

# CLASSIC MARQUE

## SEPTEMBER 2022



**FEATURE - 420/SOVEREIGN (1966-69)**

THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA

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# Club Torque - Editorial

In this month's edition the feature model is the Jaguar 420. Amongst Jaguar's post-war models, the 420 is perhaps the least known, despite the fact that the fourth and final evolution of Jaguar's post-war compact saloon was clearly the best. Thank you to members Ron Baker and Dave Ward for their well worded 420 stories.

Included is a reprint of an article that won the 2021 Andrew Whyte Journalistic Award, courtesy of Les Hughes and Jaguar Magazine.

There is also a great restoration story from Michael Pringle about a car with a very chequered history. You will also find the latest news from Jaguar, auction results and club news and events including the Compact Register Economy Run and the visit to Marque Restorations.

Finally, thank you to the 46 club members (and interstate readers) that have provided their stories over the past 12 months. I would have been lost without you.

Graham

## Technical Support

There is a wealth of technical knowledge in the club and it is important that members, especially new members, tap into this knowledge to help make life easier when trying to sort out problems with their cars.

One source that is under-utilised is our Facebook sites. **Jaguar Drivers Club of South Australia** <https://www.facebook.com/sajaguarclub> where you will find posting of events and club news.

Another is **JDCSA Members Group** where members can seek help when trying to

solve mechanical/electrical problems; chasing parts or mechanics, painters, motor trimmers etc. <https://www.facebook.com/groups/453009102006257>.

Members also have access to our club Technical Officer Geoff Mockford (8332 3366) and Life Member Evan Spartalis (Sports Car Centre: 8362 8116).

Register Secretaries are also a source of information and help. And of course there is our Club Library with over 200 Jaguar books. See Club Directory (page 61).

## Jaguar Ladies Social Group

Hi Ladies,

Please join us for our next event on Thursday 15th September 12 – 2 pm for a "High Tea by the Sea" at the Stamford Grand in the Promenade Restaurant.

The High Tea menu features petite finger sandwiches, traditional house made scones, delicate sweets treats and delicious savoury puffs and quiches.

Unlimited Dilmah teas will be served plus a glass of bubbles. Special dietary requirements can be catered for, please let

me know if this is required. Cost is \$45 pp to be paid on the day.

We need a minimum of 20 ladies for this event as we have asked for a middle of the week time, so your support would be appreciated. The registration cut-off date for tickets has been extended to Thursday 8th September.

Look forward to seeing you all there.

Tricia Clarke  
042 212 8066

## New Members

### NOTICE BOARD

The following applications for membership have been lodged with the Membership Secretary and are listed in accordance with clause 6 (B-C) of the Constitution. If there are no objections, membership will be ratified one month from this September, 2022 magazine:

- ◇ Glenys & Robert Moylan: 1965 Jaguar S-Type 3.8L Saloon
- ◇ Ian Moyle: 1972 Jaguar XJ6 4.2L Sedan

- ◇ David & Petina Walsh: 1987 Jaguar XJS-C 5.3L Cabriolet

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

- ◇ Gavin & Ty Kilpatrick: No Vehicles to Add to Profile at Present
- ◇ Nigel & Mandy Stevens: 1964 Daimler 250 V8 Sedan
- ◇ Leland & Sandra Bratt: 2002 Jaguar X Type 2.1L Sedan

- ◇ Graham & Margi Breeding: 1995 Jaguar Sovereign 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

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#### Front Cover:

Ron & Ethne Baker, 1968 Sherwood Green Jaguar 420 Auto

#### Back Cover:

David & Margaret Bicknell, 1967 Old English White Jaguar 420



@sajaguarclub

# Events Calendar 2022

SEPTEMBER

OCTOBER

THURSDAY 1st SEPTEMBER	<b>Drive Your Classic Car Day - combined with other car clubs.</b> A leisurely drive, a coffee stop and lunch. Entries Closed. <a href="#">Drive Your Classic Car</a>
2nd - 5th SEPTEMBER	<b>SS Register Multi-State Border Run. COWRA NSW</b> Entries closed. Approximately 60 'Pushrod' cars attending.
TUESDAY 6th SEPTEMBER	<b>Annual General Meeting.</b> Adelaide Bowling Club. Dequetteville Terrace Adelaide. The meeting starts at 7.30pm. <a href="#">JDCA September AGM</a>
SUNDAY 11th SEPTEMBER	<b>60th Anniversary MK10 - 420G. Birdwood Mill Motor Museum</b> Mk10 - 420G owners to arrive at 9.30am. All others to arrive at 10.00am. Everyone welcome. Please register through TidyHQ. <a href="#">Mk10/420G Anniversary</a>
WEDNESDAY 14th SEPTEMBER	<b>XJ, Mk10, 420G Register Meeting: 6:00pm to 9.00pm.</b> The Bartley Hotel, Bartley Terrace, West Lakes Shore. More information via TidyHQ: <a href="#">XJ, Mk 10, 420G Register Meeting</a>
WEDNESDAY 14th SEPTEMBER	<b>XK &amp; Marks 7, 8 &amp; 9 Register Meeting: 7.30pm to 9.30pm</b> To be held at Sue Harrison's, 68 Vine St, Magill. Please register if you will be attending the meeting: <a href="#">XK, Mk7, 8 &amp; 9 Register Meeting</a>
THURSDAY 15th SEPTEMBER	<b>Jaguar Ladies Lunch High Tea. 12.00 to 2.00pm.</b> The Stamford Grand Glenelg Promenade Restaurant. \$45.00 Please register via TidyHQ if you will be attending. <a href="#">Ladies Event - High Tea by the Sea</a>
16th - 19th SEPTEMBER	<b>XK, Mk 7, 8, 9 Border Run. HALLS GAP Victoria</b> Entries Closed. Please contact Steve Weeks 0414 952 416 for more information.
WEDNESDAY 21st SEPTEMBER	<b>SS, MkIV &amp; MkV Register Meeting.</b> Caledonian Inn - Nth Adelaide. Can members please advise Brenton if they will be attending the meeting. 0419 345 775
28th - 30th SEPTEMBER	<b>E, F &amp; GT Register Run to Mintaro and beyond.</b> Wednesday. Cars will drive to Mintaro for lunch at Reilly's Wines Long Lunch, consisting of five courses with shared wines for \$100 per person. Thursday, a day of driving and sightseeing including the Southern Flinders Ranges. Dinner back at Mintaro (Magpie & Stump Hotel). Return drive to Adelaide on Friday. Please register via TidyHQ. <a href="#">E, F &amp; GT Run to Mintaro</a>
WEDNESDAY 28th SEPTEMBER	<b>Multivalve Register Meeting &amp; Dinner. 6.00pm to 8.30pm</b> The Kensington Hotel, 23 Regent St, Kensington SA Please register to attend the meeting. Goto TidyHQ: <a href="#">Register - Multivalve Register Meeting.</a>
TUESDAY 4th OCTOBER	<b>JDCA General Meeting.</b> The meeting starts at 7.30pm. Location and details to be advised by Email and TidyHQ
TUESDAY 11th OCTOBER	<b>Barossa Motorfest:</b> Trevor Norley is part of the organising committee and would love to see as many Jaguars as possible on the day. Lunch will cost \$26 a head. More details to follow via email.
WEDNESDAY 12th OCTOBER	<b>XJ, Mk10, 420G Register Meeting: 6:00pm to 9.00pm.</b> The Bartley Hotel, Bartley Terrace, West Lakes Shore. Please register through TidyHQ.
THURSDAY 13th OCTOBER	<b>XJ, Mk10, 420G Register - Picnic in the Park - 6.00pm (Daylight saving).</b> Hazelwood Park B.B.Q. in the park (food supplied) then we will drive to Auchendarrock House, Mt Barker for Barista coffee and cake for \$12.00. <a href="#">XJ, Mk10, 420G Picnic in the Park</a>
SUNDAY 16th OCTOBER	<b>Bay to Birdwood.</b> <a href="https://baytobirdwood.history.sa.gov.au/2022-general-entry/">https://baytobirdwood.history.sa.gov.au/2022-general-entry/</a> Entries for vehicles manufactured Post-1950 and prior to 1993 have SOLD OUT.
WEDNESDAY 19th OCTOBER	<b>SS, MkIV &amp; MkV Register Meeting.</b> To be held at the home of Bob Kretschmer, 56 Miller Street, Unley North. Can members please advise Brenton if they will be attending the meeting. 0419 345 775
THURSDAY 20th OCTOBER	<b>E, F &amp; GT Register Meeting - to be held at Alan Baker's workshop. 7.30pm to 9.30pm</b> Because of space constraints, attendance will be limited to 25 people. Please register through TidyHQ. <a href="#">E, F &amp; GT Register Meeting at AB's</a>
SUNDAY 23rd OCTOBER	<b>SA JAG DAY and Cats &amp; Cans - 10.00 am - 3.00 pm.</b> Civic Park Modbury, 995 North East Road, Modbury SA. <b>PLEASE KEEP THE DATE FREE</b> <b>No need to pre-register.</b> More information page #22 or goto <a href="#">SA JAG DAY</a>
4th -7th OCTOBER	<b>XJ Mk10 420G / Multivalve Combined Weekend Trip to Port Fairy</b> For more information phone Bob Charman (0421 482 007) or Peter Buck (0421 061 883) or Goto TidyHQ <a href="#">Combined Register Trip to Port Fairy</a>

# JDCSA - President's AGM Report 2022

It is with much pleasure that I submit my President's Annual Report. Recent times have seen us face many challenges on a personal scale due to COVID. 2021 through 2022 continued to present with these challenges; however, easing of restrictions by the Health Authorities has enabled Club activity to resume with a minimal of disruption. One certainty is that we can all be proud of what the Club has achieved throughout 2021-22 and I thank most sincerely the Management Group of dedicated Committee Members. Your committee has worked unmolested in their individual rolls to ensure that the JDCSA has remained a constructive and vibrant Club.

**Committee:** Thank you in particular to the Executive members. We would all be floundering without our Treasurer Heather who continues to work tirelessly to ensure that the financial records are up-to-date, detailing all income and outgoings. Copies of the Financial report will be available at the AGM. Our Membership Secretary Daphne has continued in her very efficient way to process new membership applications and with the archiving of our earlier club records that were in somewhat of a mess. Thank you, Daphne. Our Log Book Coordinator Dave Burton has once again pulled the proverbial Rabbit out of the hat and managed to process the majority of Log Books, together with new member log books. Thank you, Dave. I must also advise that Dave has given notice and that Bob Charman has volunteered to take on this role; sorry Daphne more work! To our Editor Graham; well, what can I say. Since taking on this role Graham has taken the Classic Marque to a totally new level in both content and presentation. Thank you, Graham. Your Club Secretary Steve while faced with a very steep learning curve in the form of the Club's Data Base TidyHQ, has also done a terrific job in managing the day-to-day secretarial duties. Thank you, Steve. I would also like to thank my Vice President, Michael Pringle for his valued assistance and wise council over the past 12 Months. Michael has been a great support, especially with some of the more mundane tasks involved in the running of the club.

