

# CLASSIC MARQUE

JULY 2021



**FEATURE - JAGUAR XJ8 (X350/X358)**

THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA



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## President's Report – JULY 2021

Winter has not dampened our spirits or the use of our Jaguars as I have noted the very good attendances at all meetings and Register Runs. Congratulations and well done.

I wanted to say a big thank you to the Governance Committee comprising, Fred Butcher, Tim White, Peter Holland and Julian Lugg for their huge and time sapping work on a re-write of the club's constitution. This was a very necessary task as our constitution was well out of date both in terms of the Act and our practice as a club.

Members will have received a copy of the proposed new constitution for consideration and comment. Thank you to those who have offered suggestions and/or suggested changes. If you have any further questions, please make sure you ask them now. So, any further changes can be considered.

As advertised in this edition of Classic Marque a Special General Meeting will be held to consider the new constitution on Tuesday September 7th at 7.30pm and will be followed by our Annual General Meeting.

Members are reminded of the AGM, and the need for us to elect our Executive Committee for 2021-2022. Details are provided in Classic Marque. Please consider your possible involvement.

The Clubs Annual Dinner and Presentation Night is coming up soon . . . Saturday 31st July, Glenelg Golf Club. Tickets are on sale and filling up fast. Go to TidyHQ to get your ticket and register for the night. See advert elsewhere in Classic Marque.

<https://jdcsa.tidyhq.com/public/schedule/events/34875-jdcsa-annual-dinner-and-presentation-night-2021>

Plans for our Annual SA Jag Day 2021, are underway and careful consideration is being given to the COVID 19 requirements associated with an event such as this. At this point in time SA Jag Day will be held on Sunday 24th October at Civic Park. Stay tuned for any variation on this arrangement.

Please stay safe, warm and continue to enjoy your Jaguar/s and each other's company

**Philip  
President**



## Guest Speaker – August Meeting



We are pleased to announce that our guest speaker for our August General Meeting will be a Mr Bob Jones who will give a talk on Archaeology.

After completing a traineeship with a South Australian dairy company and qualifying in industrial microbiology in 1975, Bob embarked on a 40-year

corporate career, working in both local and overseas operations and general management roles.

In 2010 he decided it was time to further his long held deep interest in archaeology. He returned to Flinders University in 2010 and completed both Bachelor and Masters degrees, majoring in Australian indigenous archaeology.

Currently Bob is at the midpoint of a part time PhD, investigating aboriginal earth mound structures on the Murray River floodplain near Renmark in the Riverland.

These structures are associated with the large scale cooking of bulrush roots dating from 5000 years ago and are potentially associated with the development of a seasonal food production strategy and the broadening of diets to support local Aboriginal groups during a period of adverse climate change. ■

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### Front Cover:

Bruce & Ann Fletcher: XJ8 (X350)

### Rear Cover:

Charles Bodman-Rae: XJ8 (X350)



@sajaguarclub

# Events Calendar *(Register events are open to all members - not car specific)*

**Tuesday 6th July 2021 - 7.30pm**

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

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

**Wednesday evening, 14th of July 2021: XJ, Mk10, 420G Register Meeting- 6:00 PM - 9.00 PM**

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

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

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

**Wednesday evening, 14th of July 2021: XK 7 8 & 9 Register Meeting- 7.00pm to 9.30pm**

At the home of Robin & Diedre Ide.

For more info please contact Steve Weeks on 0414 952 416 or Goto: [XK 7 8 & 9 Register Meeting](#)

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

**Thursday evening, 15th of July 2021: E-Type, GT and F-Type Register Meeting.**

Time and details TBA.

Enquiries to Tom Herraman : etype@jdcsa.com.au

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

**Wednesday evening, 21st of July 2021: SS, MkIV & MkV Register Meeting.**

At the home of David & Angela Rogers.

Enquiries - please contact Bob Kretschmer: (08) 8357 8233, Mobile 0427 711 400 or Email: kretsch@internode.on.net

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

**Wednesday evening, 28th July: Multivalve Register Meeting. 6.30pm to 8.00pm**

Jaguar Land Rover showroom at Solitaire Jaguar, 32 Belair Road, Hawthorn.

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

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

**Saturday 31st July: JDCSA - Annual Dinner and Presentation Night - 6.30pm till 11.00pm.**

Glenelg Golf Club, James Melrose Drive, Novar Gardens.

For more information goto: [JDCSA - Annual Dinner 2021](#)

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

**Tuesday 3rd of August - 7.30pm.**

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

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

**6th - 8th August 2021: XJ Mk10 420G Riverland Weekend (Leaving at 9.30am)**

Travel to Renmark with a suitable stop for lunch. Accommodation – Renmark Country Club (do not book on line).

For more information please contact Bob Charman. Email: xj420g@jdcsa.com.au or goto: [Riverland Weekend](#)

**10th - 13th September: E Type Spring Run - 60th Diamond Anniversary Event. (Refer details page 44-45)**

Centre of operations will be at The Barn, Mount Gambier, SA. **Registrations close Thursday 15th July.**

Contact Di Adamson via email di.adamson1@gmail.com of your intent to participate. [E-Type 60th Anniversary Registration](#)

**15th - 17th of October 2021: XK, Mk 7, 8, 9 - Border Run to Halls Gap (Refer details page 47)**

Centre of operations will be at the Country Plaza Halls Gap Conference centre. **Registrations close 30th JULY**

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

**Sunday 24th of October 2021: SA JAG DAY - 11.00 am - 3.00 pm.**

**Please keep the date free !!!!**

**More details to be provided.**

**29th - 31st of October 2021: SS, Mk IV, Mk V 47th Border Run Weekend to Hamilton, Victoria. (Refer details Page 46)**

Centre of Operations will be the Comfort Inn Botanical, Hamilton. **Registrations close 30th JULY**

For more information contact: Bob Kretschmer: (08) 8357 8233, Mobile 0427 711 400 or Email: kretsch@internode.on.net



## Editorial by Graham Franklin.

For members considering going to one of the upcoming "Border Runs", time is running out.

The **E-Type run to Mount Gambier** (10-13 Sept.) has moved its closing date forward to **Thursday 15th of July**.

The **XK, Mk 7, 8, Run to Halls Gap** (15-17 Oct.) and the **"Pushrod Run" to Hamilton Victoria** (29-31 Oct.) close on **Friday 30th of July**.

With COVID 19 back in the news, travelling within our own State or within 100km of the Border makes a lot of sense at the moment.

The Victorian Clubs are organising these events and we all know how much work is involved. We should therefore do what we can to get behind our Registers and the Victorian members and try to attend at least one of these Border Runs.

On a sad note, our club has lost another long-term member with the death of Rosemary Hill-Ling, following the passing of Ron Ozlanski and Doug Harrison. Our thoughts are with the families.

Included in this month's Classic Marque is a feature on the XJ (X350). The X350 was noted for its advanced electrical systems, self-levelling adaptive air suspension and full aluminium unibody

chassis and bodywork, among the first for a mass-produced automobile. A big thank you to all the X350 owners that sent in their stories and photographs.

Inside you will find the latest news from Jaguar as well as all the Register events and happenings.

Last but not least, there is a great story from Onslow and Wendy Billingham regarding the restoration of their XK150. The car was originally owned by gun-toting Bill Hamly-Clark (for those old enough to remember) who registered the car 22-303 after the names of the 22 and 303 rifle.

Cheers

## Vale - Rosemary Hill-Ling OAM

For members not already aware, Rosemary Hill-Ling passed away peacefully at home on the 26th of June, aged 82.

Rosemary was dearly loved and loving wife of the late Bob Hill-Ling.

Bob passed away in 2016 and both Bob and Rosemary were active members of the club, and in particular the SS, Mk IV, Mk V Register.

Over the years they owned a number of Jaguars including a Daimler MkII, a MkV Jaguar and an XF Jaguar.

After Bob's death Rosemary remained a member of the club and was awarded a 20-year certificate and badge in 2017.

Rosemary's daughters, Jennifer and Bronwyn are both members of the JDCSA.

Rosemary was a loving and cherished grandmother and great-grandmother and our club wishes to pass on our deepest sympathies to her family and express that our thoughts are with you at this time.

Rosemary will be sadly missed by our club members.

Rosemary Hill-Ling  
(JDCSA Member 2178)

## Ron Ozlanski

Ron passed away at home in May. During his early days, Ron was a highly active Register Secretary and Club member. Ron was a former Architect and member of the JDCSA for 46 years.

Ron owned a lovely black Mark VII and later went on to purchase a Gold XK120 which he and John Stewart restored to

a point where it achieved a Concours D'Elegance Award. The XK120 became the love of his life.

Ron's funeral was held at Blackwell's on Greenhill Road, Glenside on Friday 11th June. A moving and emotional eulogy was given by his daughter Melissa and his granddaughter Hannah.

In memory of Ron a Mk 7 (*Ian Trethewey*) and a XK120 (*Julian Lugg*) were parked at the front of Blackwell's and a Club Banner was provided for Ron's coffin.

A number of Club Members and former work colleagues were in attendance. Ron will be sadly missed.

Ron Ozlanski  
(JDCSA Member 133)



# NOTICE OF AGM 2021

Jaguar Drivers Club of South Australia Inc.

## NOTICE of SPECIAL GENERAL MEETING and ANNUAL GENERAL MEETING

Members are given notice that a **Special General Meeting**, of the club will be held at 7.30pm. on Tuesday, September 7, 2021 at the Police Club Building, Carrington Street, ADELAIDE SA . This meeting is convened to consider the proposed changes to the club's constitution as recommended by the Executive Committee.

The **Annual General Meeting** of the JDCSA will follow this Special Meeting, commencing 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 monthly 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 7th September 2021**

### NOMINATION FORM

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

**Position:**

---

**Name of Nominee:**

---

**Signature of Nominee**

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**Name of Nominator**

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**Signature of Nominator**

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**Name of Secunder**

---

**Signature of Secunder**

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

## New Member - Heath Gustafsson (XJ6 Series 1)

I purchased the 1973 XJ6 which had been sitting under a gum tree for a couple of years. It was destined for the metal recyclers if I didn't go back within the next hour or so. I made it there.

The engine was stuck. It took 4 days and a load of transmission oil down the pots and 3 broken spark plugs at the threads but we finally moved it with a 3-foot jemmy bar. It ran amazingly.

Then came the stripping of the carbs and going through the whole car. It came with all nolathane new bushes which I was happy about. Also, as an added bonus it came with electric windows which I understand is quite rare on the Series 1.

A few hundred hours of TLC and we drive her daily and continue to learn how to repair and treat the ageing lounge chair on wheels.

I fell into owning the car by having a XJS speedway V12.

If you would like more info on the V12, I can supply you with that as well. Thank you

**Heath Gustafsson**

*Editor- Welcome to the club Chris. "Barn Finds" are becoming a rarer event these days. Well done. It will be nice to catch up and see the finished car.*



## New Members

### NOTICE BOARD

The following applications for membership have been lodged with the Membership Secretary and are listed in accordance with clause 6 (B-C) of the Constitution.

If there are no objections, membership will be ratified one month from this July 2021 magazine:

- Julie & John Jagt: 1974 Jaguar XJ6 Sedan; 1962 Jaguar Mk II; 1976 Jaguar XJS V12 Coupe; 1972 Jaguar XJ6 Sedan.
- Julian James-Lewthwaite: 1982 Landrover S3 3500cc Utility
- Richard & Frances Cotton: 2012 Jaguar XJ6 Sedan

- Grant Murdock: 1994 Jaguar XJ40 Sedan
- Alan Elliott: 1981 Rolls Royce Silver Spur 6750cc Sedan.

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

- Scott Shearman: Motor Vehicle yet to be advised
- Susan & Malcolm Barrett: 1985 Jaguar XJ6 4.2L Sedan
- Cindy & Noel Schmidt: 1973 Jaguar E-Type S3 5.3L Roadster
- Heath Gustafsson: 1973 Jaguar XJ6 4.2L Sedan

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

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

**Daphne Charman**  
Membership Secretary





The all-new **XJ**. It's an entirely different animal.

It's the first time a luxury saloon has ever been built with a monocoque structure made entirely from aluminium and rivet-bonding technology found in the latest aerospace construction technologies.

This makes for an XJ that is lightweight yet enormously strong.  
Fuel efficient yet dynamic. The all-new XJ.  
It's an entirely different animal.





## Feature - X350 and X358 (2003–2009)

**The all-aluminium X350 was a radical departure for Jaguar, even if it didn't look it.**

In 2003, Jaguar introduced the re-engineered and newly designed third generation of the XJ, continuing with the XJ8 model designation.

Designated internally as the X350, it had an all-aluminium body and chassis, a new V8 engine, as well as greater interior and luggage spaces. It was the first Jaguar XJ to be completely designed under Ford ownership.

The X350 was noted for its advanced electrical systems, self-levelling adaptive air suspension and full aluminium unibody chassis and bodywork, among the first for a mass-produced automobile.

### Design

Overtime each generation of XJ became progressively larger:

- ◇ Wheelbase: XJ Series1/2/3  
2,762mm and 2,864mm (LWB)
- ◇ Wheelbase: XJ40/X300/X308  
2,870mm and 2,997mm (LWB)
- ◇ Wheelbase: X350/X358  
3,033 mm and 3,160 mm (LWB)

In the end the X350 was longer than a Mark X/420G (3,048mm) and was wider, longer and higher than its predecessor with increased head, leg, and shoulder room. In order to prevent the weight of the X350 mushrooming, the decision was taken to create the body in aluminium using radical lightweight technology under its retro looks.

At the time, this was a revolutionary step, with only Audi having successfully produced a large monocoque saloon car in aluminium. Ford provided the required resources and developed a construction process which is still used by Jaguar today.

Unlike the extruded aluminium spaceframes used by Audi, Jaguar's aluminium bodies employed bonded and riveted construction, with the high-tech aerospace-grade epoxy adhesives that were fully cured by the heat of the paint oven. It was clever stuff with testing showing that the aluminium itself would fail before the adhesive let go.

Despite this, there were still constraints imposed by aluminium's relative lack of strength compared to a conventional

steel body, and this heavily influenced the style of the new car. With the need to retain torsional stiffness the pillars became wider and the waist line raised. The rising feature line in the lower half of the rear doors was incorporated to help visually slim the sides of the car.

To reduce front-end collision repair costs associated with aluminium construction, the body was designed to withstand an impact of 10mph without structural damage and used a bolt-on front-end module. A hydroformed aluminium extrusion with an energy absorbing foam cover formed a bumper beam cross-member, to provide strength and crushability in the event of a minor collision. Sacrificial extruded aluminium "crash cans" were designed to protect the body structure and front-end componentry.

