travelling from Hay to Cowra via West Wyalong is 414km and 4hr 28mins
- Still to be decided which way to go.

JDCSA:

- Workgroup put together for 50 yearbook.
- ABD entrants from last year who entered but did not ask for money back should have received an email from ABD about this year's event.
- Jag Day at Civic Park Modbury 23rd October.
- 1st meeting at the Adelaide Bowling club was a good night. It is preferred but not essential to register for the general meeting.

Technical & Parts:

- Worcester Classic Spares in the UK is producing more spares for the Mk4 and 5's.
- Bob K has a 1.5ltr cylinder head for sale on behalf of another person.

1 ½ Litre Sedan; Ross Rasmus:

- Noticed water pump leaking.
- Has put a teapot strainer in top radiator hose which had moved.
- Ross has put the strainer back in and cleaned everything out.

Mark V: David Rogers:

- No report

Daimler 250: Bruce Fletcher

- Inspection of Bruce's Daimler and shed.
- The Daimler is now back on the road and Bruce reported it is very nice to drive.
- The horn works really well.

SS Airline: Malcolm Adamson

- No Report

General Business:

- Start thinking about next year for the border run with Victoria as it is our turn to host.
- Bruce has a list of some early Jaguar Members and their membership numbers.
- A new site on Facebook is dedicated to the MK 4. It is called Jaguar Mark IV Lovers.
- General car talk.

SS Register Meeting Dates:

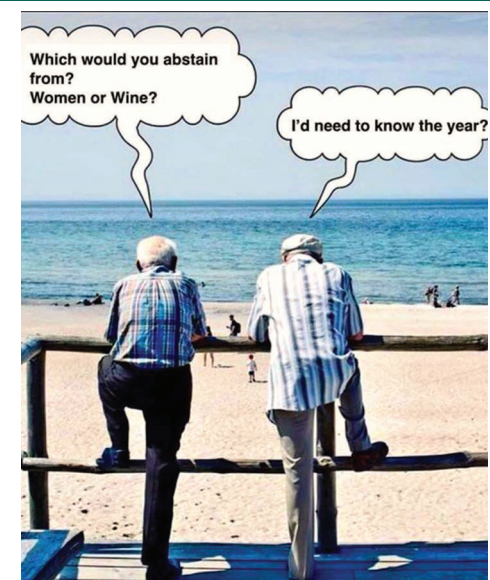
- ◇ 17th August – Antony Veale
- ◇ 21st September
- ◇ 19th October
- ◇ If you can host a meeting for other months, can you please advise Brenton Hobbs

Meeting closed at 9.00 pm. Thank you Ann and Bruce for the delicious supper.

Brenton Hobbs
Register Secretary



Pre internet chat room using An old version of windows...



XJ, Mk10, 420G - Register Minutes (July)

XJ, Mk 10 & 420G Register



Mark 10/420G - Celebrating 60 years

Minutes of meeting held at 7.30pm on Wednesday 13th July 2022, at the Bartley Hotel, West Lakes Shore.

Attendees:

Steve Arthur, David Bicknell, David & Teresa Bradley, Peter & Heather Buck, Walter & Beryl Bullock, Warren & Amy Bullock, Andrew & Margaret Byles, Don & Ellaine Cardone, Bob Charman, Richard Chuck, Alan & Lorraine Davis, Roger Frinsdorf, Don Heartfield, Fay Leyton, Louis Marafioti, Gary Monrad & Oggi Stojanovich, Graeme & Betty Moore, Paul Moore, David & Angela Nicklin, Trevor Norley, Bryan O'Shaughnessy, Borys & Ellaine Potiuch, Phil Prior, Andrew & Leanne Shouksmith, Charlie & Mary Saliba, Don Tyrrell.

Tonight's Raffle Prize

Congratulations to Beryl Bullock for winning tonight's \$50 prize.

Apologies:

Daphne Charman, Tom & Marj Brindle, Jeannie De Young, Steve & Precious Attard, Ian & Jenny Rowley

New Members: The register welcomed new members David & Teresa Bradley to tonight's meeting.