**Club Services and Register Secretaries:** It would be remiss of me not to mention other club members who have volunteered their time with the organization and running of the club. Thank you to Graham & Betty for taking on the role of Club Regalia, having relieved the long serving Ron & Claire Palmer. Also, our long serving Librarian Tom Brindle, again thank you for your support. Finally, I must make special mention of our Register Secretaries. Without their backing there would not be a fully functioning Jaguar Drivers Club. In addition to the model/type Registers we also have the Ladies social Group. This was proposed by Tricia Clark with the group meeting regularly for lunch. I believe feed-back would indicate the Ladies Group

is a great success; Thank you to Tricia. To all Secretaries thank you very much for your time and effort in this very important roll.

The major disappointment on the club calendar for 2022 being the cancellation of All British Day (ABD) in February at Echunga. The ABD display was to feature the E Type Jaguar celebrating its 60th (originally planned to occur in 2021) as the centre display and it was intended to have the first row from the centre display filled with Jaguars. This again would have been a fitting display celebrating 100 years of Jaguar cars.

Once the decision was made to cancel ABD I saw an opportunity for the club to make good of the day, considering club members had planned for a days' outing. I therefore contacted the Motor Museum to see if it was possible to hold the President's Picnic Day at the Museum Grounds. This proved popular with over 90 cars in attendance. The invitation was passed to the Triumph Stag club with some of their members joining for the day.

Another COVID casualty during the year was the McLaren Vale Vintage & Classic. Once again quick action by Club Secretary Steve saved the day by organizing the JDCSA Combined Car Clubs event at the Oxenberry Farm Winery. This event proved very popular with several other car clubs joining our group for the day. This annual event is a fund raiser for the local hospital and it was decided to gift the money raised by the club raffle on the day to the Hospital.

**The good news item:** Resumption of the Annual Dinner and Presentation. This year it was again held in the afternoon, which has proven to be popular with members. Geoff and Margret Thomas assisted by Peter and Ros Holland have again organised a very enjoyable afternoon which included a menu with choices and with one person at the table winning a prize. Geoff has advised that he will be retiring so the search is now on for a replacement Annual Dinner/ Awards Coordinator. We do have some time before we need to fill this position as next year will be the Clubs' 50th celebration year and the working group headed-up by Di Adamson and Suzanne Jarvis is hard at work planning this very special event.

Congratulations to the winners of the various awards presented at the Presentation lunch award recipients included: Editors Award: David Seidel; Presidents Award: Graham Franklin; Most Enthusiastic Member: Suzanne Jarvis; Club Person of the Year: sharing the Award - Peter & Heather Buck. I am pleased that our very first Secretary (1973) Dave Seidel, presented this award.

The End of Year Financial Report shows the club to have a very healthy balance sheet. I would like to place on record the fact that our Treasurers' continual control of expenditure should not be underestimated.



Challengers ahead for the club: 2023 will be a special year with the National Jaguar Rally (JNR 2023) in April and the club celebrating its 50th year in July. Planning for the JNR is well advanced under the stewardship of Rally Director Phil Prior. The rally programme has been published on the JDCSA web site and you are encouraged to familiarise yourself with the various options included in the programme. The working Group meet monthly to flesh out the detail. Your comment on the programme is encouraged.

Planning for our 50th is progressing and a potential venue picked to hold the Gala Dinner event. You will soon be asked to select your choice as to which evening to hold the dinner; a week or weekend night. The actual date falls on a Tuesday and I believe this to be the ideal evening.

**Sponsors:** Thank you to our sponsors for their support through-out the year and we welcome the following new partner, SNG Barratt. Several of our Sponsors have supported the club for a number of years and I encourage members to consider their services when looking to have work done.

With the AGM due in September members are encouraged to nominate for various positions on the Club Committee. Nomination forms are available from the Club Secretary and can be downloaded from the Classic Marque.

I am delighted that most of the Committee has put their hand up and agreed to serve for another year so that we can make the best use of their experience with a big year ahead. In closing, 2022 has had its challenges and through the efforts of our volunteers the club has managed to continue with an almost normal run of club events through-out the preceding year.

In closing I must emphasize the importance for associations such as ours' to have fresh ideas that encourage renewal. This helps to ensure we attract new members and thereby continue to grow; the alternative is not an option. If we do not grow, we will suffer a similar fate as many other comparable organisations and slowly dwindle in our membership.

Thank you for your support and vote of confidence.

**Safe Motoring,  
Fred Butcher**



THE NEW JAGUAR

420



*1967 Jaguar promotional photograph that was also used in their official brochures.*

# Feature: Jaguar 420/Sovereign

The Jaguar 420 and its Daimler Sovereign equivalent were introduced at the October 1966 at the London Motor Show and produced for two years.

## Design

One can trace the history of the 420 all the way back to the 2.4 saloon. The Mark I led to the Mark II in 1959, with the 'S' Type arriving in 1963.

Despite clear styling differences, all shared the same wheelbase (2,727 mm - 107.5 in).

To clarify the differences that defined each model variant, the Mark II added a larger engine, wider rear track, larger rear window and restyled doors to the Mark I, while also standardising features that were previously optional.

The 'S' Type added independent rear suspension and a longer boot, twin fuel tanks and a re-styled front end to the Mark II. During production, the manual gearbox was upgraded, too.

To all these improvements, the 420 added some of its own - enough to warrant its own model designation.

In styling terms, the 420/Sovereign was essentially an 'S' Type with that car's curvaceous nose made much more linear, the better to match its rear styling (which was not altered).

Contouring around its four lamps was relatively subtle, with small peaks over each, and its flat frontage sloped forward slightly. The square grille with central divider matched that of the 420G.

The low-set fog lamps of the Mark 2 and 'S' Type were replaced by a pair of inner headlamps at the same level as the main lights. The inner lamps were lit on main beam only.

Dummy horn grilles were added below each inner headlamp to break up what would otherwise have been a large expanse of flat metal on either side of the radiator grille.

The tops of the front wheel arches were flattened to match the squarer lines of the nose. The slimline bumpers dispensed with the centre dip which had characterised the bumpers of the Mark 2 and S-Type. All this was done to improve the car's aesthetic balance compared with the 'S' Type and to create a family resemblance to the Mark X/420G.

No attempt was made to give the 420/



*David & Margaret Bicknell, 1967 Old English White 420 (4.2 Litre)*

Sovereign the same front-hinged bonnet as the Mark X/420G and it retained a rear-hinged bonnet of similar dimensions to those of the 'S' Type.

## Interior

Changes to the 'S' Type's interior to create the 420/Sovereign were driven mainly by safety considerations, with the wood cappings on the doors and dashboard replaced with padded Rexine and a wooden garnish rail on the tops of the door linings.

The clock was relocated from the tachometer to the centre of the dashboard top rail, where it was powered by its own battery. The 'S' Type's pull-out map tray below the central instrument panel was not carried over although the 420 retained the same central console and under-dash parcel tray. The seats of the 420 were of slightly different proportions from the 'S' Type, although they appeared very similar.

## Engine

The 4.2-litre XK engine of the 420/Sovereign was fitted with the straight port cylinder head and 3/8-inch lift cams.

Even with only two SU carburettors instead of three, the six still produced 245hp (182kW) in the 420 and was more powerful than any factory Mark II or 'S'

Type and could easily deliver a 125mph (200km/h) top speed.

## Power Steering

A novel mechanical feature that the 420/Sovereign shared with the 420G was Marles Varamatic power steering, which was offered as an option on the 420 but was standard on the Sovereign.

Built by Adwest Engineering Co Ltd of Reading, England, it was a "cam and roller" system in which the non-constant pitch of the cam resulted in a variable steering ratio, with the lowest gearing being at the straight ahead, rising rapidly to either lock.

The rise in gearing (equivalent to a drop in ratio from 21.6:1 to 13:1) occurred almost entirely within the first half turn of the steering wheel from the straight-ahead position. The effect was to give very light and relaxed steering at the straight ahead, with quick reaction when cornering. There was no adjustment in the behaviour of the steering in reaction to road speed. A very few of the last 'S' Types were similarly equipped.

## Mechanical

Other mechanical refinements the 420/Sovereign had over the S-Type included:

- Replacement of the Borg Warner Type 35 automatic transmission with the stronger Model 8.

## Feature: Jaguar 420/Sovereign

- A more efficient cross-flow radiator in place of the S-Type's smaller vertical flow type.
- A dual-line hydraulic braking system replacing the S-Type's single line system.
- Twin 2-inch HD8 SU carburetors (cf. the S-Type's twin 1.75-inch HD6 SUs).
- Brake discs featuring a peripheral cast-iron anti-squeal ring.
- A Holset "Torquatrol" viscous coupled engine cooling fan.
- Negative earthing (the S-Type was positive earth).
- A pre-engaged starter instead of a Bendix pinion.
- An alternator rather than the S-Type's dynamo.

### Performance

A Motor (UK) road test in May 1967 reported that for a combination of speed, comfort and safety the 420 is as good as any in the world, regardless of cost.

A North American perspective was provided by Road & Track, whose December 1967 report concluded:

*Jaguar's big seller in the U.S. remains the E-type sports cars, but the 420 sedan offers just as unique a combination of qualities in its own field. For a reasonable basic price of \$5900, Jaguar offers brisk performance, outstanding*



*The seats of the 420 were of slightly different proportions from the 'S' Type, although they appeared very similar. Daimlers were fitted with higher grade leather seat centre sections.*

*braking, excellent handling and ride, quality finish, and luxury in abundance, all in an automobile that's easy to manoeuvre in today's maddening traffic.*

A road test by Wheels (Australia) in August 1967 enthused:

*While they can continue to build and sell cars as good as this, there is*

*hope for the man who cares about his motoring.*

### Daimler Sovereign

Whereas the Daimler 2½-litre V8 released in 1962 differed from the Jaguar Mark 2 in having a genuine Daimler engine, only the Sovereign's badging and aspects of interior trim differentiated it from the 420.

The market perception of the two marques Daimler and Jaguar, which the material differences between them sought to foster, was that the Daimler represented luxury motoring for the discerning and more mature gentleman whereas the Jaguar was a sporting saloon aimed at a somewhat younger clientele.