Following extensive customer research, the X350 employed a familiar Jaguar face, with the sculpted four-lamp front end and slated grille, familiar from the earliest XJ. In the end the appearance of the car really didn't matter a great deal, since road testers and customers alike were impressed by Jaguar's newfound standards of quality, refinement and pace.



*Don & Kathy Tyrrell, 2008 XJ6 X358. The aluminium bodyshell was 40 per cent lighter and 60 percent stiffer than its predecessor despite its increased overall size. A review by Paul Skilleter noted that despite their size, the 'new' XJ's were phenomenally nimble.*

## Feature - X350 and X358 (2003–2009)



*When the XJ X350 saloon made its debut at the 2002 Paris Motor Show, Jaguar was keen to show off its high-tech manufacturing process. To do so, the car made its debut completely 'naked'. This car is an early pre-production X350 (V8 engine), which was specially finished in polished aluminium to show off the new body material. Together with a similarly-finished left-hand drive car, it was used for the launch presentation and motor show displays, before it was presented to the JDHT for preservation.*

### Engineering

The X350 employed a multi-link layout with four-wheel self-levelling adaptive air suspension instead of the previous generation's double wishbone IRS.

Suspension was controlled electronically, requiring no intervention from the driver, to adjust damper settings (in milliseconds) and adjust ride and handling under varying conditions. Its electronic control system was marketed as CATS. (Computer Active Technology Suspension).

The air suspension was designed to activate every 24 hours to level the vehicle when parked and not in use.

### Engines

After dropping the six-cylinder engine for the X308, the X350 re-introduced a range of petrol and diesel V6 engines.

The regular XJ8 model now ran the 32-valve 4.2-litre evolution of the AJ-V8 engine, rated at 298 bhp, with the supercharged version in the XJR knocking out a handy 400 bhp.

A new 3.5 litre V8 derived from the 4.2 litre engine was also available for some markets. A 3.0 Litre V6 from the S-Type was used for the X350 and was designated as an XJ6.

In 2005, Jaguar introduced a diesel-powered XJ TDVi, featuring the same Ford-Peugeot-developed 2.7-litre twin-turbocharged V6 found in the S-Type. The engine, known as the AJD-V6 was rated at 201 bhp and was fitted with electronically controlled active engine mounts to minimise vibration at idle.

### Transmission

A new six-speed 6HP26 ZF automatic gearbox was fitted to all models. It was lighter than its predecessor and offered better economy with lock-up on all gears and a larger spread of ratios.

Although it was claimed that the automatic transmission was sealed for life, independent specialists recommend changing the transmission fluid every 80,000km (50,000 miles) claiming that it can also help cure the slightly jerky take-off from low speeds.

### Safety

Safety systems included four-channel anti-lock brakes with 'Emergency Brake Assist'; 'Traction Control'; 'Dynamic Stability Control'; and front, side thorax as well as full-length side curtain airbags.

Electronic coordination of seatbelts and airbags, marketed as 'Advanced Restraint Technology System' (ARTS), was designed to sense crash severity, driver position and seatbelt status using ultrasonic and seat weight sensors to optimise airbag deployment force.

### Factory Recalls

Overtime a number of Australian recalls have been issued for the X350. These recalls include problems associated with the auto transmission, sunroof glass, diesel engine particulate filter, speed restriction label on the space saver spare wheel and potential corrosion to brake pipes.

Jaguar have also issued a number of Technical Bulletins relating to various problems with the automatic transmission including replacement of the Torque Converter in some situations.



## Feature - X350 and X358 (2003–2009)

Other Technical Bulletins address problems with flat battery's, constant battery drain, minor electrical problems and brake vibration.

For more information goto: [Recalls & Faults Jaguar X350 \(2003-09\)](#)

### XJR X350

The 2003 Jaguar XJR was almost anonymous to look at. Other than the 'XJR' badge on the boot, different alloy wheels and mesh front grille, this 400hp supercharged saloon could slip past unnoticed. However, it was capable of slipping past other traffic with no trouble at all, although it was electronically restricted to 155mph.

All of that subtlety was carried over into the cabin, which was opulently equipped but not garish. In mid-2007, the XJR got deeper front and back bumpers and side skirts.

### Long Wheelbase

The long wheelbase model, introduced in 2005, was the longest vehicle Jaguar had manufactured at the time with the rear doors 5 inches longer.

The bodyshell's weight increased by 24 kg and the roof height increased by 7 mm over the standard wheelbase XJ. Turning radius was increased by 330mm over the standard wheelbase model.

The rear seating of long wheelbase models could be equipped with either fixed or power-adjustable bench or individually powered and heated seats.

The United States was the largest market for the XJ long wheelbase, accounting for more than 80 per cent of LWB's sold.

### Super V8 Portfolio

In early 2005, Jaguar announced the Super V8 Portfolio for the 2006 model year, a limited-edition trim level of the flagship Super V8 saloon.

It debuted at the New York International Auto Show in March 2005. The Portfolio trim level included a DVD player and 7-inch screens in the rear headrests.

The Super V8 Portfolio was powered by Jaguar's supercharged 4.2 litre, 32-valve, AJ-V8 engine with a top speed of 249 km/h (155 mph).

### Daimler Super Eight/Super V8

The Super V8, also known as the Daimler Super Eight, was the most expensive model, with the XJR being the second most expensive model in the range.

The Super V8, which debuted in the 2003 model year in the new X350 body style, was initially of a short-wheelbase configuration. This became an option in 2004 when a long-wheelbase

configuration was introduced, along with the supercharged variation of the XJ8 with the more luxurious Vanden Plas, or Daimler interior. A distinctive wire mesh grille and chrome-finished side mirrors set the Super V8 and the XJR apart from the less expensive XJ saloons.

In 2005, the Super V8 model was replaced by the Daimler Super Eight in all markets other than North America.

The Daimler Super Eight was essentially the same car, but with the addition of a different grille, boxwood inlays finished in wood veneer and several other interior luxuries as standard.

### X358 (2007 Facelift)

The facelifted X350 debuted in February 2007 for model year 2008 with a revised front grille and front bumper assembly featuring a prominent lower grille and rear aero spoiler. A Jaguar emblem within the grille replaced the previous bonnet-mounted hood ornament.

Front lights were revised and door mirrors incorporated side repeaters. Front fenders/wings had prominent faux side vents, and the side sills, rear bumper and tail lights were revised.

The interior featured increased rear leg and foot room thanks to extensively redesigned front seats.



*First production X350. This Midnight Black XJR came off the assembly line in December 2002 and was delivered to the collection of the Jaguar Daimler Heritage Trust for preservation. The X350's were built in Jaguar's traditional home factory at Browns Lane in Coventry, with bodyshells supplied from Castle Bromwich and engines from Bridgend in Wales. The X350 went on sale in April 2003.*



## Feature - X350 and X358 (2003–2009)

### Fuel Economy

The Jaguar X358 TDVi was featured in an episode of BBC 2's Top Gear, where it drove from Basel to Blackpool Tower on one tank of fuel. Jeremy Clarkson, who was driving the car at the time, described the car as "astonishing".

### Review

Jaguar historian and author/editor Paul Skilleter test drove an X350 prior to its release in 2003 and supplied 'Jag-lovers' with a review of his experiences with the new XJ saloons!

*Any thoughts that the car's road behaviour would echo its heavier looks were soon laid to rest. Just as we've been led to believe, this new XJ is phenomenally nimble, more so than an S-TYPE - and it makes the old 308 seem like a lumbering dinosaur. Much of the improvement comes from the 60 per cent stiffer shell. The whole car moves as one now, so there is none of that wriggle and twist feeling that occurs when you push the old-style XJ8 hard over indifferent surfaces.*

*The ride qualities are better although the air suspension somehow gives a different feedback. It is not exactly harsher, but there's a different quality about it.*

*As for handling, with a modern car of this nature the terms oversteer and understeer*

*hardly apply, because unless you're going at a ridiculous rate for public roads, hardly any slip angles are generated. The new XJ simply feels extremely well-balanced, with the XJR of course having the greater grip courtesy of its wider rubber.*

*Surprise of the bunch for me was the 3.0 litre, as it gave a more than adequate performance, thus breaking the dreary mould set by previous small-engined XJs - be they 2.8, 2.9 or 3.2 (straight six and V8). It has the all-important 'performance feel' lacking in these earlier cars, though its progress is hastened by use of the J-gate. The 4.2 really flies and the XJR and Super V8 offer extraordinary levels of acceleration. I wouldn't want one of those - I'd lose my licence within four days.*

*It goes without saying that refinement is superb throughout the range. There is genuinely much more room in the rear, while the range of adjustment available for the driver is vast - quite apart from the seats and steering, the pedals can be adjusted for reach too, a first for Jaguar. The trunk is huge - though still short of the room available in a Mk X (I measured them both!).*

*If this review for 'Jag-lovers' appears over-enthusiastic, I don't apologise for it. This car is so much better than the old XJ series, and if you don't want to take my word for it, some of the independent press*

*is rating the new XJ above the Mercedes Benz S-Class in all round competence.*

*As far as I'm concerned, the new car has emulated what the original XJ6 of 1968 achieved. It sets genuine world standards in several key areas. Only now, it won't fall to bits while doing so.*

### Successor

The X350/X358 was replaced by the radically different-looking X351 in 2009 that boasted a cutting-edge style similar to the XF but underneath it was the same platform as the X350, showing just how modern the car was despite its retro styling.

### Value

Massive depreciation makes Jaguar cars spectacular value right now. The X350 and the X358 facelift are something of a bargain as a modern classic and carry on the XJ's tradition by offering not only astonishing value but also a driving experience that few others can match, let alone surpass. ■

*For more information and reviews regarding the X350, consider the following videos.*

[XJ X350 Promotional Video](#)

[Top Gear - Jaguar X350 XJR 2003](#)



*The final car to leave the Browns Lane assembly line on the 1st of July 2005 was also the X350's most luxurious and expensive model, the Super V8 Portfolio. Only 300 Portfolio cars were built and were the epitome of both performance and luxury, powered by a 400bhp 4.2-litre V8 and equipped with every conceivable extra. This car was presented to the Jaguar Daimler Heritage Trust for preservation.*



# Feature - X350 and X358 (2003–2009)



### DYNAMIC STABILITY CONTROL (DSC)

DSC works with the four-channel anti-lock brake system to help prevent understeer or oversteer by individually monitoring and if necessary, braking each wheel – eliminating uncertainty, without compromising driving pleasure.

### ALUMINIUM INTENSIVE SUSPENSION

To help keep unsprung weight to a minimum, the XJ's fully independent double wishbone front suspension features strong yet lightweight forged aluminium components.

### ADAPTIVE RESTRAINT TECHNOLOGY SYSTEM (A.R.T.S.)

Four ultrasonic sensors plus a weight sensor in the seat, determine the exact position of the front seat passenger. A.R.T.S. uses this information to determine the precise airbag energy levels required for optimum occupant protection.

### ENERGY-ABSORBENT BACK RESTRAINT

In a rear impact, one of the biggest sources of injury is whiplash to the neck. The XJ's active, energy-absorbent front seat back restraints reduce the risk of neck and spinal injury by forcing the seat rearwards, reducing the relative motion of the occupant's body and head.

### DRIVE-AWAY LOCKING

For your peace and security, all doors lock automatically when the vehicle travels at speeds above 5mph (18 km/h).



### REAR SEAT PASSENGER SAFETY

Rear passengers are protected by electronically activated seatbelt pre-tensioners that react in milliseconds, helping to hold the occupant safely and firmly in position. In a side impact, advanced side curtain airbags above the rear door openings deploy downwards to provide head protection.

### SIDE IMPACT PROTECTION

Side curtain airbags located above the front and rear door openings inflate and deploy downwards in a side impact collision, providing vital head protection to the front and rear occupants. At the same time, a thorax airbag inflates from the outer edge of the XJ's front seats, protecting the side of the occupant's rib cage.

### EMERGENCY BRAKE ASSIST

If a driver is not applying maximum brake pressure in an emergency situation, Emergency Brake Assist provides additional force to achieve the shortest possible stopping distance.

### SIX-SPEED ELECTRONIC AUTOMATIC TRANSMISSION

The electronically controlled transmission is more compact, 12% lighter and has 30% fewer components than the five-speed unit it replaced. The electro-hydraulic control module contributes to smoother shifts and a satisfying, ergonomic feel to the unique J-gate.



### CONTROLLED POWER

The 4.2 litre V8 supercharged delivers more than 80% of its maximum torque from 2,000 rpm, for smooth and instant acceleration from any speed.



### OIL-COOLED PISTONS

Forged, oil cooled pistons, high density intercoolers and a supercharger that spins 5% faster than before are some of the special features that enable the supercharged 4.2 litre V8 to produce 400 bhp, 33% more peak power than the normally aspirated version.

### REFINED V6

The 60 degree 3.0 litre V6 has a lightweight but exceptionally stiff structure - a major contribution to the engine's impressive refinement. 240 bhp is developed with the aid of four valves per cylinder, a four-mode tuned intake manifold and 32-bit electronic engine management system.



## *Members Cars: Charles Bodman-Rae (XJ8 X350)*



*Charles changed the original grille with mesh grilles acquired from Lockwood of Leeds*



*The height evolution of the XJ Jaguar. XJ Series 3 (height 54 in); XJ X300 (height 52.5 in) and Charles X350 (57in).*



## Members Cars: Geoff Clayton (XJ8 X350)

Geoff Clayton, 2006 Topaz Gold XJ8. The car was sold by Solitaire Motors to Past President Dr Peter Clarke in February 2006. Peter sold the car to Geoff & Valerie in August 2012. The car has travelled 71 000 km. . (Peter is a former Classic Marque Editor and Life Member). *'Editors Note'* - Geoff will be placing this car on the market in the near future and would like it to stay within the club. Contact Geoff on 0410 904 300





# A Jaguar Owners Story – Don Tyrrell

## Fatal Attraction

My First Jaguar was a 1962 MkII 3.8 litre in Old English White with Red Leather Interior.

As a 19-year-old it was a bit different to what most of my friends were driving. It was a lot of fun and more important for a young guy, it was a fantastic chick magnet. I sold this car to fund a yearlong overseas trip, looking back .... Oh well the things we do.

## Time for a New Jaguar

I purchased my first new Jaguar in Sydney, a beautiful mustard colour XJ6 series 3. I had a great run with the XJ over years, but like most XJ6 series 3, it suffered from the usual electrical issues and the timing chain letting go on a trip back to Adelaide.

It was however a great car on so many levels. I moved back to Adelaide and curtailed my Jaguar affair to concentrate on my children growing up and work, etc.