Special Welcome:

To Andrew & Leanne Shouksmith have driven to the meeting from Naracoorte.

Previous Minutes: Carried.

Business Arising:

Nil

General Business

1. General Club Meetings have moved to the Adelaide Bowling Club and all who attended the first meeting agreed it was a favourable move.
2. Log Books renewals due before the end of June.
3. Manual renewals have been posted.
4. Sunday the 11th of September, we will be holding the 60th year celebration of the Mark 10 - 420G to be held at the Birdwood Mill. Don Tyrrell had made a film of the History of Jaguar and the Mark 10. This will be shown here tonight.
5. Club presentation dinner - lunch. Sunday 24th July. Tickets now available.
6. XJ Xmas Dinner. Tickets will be available after the Club Dinner. Note, tickets went on sale on Friday the 22nd of July, 22 sold in the first hour.
7. Drive your classic car day is on Thursday the 1st September.
8. SA Jag Day to be held this year on Sunday 23rd October.
9. Trevor Norley spoke about the Barossa Motorfest on Tuesday 11th October. Trevor is part of the

organising committee and would love to see as many Jaguars as possible on the day. Lunch will cost \$26 head.

10. Our register and the Multi Valve have a combined week end trip organised. We will be spending two nights at Pt Fairy, Vic. And another night in Halls Gap for those wishing to stay a third night. If interested contact either Bob or Peter and we will send on the details. The trip is from the 4th of November to the 6th.
11. Phil Prior gave a run down on the latest news from ACJC

Car Talk:

As we had the new film put together by Don Tyrrell on the History of Jaguar and the Mark 10 to be shown here tonight, members were asked if they didn't have any urgent news relating to their car, to forego tonight's car talk.

Don's Film:

The film shows the history of Jaguar and Browns Lane, Le Mans etc and why it is important to be a member of a club such as ours.

Next Meeting:

Our next Register meeting will be at the Bartley Hotel on Wednesday August 17th, 2022.

Meeting closed at 8.30pm.

Bob Charman
Register Secretary

Letter To The Editor - Don Tyrrell

Morning Graham,

As you know the XJ, Mk10 & 420G Register is having our Mk10 - 420G 60th anniversary at the Birdwood Motor museum on the 11th September this year.

As part of the 60th anniversary build up to this event I have put together a short two part video for the MK 10 & 420G on YouTube.

If possible could you put this info into next month's magazine for the Club members to watch.

Here are the links:

https://youtu.be/BsKFBKUb_PU

<https://youtu.be/pgzIIGOJzQg>

If these links don't work for some members, all they need to do is go into YouTube type in my name Don Tyrrell and a list of my videos will come up, all they need to do is click on the video they wish to watch.

Regards
Don Tyrrell
0401987500

XK, Mk 7, 8, 9 - Register Visit to Richmond's

XK, Mk 7, 8, 9 Register



Meet First Wednesday of each month

Minutes of the XK & Marks 7, 8 & 9 Register Meeting July 13th held at the Richmond Classic Cars

Prior to gathering at Richmond's many of us had a meal at the Rex Hotel for dinner, which was enjoyed by all.

Before we started the Register Meeting Steve introduced Andy Morgan who treated us to a talk about Richmond's and gave us a guided tour of the facility (Andy is the Showroom Manager).

Attendance: Steve & Val Weeks, Julian & Moira Lugg, Graham & Fiona Schultz, John Dunning, Shane Fergusson & his son Alexander, Sue Harrison, Paul Taylor, Fred Butcher, Michael Pringle, Graham Franklin, Rod & Peggy Davis, Rob DeVolle, Richard Smith, Robin Ide, Peter & Ross Holland, Stephen & Celia Schubert, Ian Trethewey,

Welcome: Steve welcomed Rob DeVolle (a new member & his first attendance at a club meeting) Rob has a Mark 7.

Apologies: Ossie & Rayeena Petrucci, Carla Smith, Rob & Vicki Loffler, Onslow & Wendy Billingham, Peter & Judy Goodale & John & Lindsey Williams.