In the Daimler model range, the Sovereign filled a gap between the 2½-litre V8 and the larger and more conservatively styled 4½-litre Majestic Major. Prices in the UK of the basic 420 and Sovereign, as quoted in the Motor magazine of October 1966 were:

- Manual o/d: Jaguar £1615, Daimler £1724
- Automatic: Jaguar £1678, Daimler £1787

In return for the ≈6.5 % difference in price, the Daimler purchaser obtained only a few substantive advantages but would have considered the cachet of the Daimler badge to be well worth



*The introduction of new safety legislation resulted in the traditional all wood cappings on the doors and dashboard being replaced by softer padded Rexine (artificial leather cloth).*



# Feature: Jaguar 420/Sovereign

the extra money; indeed, the Daimler name attracted buyers who disliked the Jaguar's racier image.

In total, the Daimler differed from the Jaguar in having:

- A plastic insert on the rear number plate housing bearing the Daimler name. On the 420 the cast number plate housing bore the Jaguar name and on the Sovereign, this remained beneath the plastic "Daimler" insert.
- Wheel trim centres, horn button, oil filler cap and seat belt clasps carrying the stylised D rather than the title Jaguar, a Jaguar's head ('growler') or no badging at all.
- Ribbed camshaft covers bearing the inscription 'Daimler' rather than the polished alloy covers on the Jaguar.
- All of the 420 extras as standard, including a heated rear window, overdrive on manual transmission cars and power assisted steering.
- A flying D mascot at the forward edge of the bonnet in place of the leaping cat Jaguar mascot ('leaper') above the radiator grille.

- A fluted radiator grille with stylised D badge in place of the smooth crowned and Jaguar-badged grille.
- Arguably more carefully selected and matched walnut veneer trim.
- Higher grade Vaumol ventilated leather seat centre sections.
- Better quality covers for the sun visors.

## Production

In 1967, its first full year of production, the 420/Sovereign easily outsold the other Jaguar saloon models still in production and at a cost of around £200 more than an 'S' Type, effectively ended buyer interest in that model.

Nevertheless, relatively few 420's were made in total due to the fact that the Coventry factory stopped making the Jaguar 420 in 1968, just over two years after production began and with just 10,236 produced. The Daimler Sovereign continued into 1969 and 5,824 were sold.

When the XJ6 was launched in October, 1968, it swept the 'S' Type and 420 aside and would go on to make its own mark in the Jaguar story.

## Summary

Amongst Jaguar's post-war models, the 420 is perhaps the least known. Obscure as it was, the 420 was an important model for Jaguar, serving as a "proof of concept" for the XJ6 that would arrive in 1968.

The almost immediate success of the XJ6 meant that the Jaguar 420 and its Daimler Sovereign equivalent are largely forgotten today, and largely under appreciated. This is reflected in prices for as little as \$6,000 for a drivable, but poor-quality example, up to a fully restored car struggling to reach \$40,000; half that of what a restored Mark II would achieve.

This is despite the fact that the fourth and final evolution of Jaguar's post-war compact saloon was clearly the best. ■

*Information for this story from various publications including Jaguar World, Jaguar Magazine and Wikipedia.*



*Colin Williamson, Warwick Grey 1967 Daimler Sovereign 420.*

## Members Story - Ronald Baker

I was 29 years of age in 1974 when I carefully drove my newly acquired Sherwood green 1968 Jaguar 420 out of BEA Motors, Flinders St Adelaide. It was like a new car and I was enthralled.

The fit and finish, the smell of the tan leather interior, the feeling of luxury overwhelming my senses. And that motor! I had traded my 1963 Holden EJ and had paid \$4800, roughly the going price for a new Holden at the time.

The Jaguar had been bought from Brysons, Adelaide in 1968 by Sir Arthur Lee. His last rank was Lieutenant Colonel and he became the first WW2 returned serviceman to become National President of the RSL in 1960. He held office in a number of welfare and support organisations for returned servicemen and was knighted in 1966.

This 420 has had a busy life as a family car and a work vehicle. It has sat about in hospital carparks taking the full sun but not much in the way of carpark scrapes. I have always lived in the Hills initially Stirling then near Woodside. Not many short trips which has undoubtedly contributed to its longevity. When younger I drove the car with some enthusiasm such that before the Southeastern Freeway was opened, I would get 10,000 miles from a set of tyres.

The original Borg Warner automatic gear box was large and heavy and not very good. The 'bands' would need adjusting to stop the flair between gear changes. [Jim Murphy](#) whose garage was at Hazelwood Park changed it over for a better one out of a wrecked XJ12, all for \$750. At one stage we swapped the diff for one with a taller ratio to give the car better legs for my type of use. At one stage there were brake problems which continued on and off until I found the right man. I cannot remember what the problem was but it has not recurred.



This car had been fitted with air conditioning. The reciprocating York pump on the engine still works well. However, the evaporator was in the boot with air intake and exit on the rear shelf between the rear window and rear seat, generally a hopeless piece of gear with the slightly cool air at the back when most of the heat was at the front bothering the driver. It was very inefficient with long refrigerant hoses running the length of the car. I took out the evaporator and replaced it with a small Japanese unit which was mounted under the parcel shed on the passenger side with good effect.

The exhaust system was constant maintenance until it was replaced by a stainless steel one without the flexible portion adjoining the engine pipes. the car has been quiet ever since.

By 1991 the car was getting tired. The original paintwork was fading and had cracked in parts due to the sun exposure, so Des Higgins came to the rescue with a bare metal paint restoration which has lasted well and is still admired. This was the opportunity for Jim to do an engine rebuild and a chance to upgrade

the valves and seats. The upholstery was tidied up. My car looked and drove like new again!

I had driven this car so often for so long that it seemed like part of my identity. There was never a question of changing cars even when a friend offered a fairly new XJ6.

There is still an insoluble problem of heating particularly of the footwell areas notably on long drives in hot weather due to that 4.2 litre engine in a smallish engine bay with limited flow through ventilation and no heat barrier or insulation on the fire wall. Clearly okay in England but not Summer in Oz. I missed an opportunity to address this when the engine was out but there is little space between the back of the engine and the firewall. I bought a spare bonnet and had it vented and painted by Ray Finch at Mt Barker, a partial solution. I kept the original bonnet but really had no intention to refit it. It was then lost when the Cudlee Creek fire of 20 December 2019 came through.

The Jaguar 420 is now on Club Registration, semiretired, but I continue to enjoy driving it practically anywhere but interstate and not in hot weather. It continues to attract admiring attention wherever I park.

Most importantly it has never broken down or required roadside assistance.

I checked the speedo to write this piece, 263,035 miles which coincidentally converts to 420,856 Km.

**Ronald Baker**

*Editor: Thank you very much Ron for an informative and very enjoyable story.*



## Members Story - Dave & Suzanne Ward

We have owned Jaguar's for many years, our first experience was really character building back in 1986 when we purchased our beloved V12 Daimler (Double Six).

We didn't know at the time that a lump of metal with 4 wheels could create so much love, pain, anxiety, financial hardship, and joy all at the same time.

That vehicle started us on a crusade with Jaguar cars that was to last and continue for decades.

We purchased our current 1968 420 Jaguar relatively recently in 2014. Our previous XJ40 Jaguar had served us well for many years but like all good Jag's it decided to stop and not go again right in front of the pub down on the bottom of York Peninsula in a little place called "Corny Point".

The \$700 tow truck fee back to Sovereign Motors in Adelaide became even more significant when they just started the XJ40 up on the tow truck tray and drove it off into the workshop.

Now our current 420 Jaguar "Basil" resides in our garage all snug and warm while Dave's everyday vehicle, a Holden Caprice, must endure all the hazards of the Adelaide weather.

Regardless the Jaguar makes it oil marks on the garage floor and takes Dave to golf at the Mt Osmond Golf Club twice a week.

We love our 420 Jaguar and so do the rest of our family, it's a stately comfortable vehicle to ride in and we have promised our granddaughters we will use "Basil" as their limousine when and if they so desire.

**Dave & Suzanne Ward**

*Editor: Thank you Dave & Suzanne. A lot of members would relate to your story.*



*David & Suzanne's granddaughter Hannah with their lovely Jaguar 420*



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# JLR Appoints New Managing Director for Australia



**Jaguar Land Rover has announced the appointment of a new managing director for their Australian operations.**

Penny Ferguson will drive business transformation, modern luxury client experience and commercial outcomes at Jaguar Land Rover Australia, helping realise the full potential of the business's global Reimagine strategy in the market.

Ferguson joined Jaguar Land Rover in July from leading global luxury brands Tiffany & Co, and pearl specialist Paspaley, bringing more than 15 years leadership experience in retail sales and operations, customer service, and finance.

Ferguson built her early career in chartered accounting and holds a Bachelor of Commerce from the University of Sydney.

Martin Limpert, regional director overseas, JLR commented: "Penny brings

a depth of business experience gained within the luxury jewellery industry. As Market Director and member of Tiffany & Co's leadership team for Australia and New Zealand, Penny successfully drove the establishment and expansion of their operations in the region.

With her broad expertise in multi-channel luxury retail operations and finance, customer-centric mindset, and modern leadership style, Penny is well-placed to drive our business transformation".

Launched in February 2021, Reimagine is a sustainability-rich reimagining of modern luxury by design, unique customer experiences, and positive societal impact.

The strategy is designed to help Jaguar Land Rover achieve zero tailpipe emissions by 2036 and net zero carbon emissions across supply chain, products and operations by 2039.

Following an extensive executive search, Ferguson succeeds Mark Cameron who returned to the UK with a promotion to global commercial director for vehicle programmes and transformation, following a successful three-year tenure and profit-led transformation of the Jaguar Land Rover Australia business.

Jaguar has sold 413 cars to date in Australia, led by the F-Pace SUV, while Land Rover has recorded 2601 sales. The reborn Defender is the best-selling car under the Jaguar Land Rover umbrella, followed narrowly by the Range Rover Sport. ■

*Information for this story from WhichCar? and B&T Magazine.*

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# New JLR Testing Centre For Electromagnetic Compatibility

For most people, the memory of a passing car turning a television screen to a washout of static will be a distant one, but the phenomenon risks returning due to electric vehicles.

JLR has opened a new testing centre to ensure its latest breed of power-hungry electric cars don't disrupt TV screens and smartphones.

The new facility in Gaydon will make sure electronic items are shielded from its cars and vice versa, a growing challenge as battery-powered vehicles connect to more and more data.

The laboratory houses two anechoic chambers, a rolling road to mimic the car's noise at road speeds and equipment to analyse batteries, electric motors and other individual components.

The aim of testing for electromagnetic compatibility (EMC) is to make sure things like Bluetooth, GPS, WiFi, 4G, 5G, adaptive cruise control, wireless charging will work under sub-optimal circumstances.

Electric cars are more at risk of radio wave interference because they operate at higher voltages with more current, which can deliver a stronger electromagnetic field.