## Jaguar Love Rekindled

In 2001, I purchased a 1963 MK10 from Rob Smith, a life member of JDCSA. This was a daily driver and had towed Rob's boat all over the place, and was very much a great club car. It was in very good running condition.

Later in the same year I purchased another MK 10, a 1962 as a parts car ... that being said it was a very complete car and 12 months later it came out of the shed fully restored. As part of my Jaguar reinvigoration, I joined the JDCSA and



last year became a twenty-year member. I have had so many great times and met so many fantastic people as a club member.

I kept both MK10's for twenty years and only last year sold one. The car now resides in Geelong.

## 12 Year Affair

In 2005 Kathy and I purchased a XJ6 X300 from a past club member and we kept this car until 2017. Having owned and driven many Jaguars I can say that the X300 is properly the best Jaguar to come out of the Jaguar factory. It was a 3.2 Petrol. A solid well-built car, and in all the years we never had any major issues. I replaced a differential bearing and seal, and the cooling system inlet

valve body. And that was it. I think it is possibly the most maintenance free and reliable Jaguar ever built.

If I look back to the MkII, Mk X, the Series 3 XJ and the X300, there are so many similarities in the body styling and interior finish. I think they embody what Sir William Lyons and Jaguar Cars were all about. In 2008/2009, with the release of the XF, all this changed and a new era of Jaguar cars began.

## Diesel-powered XJ TDVi

We purchased our current Jaguar XJ6 X358 in Victoria. I had been looking for over a year for a Diesel Model of the X358 with the right colour and interior trim to come up for sale. My choice





## A Jaguar Owners Story – Don Tyrrell

for a diesel was based on the engine performance specs plus the outstanding fuel economy for a car of the type and size. The other main reason was that this model was what I considered it to be the last true model of Jaguar XJ range.

It has been given many cosmetic updates from the 2006 model as detailed in the press release for its 2008 release.

### Background

This XJ X358 was a one owner car with only 115,000 kilometres on the clock and was in immaculate condition with a service history and all relevant documentation. Even though the car was low mileage I slowly started sorting out a few things that were inherent issues with the diesel engines day to day running conditions that needed fine tuning.

In the past two years I have also been getting all the service work done on the car to bring it up to a standard that the car deserves. The air suspension was the first thing with two new air struts fitted and a new compressor. The air suspension at low speeds was a bit harsh in pot holes and with a small tweak in the ride height, it has greatly improved the ride at lower speeds.

All the wishbone arms and ball joints plus suspension arms front and rear have been replaced with the end result in the car now handling as it should at all speeds.

I had no real service history as to timing belts and service work on the EGR (Exhaust Gas Recirculation) valves and



the DPF (Diesel Particulate Filter). As the kilometres got up to around 150,000 km I had the engine removed and new timing belts as well as the fuel pump belt replaced. A new upgraded oil pump, new water pump and alternator serpentine belts. Also, replacements were done on the cooling system in and outlet valve bodies and hoses etc.

As part of the process, I had new Engine Management software loaded and a power tune done. The end result added an extra 25 bhp and the fuel economy delivered a fantastic 5.8 litres per 100

kilometres at just over 110 kph on the open road.

### Final Outcome

The car is now every bit the car it was made to be with a great ride, superb performance and outstanding economy. As with all great Jaguar cars we are just the current custodians and the ongoing maintenance will no doubt continue.

The end result has delivered to me the best Jaguar I have owned TO DATE.....

**Don Tyrrell**  
JDCA Member



*The facelift X358 had new contemporary exterior styling for more assertive and sporting appearance – including revised front-end design, new side power vents, rear aero spoiler, full width chrome 'signature blade' and new rear bumper..*



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# Jaguar Boss Signs Off Plan for Radical New EV Line-Up

New boss Thierry Bolloré sits down with Autocar to talk about an upmarket push for the British brand.

The future range of all-electric Jaguars has now been decided, and work is ongoing to source or create the architecture that will underpin the reinvented British brand's models from 2025.

## Upmarket, Distinct, Luxury Jaguars

Speaking to Autocar in his first one-on-one interview since joining JLR last September, boss Thierry Bolloré said that there will be a "family" of more upmarket, luxury Jaguars, positioned where nobody else sits in the market, as part of his Reimagine plan for JLR.

Bolloré pointed to the Range Rover line's positioning (as a maker of uniquely sized and styled cars priced far above what might be considered its conventional rivals) as the kind of area that Jaguar will sit in, and that the brand won't seek to create targeted rivals to the likes of Porsche, Bentley or even Aston Martin.

"Look at Range Rover," said Bolloré. "It's satisfactory on price and profit levels, and we haven't yet reached the ceiling. The price is extraordinary, and we have the volumes." Range Rover is "unique in its positioning" said Bolloré, adding that the SUV sub-brand is still selling in large volumes.

He explained that the plan for Jaguar is to create "distinct cars with no overlap". They will be "really modern luxury cars that are the copy of nothing in style or design, the top of technology and refinement, but not looking backwards".

"In desire, it's similar to Range Rover. We enjoy this type of positioning for Range Rover," he continued, adding that, although he is "not looking for volume" for the revived Jaguar brand, he believes there is space for higher sales figures.



*The XJ electric limousine was finished but won't ever go on sale. According to Thierry, "The only thing it had in common with Jaguar's future was that it was all-electric".*

While Range Rover provides the business model for Jaguar to pursue, its cars won't be SUVs or crossovers, instead uniquely shaped, lower-slung cars with no direct rivals.

## Design Contest

Bolloré explained that JLR chief creative officer Gerry McGovern organised a design contest within the firm's newly united design team to create inspiration for future Jaguars. The team was split into three, and in just three months, they created designs and models that would normally take 18 months.

Bolloré said this produced "incredible creativity" and that the design direction and family of models for Jaguar was now decided.

"The proportions are crucial to get what we want from Jaguar," said Bolloré. "The platform is a consequence of proportions we've decided on. They're absolutely bespoke."

## New Architecture to Support Design

To that end, Jaguar is now looking for an all-electric architecture that is "easy to change in size as necessary" and will support its model plans, but it's yet to

decide whether to create its own or source one from a third party.

## I-Pace to Survive

A "permanently and significantly updated" I-Pace SUV will be the only Jaguar to survive into the new generation of models due from 2025, but it will be considered separately to the firm's new-generation cars.

## Existing Jaguar Models

All other Jaguar models will continue to be updated but won't be replaced at the end of their lives, and the firm's Castle Bromwich factory will then be repurposed to consolidate various other JLR sites dotted around the English Midlands that already perform the same jobs, such as prototype builds.

## Why the Need for Dramatic Change?

Explaining why Jaguar is in need of such a dramatic reinvention, Bolloré said that it's "damaged". He added: "The cars have never been as good as in 2021, but the positives of the brand aren't appreciated compared with the competition.

"Today, when you listen to customers, they see [a Jaguar], like the car and test the car, and they still go and buy an Audi or a BMW. That's the problem. People buy the originals, then. We aren't the originals. We have to get the positioning of Jaguar much different, higher and more original."

On the decision to axe the electric XJ replacement just before launch, Bolloré said it was the "toughest decision in the process, absolutely" but that the only thing it had in common with Jaguar's future was that it was all-electric.

Story thanks to weekly British automobile magazine "Autocar".



*A contest within JLR's design team created designs that have decided Jaguar's future design direction and family of models. (The above independent drawing was created for illustrative purposes only and has no known connection with upcoming Jaguar models).*

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## Plaque Honouring Sir Stirling Moss Unveiled in the UK

Sir Stirling Moss began his career in England at the Shelsley Walsh Hill Climb and in recognition of this, a permanent memorial has just been unveiled there as a tribute to legendary racing driver.

The motorsport legend passed away aged 90 on Easter Sunday 2020 amidst the global pandemic. Plans to celebrate his remarkable life were put on hold but now his achievements as one of Britain's greatest racing drivers have been honoured.

Sir Stirling had a long-standing connection to Shelsley Walsh which is famous the world over for its steep hill climb and hosts many motoring events there.

The Formula One star began his long and successful career by entering speed hill climbs at Shelsley Walsh where he enjoyed class wins and fastest times at the venue while starting out in motorsport in the late 1940's.

Shelsley Walsh is the oldest motorsport venue in the world to still feature its original course. It was also one of Sir Stirling's favourites and he returned there regularly until his health deteriorated.

The Plaque was unveiled by his friend and founder of the Jaguar E-type Club, Philip Porter during the Queen's Birthday weekend of the E-type 60 event.

On show was Sir Stirling's old Jaguar XK 120 that he used to drive all over Europe

to races in the early 1950s, and also his Jaguar C-Type in which he took the first international victory for a car fitted with disc brakes. Both the C-Type and fixed-head XK120 celebrate their 70th anniversary this year. ■



*Stirling Moss in a Jaguar XK 120 at Shelsley Walsh Hill Climb in 2014*

## E-Types Assemble For 60th Anniversary Celebration in UK

During the Queen's Birthday weekend every E-Type variant produced by the factory was on display at the Shelsley Walsh Hillclimb to celebrate the 60th anniversary of the legendary car's launch.

It was one of the largest gatherings of E-Types ever assembled, with the historic Hillclimb packed with E-Type's racing up the course. 9600 HP, the oldest E-type in existence was among the cars on display

including all 13 variants of model built during the car's 15-year production run.

Also appearing were cars raced by Graham Hill and Roy Salvadori at Oulton Park in 1961, as well as the first production convertible E-Type, one of the earliest V12 models and the very last car off the production line: a Series 3 V12 convertible.

A recreation of the robbery scene from the Italian Job was staged with Mini Coopers joined by an Alfa Romeo police car and the E-type Roadster that appeared in the film.

Philip Porter, the Jaguar historian, who owns 9600 HP and co-founded the event, said: "Etype60 weekend was designed to be a fitting tribute to the sensational E-type and a fabulous celebration of the car and the period into which it was born, a period when people and cars could be free spirits." ■



*The three 1961 Geneva Jaguar E-Types, including 9600 HP, the oldest E-type in existence, were among the cars on display at the Shelsley Walsh Hillclimb for the Etype60 weekend.*



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## I-Pace Climbs a Mountain 16.2 times

Jaguar took an I-Pace up one of the highest mountains in England 16.2 times to achieve the same distance as climbing Mount Everest on a single charge. All to demonstrate the EV's regenerative braking benefits.

During the COVID pandemic, something called 'Everesting' became a thing for endurance cyclists, repeatedly climbing and descending steep inclines until they clocked up the equivalent of ascending Mount Everest to the peak (8.85km).

So, Jaguar decided to take the I-Pace off to **Great Dun Fell** – the UK's highest paved road – to see what a fully-charged I-Pace could manage. And to keep the challenge cyclist-focussed they stuck Olympic and World champion cyclist Elinor Barker behind the wheel.

Great Dun Fell is something of a challenge, climbing 547m from the start point Jaguar used, with sweeping bends and gradients up to 20 per cent and, you would think, enough to muller the I-Pace's range.

In the end, the I-Pace completed 16.2 round trips for a total distance of 8,850 metres on the climb and 8,850 metres on the descent plus eight miles getting to the start point. And it still had 31 per cent of

its charge left, enough for another 130 km.

That sounds a bit too good to be true but, and clearly the point of the challenge, the I-Pace's regenerative braking delivered around 60 per cent of additional energy on the descents, in great part mitigating the additional energy cost of the climbs.

Jack Lambert, Jaguar Racing Engineer, said "the advanced regenerative braking system developed for the I-PACE is a defining feature of the driving experience. Lessons learned through our Formula

E programme on the track ensure I-PACE customers enjoy benefits on the road in terms of optimised range. The regenerative braking also provides up to 0.4g of deceleration so Elinor would only have been using the conventional friction brakes at two or three points on each run".

'The 100 Greatest Cycling Climbs' is a list of some of the hardest climbs in the UK and No 1 on the list is **Great Dun Fell**. ■

*Information for this story from CARS-UK*



*World champion cyclist Elinor Barker takes an I-Pace 'Everesting'.*

## Should Jaguar Build Twin-Cab Utes?

Although Jaguar have built station-wagons, it is unlikely that they will ever build Twin-Cab Utes, but if they were chasing sales – that is the way to go.

I have heard 'Tradies' who drive single-cab Utes, that you can actually fit things into, say "why would you ever buy a twin-cab Ute – you can't even fit in a sheet of plywood let alone anything substantial. They are nothing more than a sedan with an open boot."

Yet these vehicles dominate our roads!

The answer is Government incentives, tax benefits and special parking privileges. Twin-cab Utes are able to take advantage of a fringe benefits tax exemption, provided they can demonstrate the Ute is used for work-related activities.

As for parking, while various countries offer free parking for EVs in city centres, in Australia, owning a Ute gives you added parking options in the city. That's because if you own a Ute, you are free to use loading zones, and there's no obvious way to tell the difference between a genuine

Ute-driving delivery driver and a regular person that happens to drive a twin-cab because they want to take advantage of the tax break.

Thanks to these incentives for Ute buyers, the market share for 4x4 variants has ballooned over the last decade.

The story from all of this is that government incentives for particular vehicles drives growth. If the government offered these types of incentives for EV owners there might be more Jaguar I-Pace's on the road.

We can only hope. ■

*Information for this story from CarSales.*



*Mock-up XF 4-door Ute. Australians are switching from 4-door sedans to 4-door twin-cab Utes to take advantage of fringe benefit tax exemptions and free use of loading zones. Meanwhile Australian States are going rogue in the grab for EV road taxes.*

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# 2022 F-Type Is Going with An All-V8 Line-up in the U.S.

Jaguar is preparing for its biggest transformation yet as the company is aiming to become an electric-only carmaker by 2025.

For now, though, Jaguar is keeping the V8 alive and in fact for the United States the F-Type will now only be available with a supercharged V8 powerplant.

For 2022, Jaguar US is dropping its turbocharged 2.0-litre four-cylinder and supercharged 3.0-litre V6 engines.

Instead of one V-8 offering, there are now two. The F-Type R continues on with a 575-hp version of the 5.0-liter supercharged V-8, but it's joined by a lower-output and lower-priced supercharged variant to form the new base model in the F-Type line-up.

This version, dubbed the P450, produces 444 hp and 428 lb-ft of torque, and is capable of dashing from 0-60 mph in 4.4 seconds regardless of drivetrain option (rear- and all-wheel-drive are available). Maximum speed is 177 mph.

Some standard P450 features include an electronic active differential, Quiet Start, configurable drive modes, an active exhaust, 20-inch wheels, and brakes that are the same size as those found on the F-Type R.

Mostly unchanged is the revised styling of the 2021 model. The headlights get a



*The 2022 U.S. model remains a luxurious place with leather aplenty and satin chrome accents. A 12.3-inch configurable gauge cluster also comes with every F-Type and continues to feature a big rev counter front and centre.*

mild tweak for P450, there's some unique badging, gloss black exterior elements, and 20-inch "Style 6003" alloy wheels done up in dark gray with "contrast diamond turned" surfaces.