Minutes of Previous Meeting: Minutes of the previous meeting were moved for acceptance by Sue Harrison & seconded by Steve Schubert.

Business Arising - Border Run

Steve stressed that bookings need to be made as soon as possible with the Motel venue & deposits paid to Roy Armfield. The program for the event is in the latest Classic Marque, however Steve will resend them to all members via email.

The Border Run numbers are low due to many being away so please book now if you have not already done so.

Club Business:

- Club Business. We have now trialled the Adelaide Bowling Club for the

recent July General Meeting. All seemed to go well & the onsite parking was a bonus.

- 2023 National Rally: Is to be in Hahndorf in April, for those interested Phil Prior is seeking people interested in helping. Also, next year is our 50th year for the Club so the Executive is looking at a few events to celebrate the occasion, any ideas are welcome.
- Annual Dinner: Is on the 24th of July at the Glenelg Golf Club time is almost up for booking, number are low at present, if interested in attending you can ask to sit in a group, or with whoever you wish.
- Logbooks: Time is fast running out to both renew your club membership and your logbook, if you fail to do this your historic registration will be cancelled.

Register Business:

- BBQ Lunch, there will be another BBQ Lunch Day at Steve & Celia Schubert's, details will be posted in Tidy HQ when organised.
- Proposed winery run in the Strathalbyn area. Steve will work in

with Rob & Vicki Loffler for some ideas on interesting venues, it was mentioned that we have not been to the Museum yet as a Register.

- Mystery Run will be held in May, it will be morning coffee start with lunch (also a museum visit), please watch Tidy HQ for details.

New Business:

Nil

Next Meeting:

There will be a Register Meeting just prior to the Border Run so that any updated information can be discussed & travel plans of all participants can be formalised, Steve will also invite any non-register members who might also be going.

The Cars:

There was no discussion on members cars given the vast selection of beautiful cars on display.

Steve Weeks
Register Secretary



Ron Ozlanski passed away 12 month ago. His XK120 FHC is now for sale \$219,900.

XK, Mk 7, 8, 9 - Register Visit to Richmond's (cont)



Replica SS100 for sale for \$215,900 and a very nice 1969 E-Type (2+2) for \$129,900.





1939 3.5 litre SS 100 Roadster.

- ◇ One of only three SS100's officially exported to Australia. Despatched 15th February 1939.
- ◇ Purchased by current owner 6th January 1958.
- ◇ The SS100 is fully registered and driven regularly.
- ◇ Early restoration by Finch Restorations Adelaide. Immaculate condition inside and out.
- ◇ Engine No. M1079E; Chassis No, 39102; Body No. 5033.

Expression of Interest to
peacockblack35@gmail.com



1967 4.2 litre E-Type 2+2 Auto.

Purchased by same owner 17th July 1975.

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

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

Both Cars & Number Plates For
Sale by Expression of Interest

All enquires to

peacockblack35@gmail.com



FOR SALE 1988 XJ-S Convertible

1988 V12 in excellent condition 147,500 km with all tools and books.

\$55,000 Negotiable

Call Robin Paech on 0473015556
anytime or email: robinnorapaech@bigpond.com

FOR SALE - E-Type 3.8 Litre Engine

I'm selling my E Type 3.8 engine, RA3814-9, block casting date 10/7/63. It has a ZA Mk 10 head. Selling complete as a running engine, including carburettors. It can be driven as it is currently fitted to my 1964 4.2 E Type (I'm rebuilding the 4.2's original engine) and will stay in the car until sold.

The 3.8 has done 15,000 miles since recommissioning the car in 2016 after a 30-year lay-up. This year it has reliably travelled on JCCV events all year including Mount Gambier for the E Register's anniversary meeting.

Has good oil pressure (50lb at 2500rpm when warm) and does not overheat.

If you are interested, I'm open to an offer.