Peter Phillips, of Jaguar Land Rover, said: "If you have an EV today, you will take your electric vehicle home, you plug it into your charger in the garage, what you don't want while that car's charging is for it to cause interference with the radio or the television at home."

As well as the higher voltage issues, the range of sensors and safety features added to all cars - both combustion and battery-powered - is another challenge. Cameras, radar and other sensors need to be kept free of interference to work. Mr Phillips added. "Some radar systems on the cars are working on

the electromagnetic radio spectrum, autonomous adaptive cruise control has a radar in front of the car."

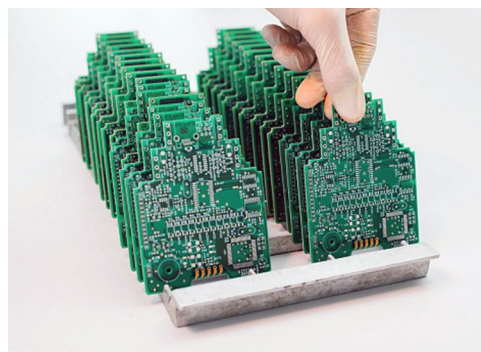
Peter Philips added that with an increasing number of electric powertrains and the range of digital and cloud-based services on vehicles, from Software-Over-The-Air updates to autonomous technology, testing for EMC is crucial to delivering quality, legal, and customer satisfaction. ■

*Information for this story from CarScoops and Jaguar.*



*New JLR drive-in EMC RF anechoic test chamber.*

## Tata to Produce Semiconductors and EV Batteries



Tata Group, which owns Jaguar Land Rover, is looking to venture into the worlds of semiconductor and EV battery manufacturing.

The Indian conglomerate's plans come as the country's prime minister, Narendra Modi, looks to establish India as a leader in semiconductor production in a bid to reduce its reliance on imports from other countries.

Tata Motors is finding alternatives to chips and purchasing them from the open market in its bid to push forward

with production. Despite these attempts, Tata expects the shortages to continue for at least the next six months and believes the fourth quarter could be more uncertain than the previous year.

Tata also noted that the chip shortage is more "acute" in electric vehicles than internal combustion engines.

Bloomberg reports N. Chandrasekaran, chairman of the main holding company behind Tata Motors, also told an event in Mumbai that the company will soon announce plans to manufacture its own electric vehicle (EV) batteries.

### Tata purchases Ford's Indian Facilities

This venture into semi-conductors and battery manufacturing follows the news of the sale of Ford's Sanand plant in India to Tata for US \$91.5 million. The plant will become part of the Indian conglomerate's EV arm.

The Sanand closure was announced last September when Ford said it was

stopping car manufacturing in India, halting the local production of models such as the EcoSport and Endeavour.

At the time, Ford CEO Jim Farley said that "despite investing significantly in India, Ford has accumulated more than \$2 billion of operating losses over the past 10 years, and demand for vehicles has been much weaker than forecast."

Tata hasn't announced the models it plans to produce at the plant, but it's understood that the facilities will play an active part in achieving the automaker's goal of EVs accounting for 25 percent of total Indian sales by 2025. ■

*Information for this story from Bloomberg.*

How much lithium is in a electric car battery? Amounts vary depending on the battery type and model of vehicle, but a single car lithium-ion battery pack (of a type known as NMC532) contains around 8 kg of lithium, 35 kg of nickel, 20 kg of manganese and 14 kg of cobalt.

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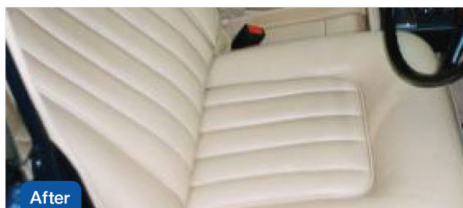
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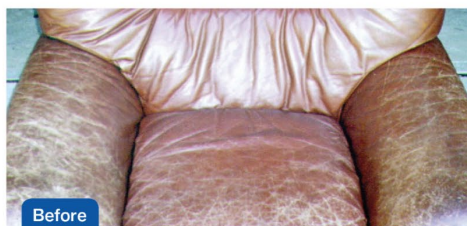


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Before



After

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# Mitch Evans Runner-Up In Formula E World Championship

Despite closing out his greatest Formula E season to date, Jaguar TCS Racing driver Mitch Evans' valiant shot at the ABB FIA Formula E World Championship title resulted in him coming in runner-up in the Season 8 finale in Seoul.

"It's a shame but I gave it my best," he remarked after the final race in Seoul. "A lot of things had to go right for me to take the championship. I had to win and the leader had to not finish in the points, so that was always going to be a tough ask. But I took it to the last race against the quality of field that we've got in Formula E, and I have no regrets."

## Round 15

Driver Sam Bird, sustained a fracture in his left hand during the first lap of round fourteen in London and was replaced by French professional racing driver Norman Nato for rounds 15 and 16.

Mitch Evans lined up third on the grid and on the first two corners of a wet Seoul E-Prix, Mitch skilfully overtook both Oliver Rowland and Lucas Di Grassi to take the lead of the race. Within seconds the race was red flagged and the cars returned to the paddock.

At the restart, the Jaguar TCS Racing team delivered an incredible strategy to keep the Kiwi at the front of the pack and Mitch went on to secure the win, leading the race from the opening lap until the chequered flag.

Norman Nato lined up eleventh on the grid after a promising qualifying session for the Frenchman, who has not driven a Formula E car in a year. In the opening



*Jaguar's Mitch Evans penultimate victory in Seoul kept the title fight alive.*

lap of the race, Nato hit the slippery side of the track and ended up with his Jaguar I-TYPE 5 in the barrier, along with seven other drivers. Norman's Jaguar I-TYPE 5 needed a new nosecone, but the 30-year-old managed to navigate the 1998 Olympic Stadium and carry on the race once it restarted. Norman finished the penultimate round of the Formula E World Championship in thirteenth.

The Kiwi headed into Sunday's finale 21 points behind championship leader Stoffel Vandoorne with 29 points available.

## Round 16

In the final race of the season, Mitch Evans lined up thirteenth on the grid after a challenging qualifying session.

With a slim chance of the title still to fight for, the 28-year-old was determined to climb his way through the pack. As Mitch has demonstrated all season, he showcased the race pace of the Jaguar I-TYPE 5 and his talent by carving his way into the points within the first five minutes of the race. A 10-minute safety car halted his progress further and he brought his I-TYPE 5 home in seventh.

Norman Nato, in his debut weekend for Jaguar TCS Racing, lined up sixteenth on the grid after qualifying eighth in Group A. The Frenchman worked his way through the field before dropping back down to finish the race in sixteenth.

Sam Bird finished thirteenth in the overall drivers' championship after not being able to compete in the final two rounds in Seoul due to an injury. The Seoul E-Prix season finale was the first two races Sam has missed since the inception of Formula E.

At the end of the 100th Formula E race and season eight, Jaguar TCS Racing finish fourth in the teams' world championship with 231 points – the British team's biggest points haul in Formula E.

Jaguar look forward to the fastest, lightest, most efficient electric race car taking to the streets of Mexico City in January 2023 for the start of season nine and the Gen3 era. ■

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



*The Formula E World Championship was won by former F1 driver Stoffel Vandoorne, ahead of Mitch Evans and Edoardo Mortara. Sam Bird finished 13th having missed the last 2 races.*

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# Jaguar Begins Polishing Image as An Elite Lifestyle Brand



As 2025 approaches Jaguar's metamorphosis into an ultra-luxury brand is underway with lifestyle adverts aimed to position the brand as the pinnacle of luxury. Harper's Bazaar, Elle and Esquire are three of the magazines that will feature the new Jaguar ads. Videos will appear on the magazines' social media. Road & Track will also run the adverts.

## 007 "No Time to Die" Stunt Cars To Be Auctioned

For an automotive enthusiast, every new Bond film is centred more around the impeccably modified Q-classics and death-defying high-speed chases than top tier espionage or the beautiful foreign escorts on the arm of the world's greatest spy.

The iconic Aston Martin DB5 may be the car that started it all when it debuted in the 1964 James Bond film Goldfinger but other British automakers have since jumped aboard the bandwagon to demonstrate their creations in the 24 films since then. A number of cars that starred in the most recent instalment of the Bond movie franchise are going under the hammer.

British auction house, Christie's, is honouring the 60th anniversary of the Bond movie franchise with a special 007-themed auction.

Jaguar, Aston Martin, Land Rover, and Range Rover cars that starred in "No Time To Die" blockbuster are among the two-part charity sale scheduled for September 2022.



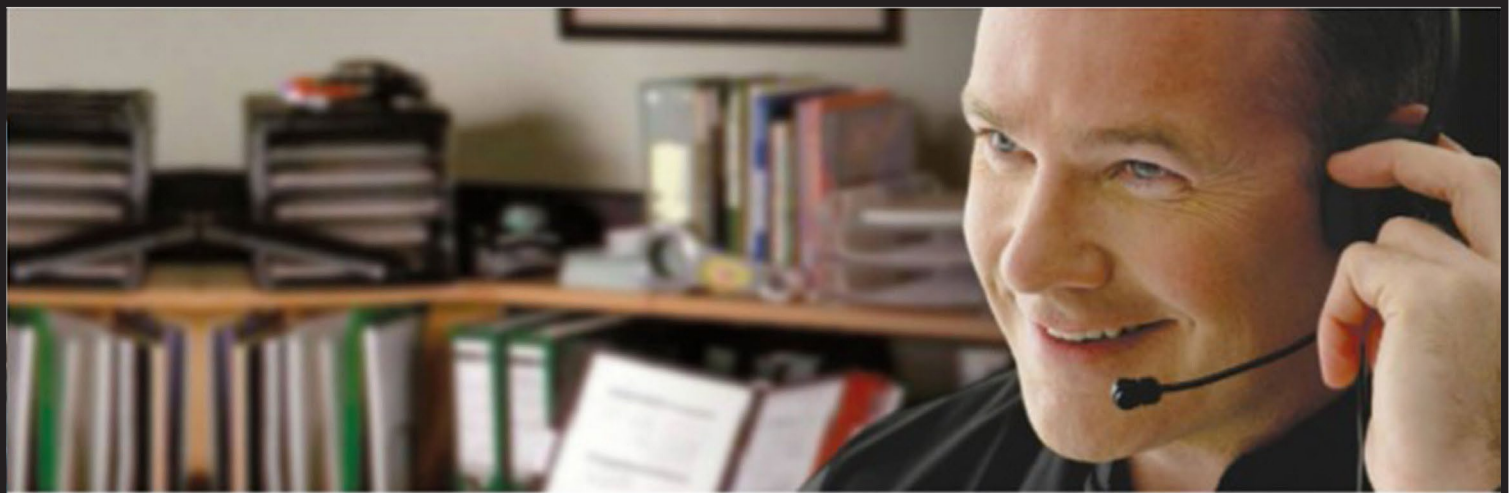
A Jaguar XF which starred in the pre-credit sequence has an estimated starting price of \$AU85,000.