The flagship AWD-only R model goes unchanged for 2022, meaning it still produces 575 hp, still sprints to 60 mph in 3.5 seconds, and is still electronically limited to 186 mph.

The R-Dynamic trim and the interior gets an upgrade with 12-way power front seats

with memory, an electrically adjustable steering column, an aluminium trimmed centre console, and R-Dynamic door trim plates.

There are 11 factory paint colours and more than 12 optional SVO finishes to make the P450 a little more special.

There are no indications if similar model changes are destined for the Australian market. ■

*Information for this story from Roadshow.*



*For the 2022 United States market the turbo-four and supercharged V6 are out as Jag focuses on V8 power exclusively for its flagship F-Type.*





*I have long believed that our Registers and our Register Secretaries are at the very heart of our club. In many ways more than anyone else the Registers and in particular the Register Secretaries set the tone, influence the culture and monitor the health and well being of our club.*

## **Lets talk first of all about the Registers.**

We have six Registers and all have been structured around particular models of the Jaguar Marque. Currently, SS, Pushrod, XK, Mk7, 8, & 9, - Compact Saloons, - E, F & GT, XJ, - Mk10 & 420G, - Multivalve. Historically these Registers have been formed as the need arose within the club over the years. In the past there was also a V12 Register (mainly catering for the XJS) that subsequently amalgamated with the E, F & GT Register out of convenience.

Some registers by nature have been more technical than social. This as a result of the model they represent more than anything else. The SS Register for example, because of the age and mechanical nature of the car has had an ongoing interest in the technical aspects of the car and its restoration. Generally speaking the Registers operate with a more social emphasis than model specific or technical inclination.

It has always been the club's policy to encourage Registers to be welcoming to all members regardless of what cars they own. It has been very pleasing and rewarding to see the huge variety of cars attending Register events and members feeling at home across a number of different Registers. This should continue to be our aim.

## **Then there is our Register Secretaries . . .**

Elected Annually by the members of the Register, our Register Secretaries perform a very central part in setting the tone, influencing the culture and monitoring the health and well being of our club and its members.

The tasks and responsibilities of Register Secretaries can be summarized as follows:

### **1. Communication and Coordination**

As members of the Executive Committee our Register Secretaries are involved in providing the management, planning and decision making leadership that keeps our club vibrant and healthy. This may be very mundane daily stuff or more robust and important leadership decisions that deals with legal and constitutional issues. By their involvement the Register Secretaries are able to represent at this management level the desires, wishes and mood of the Register members. Equally it is their responsibility to ensure that all members are kept informed about management decisions, future plans and directions, events and meetings.

### **2. Pastoral Care and Welfare**

Undoubtedly a very much appreciated responsibility of the Register Secretaries is to be in touch with and follow-up in relation to the personal needs of the members of their Register.

It begins with ensuring that all members allocated to the Register are made to feel welcome, with new members in particular invited to join in activities. Further, the need to be aware of the welfare generally of members and ensure that as a club we do what we can help to support a member in times of need, health wise or any other practical way possible.



## 3. Events and Activities

We can be very proud of the very full active program that our club runs. A quick glance at the events page of TidyHQ demonstrates this high level of activity. Our Register Secretaries play a very important role in ensuring regular meetings of the Register are held in a manner that benefits the majority of its members. It is not easy to please all the people all the time but good planning will mean that generally all members feel they are welcome and can be involved in these regular meetings. It is very easy for these meeting to become "Clicky" in nature and none of us wish for that.

Beyond regular Register Meetings there are the many extra events and outings "Runs" as we often refer to them as. Our Register Secretaries do a great job here and their efforts are very much appreciated by members. Again, I emphasise how important it is for all members of a Register to feel welcome on such occasions. Remember Club Register Runs are for all members of the club.

### In Summary

The register Secretaries job is to represent the members of the Register. It is to serve the members and always do what is in the best interests of the members and the club as a whole. Register Secretaries set the tone by their actions, influence culture by their behaviour and attitudes, reflect generally a positive model of what club membership should be.

*We owe a big thank you to our Register Secretaries. As I said . . . . "The heart of club life"*

Philip Prior  
President



## NOTICE

### Log book renewals for the Club Registration Scheme are **DUE NOW**

By now you should have received an email or letter asking you to renew your financial Membership with JDCSA.

Once you have done this, your Logbook can be updated for another year, so please mail your Logbook(s) to JDCSA, PO Box 6020, Halifax St, Adelaide, 5000, including a stamped, self addressed envelope.

Please note that you must not drive your car until your Logbook has been updated for 2021/2022, and failure to comply could result in significant fines.

**If you need any further information, call Dave Burton on 0417566225**



## *A Labour of Love - The Saga of 22-303*



### *Day 1 - the XK150 arrives for restoration*

*Editor- The following story by Onslow Billinghamurst appeared in Classic Marque in 1985. It is such a good story that we felt it deserved another run. Enjoy!*

#### **The Urge for A Restoration Project.**

My brother-in-law, Slim, in his younger days had owned TC's and 100/4's, and in later life, beneath that blasé exterior, you could tell he regretted having exchanged these for a wife and two charming daughters. Imagine his joy and excitement, when on his travels around the Glenelg area he spotted a chance to regain some of the joys of his lost youth. There, underneath an almond tree in somebody's side garden was an obviously derelict B.R.G. XK150 FHC.

It even had grass growing through its floor boards. Like a shot, he was at the front door, offering cold cash to the lady of the house to remove the rubbish from her yard! She was most apologetic, but added that the 'rubbish' belonged to her son in Darwin, and there had been countless people before making similar offers so, she must refuse. Nevertheless, Slim was not to be put off, and he continued to drop in. Eventually, he

found the owner home and in dire need of cash and so, a deal was made. I understand to the dismay of several other Jaguar enthusiasts at having been beaten to the 'gun'.

He called me around to help survey his acquisition, and develop a plan of action. Of course, I was green with envy, and

offered to go into partnership, which he naturally, but politely, refused.

#### **Gun Toting Bill Hamly-Clark**

After some research this is what Slim had bought. The car, an early 1958 3.4 litre FHC with wire wheels, but without overdrive, was purchased by prominent



*The interior was at best very sad.*



## A Labour of Love - The Saga of 22-303

South Australian gunsmith, Bill Hambly Clark, who had raced and rallied XK's since the early 1950's.

Hambly-Clark had apparently found it in Singapore in the early sixties, and shipped it to Adelaide. Interestingly enough, the S.A. registration No. 22-303 (names of rifles) was originally on a Renault which Bill rallied in a Redex Round Australia Trial. After some time, Bill handed the '150 onto his son, who in turn sold it to this fellow in Glenelg.

### Bush Mechanic Takes Ownership

This fellow obviously enjoyed driving it, and to increase his enjoyment decided to exchange the twin carburettor 3.4 litre motor for a 3.8 with triple 2-inch SU's.

It was said that he drove the car to a wrecker's one day, lifted out the 3.4 and tried to drop in the 3.8 from an early Mk 10. Trouble was, it wouldn't fit! Those 3 SU's fouled the inside of the engine compartment so, he solved that by taking three desperate, and separate measures; throw away the air cleaners; pack the engine mountings to offset the motor as far as possible to the left; and, as that didn't work, hack away the offending pieces of bodywork! He finally got it to fit.

Apparently it wasn't stopping too well and the rear brakes were causing trouble. So, off came both rear calipers which were disposed of. Who needs rear brakes anyway - it's the front ones that do all the work isn't it?



*Every picture tells a story*

At last, he had a 'goer' and a stopper.

Enjoyment was complete until disaster struck. Driving through the hills one day, it backfired through the naked SU's which promptly set the engine bay alight, destroying the wiring, plumbing and a few other things as well. The '150 was taken home, put in the side garden, and forgotten. The car had also had a few 'dings', but nothing had been done about those, as dents in the bodywork don't affect performance!

### The Task Begins.

That was 1971, and the once-proud XK150 lay there until Slim rescued it

in 1976, after which he stored it in his workshop, and eagerly awaited the day it would be back on the road.

Very steadily (Slim is a busy man), he started to work on it, and that is when the real adventure begins. The first thing to do was pump up the tyres, but one wouldn't stay up; to fix this the wheel must come off, but it was firmly rusted onto the spline. There was no question about it, the wheel had to come off, and eventually Slim managed it. Unfortunately, it wasn't much good afterwards.

Slowly, but surely, the realisation dawned that what he had was, to put it mildly, a wreck, and to get it going again would take more time than he could afford.

I, of course, made no attempt to persuade him otherwise, and when he decided he should sell it, I was the lucky person to buy the wreckage from him!

### Onslow Takes on The Job

The first thing for me was to extend the shed to make room. Then, when it arrived home, my wife and children ceremoniously said goodbye to me for the next few years, and the fun began.

The vehicle was stripped of all easily removable items, doors, seats, trim, etc., making adequate (?) notes all the time, so it could be reassembled again in the not so distant (?) future. Then, the first problem became evident, where was I going to store all this stuff?



*Almost down to the essentials.*



## A Labour of Love - The Saga of 22-303



*There is only one way from here - up!*

It's surprising how much room seats, battery boxes, doors, lids, windows, mudguards, dashboards, floors, a gear box, bumper bars, a radiator, etc., take.

Fortunately, I had access to some friends with empty sheds, and soon had pieces stored all over the southern suburbs of Adelaide. Apart from this, little trouble was experienced in stripping the car to the stage of bare body shell sitting on a chassis.

### **Body Off Restoration**

I asked a friend who is experienced in car restoration for advice as to whom I should take the car to get the dents and rust fixed. He looked at me and said, 'You haven't finished yet - take the body off. You'll always regret having gone this far and not doing the job properly'. I reluctantly had to agree, and it was a surprisingly easy job. Undo about a dozen bolts, call in quite a few friends, and lift it off. But where do I put it?

The car now took up twice as much room as before! I solved this problem by suspending the body from the rafters in the shed, which in turn, left just enough room to work on the chassis underneath. This enabled the car to be completely dismantled, and then the far more satisfying task of repair, restoration and re-assembly began.

The chassis was grit blasted, painted, and the inside of the members soaked with fish oil. Now I had a good solid foundation on which to build.

### **The Fun Begins**

The front end was completely shot. How the previous owner managed to drive the car I'll never know. The lower ball joint bearing material had worn completely through and the ball was resting on the cap itself.

However, reconditioning on this was relatively simple. New ball joints, wheel

bearings and bushes in the steering rack, etc. being quite easy to fit.

The rear end was far more interesting. The differential was quite good, but needed new wheel bearings, and the brake discs needed machining. To take the wheel bearings and brake discs off, you must remove the hubs from the half shafts, but they would not budge - no way could I get them off, so took them to a machine shop for their help. A 10-ton press made no impression, and I was worried something (like the discs) would break; so, they told me to go away and come back later. Next day I was happy to find the job done, with no real damage other than mangled threads on the end of the half shafts. They had 'to just keep on hitting the half shafts with a 71b. sledge hammer until eventually they came off the hubs', then said, 'Oh, by the way, did you know that both half shafts are badly bent?'. Now it became clear why the previous owner had trouble with the brakes, the consequent run out in the discs caused all the problems.

After the half shafts were straightened, and new threads cut, the rear end went together very nicely. The original brake cylinders (on the front only, I never found the rear ones) were frozen solid, and were the outdated, round pad variety anyway. So square, quick-change pads, calipers and cylinders from a Mk II were fitted, and after building up and machining the splines on the hubs, I had a chassis on wheels.



*The project begins!*



## A Labour of Love - The Saga of 22-303



*Mechanical's rebuilt - now time to start the body.*

### Engine & Gearbox Rebuild

The engine was simple; a straight forward reconditioning job. On stripping the gearbox though I discovered a tooth had broken off bottom gear, and replacement lay gears were unobtainable. The only thing to do was have a new tooth built up.

When this was done, and the gearbox and tail-shaft fitted, all that was needed to get a mobile chassis was fuel, water and electricity.

The fuel tank had petrol in it when the car was stripped, so I was hopeful it would be sound. No such luck! After I cleaned off all the old paint, rust holes were revealed everywhere, and a new one had to be made. We managed to salvage the original sides to the tank, and similarly, the radiator needed a new core, and the fuel pump refused to operate. A reconditioned one brought me to the stage where I could start the motor.

Now, I've put engines together before, and started them; but just to make sure this time. I went by the book. Slavishly I followed the instructions: Bring No.1 cylinder to Top Dead Centre on the compression stroke, set ignition timing, etc., etc. ... at last I connected the battery and was ready to go. The fuel pump clicked away and filled the carburetor bowls, the automatic choke clicked on, and the starter motor turned over nicely, but it would not start; not even a solitary

kick or a cough. I checked for spark at the plugs, fuel at the carbies, went back through the workshop manual and checked the timing - all without success.

I persisted until the battery got tired of it all, so left it for the day: but took the workshop manual inside with me to read it in front of the telly! Idly glancing through the pages, a diagram caught my eye - there was the answer. I didn't dream that the rear cylinder was No.1!! Next day, after recharging the battery, and re-timing the ignition, it started without any trouble.

In order to test the clutch, gearbox, brakes. etc., I jacked up the rear axle so

both wheels were clear of the ground, started the engine and operated the drive train. All went well, except the noise in bottom and reverse gears from that built up gear tooth was deafening - bang, bang, bang, bang, so, out came the gearbox, and it went straight back to the man who had 'fixed it up'. He said it should have been alright, but would look at it anyway. When it came back, he said he'd lapped the tooth as well as he possibly could, and it should be satisfactory now. On test it was a lot better but still noisy.

### Next Up - The Body

Now it was time to start on the body. At 8.00am I took a Jaguar body to the grit blaster, and at 4.00pm brought a colander home! I will concede some parts of the car were still complete and in reasonable condition the roof, boot lid and aluminium bonnet!

This was one job I felt I couldn't properly do myself. All I had to do was to have plenty of patience and money, and with a friend working on evenings and weekends, took about 18 months, including a few interruptions, to complete.

When the day came that the body was finished, and only required the final coat, I got everything ready and called all my friends in again to lift it onto the chassis.

Everything lined up with the exception of some body modifications I had made to fit the triple SU's.



*Work begins on restoring the body!*



## A Labour of Love - The Saga of 22-303



*Almost there - Just the doors, bonnet, grille, glass, interior, woodwork, rear guards. Yikes!*

After some minor reshaping, the carbies went back on, and with the radiator fitted, fuel connected, steering column installed and some primitive wiring, I had to have a drive around the back yard!