Andy Long 0490755944 or Email long68125h@gmail.com



Classified Adverts

FOR SALE 1962 MARK 2 AUTO 3.8 LITRE

- ◇ It was a 5 year complete restoration of all body and mechanicals including brake's, leather work and coachwork.
- ◇ The interior trim, seats, carpets etc., were carried out by Alan Smith Vehicle Trimming.
- ◇ All the coachwork, dash, door capping's etc., were done by Gawler Custom Cabinets Specialist Joinery.

Offers over \$80,000

Email Jim & Gail : gsl13292@bigpond.net.au



FOR SALE 1965 MARK 2

- ◇ 3.4 Litre Manual. Excellent condition throughout with extensive restoration.
- ◇ Known provenance and maintained by Alan Baker, with no expense spared.
- ◇ Opalescent silver blue exterior with red leather interior. All in immaculate condition.
- ◇ Travelled less than 5000 km in last 10 years. Stored in sealed garage and has original service logbooks and extensive receipts. Looks great and runs very well.

Price: \$64,950

Email Ric on ricbierbaum@gmail.com or call on 0400596225



WANTED TO BUY - Mark 2 Parts

- ◇ 1 Turn Indicator Switch
- ◇ 1 Original Style Steering Wheel In good condition. (MK X same)
- ◇ 1 Workshop Manual (Haynes is OK)

FOR SALE - WIRE WHEELS

- ◇ 4 Wire Wheels (Black Powder Coated) 72 Spoke
- ◇ Suit Mark 2; E-Type Series 1 & Series 1 1/2; 'S' Type; 420 and Daimler 250.
- ◇ In Good Condition. Located near Geelong, VIC.

PRICE \$1,200

Contact Jim Tennant, Member 3707, JCCV
jtennant1@bigpond.com or 0404632810



FOR SALE 1992 XJ40 4.0 litre SEDAN

King fisher Blue - 220,000 km.
Beige Interior, Square Headlights
Registered until August.
Car is located in Salisbury

\$8,000 ONO

Phone Santos - 0421 793 833

FOR SALE P100 Headlights

P100L headlights and mounting brackets x 2.
Fair condition only, will need attention. Believed to have come off Jaguar Mk IV.

Please make me a sensible offer.

Michael Pringle 0418 311 422



GIVE AWAY

5 steel wheels - 1964 MK 2
Unfortunately no hub caps.

Email Pat Collis:
cco20487@bigpond.net.au
or Mob: 0414 875 225

The Great Grampians Gallop

16TH - 19TH SEPTEMBER 2022

Hello XK register members of Victoria and South Australia. Hopefully by the time you read this piece you already know the Great Grampians Gallop is finally going ahead from the 16th to the 19th September 2022 and we are so excited after our previous false starts over the past two years due to Covid. We will all be gathering at the Country Plaza hotel in Halls Gap located in the northern part of the Grampians on Friday the 16th September which will be our base over the three days and nights.

We plan on visiting some interesting venues and towns throughout the Grampians and taking in some wonderful scenery throughout this National Park and surrounding areas whilst touring during the days. It will be Spring and the Park is celebrated at this time of year for its colourful wildflower displays with the Park also protecting one third of Victoria's flora species. Apparently Halls Gap is one area where you may see Eastern-grey Kangaroos, Emus and hear kookaburras at dawn and dusk. The Aboriginal cultural heritage here is also well protected and includes over 80% of all rock art found in Victoria.

Friday evening the 16th September will be a 'Meet and Greet' at the hotel from 5:00PM - 6:00PM so that everyone can have a chance to get to know each other as I am sure many of you will be joining us for the first time and those more regular attendees will have the opportunity of re-connecting with past acquaintances. This will be followed by dinner at designated local restaurants.

During the day on Saturday there will be a trip to Rupanyup and Murtoa taking in surrounding places of interest including a museum and painted silos. Then after our "full gallop" during the day, we will all be dining together at the hotel.

On Sunday following breakfast we will be doing a partial circumnavigation of the National Park including visiting various towns on the way to Dunkeld and other places of interest, after which we will be "steeplechasing" back to Halls Gap in order to prepare ourselves for what should be a wonderful final dinner.