Other cars up for auction include an Aston Martin DB5 replica which contains damage from the opening chase scene. Bidding for that model is expected to start from an eye-watering \$AU2.5 million, while a V8 Aston Martin Vantage is anticipated to sell for about \$AU1.2million.

A total of 25 vehicles are being auctioned during an invitation-only event on 28 September 2022. Online bidding commences on 15 September 2022.

All proceeds from the 007-themed auction will be going to charity. ■

*Information for this story from Drive Australia and Car Magazine.*



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# I-Pace Joins Other EVs to Catch Fire

Although EVs have an extremely low chance of catching fire, with hybrids much riskier, there have been a number of recorded cases of electric cars from big giants like Tesla, Porsche, and Mitsubishi having burnout incidents around the world. The I-Pace has now joined the ranks with reportedly the fourth of its kind to globally catch alight.

The latest I-Pace to be embroiled in some controversy happened in Florida. The midsummer heat of the tropical American state isn't believed to be the cause of the fire.

In this case the owner promptly moved the Jaguar from his garage where it was charging, after he noticed smoke billowing from the car. He moved the I-Pace to a clear stretch of a suburban road. It was assessed that had he not done this, his entire house risked the same fate in a rapidly escalating fire that engulfed the entire I-Pace in a short period of time.

Not much remained in the aftermath of the fire that emergency crews managed to subdue with great difficulty, requiring a special fire suppression foam to completely extinguish the car.

Thereafter, Jaguar removed the I-Pace to conduct an examination and determine what may have caused this misfortune. However, at this stage no hypotheses

have been presented, and an exact cause is yet to be determined.

The good news is battery electric vehicle fires don't happen often.

Project Director of EV FireSafe in Melbourne, Australia, Emma Sutcliffe, says researchers need more data to determine fire rates conclusively, but preliminary studies indicate fires in fully electric cars are rare.

Research by another firm, AutoinsuranceEZ, says battery electric vehicles have just a .03% chance of igniting, compared to internal combustion engine vehicle's 1.5% chance. Hybrid electrics, which have both a high voltage battery and an internal combustion engine, have a 3.4% likelihood of vehicle fires according to their study.

However, when fires do occur, electric vehicles with lithium-ion batteries burn hotter, faster and require far more water to reach final extinguishment.

Lithium-ion battery cells have electrodes placed close together, which increases the chances of a short, and they are filled with a flammable liquid electrolyte.

Electric vehicles include battery management systems to maintain the right operating temperature for high voltage batteries inside, and those

systems control how fast batteries charge and discharge. Improvements to them as well as the battery cells themselves promise to make EVs safer.

Tesla recently announced it's switching from lithium-ion battery cells to lithium iron phosphate (LFP) batteries. Other major automakers including Ford, and VW are also substituting LFPs for nickel or cobalt formulations used in some of their electric vehicles.

"These are generally believed to be a lot safer," said Paul Christensen, a professor of electrochemistry at Newcastle University whose research focuses on lithium-ion battery fires and safety.

In the end, he believes, fully electric vehicles have a chance to be safer than the gasoline- or diesel-burning models they replace.

"We've had a long time to fully understand the risks and hazards associated with petrol and diesel cars. We're going to have to learn faster how to deal with the challenges with electric vehicles. But we will." ■

*Information for this story from CNBC and Car Mag.*



Jaguar Drivers Club of South Australia  
**SA JAGUAR DAY**

Sunday 23rd October 2022

11.00am—3.00pm

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## Vale - Niel Allen

Niel Allen, a leading Australian racer in the 1960s and early 1970s passed away in Sydney, aged 80.

Niel Allen was one of the most famous names at Bathurst for over 30 years.

In 1970 Niel Allen, driving a McLaren M10-B Chevrolet F5000, set the track alight with a blistering lap time of 2:09.7 seconds. The record stood for 32 years. This was despite the fact that the road surface was very bumpy, quite different to what it is like now and the fact that race cars have continued to get faster.

Niel Allen started racing in the early 1960's when he raced sports cars and open wheelers. His interest in cars came courtesy of his father. Long before seat belts became mandatory, he used to sit on his dad's lap and steer the family Oldsmobile.

On the family property Allen began driving as soon as his feet could reach the pedals. Allen took this love of cars to the next step when he began racing.

"My first little bit of competition was a sprint race at Castlereagh Airstrip in an Austin Healey Six," Niel Allen told Speedcafe.com.

"Initially I enjoyed it immensely; then a couple of years later, when I got an E-type, I started getting more serious.

"I raced in the club events at Warwick Farm. I enjoyed the short circuit it allowed me to find out what the car was capable of. "I had a number of races on the full 'Farm' circuit. "I'd give the (Lotus) Super sevens a run for their money, which was hard for an E-type."

In 1970 he came third in the Sport Car championship and matched that result in the 1971 Tasman Series.

In 1972 he had an accident and broke his ankle and decided to retire to look after his business and spend more time with the family.

Allen suffered dementia in his later years and passed away on August 6th. ■

*Information for this story from Speedcafe and V8 Slueth. Photograph from Primotipo.*



*Niel Allen at Warwick Farm's Esses in his E-Type during Saturday practice. (June 6th 1964).*

## Canberra Driver Doesn't Know How To Park

Angry shoppers got their revenge on an inconsiderate driver who parked across two parking spaces at a busy shopping centre.

An observer snapped pictures of the [Black Jaguar](#) straddled over two parking spots at the Belconnen Westfield in Canberra on Sunday morning.

The shopper shared images of an increasing number of trolleys being used to block the car in over a 30-minute period. Within 30 minutes, as many as seven trolleys were chained up behind the Jaguar. The post led social media users to flood social media with laughs and disgust at the parking.

Another social media user said bad parking wasn't unusual in Canberra with an entire social media page dedicated to the 'Parking Fails' in the ACT. ■

*Information for this story from Daily Mail Australia.*



# NOTICE OF AGM 2022

Jaguar Drivers Club of South Australia Inc.

## NOTICE of ANNUAL GENERAL MEETING 2022

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

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

**Nominations to the Executive Committee.** The following nominations have been received for the six (6) positions on the Executive Committee. The opportunity remains open for other nominations to be received for these positions.

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.

Position	Nominee	Nominator	Seconder
President	Fred Butcher	Evan Spartalis	Graham Franklin
Vice-President	Michael Pringle	TBA	TBA
Secretary	Steve Weeks	TBA	TBA
Treasurer	Heather Buck	TBA	TBA
Committee Member (Membership Secretary)	Daphne Charman	TBA	TBA
Committee Member (Editor / Events Coordinator)	Graham Franklin	Evan Spartalis	Fred Butcher

## JDCSA Annual General Meeting

Tuesday 6th September 2022

### NOMINATION FORM

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

**Position:**

---

**Name of Nominee:**

---

**Signature of Nominee**

---

**Name of Nominator**

---

**Signature of Nominator**

---

**Name of Seconder**

---

**Signature of Seconder**

---

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



# Jay Leno's Real Life Barn Find

Jay Leno is an automotive steward like no other. Jay provides a regular restoration blog and his latest update is about a barn find in his own neighbourhood.

In the update Leno recounts the story of a local policeman who informed him that a person living nearby had passed away and that they might have a car in their garage worthy of Jay's attention.

That car ended up being the 1963 Jaguar XKE. Not only was it well preserved but it also has just 17,187 miles (27,659 km) on the odometer. That's not delivery mileage but to look at the interior you'd never know it. In fact, the only real giveaway that it's not nearly new is the coating of dust on the body.

Under the hood, you can see the factory chalk marks that still haven't been worn off. In the boot is the original factory tool kit along with the factory jack and even the Dunlop disc brake bleeder hose that came with every brand-new Jaguar XKE. Even the convertible soft top is in excellent condition. Leno thinks that it'll end up being a preservation car.

For him, that means that he won't be restomodding it or restoring it to perfect



*Jay Leno with his 'barn find' 1963 XKE roadster with just 17,187 miles (27,659 km).*

condition. He'll clean it up and keep it as a testament to what an original XKE should look like to future generations. Over the course of the first month of work on the car the team has removed the front clip to test whether or not the paint can be saved and to do more work on the engine.

"It's fun to drive a car as it was from the factory," Leno says and that's the plan

for this car. It'll get slightly wider tires, updated brakes, and updated brake hoses in the interest of safety. Beyond that, it should end up as one of the most original and well-preserved XKEs in existence. ■

To watch the video goto: [Jay Leno XKE](#)

*Information for this story from Car Scoops.*

## Top Gear USA Reimagines Jaguar Monster-Truck

Top Gear is one of the most popular automotive shows to have ever existed, with Jeremy Clarkson, James May, and Richard Hammond becoming almost synonymous with car-related entertainment.

As such, it saw many special episodes where the comedic cast undertook various challenges and arduous trips.

Well, the team of Top Gear America did not take kindly to letting the UK have all the fun. Thinking about how Jaguar's line-up is lacking in terms of SUV offerings, Rob Corddry took matters into his own hands. What resulted is unquestionably the most American Jaguar to ever exist.

Rob's masterpiece took the shape of a Jaguar Monster Truck, and it looks both completely amazing and absolutely ghastly. In order to create this rather dubious vehicle, he started with the body of a Jaguar XJS, which he swiftly mounted on top of a 1986 Chevy Blazer chassis.

Rob could not help himself and cracked a joke about the complete makeover he gave to the poor vehicle, commenting on how Jaguar is such an American car.

Having had a complete reconstructive surgery, the Jag was ready to take on the road. However, it would not be complete

without shedding its old identity and taking on a new name.

Rob decided to end the teaser for the upcoming episode by bestowing upon his creation the mantle of XJ-Yes. ■

*Information for this story from Auto Evolution.*



# One Year With My I-Pace by Howard Snow

**Winner of the 2021 Andrew Whyte Journalistic Award.  
Article and photos courtesy of Jaguar Magazine (#209)**

*Howard Snow was a prestigious Student Apprentice to Jaguar in 1962 when the E-Type was new. He and ex-Jaguar wife Sue live in Perth where he has embraced an I-Pace. Not a man to live in the past, he tells us why it is so special to him.*

As I write this I have owned my 2020 Model Year I-PACE SE for about 14 months. Many readers will recall it from articles in 'Smatterings', but the best way to review the revolutionary Jaguar after the first year is to recap experiences with the vehicle since Sue and I took delivery.