### Perilous Test Drive

I threw a heap of newspapers on the floor to sit on, slid the steering wheel on the end of the column, and away we went.

All was fine except that tooth on bottom gear was still very noisy. I hoped it might wear in a bit, so drove the car back and forth across the yard, braking, of course, at the end of each run. Now Newton, or somebody, said, 'Action and reaction are equal and opposite', and in this case, the action of my foot pressing on the brake pedal could not be taken by the back of the seat - there was none - not the seat of my pants, as newspapers are reasonably slippery. So, my posie was provided by hanging on to the steering wheel.

This worked for a while; until one run, when I was scorching up to the side fence, applied the brakes, and off came the steering wheel! I was flat on my back, holding the wheel in the air, and scrambling for the pedals with my feet. Yes. I did manage to stop the car in time, but it was close.

In parallel with all this activity, I was having my four wheels reconditioned, and obtaining a fifth. I could write a book on this activity alone, but I won't because I might be sued for defamation of character over some of the incidents

involved. Suffice it to say, that eventually I obtained five good 16-inch wire wheels, nicely finished in silver baked enamel and shod with Dunlop RS5s.

### Nearing Completion

The car then got its final coat of paint. That's the easy part. It's all the rubbing down afterwards to remove the odd run and the slight orange peel that takes the time, and is hard work. A new wiring loom had to be made, which is not difficult if you have the old one as a model.

At this stage, my wife, Wendy, decided that my finishing this car during her lifetime was becoming a distinct possibility, and she started to take an

interest in proceedings. This was most fortunate, as she - and her sewing machine - were a great help in the trimming, which with the exception of the seats, we did ourselves.

Then it was time to put in the windscreens, which had been very carefully stored, but the gremlins had been at work again. The front screen had cracked right through one of the laminations, and I was most surprised to find a replacement available 'off the shelf', so long as I was prepared to part with the necessary. Ah well, it's only money.

Wendy and I decided we would put the screens in ourselves, and practice first on the rear one. All you had to do was put the rubber in the surround, and then gently ease in the screen; at least that was my opinion after reading the workshop manual. So, after dinner one evening, we decided to start. After -an hour or so, Wendy said there must be another way, as what we were trying wasn't working. Another hour passed and she said, 'Try putting the glass in the rubber first and then fit it into the surround'. I told her not to be so stupid as everybody knew that was not the way to fit windscreens. At 10.00pm she said she was going to bed, and at about 11.30pm.

I followed; still without a rear window in the car. She kept on the next day about her idea of putting the glass in the rubber first, so I thought the only way to settle this argument was to show her



*Triple SU's and all tidy*



## *A Labour of Love - The Saga of 22-303*

it wouldn't work. Fifteen minutes later the screen was in the car. I only partly recovered my self-respect by putting the front screen back in the normal manner.

At last, the car was ready for its first road test. What a disappointment. The gearbox was so noisy in bottom gear I was ashamed to engage it.

A few weeks later, I saw something that greatly aroused my interest. It looked exactly like my gearbox. I was told it was out of an early 3.8 E-Type, and in good condition. Overjoyed I rang Steve Weeks, our local guru, just to make sure it would fit the '150. Within a week it was in, and beautiful.

The car is now a joy to drive, and I obviously am very proud of it, otherwise I would not have entered it into a few concours, nor put pen to paper.

An XK150 cannot compete with modern cars in many respects, but once you appreciate that the design of the XK was conceived more than 70 years ago and the car is itself 63 years old, driving 'her' is a very satisfying experience.

It took countless hours over a period of four years to restore, and I decided fairly early in the exercise not to record the



*The red leather and carpets look fabulous.*

monetary expense. In fact, I suppose the job is never complete. I'm still looking for a proper heater tap cowling for the radiator fan, and I'm not really satisfied with the fit of the doors.

I tell my family, and myself, that it was a great experience restoring a classic Jaguar, but one which I'll never take on again.

I've learnt so much on this car that, if there was to be a next time, I'd be able to do it so much better and more easily.

What was that? Did I hear someone whisper they know where there is an old '120 covered with dust in somebody's garage?

**Onslow and Wendy**



*All finished and proud of it too.*



# Multivalve Register Lunch Run – 17th June 2021

The weather forecast for this run was rain, rain, rain, and so it was a lovely surprise and some relief when 20 members and 10 cars gathered at the Marion Hotel at 9:30am under virtual blue skies and sunshine.

## Willunga To Fleurieu Visitor Centre

At 9:45am we set off on the first part of the run to McLaren Vale via the southern expressway, (at the end of which we were joined by Wayne and Bev Buttery), Main South Road and Pages Flat Road back towards the Victor Harbor Road where we turned off and drove down old Willunga hill with its amazing views (although the drivers had to watch the road carefully and probably missed those!).

We drove through Willunga and McLaren Vale to the Fleurieu Visitor Centre for coffee and cake. The Café staff did a terrific job in getting us all served quickly and we had a room to ourselves which was lovely and warm. The Centre has been updated since our last visit and the shop has some unusual items for sale and is definitely worth a browse, for which we had plenty of time!

## Off To Mt Barker Via Kuitpo Forest

Still in sunshine, we left the Visitor Centre for part two of our run, driving back through McLaren Vale, and going through the vineyards and Kuitpo forest towards Meadows where we turned off towards Macclesfield, then Stirling and Flaxley Road towards Mount Barker and the Oak & Iron Tavern for lunch, where we were joined by John & Betty Castle and Steve Perkins & Cindy Standing from Murray Bridge.

## Great Lunch & Lot Of Fun

The restaurant was almost full and exceptionally busy but the staff were amazing and all had a great sense of humour. The meals for three of our party somehow got lost in their system but they quickly rectified that and brought the meals out together with refunds as an apology – great service!

Everyone enjoyed the run and as always there were a lot of laughs. I would like to thank all those members who turned out for the day and made it such a great success, especially to those who came a long way to be with us. The rain held off for the run itself but poured most of the way back and hopefully everyone got home safely.

**Peter Buck**  
Multivalve Register Secretary



*As part of the Run, members drove to Fleurieu Visitor Centre for coffee and cake.*



*The Café staff did a terrific job in getting us all served so quickly.*





# Multivalve Register Lunch Run – 17th June 2021



Photo L-R: Barry & Hazel Brown, 2010 XF Portfolio; Ron & Claire Palmer, 2014 XF; Borys Potiuch 2009 XF; Fred Butcher BMW



Andrew & Milli Costi, Daimler XJ-C; Peter & Heather Buck XJ8



Josephine Orford 2001 XKR; James & Shirley Bailey, 1990 XJ40



The Run finished at the Oak & Iron Tavern, Mount Barker, where we all enjoyed a lovely lunch and a few laughs.



## Jaguar Daimler Heritage Trust - On this Day (June)



*The Last E-Type, chassis number 1S/2872, was built on **12 June 1974**, retained by Jaguar cars, registered as HDU 555N in 1975 and ownership transferred to the Jaguar Daimler Heritage Trust in September 1983. Photo : HDU 555N taken with the work force.*



*On **16 June 1963** Peter Lumsden and Peter Sargent raced their Lister-Costin-Jaguar at Le Mans. Unfortunately they retiring with clutch problems after 29 laps.*

Lister-Costin Jaguar WTM 446 was the last works Lister team car built with a Frank Costin-designed space-frame chassis. It was fitted with a D-type engine and gearbox.

Although the chassis was four years old, prospects of success at Le Mans seemed good.

Drivers Peter Lumsden and Peter Sargent ran steadily until just after three hours when the clutch bolts sheared. It turned that they were supplied with a bad batch of bolts and it was a disappointing outcome when so much effort had gone into the car.

The aerodynamic coupé was very fast but had handling problems. It turned out that there was a design fault in the rear suspension which caused the rear wheels to toe out at speed. ■

Peter Lumsden and Peter Sargent acquired one of the 12 Jaguar Lightweight E-Types built in 1963, the sixth Lightweight, chassis number 850663, registered 49 FXN.

At the Nürburgring 1,000 km in May 1963, Peter driving in rain and hail lost control of the E-Type and rolled end over end, demolishing the car. It was rebuilt around a new aluminium tub but overtime was redesigned to reduce drag with a more raked and flush-fitting windscreen, long tapering extended nose, modified rear and lowered by four inches.

At Le Mans they had problems yet again. The car was very fast and achieved 174 mph (280 km/hr) and they were well positioned, 12th, after five hours, but gearbox trouble developed and they retired at around midnight. ■



*On **21 June 1964** Peter Lumsden and Peter Sargent raced 'Low Drag' Lightweight E-Type 49 FXN at Le Mans, retiring with engine problems after 80 laps.*



## Jaguar Daimler Heritage Trust - On this Day (June)



**On 23 June 1957 D-types took 1st, 2nd, 3rd, 4th and 6th places at the Le Mans 24 hour race. Photo: the race winning Jaguar D-Type of Flockhart/Bueb that finished 27 laps ahead of the 5th placed V12 Ferrari.**

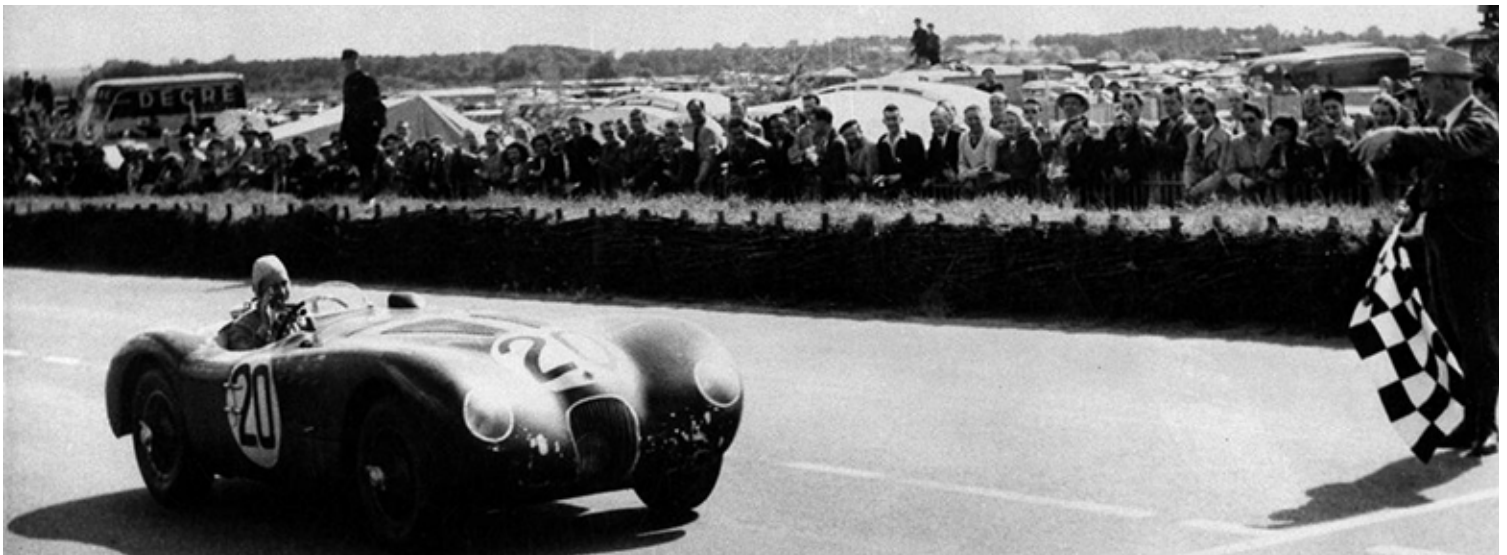
The 1957 24 Hours of Le Mans was the 25th running of the event and took place on **22 and 23 June 1957**. Some 250,000 spectators had gathered with the prospect of an exciting duel between Ferrari, Maserati, Jaguar, Aston Martin and Porsche.

The big talking point was the non-appearance of the works Jaguar team, which had retired from racing at the end of the previous year; and the arrival in force of Maserati (Juan Fangio & Stirling Moss).

Never before had a single nation swept the board so completely as Britain did in 1957.

The great success of the Jaguars in taking the first four and sixth places became all the more significant when it is considered that all of the cars were privately entered (albeit with some factory support), and matched against the works entries of some of the greatest sport car manufacturers.

*Following the death of Annie Bousquet in the 1956 12 Hours of Reims, French officials instigated a ban on female drivers.*



**On 24 June 1951 Peter Walker & Peter Whitehead won at Le Mans on their first attempt driving a Jaguar C-type, only six weeks after the car was built. In the end, the 3.4 litre Jaguar won at a canter, finishing 9-laps ahead of the second placed car (a 4.5 litre Talbot-Lago).**

On **29 June 1952**, 22-year old Stirling Moss won the Reims GP in a disc brake equipped Jaguar C-type at an average speed of 98 mph.

Stirling Moss first drove a Jaguar in competition in 1950 which led William Lyons to ask him to lead the Jaguar Team, on the day before his 21st birthday! He drove for Jaguar Cars until the end of 1954 and remained a dedicated Jaguar fan.

Sir Stirling was an inductee into the International Motorsports Hall of Fame. He won 212 of the 529 races he entered across several categories of competition and has been described as “the greatest driver never to win the World Championship”. In a seven-year span between 1955 and 1961 Moss finished as championship runner-up four times and in third place the other three times.

The popular American adage of the time – “Win on Sunday, sell on Monday” – was particularly apt for Jaguar’s XK120. It was later estimated that extra sales of the US\$12 million were generated in the USA alone from their Le Mans C-Type win in 1951.