On this last evening we are having a Thoroughbred Gala dinner at the Seppelt Barrel Room in Great Western where we will all "Dress for the Melbourne Cup". Prizes will be awarded for winners in a variety of classes- the Cup, Fashions-on-the-field, the Lucky Horseshoe, Most Consistent Performer etc.. What a fitting final dinner and venue, celebrating what we hope will be three very memorable days.



Bookings for this wonderful trip will be open on the 30th June through the following link:

<http://www.trybooking.com/events/landing/903537>

where a deposit of \$250 per person is required to secure the gala dinner, transport to and from the dinner, Meet and Greet gathering at the hotel on Friday evening and incidentals. It is suggested this be done as soon as possible after that date due to the numbers being limited to 60 people. Accommodation at the Country Plaza Hotel in Halls Gap is to be made directly between the participants and the venue. Please also note that bookings will close on the 16th August.

Please come join us for three days and nights of fun, good food, experiencing and exploring new places and making new friends.



NOTICE OF AGM 2022

Jaguar Drivers Club of South Australia Inc.

NOTICE of ANNUAL GENERAL MEETING 2022

Members are given notice that the **Annual General Meeting (AGM)** of the JDCSA will be held on Tuesday, September 6, 2022, at the Adelaide Bowling Club, Dequetteville Terrace, ADELAIDE SA.

The AGM will follow the September General Meeting and commence at approximately 8.00pm. The business of the AGM will be the consideration of annual accounts, the reports of the Executive Committee, the election of Executive Committee Members and normal business as deemed necessary by the Executive Committee.

Nominations to the Executive Committee

Nominations are being called for the following positions on the JDCSA Executive Committee.

President - Vice President - Secretary - Treasurer - Committee Members (2)

Nomination forms are available from the Secretary (*and included below*). Completed forms need to be returned to the Secretary prior to the commencement of the AGM.

JDCSA Annual General Meeting

Tuesday 6th September 2022

NOMINATION FORM

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

Position:

Name of Nominee:

Signature of Nominee

Name of Nominator

Signature of Nominator

Name of Secunder

Signature of Secunder

**This Form needs to be completed and handed to the club secretary
prior to the commencement of the AGM.**

Upcoming Visit - Marque Restoration

E, F & GT Register Meeting - Marque Restoration, Thursday, 18th August, 2022

Thu, 18 Aug 2022
06:30 PM - 09:00 PM



5 Goodall Ave, Kilkenny SA 5009

[Please Register Here on TidyHQ](#)

A short meeting will be followed by a guided tour of Marque Restorations over three areas, including restoration, repairs and paint. A tea room is available for supper and Marque Restoration will kindly provide tea and coffee following the tour. Please bring a supper plate to share and wine can be consumed on site.



COMPACT REGISTER - ECONOMY RUN SUNDAY 7th AUGUST 2022

We invite all members & partners to join us for an Economy Run, followed by Lunch.

ITS NOT TOO LATE TO COME

We will meet at the BP Service Station at Crafers at 10.00am. There you will fill up your tank. To park - go back to the roundabout, take the second exit to the "Bus Carpark" on the left. There you will be provided with a run sheet and directions. Cars will travel individually at their own pace and not in a convoy - unless you want to. We will travel approx. 100km to the next service station where we fill up our tanks and take a record of the fuel used.

We will then proceed to the Milang Regatta Club, 1 Woodrow Drive for a free BBQ lunch. A bar will be available to purchase drinks between 12.00 and 3.00pm. The Regatta Club is relatively open and better than a closed restaurant (as in covid transmission). A fire will keep us all warm.

So, dust off your Mk1's, Mk2's, S-Types, Daimler V8's, 420's and enjoy a pleasant drive and a bit of fun. This event is not restricted to the Compact Register.

Four (4) \$100.00 fuel vouchers will be provided - these include the most fuel-efficient compact model Jaguar; most fuel-efficient non-compact Jaguar; and worst fuel economy Jaguar. (Kindly included for Mark X and V12 owners).

Hope to see you there. It will be a lot of fun.