One thing stands out above all my previous cars, following my retirement from an entire career with Jaguar Cars - my annual driving mileage has been in the region of 8000 kms - but not with the I-Pace! I simply find every excuse to drive it, and at the thirteen months mark the odometer rolled over to 17,000 kms!

Sue has to leave her much-loved Mitzi Eclipse Cross at home, and moans every time she has to slip a cloth between the seat and her blue denim jeans, to avoid staining the Ivory leather! A few days ago she went out and purchased a pair of pale blue jeans which were specifically labelled as 'Non-Marking' ...

Let's get the scepticism out of the way first! Every time someone sees the I-Pace for the first time their enquiry is about the range of the battery. I reply it is a nominal 400 kms, but I try not to go any lower than 50 kms remaining before

re-charging (my 'safety blanket'). The regular reply is: "Oh, but I can travel 700 kms (or more) in my petrol engined car".

My response is: "How often do you do trips of that distance, and how far do you go before you stop for lunch or coffee? How often do you actually drive until the tank is empty, rather than fill it up, at about a quarter? I plan stops around the availability of suitable EV chargers, so that the car is quietly charging while I enjoy my lunch."

One particularly sceptical member of the Jaguar Car Club of WA (let's call him 'Terry'!), always greets me with: "Have you brought the spare battery?" or "your extension lead must be very long!" I smile knowingly. In practice, EV range is not an everyday concern. I have a 7kW home charger which overnight, on cheap-rate electricity, more than adequately recovers power.

My use of public EV chargers is rare unless, of course, I happen to be on a longer trip. The ChargeFox app on my iPhone carries a record of my use, and the last three occasions when I used one were five weeks apart.

More about charging networks later, but in the meantime the I-Pace continues to attract attention everywhere I take it. All of our friends queue up to experience their next ride. One feature which particularly delights those who sit in the rear is the roominess, and the view they get through the panoramic solar-protected roof.

When any person who has not seen the car before approaches, one of their first questions is: "What size are those wheels?" It runs on stunning 22" alloys with diamond-turned finish and carbon fibre inserts.

We went with the JCCWA to a 'Vintage Machinery Show' in regional Waroona where there were twenty-four Jaguars belonging to Club members and others. While most were there to view the ancient machines, they took a lot of interest in the various Clubs cars on display. I parked the I-Pace alongside a beautiful 1946 'Mk IV' - so the opportunity was taken for pictures of the oldest and the newest Jaguars on display.

It was embarrassing when so many casually walked past the line-up of Jaguars, then almost all inevitably did a double-take.



*The three body settings for the I-Pace. The first image shows Access Mode, the next is Normal Mode and the third Off-Road.*

## One Year With My I-Pace (cont)



Upon seeing the I-Pace they studied it in detail. I spent a lot of time talking to those who wanted to know more about it. 'Is this the latest Jag?', 'may I look at the interior?', 'where are the door handles?' (The flush handles pop out when a small button is pressed), and the inevitable, 'how far will it go on a full charge?' On occasion, a person comments on how the car sits low. I explain it is in its 'Access Mode' where the air suspension automatically lowers the car when the power is switched off and a door is opened. They are fascinated to have a demonstration of the three levels – 'Access', 'Normal' (i.e. for everyday driving), and 'Off Road'.

Off-Road Mode lifts the car about 100 mm, increasing the ground clearance from 142 mm to 241 mm. I have never had occasion to use it, but it is extremely useful when entering or

leaving a driveway where there is a risk of 'grounding' the front end!

It is also appreciated when washing the car - I always engage it to wash any mud or dirt from the wheel arches. Then I lower it to the Access Mode so I can wipe the roof clean without stretching too far!

Another aspect of the I-Pace I haven't had occasion to use is the ability to wade through water up to 500mm deep! Like the door handles, it is a feature inherited from the Range Rover stable. It provides the ability to negotiate very uneven ground by selecting a particular mode, nominating your required maximum 'crawl' speed and letting the car do the rest!

On World EV Day I took my I-Pace to the Perth venue which has become rather more widely known across Australia. It was directly outside the Optus Stadium

where the AFL Grand Final was so successfully hosted three weeks later.

The organiser ensured my car was well placed in the line-up outside the venue – giving more the opportunity to ask about the size of the wheels!

Unfortunately, the weather made the event a bit of a washout, but nevertheless there was a sufficient variety of other brands of electric vehicles to demonstrate there are indeed other alternatives to buying 'an iPad on wheels' (aka Tesla Model 3)!

There were EVs from Mercedes-Benz, Audi, Hyundai, Mini, Kia, MG, Renault, Nissan – and I was happy to see another I-Pace. The owner purchased a 'used' 2019 HSE variant just three months earlier. He was delighted to share experiences with another I-Pace owner. Our cars were almost identical in terms

## One Year With My I-Pace (cont)

of paint, trim colours and equipment, and both even had those top of the range 22" wheels.

I am happy to report the car has been fault free, and doesn't require any routine service until 30,000 kms. Then it is merely a case of checking all levels and the condition of tyres and brakes. It's not until the 10-year service any significant work is required - that's the first time any attention is needed on the two electric motors.

I think I can guarantee that the brake pads and discs will not require any action at the 30,000 kms mark, because for 98%+ of my driving I am only using one pedal. Regenerative braking is a delight, and it encourages me to use a chauffeur style of driving, anticipating just how much to feather the gas pedal to control the speed of the car. It delivers smooth driving at its best which is much appreciated by passengers.

The ease with which the car pulls away from traffic lights remains a constant source of puzzlement for other drivers. I have never been a flat to the floor type, and am still not with the I-Pace, but I can always look in the mirrors and wonder where everyone else has gone.

Even motorbike riders squeezing between two lines of cars, expecting to be far away soon after the lights change, are surprised to find me still alongside them some distance up the road. Okay, maybe I have pressed the pedal just a little bit more on these occasions! And



*Howard and a fellow former 1962 Jaguar Student Apprentice, hold a photo of them arriving for their first day of work.*

I have never tried Dynamic, because it is not part of my psyche!

The fit and finish of every part is to a super high standard, and is a testament to the lessons learned by Jaguar Product Engineering and Manufacturing Engineering people during the period of Ford ownership.

That is coupled with the consistent build quality inherent in the move to the robotic build. In my opinion, the design, inside and out, is the finest example of all the work carried out by Ian Callum while he was Design Director of Jaguar.

One day (I hope soon) the Australian Federal and State Governments are going to wake up to the realisation that any person who wishes to purchase a new vehicle is obliged to purchase one from an overseas manufacturer. They are located in countries where Governments have clearly stated they will not sanction the marketing of internal combustion engines after certain dates that are, in reality, not very far off. JLR has stated



*Flush-fitting door openers for the I-Pace are activated with a light press*



*The home charger is part of the life of an electric vehicle's owner, and petrol station payments are a thing of the past.*

## One Year With My I-Pace (cont)

every Jaguar from 2025 model year will be an EV, and Land Rover from 2030. Volvo have made similar statements. They, and other manufacturers, are responding to demands from Governments to clean up their acts - if you will excuse the pun!

If Australia doesn't wake up quickly, and encourage clean electricity generation, with associated multiple chains of electricity supply facilities (aka EV chargers), then the future of motoring will be severely limited.

Home chargers are fine for a large percentage of the year's motoring - but Australians, and particularly 'grey nomads', are used to roaming far from home. Before their off-road 4WD vehicles and RVs finally fall apart, there has to be a country-wide provision of EV chargers.

Western Australia has been lagging behind other States in providing widespread availability of high-speed (non-Tesla!) chargers. Recently though the

State Government has released plans for an Electric Highway from the bottom corners of the State, all the way up to the far north, with chargers no more than 200 kms apart.

The only downside is they are saying that it will be fully installed by sometime in 2024! I recently contacted the State Minister for Tourism, and this is his response: "A tender for the charging stations design is expected to go out to market by the end of this year, with the network expected to be fully operational by early 2024".

Hopefully they will fill the gaps in the most frequently-used routes first, but my efforts to get them to provide their 'priority' list have fallen on stony ground! Whilst the south-west corner of WA is well covered by the ChargeFox/RAC Electric Highway, the same cannot be said about the remainder of the south coast, and definitely not for those parts north of (say) Geraldton.

I also sent him an article explaining what drivers can expect to find in the UK. It is at [https:// myenergi.com/guides/the-best-and-worst-uk-regions-to-own-an-ev/](https://myenergi.com/guides/the-best-and-worst-uk-regions-to-own-an-ev/). I was astonished to see just how many public chargers are available, expressed both in terms of how many people per charger, and how many chargers per square mile! Even on the Isle of Man, with its small land area, there are 98 public charging points, or roughly one every two square miles!

London, at the other extreme, has 16 charging points for every square mile. Australia in general, and WA in particular, have a long way to go! ■

Words - Howard Snow. Photos - Howard Snow and Anne Tournay.

*Editor: Easy to see why Les Hughes selected this story for the Andrew Whyte Journalistic Award. An exceptional read.*



*Howard and Sue are now officially Australians living in Perth, Western Australia driving their near new Jaguar I-Pace. Sue also worked in the head office for Jaguar at Browns Lane.*

# A Chequered History..... by Michael Pringle

I finished restoring a Daimler DB18 Barker Special Sports late in 2010 and was beginning to think of another restoration project – ridiculous I know.

During a conversation with Peter Holland he told me about the stalled restoration of a Daimler DJ 254 New Drop Head Coupe in Adelaide (the same model as Peter's that many of you will have seen and admired); the difference being Peter's car had been fully restored and the car for sale was, putting the best spin on it, a basket case.

## The Purchase

Pictures were provided with a sketchy history of the car – the armed robbery car with bullet holes (more later) – and a call to the then owner and a deal was done. I borrowed my son's Ute, hired a tandem trailer and pressed fellow Daimler Lanchester Club of Victoria member Ian Rowlandson in to coming with me to collect the new acquisition. I'm pretty sure that after his first glance Ian thought I had taken leave of my senses – see photos.

The Daimler DJ 254 New Drop Head Coupe was produced between February 1956 and April 1957. There were 54 examples built. Peter Holland's car (Chassis 90500) is the first production model. My car is Chassis 90515. There are five other DJ 254 cars and two DJ Roadsters (a story for another time) in Australia.

At the time I bought the car I had only just moved house and there were plenty of other distractions that prevented me from starting the restoration for about two and a half years.

## Restoration Begins

Cutting to the chase, restoration began late 2013 with the disassembly and strip down to component parts. The floor was the side of a refrigerator pop-riveted over the totally rusted and virtually non-existent original – I was given a DJ saloon that had been sitting in a paddock at Ballarat and cut the floor out; they are the same from firewall to B pillar. The chassis was twisted on the offside rear. There was 30mm of 'bog' on both the front and back guards. The engine, gearbox and differential had had

a very hard life and required specialist attention to restore them. The chrome was peeling. The steel panels – bonnet and doors – required a skilled body builder to cut out the rust and weld in new panels.