*Photo: 1951, Stirling Moss with William Lyons*





# Coffee and Cars In and Around South Australia

## 1st Sunday

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

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

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

**Murray Bridge** "Coffee and Cars" - 8.00am to 10.00am, \*\*\*MOVED to Wharf Precinct, Wharf Rd down by the river.\*\*\*

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

## 2nd Sunday

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

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

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

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

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

## 3rd Sunday

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

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

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

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

## 4th Sunday

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

## Last Sunday of Each Month

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



'Black Bison Edition' body-kit for Jaguar XJ X350/X358. Includes Front Bumper + LED lights, Trunk Spoiler, Side Skirts, Roof Spoiler, Rear Bumper, Exhaust System, Front Fender Panels, Exhaust Tips and Mirror Covers. The Model is an extra. ([Video Goto: Wald Jaguar XJ X350.](#))



Jaguar Drivers Club of South Australia



# Annual Dinner and Presentation Night

Saturday July 31, 2021

6.30—7.00pm for pre dinner drinks

Glenelg Golf Club

James Melrose Drive, Novar Gardens

\$65.00 each

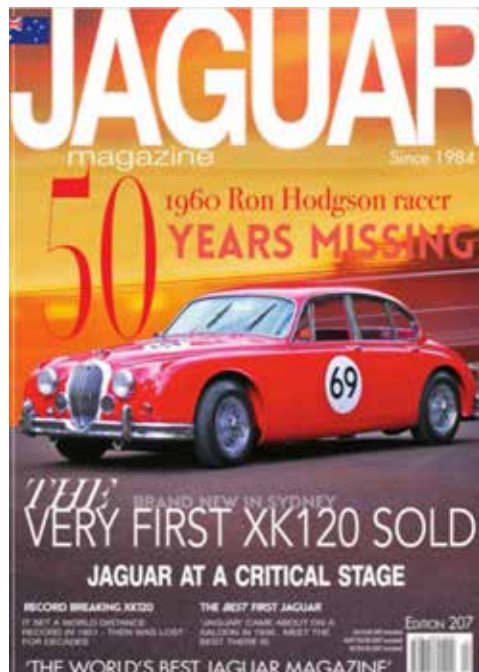
Register and pay on TidyHQ by 23rd July 2021

***GET YOUR TICKET***

Marg Thomas (08) 8374-3228 - Daf Charman (08) 8248-4111

Ros Holland (08) 82710048





Australian Jaguar Magazine Edition 207 has the following stories including one from Steve Weeks and another from Peter Clarke:

- ◇ **Peter Walker:** A profile of the triumphant and sad life of Jaguar's first Le Mans winner. Walker was faster than Moss and was a Jaguar favourite - then his life fell apart.
- ◇ **Finding the First XK120:** The car that now has significant Jaguar history was the first ever XK120 despatched for sale by Jaguar and came to Sydney. The car was sold to the NSW War Veterans Art Union and was presented to the lottery winner. From then it had a succession of owners who had no idea how rare the car was. It was almost lost and abandoned until rescued.



Corrosion at location of vent due to water-soaked sound deadener. Peter Clarke expresses his disappointment over factory non-support for his XK-R



Steve & Val Weeks back to the snowfields. Part 2 of their story "Cold Paws".

- ◇ **Johnny Dumfries Tribute:** They pay a heartfelt tribute to a charismatic driver that won Le Mans for Jaguar on June 12th 1988. It came as a great shock when it was announced he had died of cancer aged just 62.
- ◇ **Ron Hodgson Mark II Reborn:** It slipped out of the public eye in 1961 having finished third in the Australian Touring Car Championship. Now 50 years later the car comes back. Revival of the car is a tale of no equal.
- ◇ **Up-dated F-PACE Hits the Spot:** Jaguar's best-selling model now has serious updates that make it sensational. They review the car, a D300.
- ◇ **Jaguar Cars is at a Real Crossroads:** What is coming for Jaguar Cars in the future? It will be a pivotal few years ahead. Or does it need an Epiphany to ensure its survival.

There is deep concern within the Automotive industry, owners and enthusiasts about Jaguar Cars new direction and long-term future since the announcement of the Reimagine program. It's a drastic change and could mean one of two things!. Story by Les Hughes.

- ◇ **Tony Brown on XJ's:** From his home in Le Mans, Tony examines the rise in the value of the XJ Range
- ◇ **Historic Racing:** Should genuine D and C-Types be raced at full tilt or replicas used? The story recounts the history of C-Type XKC032 owned from new by the very first F1 World Champion, Guiseppe Farina and then subsequent owners. The car was extensively damaged in a high speed crash at an historic race at Le Mans - posing the question should genuine ones be risked?
- ◇ **Misadventures in the Snow:** Steve and Val Weeks turn their 2.4 into a 3.8 and takes it back to the snowfields with their family. Part 2 of their story "Cold Paws".
- ◇ **XK-R Owners Disappointment:** JDCSA member Dr. Peter Clarke owns modern and classic Jaguars, but feels he has been let down. Peter expresses his disappointment over factory non-support for his XK-R.

Editor Classic Marque - If you haven't already, Peter, you could consider placing an 'Owners Review' - Recalls & Faults X150 & XKR. <http://australiancar.reviews/reviews.php#!content=recalls&make=Jaguar&model=XK&gen=474>.



## Jaguar World (June 2021) "50 years of Jaguar's V12"

The June 2021 edition of Jaguar World includes the following feature stories:

- ◇ **History of Jaguar's V12:** From its race origins in the Sixties to the final 6.0 litre three decades later, we highlight all you need to know about development history of Jaguar's famed V12.
- ◇ **E-Type Series 3:** During an intense, powerful and potentially dangerous publicity stunt, this very early E-type Series 3 fixed-head coupe has a close encounter with a Jet. We tell this remarkable story.
- ◇ **XJ12 vs XJ12:** To Chart the 25-year development of the XJ12, we pitch the 1973 Series 1 that once belonged to HM The Queen Mother against the very last V12 Jaguar saloon, an X305, produced in 1997.
- ◇ **Modified XK 140:** When a new owner wanted his XK 140 to be drivable by nearly anyone, he arranged for it to be retrofitted with a four-speed automatic gearbox and modern power steering.

- ◇ **Fresh Funding for Museum:** The British Motor Museum is to receive an additional £261,500, geared towards getting its doors open once again, as part of the Governments Cultural Recovery Program.
- ◇ **XJ-S vs Chevrolet Corvette:** As high-performance cars of the Seventies, the XJ-S 5.3 and Chevrolet Corvette 5.7 were rivals, but one centred around refinement, the other brute force. We compare one of each to decide for ourselves which is now best.
- ◇ **XJ12 Series 3 Buying Guide:** The XJ12 Series 3, one of the best-value, yet refined, saloons of the Eighties, is now more than 40 years old. It's a tremendous car, but, so you don't get caught out with a poor example, we take you through its weak spots.
- ◇ **XKR 400:** With its subtle, aesthetical and handling upgrades, the XKR 400 is one of the most desirable X100's, yet was limited to just 100 cars. We track down a rare convertible and explain what makes the model special.



- ◇ **XF 5.0:** The normally aspirated version of the 5.0 litre is relatively unknown and massively under appreciated. Find Out why. ■

## Jaguar World (July 2021) "X-Type at 20!"



The July 2021 edition of Jaguar World includes the following feature stories:

- ◇ **20 Years of the X-Type:** Jaguar tried its best to take the fight to German rivals with its first compact saloon, the X-TYPE. We look at what the

- company did right and wrong by bringing an example of early and late X-TYPE together.
- ◇ **E-Type Series 1:** Five new E-Types dazzled onlookers from Jaguar's stand at the Scottish Motor Show in 1961. We tell the remarkable story of one of them, restored in 2015 two decades after being dismantled.
- ◇ **Daimler Double Six Coupe:** One of the least successful yet desirable Jaguars of the Seventies is the rare Daimler Double-Six version of the XJ12 coupe. We track down one of only 407 examples produced and explain what makes it special.
- ◇ **Stirling Moss' Jaguar Career:** He would become one of the UK's greatest racing drivers, winning 16 Grand Prix and the 1955 Mille Miglia among many others, having started his career at Jaguar. Follow the many successes and occasional failure of Stirling Moss' time competing for the company.

- ◇ **XKR Moss Edition:** In the early 2000's, five special XKR's produced for the Jaguar North American market by a Californian specialist were exceptional enough for Stirling Moss to put his name to them. Explore the history of these fascinating and rare cars.
- ◇ **Mark X:** This 1964 Mk X suffered almost 40 years of neglect, hidden away for decades after a family tragedy. It's now back on the road.
- ◇ **E-Pace P300e:** A first drive of the new, plug in hybrid version of the recently facelifted E-Pace; can an SUV be practical, better for the environment, but also fun.
- ◇ **Restored KWE XJ-S:** Discover the history behind this car's remarkable restoration, with subtle improvements to the interior and suspension, to create one of the nicest XJ-S V12 coupes we've seen. ■



## *I Bought a New E-Type (UPDATE)*

*Update on JDCSA Investigation: Cream E Type FHC – SA Reg “SBO 666”:*

You may have read in last month’s JDCSA Classic Marque that the club is working with [Mr John Johnson](#) to locate the E Type he bought new from Bryson Industries Adelaide in 1968. He has the original invoices that he would like to reunite with the car and current owner.

Our investigations were assisted by [Chris Waldock](#), [Alan Baker](#) and [Geoff Mockford](#), who helped us trace the cars ownership from 1984 to early 2000’s.

All confirmed that the car indeed was in memorable condition. The last owner was Mr Inglewood from the Barossa valley who regrettably informed us that the car went for sale to Bennetts Auctions on South Road. From there our leads went cold as the Motor Registration Department and the auction house turned up no new info.

With the SA registration details dead we looked into the Vehicle Identification Number on the Bryson’s Invoice: **1E21980**. This didn’t make sense as it is a dozen numbers after production of the Series 1 ceased. We contacted Jaguar Heritage who were kind enough to check the Factory books to confirm that the VIN was wrong.

Chassis No.	Engine No.	Reg'n No.	Vessel	Date	Stock No.
1E.21890.	7E.17973.9		FORT NEW PLYMOUTH.	8.6.68	3815
MODEL 4.2 Litre "E" F.H.C.		Colour Cream		Trim Red.	
Extras C.W.V. 's					
Gearbox No. KE.1880.	Rear Axle No. F68.830	Ign. Key No. FS.928	Boot Key No. 946		
PURCHASER			ADDRESS		
Date Sold 29.10.68	Invoice No. 2417	Invoice Price	Terms		
Phone No.	Contact	Salesman/Dealer Bryson Industries (S.A.) Ltd.			
Reg'n Details		T.P. Ins.	Comp. Ins.		
Trade-in	Reg'n No.	Stock No.	Crack Allowance	Nett Allowance	
CHARGES FOR WARRANTY					
Sept. '68 No. NC. 2240. \$41.05.					

*Shipping Document (It turned out that the Chassis No was typed incorrectly).*

No Rego and no VIN - was this was the end of the line? Mr Johnson and I revisited an earlier discussion about finding the car ... maybe an article in the club’s Classic Marque.

We were fortunate enough to have [Maureen Alexander](#), editor for the JDCA in NSW read the article who passed it onto her husband [Bob](#). I am pleased to say that Bob was able to advise that Bryson’s in Adelaide would ship vehicles through Bryson’s Melbourne ... and those shipping records still exist.

So where are we at now? We have the original shipping documents for the car, with Mr Johnsons name and the correct VIN of **1E21890**. It looks like Bryson’s

Adelaide transposed the two last digits on the invoice!

We now know that we are looking for E Type **1E21890 (Engine No. 7E 17973-9)**. The current owner will receive not only the original invoices but also a copy of the shipping documents including the ship name and factory key numbers.

**If you can help, please contact us on [etype@jdcса.com.au](mailto:etype@jdcса.com.au)**

Recently the club welcomed Mr Johnson and his wife Helen to our April E F & GT Meeting. It was lovely to have them attend.

**Thomas Herraman**  
Email: [etype@jdcса.com.au](mailto:etype@jdcса.com.au)



*JDCSA event at Wigley Reserve, Glenelg, March 1984. Ex John Johnson Series 1½ (SBO 666). The Series II (RFW 806) is owned by Ray Yeulet*



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

Thanks to Rick Luff for hosting this month's E F & GT Register Meeting at his "Longwood Garage" located just out of Sterling.

Rick is a former President of the Club and owns a Sovereign, XJS and F Pace. The meeting focused on the V12 XJS and his racing car that he had on the four-post lift.

Rick outlined the history of his racing car and went through some of the mechanical details and racing experiences.

Rick also spent some time talking about his current and past XJ-S cars and discussions around the V12 engine.

Tom outlined upcoming events and an gave an update on the John Johnson E-Type history investigation and Di gave

another plug for the 60th Anniversary Run to Mt Gambier.

Even though it was a cold and wet night, and not a lot of fun driving in the hills, there was a very good turnout of members.

Rick has a great setup and workshop that many of us would like to have. Another enjoyable night. ■







## **UPDATE!** Registrations are now essential by 15 July

PLEASE register **NOW** if you haven't already. The only way to do that is via the online form, and you **MUST** register to attend.

Click on the **blue link above**, complete and **SUBMIT** the form, transfer your balance and advise Di Adamson: [di.adamson1@gmail.com](mailto:di.adamson1@gmail.com)

*Thank you for helping us to plan a great event for you.*

### **E-Type Combined Border Run 60th "DIAMOND" ANNIVERSARY**

**Mount Gambier**

**10-13 September, 2021**

### **Registrations close 15 July**

The Jaguar Drivers Club of SA and E-Type Register of the Jaguar Car Club of Victoria welcome all E-Type Owners to their combined Border Run to commemorate the 60th "Diamond" Anniversary of the E-Type.

The celebration in Mount Gambier includes daily events and a gala "Diamond Banquet" for more than 100 participants. This promises to be the "Event of the Decade".

#### **Accommodation**

Centre of operations will be at The Barn, Mount Gambier, SA, where just a few rooms remain, along with some outlying houses. Telephone The Barn (08) 8726 9999 and mention "Jaguar Weekend" to get the discounted rate. Pay one night as a Deposit (balance due 10 August, 2021).

Other options include Clarendon Chalets just 800 metres away, Colhurst House in the town or Commodore on the Park, to which has been added an historic house.

#### **Itinerary**

##### **Friday 10 September:**

- ◇ 9:00 a.m. - Meet in the carpark of Toll Gate Motel for driving instructions.
- ◇ After 4:30 p.m., collect your personalised "Show Bag" at The Barn.
- ◇ 6:00 p.m. - Informal meeting for all on the Terrace outside rooms 54-57. BYO nibbles and drinks.
- ◇ Evening - Free choice.

##### **Saturday 11 September:**

- ◇ 9:45 a.m. - Depart to the Mount Gambier Visitor Centre, A1 Princes Highway.
- ◇ 10:00 a.m. - E-Types will be displayed in Series order. Media opportunities. Depart 11.45 a.m.
- ◇ Afternoon at leisure to explore "The Mount's" attractions. See Bulletin 4 published 1 June 2021.
- ◇ 6:00 p.m. - Pre-dinner drinks in The Palais at The Barn, bar prices for the evening.
- ◇ 7:00 p.m. Celebrate the 60th Anniversary "Diamond" Banquet. Three multi-choice courses will be served in a glittering diamond setting. International-quality entertainment is provided. ALL PLEASE DRESS IN WHITE TOPS (at least) to match the theme. Don't miss this celebration!