[Please Register Here on TidyHQ !!!](#)



2023 National Rally



51st JAGUAR NATIONAL RALLY

Hahndorf South Australia

April 14—18, 2023



As the Jaguar Drivers Club of South Australia celebrates its 50th Anniversary in 2023 we are delighted to be hosting the

51st JAGUAR NATIONAL RALLY

With the cancellation of the past three Jaguar National Rallies, it is time to break out and celebrate our friendships and our passion for Jaguar cars once again.

Registrations will be open by the end of October 2022

For an early peek at the proposed program and accommodation options in Hahndorf, visit the JDCSA web page

<https://www.jdcsa.com.au/jaguar-national-rally-2023>

Rally Director: Philip Prior

Mob: 0402670654 or Email: philipprior@bigpond.com



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



Karlie Ridley
(02) 83580999
Rental
Management

Club Notices

GENERAL MEETING ROSTER 2021/22

August	XJ, Mk 10, 420G
September	Multivalve Register
October	XK, 7, 8, 9 Register
November	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 - JULY 2022

Minutes of the JDCSA General Meeting held at the Adelaide Bowling Club on Tuesday 5th of July 2022.

Meeting commenced at 7.30pm.

Welcome: President Fred Butcher welcomed members to the new venue, the Adelaide Bowling Club.

Apologies: Jo Orford, Rob & Vicki Loffler, Roland Donders, D Cook, Ron & Claire Palmer, Peter & Tricia Clarke, Tony Bishop.

Minutes of the last Meeting: Accepted by Alan Bartram and seconded by Heather Buck.

Welfare: Tony Bishop is still unwell and therefore cannot attend tonight to receive the ACJC Editors Trophy.

Business Arising:

- ◇ As of the 25th of July, the State Government is now allowing cars 25 years of age to qualify for Historic Registration.
- ◇ Numbers are still low for the upcoming Annual Presentation Lunch; the Executive will send out another invitation to all members.
- ◇ 50th Anniversary Book: Tim White is still looking for articles for the book, especially from older members. A working group is to be set up to assist Tim. Fred is currently sourcing professional help with the development of the book.

President (Fred Butcher):

Fred informed those present that a scammer is active in sending bogus emails to members (especially in relation to the purchase of gift cards). All members must be aware that the Executive does not do this so please be wary of any suspicious emails.

Vice President (Michael Pringle):

Michael was pleased to see that many Daimler owners are joining the club and noted that the recent E,F & GT Register meeting to Finch Restorations was a great night.

Michael is still following up the promised \$2,000,00 for car clubs with his local member.

Secretary's Report (Steve Weeks):

Steve covered the emails to the club, mainly interstate magazines and 2 letters from the Salvation Army.

Treasurer's Report (Heather Buck):

The end of the financial year is creating a lot of work. Heather is off to the UK & will miss several meetings including the AGM. However, Heather has offered her nomination to stand again for the position. (Much to the relief of all present)

Membership Secretary (Daphne):

We had 4 new memberships, including a member with a Mark7. Daphne is currently

preparing the 10, 20, 30 and 40th membership certificates.

Editor (Graham Franklin):

Graham spoke on Jaguar's plans for future models.

Graham also thanked those who had sent articles on Mark 2's. The car featured next month will be the S Type (1960's).

Events Coordinator (Graham):

Upcoming events include the following.

- a. 1st Sept – Drive Your Classic Car Day.
- b. 2nd to 5th Sept XX Nationals in Cowra.
- c. Sept 16-19: XK Halls Gap Border Run.

A.C.J.C. (Phil Prior)

Phil addressed the meeting and gave a detailed talk on the history of the ACJC and its changing role in relation to state clubs. There is a proposal before the clubs to change the structure of ACJC in line with changes that have evolved over several years.

- Only WA, NSW, VIC and TAS are committed to running future JNR.
- ACJC has agreed that JNRs need to be self-funding
- NSW and VIC will continue to run concours events and the JNR Manual and the JNR Trophies will be passed to those two clubs as custodians.
- The JLRA sponsorship of past years is no longer available for ACJC/JNR Given the evolving nature of ACJC, the proposal is to wind up the ACJC as an incorporated body, close the ACJC Bank account and the money held to be contributed to the state clubs for the purpose of conducting future National Jaguar Rallies.