A new wiring loom came my way through a fellow Daimler enthusiast in WA, Tom Sagers. Tom has restored both a New Drophead Coupe and a Roadster and had a spare loom made; this was about the only easy part of the restoration.

To say this car has fought me all the way would be an understatement. I don't think it wanted to be restored. In July 2019 restoration paused with most everything completed except the trimming. Then COVID-19 struck and I moved to SA. The poor old DJ 254 sat in storage for two years until arriving here a couple of weeks ago. I can now complete the job and look forward to attending JDCSA events in it very soon – 12 years after the journey began!

## History

As most of us who are interested in funny old cars are also interested in the back story, I have tried to trace the history of my DJ254 New Drop Head Coupe.

The Jaguar Daimler Heritage Trust Heritage Certificate obtained records the date of manufacture of 90515 as 22nd June 1956 and the date of despatch to Hercules Motors, Sydney as 25th June 1956. Not much is known of the history of 90515 from 1956 to 1968.

What is known, although not the reason, is that around 1966 90515 received a new registration number. I have been unable to trace the original registration number because of ridiculous privacy laws.

I also know that 90515 had had a very hard life. With the odometer reading a little over 40,000 miles when 90515 came into my ownership the state of the mechanicals, as revealed during restoration, indicate it had been thrashed.

## Armed Robbery

I also know that it did not have any bullet holes in it as had been suggested to me. The apocryphal bullet hole story arose

from the time when 90515 was used as the get-away car in an armed robbery. The following account is compiled from news reports - mainly Sydney Morning Herald – at the time.

*On Tuesday 8th October 1968 fifty-year-old single man, Mr Frederick Marshall was night-watchman at Halvorsens' Boats, Bobbin Head, NSW. Bobbin Head is situated on Cowan Creek within Ku-Ring-Gai Chase National Park that is approximately 25 km/15 miles north of Sydney.*

*Just after 4.00 am, Mr Marshall believing someone was on the premises, roused the boatyard manager, 45-year-old Mr Cecil Quilkey, who lived above the premises with his wife and five children. The police were then called.*

*Responding to what they thought was a routine 'man-on-premises' alert, 52-year-old, twenty-nine year veteran NSW Police Sergeant Adam Schell, married with four children, and 23 year old, first year Probationary Constable Richard Letchford, single, both stationed at nearby Pymble, attended.*

*On their arrival, Sgt Schell and Constable Letchford spoke to Mr Marshall and Mr Quilkey and, while Constable Letchford stayed outside, the other three entered the boat shed. Mr Quilkey went into the office and Sgt Schell and Mr Marshall went further into the building. Constable Letchford heard shots fired and then saw two men running from the building. He pulled out his gun and arrested them. While Constable Letchford was holding these two men prisoner, two other men ran from the building. Constable Letchford called on them to stop but they fired several shots at him, and he fired at least two at them, possibly wounding one of the men. Although he was being shot at, he managed to hold his two prisoners.*

*Meanwhile, Mr Quilkey had gone further into the building and in a storeroom stumbled across the body of Mr Marshall who had been fatally shot once in the head. He then found Sgt Schell who had been shot five times in the head and upper body with a .22 calibre firearm fired at point blank range. Sgt Schell was rushed to Hornsby Hospital but died a short time later. (Continued page 33)*

# A Chequered History..... (cont)



# A Chequered History..... (cont)





# A Chequered History..... (cont)

When police reinforcements arrived they found outboard motors had been loaded into Mr Quilkey's station wagon.

A saturation search was conducted in Ku-Ring-Gai Chase National Park - an area of 154 sq.km/59.5 sq. miles - but was called off when police were satisfied that the two men had left the area before they could mobilise the hunt.

The two men captured by Constable Letchford (Skinner & Heath) were aged 21 and 25 years and were each placed on two charges of murder. Of the two fugitives one (Hughes - wounded) was described as "aged 25, 5 ft. 8 in. tall, of medium build with a fair complexion, blond hair, long at the back, blue eyes and thin face"; the other (Picknell) as "aged 26, 5 ft. 6in. tall, of medium build with light complexion, brown hair and blue eyes". The fugitives were described as "extremely dangerous" and believed to have .22 calibre rifles.

NSW police mobilised hundreds of police and set up roadblocks throughout the State and police from interstate - Victoria and South Australia - were manning border areas. It was thought the fugitives might try and head for South Australia on back roads.

A public appeal was issued for reports of a 1956 Daimler convertible, with a red soft top and the registration number CRA 439 - "one of only a handful of 1956 models on the road". Police believed the fugitives would only move at night when their Daimler would not be too conspicuous.

The national alert produced calls regarding sightings of the men in Melbourne, Bendigo and Swan Hill where a woman reported seeing "two men in a Daimler convertible drive through the town at a fast speed about 4.30 pm yesterday (Tuesday)". Her description of the driver tallied closely with a description of one of the wanted men and the car was similar to a Daimler in which they escaped from the shooting scene.

Despite these reports police believed the fugitives were still in the Sydney area and within a short time the police obtained evidence that an hour and a half after the

shootings at Bobbin Point the fugitives went to a house in the western suburbs (of Sydney) where one of them, clutching his midriff and apparently bleeding from a bullet wound, said he had been shot. Police believed the fugitives were without friends and considered too hot to handle.

At about 8.45 pm on Friday (11th) following the murders at Bobbin Head a motorist driving along a road in the huge Royal National Park, about 56 km/32 miles south of Sydney, reported sighting a white Daimler with soft top. Police from Sutherland attended and sighted the car and caught a glimpse of the number plate prefix - CRA - the same as that of the car sought. They gave chase at high speed but lost the car when it turned off on to a bush track. Police from Sydney and Wollongong then sealed off all roads into the park and were confident that they had the two fugitives trapped and that it was only a matter of time before they captured them.

About 1.00 am on Saturday (12th) the Daimler was found in the bush at Bundeena and police received reports that a 34 ft. cabin cruiser - white hulled with blue trimmings - "Cape Bank III" - had been stolen from a mooring at Bundeena. The boat had a two-way radio and a range of 300 miles at 8 knots. The police launch "Nemesis" left Sydney and the police launch "Fearless" left Botany Bay, both headed south to search for the stolen boat in the area around the entrance to Port Hacking (near Bundeena). Arrangements were also made for a RAAF helicopter to join the search.

Eventually the boat and the two fugitives were spotted about half a mile off the heads (the entrance to Sydney Harbour) and the men arrested at gunpoint. The prisoners were taken ashore at Watsons Bay, one, aged 25, was taken to Hornsby Hospital with a bullet wound in the right side of his chest.

On 15th October all four men - Hughes, Heath, Skinner and Picknell - were charged with robbery and murder and remanded. On 29th April 1969 the trial of the four men commenced before Mr Justice Reynolds with them pleading not guilty. On 7th May 1969 the four men

were found guilty and sentenced to life imprisonment, their appeal was heard and dismissed on 9th December 1969. All four men were released on licence on 29th April 1982.

## History Continued

The circumstantial evidence is that at the time of the robbery 90515 was owned by Picknell or his wife. At some stage Mrs Picknell becomes Mrs Waldron, presumably a divorce and remarriage to Waldron and the car is moved to Lake George, NSW where it is known to have stood in a paddock under a tarp between 1970 and 1997. At some time between these two dates Mrs Waldron divorces Waldron, remarries and leaves the property at Lake George but the car remains.

During 1997 Waldron sells the property at Lake George to his next-door neighbour. On 21st September 1997 there is a clearing sale at the Waldron property and one of the lots is 90515. The car is also bought by the next-door neighbour and moved to the adjoining property where it is stored in an open fronted shed with the stated intention of restoration.

Sometime during this period of ownership, the engine and gearbox are removed and separated, presumably the start of a restoration that went no further. The car, engine and gearbox are also moved out of the shed and once again left to the elements.

On 9th July 2006 the car is sold again and moved to Adelaide where another restoration is planned. Due to changed circumstances this restoration did not proceed either and on 29th March 2011 90515 comes into my ownership and is moved from Adelaide back to Victoria where it stayed until a couple of weeks ago as stated previously.

It has been a journey, but the end is in sight.

Michael Pringle

*Editor: Thank you Michael for a fascinating account and another mammoth restoration.*

# The Car That Just Had to Go!

*Editor: Following last months feature on the 'S'-Type, Victorian members Janita and Julian Roberts sent us the entertaining story of their 'S' Type that went to WA and back and only travelled 2.5 miles.*

## The Car That Just Had to Go!

We went to the 2018 Albury/Wodonga National Rally and enjoyed it so much we organised to go again, this time to Perth for their National Rally in October 2019.

There was a great deal of organisation to do to accomplish this. Friends in Perth that we had not seen for a few years were told and they in turn were making plans to see us.

In February, the "Juguar" (1965 Jaguar S type) was booked to travel in style as older Jaguars do not do well in the heat and we did not relish crossing the Nullarbor in it. The Juguar was duly readied for the trip, cleaned and polished.

Then the location of the reverse gear was blue tacked as a note on the ash tray, to avoid confusion with the earlier Moss Box. We have a 1964 halfpenny on the wooden gear knob, rather than the shift pattern as the original Jaguar Emblem had disappeared. This was to protect the gear box as it was shifted around.

The Juguar duly left our house on the back of a lorry early in March to allow time for it to be shipped to Perth in time for the Rally. Travel to the shipping depot, Truganina was the first leg of the journey, after which it was to be put into a high-class cabin (container) for train travel.

We had booked ourselves in for the Rally, travelling in more conventional style (then) by plane. Bookings were made, payments were made for the Rally, Events, Accommodation and Airfares back in October. All was under control until the news began to filter through



of the pandemic issues that eventually resulted in the cancellation of the event.

On March 14th, before the event was cancelled, we had second thoughts about the travel, and checked the car's location using the company's tracking service. As the car was still in Melbourne, even though nearly two weeks had passed, we decided to cancel the shipping requests. Being a Saturday morning the message to cancel did not make it to the Operations people in time and off it went on the Monday 16th at 6:30 am.

We suspect the car was not going to miss out on one of the longest trips in its history so it HAD TO GO.

Because of the cancellation, we had to go through the process of notifying planes, hotels, events and disappointed friends. The eventual cancellation of the event entirely meant that refunds were relatively forthcoming. We are the proud owners of several credit vouchers with various airlines.

The Juguar came back to the Melbourne depot on April 3 and we agreed to fund

the return home, as the \$200 for the trip was a lot less than possibly 3 times \$1600 fines due to non-essential travel.