# E-Type 60th Anniversary Run to Mt Gambier (cont)

## Sunday 12 September:

- ◇ 9:30 a.m. - E-Types to “muster” for a photo-shoot in front of our sponsors’ banners at The Barn.
- ◇ 10:00 a.m. - Drive to Penola, visiting the BP Roadhouse at Nangwarry (“Nanggas”) for discounted fuel and free coffees.
- ◇ 12:00 p.m. - Free wine-tasting at Raidis Estate, Penola, followed by 1:00 p.m. Greek-themed lunch.
- ◇ Afternoon at leisure to wander the Coonawarra, Naracoorte Caves World Heritage Site or the South Coast.
- ◇ 6:00 p.m. – Free choice, maybe a sausage sizzle in The Pergola, or dine at the famous Steakhouse Restaurant on site.

The “Diamond Team” has secured 10 substantial donations to help keep costs down.

**Grateful thanks go to these businesses and people for their financial and other gifts:**

Name	Who	What
Anonymous	?	Registrations/Show Bags
BP Roadhouse, Nangwarry, SA	Phil Dohnt	Discounted Fuel and two free coffees
David East Jewellers	Morry Rubenstein	Diamond Pendant for raffle
Glenn Olsen's Jag E-Type Restorations	Glenn Olsen	The Saturday Display
JLW Group Holdings	Allen Williams	Registrations/Show Bags
Kidmans Partners	Heinz Mai	Diamond Decorations
Mike Roddy Motors	Mike Roddy	Raidis Estate Lunch
OSS International	Andrew Sorrell	Banners & Design services
RK Restorations	Rob Stevens	Diamond Banquet
V & A Spiteri	Andrew Spiteri	Lanyards and diamonds

## Costs:

- ◇ Registration: \$25.00 per person.
- ◇ Diamond Banquet: \$65 per person (optional, but not-to-be-missed)
- ◇ Sunday lunch: \$30 per person (optional)
- ◇ Raffle tickets: \$10.00 each (optional)

Your costs include accommodation, three breakfasts (although The Barn offers these for \$19.50 per guest on the Registration Form), Friday and Sunday nights meals, and drinks.

## Bookings:

**This event won't happen for another 10 years! It will be a magnificent occasion - one not to be missed.**

A lot of work has gone into organising this memorable event so that our two States can share E-Type information, knowledge and friendship, along with regalia, gifts and entertainment, in a beautiful setting.

For more information contact: [di.adamson1@gmail.com](mailto:di.adamson1@gmail.com).





**The Border Run will be held in the City of Hamilton in the Western District of Victoria, commencing on Friday the 29th of October and ending on Monday the 1st of November.**

### Accommodation

Accommodation for the weekend will be at the Comfort Inn Botanical, Hamilton. To book a room at the Motel please **DO NOT book through any booking service on the internet.** Please contact the Motel directly by phone 03 5572 1855 and inform them that you are part of the Jaguar Car Club group. Rooms start at \$130 p/night. If you cannot book a room there, alternate accommodation can be had at one of the other motels in town such as Goldsmith Motel (Ph. 03 5572 4347).

### Itinerary

**Friday 29th October:** There will be a “meet and greet” at the Motels’ bar from 5.00pm onwards where you will receive your “showbag” which will contain your Border Run name tags, itinerary, maps and information on the region. Dinner will be at the Motel Restaurant from 6.30pm.

**Saturday 30th October:** Travel to the Hamilton Pastoral Museum where the cars will be displaying from 10.00am. In the afternoon we will visit the Narrapumelap Historic Homestead. Built in 1873, Narrapumelap Historic Homestead is considered to be one of rural Australia’s finest examples of French Gothic Revival Architecture. Dinner will be back at the Motel Restaurant.

**Sunday 31st October:** Morning visit to Campes’ Motor Museum in Hamilton. Afternoon lunch at the Coleraine Hotel (30-minute drive) and after lunch, we will visit Coleraine Classic Cars and the nearby Glenelg Fine Chocolate factory. Sunday “formal” dinner will be held at Alexandra House Sports Club, Hamilton.

### Costs

Costs for the Border Run activities is \$70 per person. This includes Saturday car show and picnic lunch with coffee, entry into Narrapumelap Historic Homestead, entry to Campes’ Motor Museum and Coleraine Classic Cars.

NOT included are accommodation costs, Saturday and Sunday breakfasts, Friday night drinks & dinner, Saturday dinner, Sunday lunch and Sunday dinner and any drinks you may wish to buy during the weekend.

### Bookings:

These Border Runs have always been very enjoyable weekends away with a group of very friendly people. If you wish to come along you don’t need a ‘Pushrod Jaguar’ but you will need to book a room with the Motel before the 31st July and complete a Victorian Club entry form.

Detailed Program, Itinerary and Entry Form can be obtained from Bob Kretschmer at [kretsch@internode.on.net](mailto:kretsch@internode.on.net) or Phone: (08) 8357 8233 Mobile 0427 711 400.



# XK, Mk 7, 8, 9 Register - Border Run to Halls Gap (15 Oct 2021)

## The Great Grampian's Gallop: 15th-17th of October



This event is being hosted by the Victorian XK Register.

The base of operations will be at the Country Plaza Halls Gap Conference centre. A block booking has been made. On the Saturday cars will gallop north to Rupanyup, Sheep Hill & Murtoa, to see how folk lived in the early 1900.

On Sunday, we will trot around the Grampians, stopping to smell the wildflowers and take pictures, see what makes the Stawell Gift, before a banquet fit for owners of fine thorough-breds.

Registration close 30th July, and are now open. Goto: [Registration Form - Halls Gap](#)

For more information please contact: Steve Weeks on 0414 952 416 or Email: [xk789@jdcsa.com.au](mailto:xk789@jdcsa.com.au)

## 52nd Jaguar National Rally in Tasmania (17-26 March 2022)

### 2022 Jaguar National Rally Program

Thurs. 17th March  
Early Arrivals

Friday 18th March  
Registration  
Welcome BBQ

Sat 19th March  
Display Parliament Lawns  
Salamanca Market etc.  
Themed Dinner

Sunday 20th March  
Sporting Event  
Baskerville  
Alternate Event

Monday 21st March  
Peppermint Bay Cruise or  
Peninsula Tour  
Presentation Dinner

### Accommodation Options



Wrest Point Casino



Strahan Village



Baskerville Raceway



Tues. 22nd March  
Depart Hobart  
The Wilderness Wall  
Arrive Strahan Village  
Welcome Seafood Buffet

Wed. 23rd March  
Gordon River Cruise 8  
am-2.30 pm with buffet  
lunch inc.

Thurs. 24th March  
Wilderness Railway 8.30  
am - 5.45 pm, inc. lunch

Friday 25th March  
Free to explore  
Farewell seafood buffet

Saturday 26th March  
Depart Strahan for home  
or extra touring.

## SS, Mk IV, Mk V Register



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

Minutes of meeting held at the home of Margaret Evans Wednesday 16th June 2021

### Previous Minutes:

The May 2021 Minutes were adopted.

### Present:

Bob Kretschmer, John Lewis, David Rogers, Ross Rasmus, Brenton Hobbs, Malcolm Adamson, Des Brown, Margaret Evans, Daniel Adamson and Jack Richardson.

### Guest:

Graham Franklin, CM Editor.

### Apologies:

David Adamson, Bruce Fletcher, Robert Paterson, Antony Veale.

### Special Note:

The event was another Trial Evening Meeting being the 3rd. Wednesday and was considered to be successful. See also Cls. 7 below.

### Correspondence:

None

### 1. SA/Vic Border Run 2021:

#### Existing Entrants-

- JDCSA- Bruce, Bob, Malcolm (with guest) & Daniel Adamson.
- JCCC - John Caskey, the Scotts & Tembys will not be going.

The following JDCSA members have since advised their intention to enter-

- Ross Rasmus & John Lewis.
- Considering- Jack Richardson & Brenton Hobbs, all subject to Covid.

With the new numbers It would be great to travel in convoy.

### 2. Combined States Border Run 2022:

No further news but President has discussed the Event with a Qld. Club Senior member Fred Richardson during Fred's recent visit to Adelaide.

### 3. Welfare:

- Des Brown has survived his hip job and is now home having avoided Respite.
- Jack Richards has survived his recent operation & escaped hospital the day before the meeting. Well done Des & Jack.
- President Bruce is on holidays.

### 4. JDCSA:

1. A committee has been formed to plan the 2004 National Rally.
2. Bob Kretschmer advised having received the Final Draft of the Revised Club Constitution for the Executive members to review prior to full Club endorsement. He has taken exception to the 'Objects of the Club' which lists vehicles of interest starting with Jaguar and claims that SS &/or SS Cars should be included. He does not accept that 'Jaguar' is a universal name encompassing 'SS'. Bob said that he will keep his powder dry until he has consulted with Register President Bruce Fletcher. NB. Please see the PS below.
3. Do not forget the Annual Dinner and Presentation night. See the CM for details.

### 5. Technical & Parts:

#### ◇ Restoration Projects:

#### SS Airline: Malcolm Adamson:

Motor started, wiring completed with all gauges fitted, wheel trims ordered, upholstery continues.

There was a long discussion re traditional trafficators.

#### 1 ½ Litre Sedan; Ross Rasmus:

HERE IS THE GOOD NEWS PROMISED IN THE MEETING REMINDER NOTICE-

Ross has just had his first test drive and described the experience which included running out of fuel. Well done Ross.

### MkV David & Angela Rogers

Summary only.

- Suspension & steering bushes & ball joints due from England next week.
- Timber work due in two weeks. Machining of pistons finished enabling work on the engine to continue.
- David needs a MkV door lock key barrel.

### 6. General Business:

There was a general discussion re SS & Jaguar vehicles for sale and recently sold.

### 7. SS Register Meeting Dates:

See also Apologies above.

The next meeting is to be held at the home of David & Angela Rogers on Wednesday 21st July, evening. Bob will advise details later.

### Meeting closed at 9.00 pm.

Thank you Margaret for agreeing to host the meeting and for providing the supper.

**Bob Kretschmer**  
Register Secretary

PS: Bob was away for five days immediately following the meeting and the following matters arose during that time-

1. Club President Philip Prior advised Bob that the letters SS were not included in the original Constitution and that is why it was not identified for change in the current review. The final wording is yet to be decided.
2. Brenton Hobbs has kindly 'found' copy of the Victorian 'The Jaguar Car Club of Victoria' Constitution which includes the SS Cars & SS Jaguar. The Qld. Club Constitution also mentions SS.
3. Bob has contacted the Victorian SS, Mk IV & Mk V Club (which Club we join for our Border Runs) & has wording very similar to the other Victorian Jaguar Club, see 2. above.
4. Bob will now respond to President Philip & the Constitution Review Committee.



# Register Minutes (XJ, Mk10, 420G)

## XJ, Mk 10 & 420G Register



Meet Second Wednesday of each month

Minutes of meeting held on Wednesday 9th of June, at the Bartley Hotel, West Lakes Shore.

### Present:

David Bicknell, Tom & Marj Brindle, Bob & Daphne Charman, Peter & Heather Buck, Fred Butcher, Andrew & Margaret Byles, Done & Elaine Cardone, Steven Connell, Alan & Lorraine Davis, Jeannie DeYoung, John & Claire Evans, Don & Toni Heartfield, Fay Leyton, John & Bev Manifold, Chris Michael, Gary Monrad & Oggi Stojanovich, Graeme & Betty Moore, Paul Moore, Trevor Norley, Bryan & Ann O'Shaughnessy, Borys & Elaine Potiuch, Geoff & Margaret Thomas, Phil Prior, Charlie & Mary Saliba, Evan Spartalis, Marcus Towell, Noel & Carmel Trew.

### Social Secretary

Marj Brindle reports that tonight's lucky numbers was won by Andrew Byles.

**Previous Minutes:** Carried

### General Business

1. Saturday 31st July – Club Annual Dinner. Glenelg Golf Course.
2. Still no notice from Shannon's.
3. SA Jag Day – Oct 24th Civic Park.
4. 6-7-8 August – Register run to the Riverland. 62 people so far.
5. Register Auction night – November 10th. Start collecting now.
6. Tickets for this year's Christmas Dinner and Show will go on sale 1st August.
7. Bob displayed a new painting he just purchased from our own Registers Up and coming Adelaide artist – Mary Saliba.
8. Fred Butcher advises the New Constitution will be sent out to members for any feedback.
9. Thanks to Marj Brindle for filling in for Betty tonight.

### Car Talk

- David Bicknell: 420 master cylinder and power brakes now full of fluid.
- Pete & Heather Buck: X308 – Running very sweet.
- Bob & Daff Charman: XF windscreen washers module U/S. \$2000 to replace or fit a switch button under dash for \$10. Trying to decide which one to choose.
- Fred Butcher: Have re-discovered the XJS.

- Andrew & Margaret Byles: XJC – Nice. XJS front spoilers & undertrays fitted.
- Don & Elaine Cardone: XJS Rear disc brakes attended to.
- Alan & Lorraine Davis: X Type going great.
- John & Claire Evans: Luckily washed the car just before the rain set in. Heater on passenger side not working.
- Paul Moore: Dimmer switch on X300 not working.
- Bryan O'Shaughnessy: V12 back on the road after small fire in engine bay.
- Borys Potiuch: Taking XJ to Renmark. XF running fine.
- Charlie & Mary Saliba: Sold X300 to Sydney buyer. I bought the car from Sydney. XJR few small jobs on motor and will sell it.
- Evan Spartalis: Moved into new workshop. (Bob says it is worth going to have a look at best Jaguar Workshop in Adelaide).
- Marcus Towell: XJS V12. Bought car from Victoria. Drove the car home from Victoria and it wouldn't start the next morning. Next to Regency.
- Others members: Nothing to report.

### Meeting closed at 8.00pm

Our next Register meeting will be at the Bartley Hotel on Wednesday the 14th July, 2021.