The ACJC will continue to hold zoom meetings under a different format with an ongoing emphasis on inter club communication, support and a continued role in coordinating Jaguar National Rallies. All Clubs represented on ACJC have formally considered the proposed changes and a final decision will be made at the August meeting.

Jaguar National Rally – April 14-18, 2023

Phil reminded members that the full details of what is planned for this event can be accessed from the club web page.

Logbook Secretary (Dave Burton):

Dave stressed that if your car is not registered, then the logbook cannot be processed. Bob Charman has volunteered to take over the logbook job from Dave at the AGM with Daff and Heather assisting him.

1997 is now the new date to qualify for Historic Registration.

Regalia (Graeme and Betty Moore):

New items are arriving and will be on display at the next GM.

M.S.C.A (Barry Kitts): The sporting Car club has a 2-day sporting event at Mallala this weekend.

Library (Tom Brindle): Tom asked that any members with outstanding loan items to please return them.

Jaguar Ladies Social Group: Heather spoke on behalf of Tricia Clarke and informed that the next lunch is published in Tidy HQ.

Multivalve Register: (Peter Buck)

The run last week went well, the next register meeting is on the 28th of July.

Compact Register: Graham detailed how the coming Economy Run will be organised, it will be a great day for an event that we have not had for many years and a chance to see how far your car can go on fuel.

XJ Register: (Bob Charman)

Bob spoke on the November joint border run between the XJ and Multi Valve Registers; it will include Port Fairy and Halls Gap.

Bob also said that Don Tyrell has put together a film on the Mark10/420G, it's even in Panavision!

E-Type, F & GT Register: (Suzanne Jarvis)

Suzanne said that there is a Cars N Coffee coming up on the 17th of July, those attending will then go to Sail Master for brunch.

The next register meeting will be on the 18th of August at Marque Restorations.

SS/Pushrod Register:

No Report.

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

The next register meeting is on the 13th of July at Richmond's Classic Cars A table has been booked for dinner at the Rex Hotel prior to the meeting.

Details on the upcoming border run to Halls Gap are in Classic Marque.

General / New business:

Daphne questioned the restricted parking at the Adelaide Bowling Club. Luckily the Bowling Club President was present and informed that we can park in these areas at night.

He also waived the fee for the room due to the air conditioning (heating) being inoperative.

Meeting Closed at 8.20pm

Next General Meeting - 2nd August

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 Adelaide Bowling Club

Dequetteville Ter, Adelaide South Australia 5000.

Members can choose to have a meal from 6.00pm prior to the meeting. Reservation required 1 week 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

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Email: treasurer@jdcса.com.au

Secretary: Steve Weeks

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Email: valsteve47@outlook.com

Membership Secretary: Daphne Charman

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Public Officer: Steve Weeks

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

Log Books: David Burton

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

Club Services / Club Representatives

Club Patron: Mr Peter Holland

Phone: (08) 8271 0048

Jaguar Ladies Social Group:

Tricia Clarke. Email: triciac Clarke_1@hotmail.com

Regalia: Graeme & Betty Moore.

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

Librarian Tom Brindle

Phone (08) 8387 0051

Federation of Historic Motoring Clubs (FHMC)

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

Marque Sports Car Association (MSCA)

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

All British Day

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

Australian Council of Jaguar Clubs (ACJC)

Club Representative: Phil Prior

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

Technical Officer: Geoff Mockford

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

Inspectors - Club Registration

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

Register Secretaries

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

Brenton Hobb. Email: bmhobbs@bigpond.com

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*

Graham Franklin: 049 007 4671

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, F & GT - *Meet 3rd Thursday of every second month.*

Suzanne Jarvis. 0478 717 775

Email: jdcса@mail.tidyhq.com

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

Peter Buck Mobile: 0421 061 883

Email: Peter.buck51@bigpond.com



JAGUAR 'S'