**BOB CHARMAN**  
Secretary

## XJ, Mk10, 420G Riverland Weekend (6-8 August 2021)



**XJ Mk10 420G RIVERLAND WEEKEND - 6-8 August 2021**

**Fri, 6 Aug 2021**

06-08-2021 09:30 AM

08-08-2021 11:30 AM

**THIS MEETING REMAINS SUBJECT TO ANY CHANGES IN  
COVID - 19 RESTRICTIONS  
YOUR REGISTRATION IS MANDATORY FOR ATTENDANCE**

[Register](#)

# Around the Market - Shannons June Auction

2021 Shannons Winter Timed Online Auction (Closed 15th June)



1965 Daimler 2.5 V8 Saloon. Early restoration. Same family for 20+ years. Recent upgrade. (Estimate \$18,000-\$24,000). **Sold \$37,500**



1948 Jaguar Mark IV 3.5Ltr Saloon, Australian delivered car. Recent refurbishment (\$26K). (Estimate \$35,000-\$45,000). **Sold \$52,000**



1989 XJS convertible. Two-owner car. Just 23,000km! Lovely example. Original owner's manuals. (Estimate \$50,000-\$60,000). **Sold \$90,500**



1966 E-Type 4.2 Series 1 Roadster. RHD. Restored from ground up. New hardtop. (Estimate. 280,000-\$340,000). **Sold \$271,000**



1988 XJ-S V12 convertible. Australian delivered car. Only 88,588 kms. Maintained in original condition. (Est. \$45,000-\$55,000) **Withdrawn**



1991 XJ-SV12 Coupe. Aust. delivered. Rare pre-update V12. Extensively refurbished. 135,284 kms. (Est. \$42,000-\$48,000) **Passed In**



1969 E-Type 4.2 Series II 2+2 coupe. Australian delivered. Unrestored Period sunroof. 51,500 miles (Est. \$75,000-\$100,000). **Sold \$85,500**



1971 E-Type V12 Series III 2+2 manual. Australian delivered. Early restoration. VG condition. (Estimate \$140,000-\$165,000). **Passed In**



**Pickles June Auction:** 1950 Mark V, 3.5 Drophead Convertible. Silver, Red leather. 78,159 miles. (Asking \$40,000) **Sold \$45,250**



**Pickles June Auction:** 1948 Mk IV, 3.5 Drophead Convertible. Cream, Red leather. 18,582 miles. (Asking \$50,000). **Sold \$70,000**





### FOR SALE: 2016 XF 25t R-Sport

- ◇ In fantastic condition as it has always been maintained at a high standard.
- ◇ Only selling because I bought a bigger car for a growing family.
- ◇ Service Plan expires 31/03/2022 (10 months remaining) for peace of mind. Full-service history at Solitaire.
- ◇ 74,000 km on the clock. 4 x brand new Goodyear tyres. Always kept in a garage when not in use. A smoke free and accident-free car.
- ◇ Velour upholstery. On Club Registration

Location – McLaren Vale, SA

**Asking Price – \$40,000 o.n.o.**

**Contact: Craig Galletly 0400 834 861**  
[craig@fusewineservices.com](mailto:craig@fusewineservices.com)

### FOR SALE: 1951 Mark 7

- ◇ Commenced restoration but can no longer continue.
- ◇ I am a motor body builder by trade. The body and chassis have been sand blasted and etched.
- ◇ Rust in the lower quarter panels and roof repaired. Sill panels replaced.
- ◇ There many spares - 4 doors; 4 front mudguards; 2 bonnets; 2 boots plus others. (No photographs).

**Price: Negotiable.**

**John Lueders on 0405 605 566**

### FOR SALE: 1986 XJ6 Engine & Transmission 120,000 km.

**Price: \$500 for the lot.**  
**Phone Desmond 0411 781 880**



### FOR SALE: 1970 E-Type S2

- ◇ Australian delivered 1970 2+2, 4.2L
- ◇ All original new paintwork with guarantee of no rust by the painter.
- ◇ On historic rego with JDCSA

**Looking for sensible offers but not expecting top dollars**

**Contact: Adrian Lund 0405 742 910**



### FOR SALE: 1963 S-Type Auto

- ◇ Mechanically very good. BW65 gearbox. Maintained by Geoff Mockford. No expense spared.
- ◇ Original paint, some rust in rear RH door. Original interior, rear seat almost pristine. Near new headlining.
- ◇ Engine overhauled when I purchased the car. Travelled reliably for 50,000 miles in my ownership.

**Price: Best Offer**

**Contact Stephen Wade on 8388 5582**

### FOR SALE: X-Type Brake Parts

I am selling new brake parts for a mate. Jaguar X-type 2.1 litre. Set of new unopened disc rotors, brake pads & seals. Suit 2001-04

**\$330 negotiable to reasonable offers**

**Contact: Kevin McEvoy: 8297 5976**  
**or 0414 951 919**



### FOR SALE: 2004 X-Type Sport

- ◇ 2.5L 6-cylinder 5 speed auto AWD Burgundy with Tan interior
- ◇ In recent years, a considerable amount of money spent on engine, ac, new roof lining and more
- ◇ Is registered, only being used once a week these days and no longer required original new paintwork with guarantee of no rust by the painter.
- ◇ The car is located in Kensington Gdns.

**Price: Best Offer**

**Contact: Brett 0419 276 453**



### FOR SALE: Jaguar/Daimler Parts

On behalf of Josephine Orford (parts that belonged to her late husband).

See list below. No prices set but any reasonable offer will be considered.

**Phone Michael Pringle**

**0418 311 422**

Suit Daimler 2.5L or V8250 or SP250			
No.	Item	Part No	Comment
2	Cylinder heads	136769 or 136404	corroded waterways - repairable (?)
4	Tappet covers	136769 or 136404	vg condition - need polishing
1	Tappet block & bush assembly	C22079 or C20982	
3	Rocker shaft assembly		
1	Inlet manifold	C22412 or 307372	
1	Water pump inlet pipe	C20842 +	
1	Water pump body	C20913	
2	Water outlet pipe (thermostat housing)	C20848	
1	Camshaft	C27413 or C21282	or 135873 OK condition
1	Torque converter drive plate	C22144	
1	Gearbox support plate	C22665	
1	Timing chain cover	C21042	
1	Oil pump assembly	C21975	
1	Oil cleaner filter head	9670	
1	Air cleaner assembly	Plate 7: 1,2,5,11/12	
2	SU HD6 carburetors		No needles
1	Throttle & mixture control bracket assembly	C23453	
1	Tie rod & tube assembly		
1	Steering box		unknown condition
Suit Jaguar MKII or Daimler V8			
1	Set interior wood trim		mostly complete - fair condition
1	Set interior wood trim		incomplete - needs restoration
1	Collection of various chrome body trim pieces		good/fair condition
Other			
2	P100 headlights (MKIV?) inc brackets		fair condition
1	Shell motor spirit can		2 gal embossed
1	Golden Fleece motor spirit can		2 gal embossed
1	Castrol petrol can		
1	Shell sign		
And other "garagenalia"			



### FOR SALE: F-Type Spare Wheel

**As new - \$180**

**Contact Tony Human on 412466503**



## ***Holy F-TYPE Batman!***



*Jaguar enthusiast Darren Furzer transformed his black Jaguar F-TYPE into a bat-mobile as a support vehicle in the "2021 Variety NSW Bash" that raised vital funds to help change the lives of kids in need. Darren is now thinking about buying and entering a Jaguar for future events. (Entrant cars have to be at least 30 years old).*

## ***Films Produced to Mark the 60th Anniversary of the E-Type***



*Photo: E2A. Jaguar and Jaguar Heritage Trust have produced films to mark the 60th anniversary of the E-Type. The first involves the oldest production open two seater in existence - 77RW. The second explores the cars that made up the E-Type exhibition that was run at the Trust's British Motor Museum from the C-Type, the D-Type and the unique E2A raced by American team Briggs Cunningham at Le Mans in 1960. To watch these fabulous films goto: [Jaguar Heritage](#) and [E-Type 77RW](#) and [Jaguar E-type 60th Anniversary](#)*



## 'Journalistic Award' on behalf of Paul Skilleter



Steve Weeks story "Adelaide F1 Grand Prix and Jaguars" has won the 2021 Paul Skilleter Journalistic Award. The story appeared in Classic Marque in May 2020. (Steve seen here accepting the Award from our ACJC delegate, Tim White)



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



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## Club Notices

### GENERAL MEETING ROSTER 2021

July	Compact Register
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

**Minutes of the JDCSA Monthly Meeting Tuesday 2nd of June 2021 at The Police Club, 27 Carrington St, Adelaide.**

**Meeting opened at 7.30pm**

## **Apologies:**

Fred Butcher, Gordon & Jeanette Brown, Val Weeks, Daphne Charman, Julian & Moira Lugg, Tom Herraman, Brian Taylor, Bill & Marg Brown.

## **Welfare:**

Bill Brown still not well & Gordon Brown is Ok but receiving chemotherapy.

Many attended the funeral of Elizabeth Wood (Brian Taylor's wife). See Vice -Presidents Report.

**Minutes of Previous Meeting:** Accepted

## **Business Arising:**

Tim White spoke of the proposed changes to the Constitution, the Governance Committee has now signed off on the proposal., the Executive Committee will now review it. It will possibly be ready for voting at the AGM.

## **President's Report:**

- AGM is in September, Phil urged those present to consider an Executive Committee position. Nomination forms are available tonight.
- Grill Badge, Ron Palmer will be ordering a number of 100 badges in 2 different colours. Price will be approximately \$40 each.
- The 2023 National Rally is in Tasmania next year, Phil advised that we should be making plans now to attend, info is on the ACJC web site, also a video presentation.

## **Vice President's Report:**

- Fred attended the May XJ Register Meeting, Numbers slightly down, could have been due to the very cold temperatures. It was a good meeting with lots of car talk.
- Also attended the May Multi Valve Meeting, Good numbers and informative car talk, Peter Clark's ongoing battle with Jaguar over corrosion issues in body panels and Jaguar's refusal to accept responsibility very interesting.
- On a sad note, Fred attended the funeral service of Brian Taylor's partner (Elizabeth) at the Mannum Church, Elizabeth was highly

respected in the community and served on numerous community committees and fund-raising events. A moving Eulogy was given by her daughters Michele and Charlotte who gave a very moving tribute. Despite the weather the church was full with many others standing outside.

- The Multi Valve Register Run went very well, a great range of cars attended.
- The updated Constitution is now with the Executive Committee for review, it will then be made available to the membership for comment. Fred thanked Tim White, Peter Holland and Julian Lugg for their hard work in preparing it.

## **Secretary Report:**

- We have received letters from the Salvation Army advising us of their Red Shield's appeal and minutes of the recent Federation of Historic Motoring Clubs.
- Outgoing mail to thank the organisers of the McLaren Vale Vintage & Classic Day and Victor Harbor British Classic. Also a letter of thanks to Paxton Winery for hosting our club.

Di Adamson commented on some confusion with McLaren Vale Marshalls at the end of the Motorcade causing some cars to be sent the wrong way, hopefully this will be corrected next year.

## **Treasurers Report:**

- Heather advised end of financial year report is being prepared,.
- Also Heather has arranged for a Mr Bob Jones to speak at our August General Meeting, Bob will give a talk on Archaeology.

## **Membership Report:**

- Daphne will be sending renewals out on 6th June.

## **Editor's Report:**

- June Classic Marque is now out.
- Graham spoke on the 60th Anniversary E-Type Border Run to Mt Gambier and the upcoming SS/ Pushrod Register Run to Hamilton.
- Graham referred to the recent article by Don Johnson and the E, F & GT Registers efforts to find the E Type.

## **Logbooks:**

- When membership is renewed

members should post their Logbooks to Dave Burton with a prepaid return envelope.

- Dave will be processing Logbooks at the July and August GM's. Anyone, who does not renew their Logbook will become unregistered.
- Dave prefers the Logbooks to be mailed to him, given the amount of time that it takes to process them.

**ACJC:** Tim White spoke on the latest ACJC Meeting and then presented the Paul Skilleter Journalistic Award for 2020 to Steve Weeks.

**Regalia:** Ron has a full inventory of Regalia items available.

**Librarian:** Tom has a range of books and video's for loan.

**MSCA:** Barry Kitts informed that the next meeting at The Bend was still in doubt.

**E Type Register Report:** No Report.

## **Compact Register Report:**

The Register meeting/dinner will be on the 8th of June., Details are in Tidy HQ.

## **XJ Register Report:**

Bob spoke on the coming weekend run to the Riverland; next Register Meeting is listed in Tidy HQ.

## **Multi Valve Register Report:**

Peter informed that he is organising a Register Meeting at Solitaires, details will be in Classic Marque & Tidy HQ.

## **SS, Mk IV & Mk V Register Report:**

No report.

## **XK 7, 8 and 9 Register Report:**

Steve informed the meeting that the Victorian Register is organising a Border Run at Halls Gap (Covid 19 permitting).

## **Other/New Business:**

Di Adamson informed that the SA Jag Day will be at Civic Park on the 24th of October.

Geoff Thomas - The Annual Dinner will be at the Glenelg Golf Club on 31st July, we should book soon.

## **Meeting Closed 8.08 pm.**

Thanks to the E Type / GT Register for supper.

**Next Meeting:** 7.30pm on 6th July.



# JDCSA - Club Directory 2020 -2021

## Club Postal Address:

PO Box 6020, Halifax Street, Adelaide SA 5000

## Club Web Site / Email

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

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

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

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

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

## Your Committee

### President: Philip Prior

Mobile: 0402 670 654.

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

### Vice President: Fred Butcher

Mobile: 0428 272 863

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

### Treasurer: Heather Buck

Mobile: 0432 549 086

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

### Secretary: Steve Weeks

Mobile: 0414 952 416

Email: [xk789@jdcса.com.au](mailto:xk789@jdcса.com.au)

### Editor/Events Coordinator: Graham Franklin

Mobile: 0490 074 671

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

### Membership Secretary: Daphne Charman

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

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

### Web Master: Tom Herraman

Mobile: 0423 214 644 Email: [info@jdcса.com.au](mailto:info@jdcса.com.au)

### Public Officer: Tim White

Mobile: 0419 809 021 Email: [casuti3@bigpond.com](mailto:casuti3@bigpond.com)

### Club Patron: Mr Peter Holland

Phone: (08) 8271 0048

## Club Services / Club Representatives

### Technical Officer: Geoff Mockford

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

### Regalia: Ron Palmer

Mobile: 0418 855 597 Email: [ron@palmersadelaide.com](mailto:ron@palmersadelaide.com)

### Librarian Tom Brindle

Phone (08) 8387 0051

### Log Books David Burton

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

### Australian Council of Jaguar Clubs (ACJC)

Club Representative: Tim White

Mobile: 0419 809 021 Email: [casuti3@bigpond.com](mailto:casuti3@bigpond.com)

### Federation of Historic Motoring Clubs (FHMC)

Club Representative: David Burton Mobile: 0417 566 225

### Marque Sports Car Association (MSCA)

Club Representative: Barry Kitts: 0412 114 109

### All British Day

Club Representative: Alan Bartram: 0418 818 950

### Inspectors - Club Registration

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

## Register Secretaries

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

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

Email: [kretsch@internode.on.net](mailto:kretsch@internode.on.net)

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

Steve Weeks: 0414 952 416

Email: [xk789@jdcса.com.au](mailto:xk789@jdcса.com.au)

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

Angela & David Rogers

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

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

### XJ, 420G, & MK X - *Meet 2nd Wednesday of each month.*

Bob Charman Phone: (08) 8248 4111

Email: [xj420g@jdcса.com.au](mailto:xj420g@jdcса.com.au)

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

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

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

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

Peter Buck Mobile: 0421 061 883

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

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