Then there was the wait until it arrived back home. We were advised it was scheduled to arrive on Monday 20, again a long delay in the Melbourne depot at Truganina. When it didn't arrive, more phone calls rescheduled it to April 6.

The lorry had parked around the corner in the larger road and the driver drove about 500 metres to our house with the Juguar. We were very happy to see her returned in good condition and she has not said how the dust and bird poo came to adorn the roof.

Overall, the only out of pocket expenses were the trips to and from the Depot for the car and the Jaguar Club Rally Registration, and we are OK with that. We had ordered Rally caps and were happy to receive them. They may become collector's items, who knows?

Oh, and I left the e-Tag in the car, so it cost us while it was on the back of a truck, too. Traps for young (or old) players.

In the 52 days and 7,000 kilometres (4,300 miles) that the Juguar was absent from home base, her speedo moved 2.5 miles according to the trip meter. A lot less than other cars and travelling in luxury!

**8/(and JUGUAR)**

*Editor: Thank you very much for the story Janita & Julian. Ditto. About 6 cars from SA also went over to WA and back again, but no refund in our case. We were all out of pocket \$1,500. That's life.*



# Heinz Schendzielorz - Mark 1

*Editor: There are a number of avid readers from Victoria that regularly read Classic Marque. One of them is long time member Heinz Schendzielorz. Following our recent feature on the Mark 1, Heinz sent over some photos of his Mark 1, the first car he owned.*



# Economy Run To Milang Regatta Club

Economy runs date back to the very beginning of the club. They were taken seriously back then. We even used to put each car on a weighbridge and calculate fuel economy based on the weight and engine capacity of each car. We also used to tape up the fuel caps. This was serious stuff.

The economy run to Milang was a lot less complicated.

The weather on Saturday was miserable and the forecast wasn't particularly good for the Sunday, but it turned out a lovely day without a drop of rain.

A couple of cars ran into problems and never made it to the starting line. The rest all fuelled up at Crafers and then we all gathered in the bus carpark. That was supposed to be a simple task, but a few went inside the petrol station for coffee and the rest followed and stayed there. We eventually managed to pry them out and were underway.

All the cars headed down the freeway to the Monarto turnoff and headed South to Langhorn Creek and then on to Strathalbyn where we refuelled the cars after roughly 93 kms of travel.

Milang does have a petrol station but it is not open on Sundays, so hence the detour to Strathalbyn.

One car was playing up and took a short cut to Milang, but the rest arrived safely at Milang Regatta Club where members enjoyed a barbecue (thanks to Steve Weeks), salads and desserts, all next to the comfort of a lovely wood fire and a few wines.

After lunch, The Commodore of the Milang Regatta Club, Chris Francis, provided an interesting overview regarding the history of the Milang Regatta Club (second oldest in Australia) and the new premises, which were made possible through the generosity of the Freemasons.

He also gave a talk and detailed the treacherous conditions that frequently prevail at Lake Alexandrina, unfortunately costing one life per year on average.

After the food was consumed, we tallied up the results and 3 members received a \$100 fuel voucher each.

The most economical Compact Jaguar was Richard & Dianne Chuck in their 2.4 litre Mark 1, who managed to average 7.5 litres per 100km.

The most economical car was Michael Pringle in his Daimler SP250 V8 who achieved 5.4 litres per 100km. Given that SP250's weigh roughly 940 kg compared

to say a 2.4 Mark 1 that weigh as half as much again (1,440 kg), it would have been a close contest if weight was taken into account.

The least efficient prize was given to Phil Prior in his Triple SU 4.2 litre XJ-C at 10.4 litres per 100km, which in all fairness was still pretty good.

Most Jaguars averaged between 8.0 and 9.0 litres per 100km.

A number of members took up the offer to inspect the rescue boats that were on display. The Commodore kindly gave members a run down on the special rescue equipment on board, which they all reported was very interesting and informative.

After a few more wines, we all headed home on a more direct route.

A big thank you to all those that helped and especially the Milang Regatta Club and its volunteers.

We must do it again sometime. It was a lot of fun.

**Graham Franklin**  
Events Coordinator



## Economy Run (cont)



*Richard & Dianne Chuck, 1956 Mark 1 2.4 saloon. The car achieved the best fuel milage for a compact saloon.*



*Michael Pringle, 1960 Daimler SP250. Michael achieved the best fuel economy at 5.4 litres per 100km.*

## Economy Run (cont)



*Philip Prior, 1977 XJ-C. Phils car had the highest fuel consumption at 10.4 litres / 100km (which was still pretty good).*



*Stephen Wade, 1964 3.8 litre 'S' Type. Most Jaguars achieved between 8 and 9 litres /100km*

## Economy Run (cont)



*Andrew & Milly Costi, 1964 3.8 litre Mark 2.*

*Nigel & Mandy Stevens 1964 Daimler 2.5 V8*



*Fred Butcher, 1969 Daimler V8-250*

*David & Margaret Bicknell, 1967 Old English White 420*

# E, F & GT Register Meeting at Marque Restorations



*Members enjoying the tour. In the back R/H corner is Malcolm Adamson's SS Airline*



*Members look at a DB3 S with a Triumph TR4, Aston Martin DB5 and Mercedes 230 SL as a back-drop*



## Marque Restorations (cont)

A particularly interesting meeting was held on 18th August at Marque Restorations at Kilkenny for the E, F & GT Register meeting.

Register secretary - Suzanne Jarvis welcomed members including the Patron, President, Vice President and Editor.

General business included details of the upcoming run to Mintaro on 28th and 29th of September with many choosing to stay overnight after a "long lunch" at Reillys Wines restaurant.

The next meeting on 20th October will be held at Alan Baker's shed at his Somerton home to inspect his D-Type project which is nearing completion.

Suzanne reminded members of the National Rally to be held in April next year with Phil Prior as the organiser.

Organisation is progressing for a dinner in July next year to celebrate the 50th anniversary of the inaugural meeting of the club. A show of hands supported the willingness of members to attend mid-week rather than a Saturday night.

The reasons are that the first meeting of the Club was held on a Tuesday (25th July 1963) and it will enable the Club to secure a desirable venue without the necessity of a minimum number of bookings as required for a weekend event.

### Tour of Marque Restorations

After a reminder that the monthly general meetings are now held at Adelaide Bowling Club on Dequetteville Terrace at Kent Town, Suzanne handed over to Marque Restorations proprietor - Gerard Miller.

Gerard gradually toured members through the various areas of his premises. Many extremely desirable and exotic cars were in various stages of restoration with the incredible amount of work each requires clearly evident.

Each project includes sourcing parts, mechanical overhaul, extensive body work including making panels, plating of parts, modifications, electrical, paint, trim and so on. These are the obvious

areas of restoration but there are also the management issues of client negotiation, scheduling and of course, compliance.

As an example of the challenges, one project required modifications to seating location and controls to enable the particularly tall owner to be able to sit in and control his vehicle.

To top the evening off, Gerard and his employee - Tirana (T), demonstrated their skills by making a door skin for an E-Type. It was enthralling to watch the process and once again, clearly established the depth of experience, skill and know-how of so many different and talented people required to give these treasured vehicles a new life for all of us to enjoy.

The evening concluded with supper and a heartfelt thanks to Gerard and T for their generosity of time, demonstrations and making the premises available for the club.

END

(More photos pages 42-45)



*Gerard explains the extensive mechanical work that was required to bring this Mercedes back to life. There can be anything from three or four thousands hours spent on such a project.*

## Marque Restorations (cont)



*Magnificent TR4A in final stages of work. Photographs carefully attached to the cars show the progressive stages of restoration.*



*Aston Martin DB3 S under restoration. The project has involved modifications to the seating location and controls to enable the particularly tall owner to be able to sit in and drive the car.*

## Marque Restorations (cont)



*A 'James Bond' DB5 and Mercedes 230SL in stages of restoration. Both have undertaken extensive work.*



*A particularly rare Flint - an automobile marque that was assembled by the Flint Motors Division, Flint, Michigan between 1923 and 1927. This particular model is powered by a 6 cylinder Continental side valve motor.*

## Marque Restorations (cont)



*Marque Restorations will be fabricating a complete car built on a section of Jaguar Mark IX chassis with the design as shown in the photos. Two timber bucks have been made, a miniature to see what the final car will look like and the other being full size for the final fabrication.*



*Gerard's own vehicle - a 1939 Plymouth Special No. 62 which he races regularly.*

## Marque Restorations (cont)



*Gerard and "T" kindly provided a demonstration on how to fabricate an E-Type door skin from a sheet of aluminium. Amazing!*





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

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

- ◇ **70th Jubilee Cavalcade:** Queen Elizabeth celebrates her 70th year of reign –and Jaguar was invited.
- ◇ **Freddie McEvoy Jaguar Winner:** Jaguar's first race winner and Australia's first Olympic medallist.
- ◇ **F-Pace SVR:** On its last legs in terms of the V8 supercharged engine – what a sensational car it is.
- ◇ **Ecurie Ecosse Behind The Scenes:** Never before seen colour images of the Jaguar Multi LeMans winning team from its very beginnings.
- ◇ **Buy And Sell:** Lou Guthry motors has not one but 3 Jaguar 420s for sale.

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



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

## Jaguar World (September 2022)



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

- ◇ **Driving The XFR-S:** Jaguar's fastest-ever saloon car, the S turned the XF up to 11 and still stands up today as a credible super saloon.

- ◇ **XE Hybrid Road Trip:** We pit the revised and newly hybrid-assisted XE diesel against the little-known Buttertubs Pass in the Yorkshire Dales.
- ◇ **Hidden History:** We find an E-type which kept a fascinating and chequered motorsport history to itself until it came home to England for restoration.
- ◇ **Final Fling:** Thirty years after the Series 3 XJ left production, we drive the Daimler-badged final example to leave Browns Lane.
- ◇ **XK8 Hillclimb:** Less intimidating than a track day but just as exhilarating, the Jaguar Enthusiasts Club (JEC) Hillclimb at Harewood provides a great way to dip a toe into the motorsport world.
- ◇ **Driving The XFR-S:** Jaguar's fastest-ever saloon car, the S turned the XF up to 11 and still stands up today as a credible super saloon.

- ◇ **Continuation C-Type:** Is the reborn C-type Continuation as good as the real thing? We get the chance to find out.



- ◇ **Porsche V Jaguar:** Porsche's transaxle sports car might seem like an unlikely XJ-S rival but back in the day What Car? found it a closely fought comparison, so we arrange a rematch to see how they compare as modern classics. ■

# Jaguar Magazine: The 420 - The Rare Last Compact

*Editor: As a coincidence, Jaguar Magazine's current edition 212 covers a story on not one but three Jaguar 420's for sale at Lou Guthry motors. The article includes technical information not included in the feature story.*

## Last Compact

If ever a Jaguar or Daimler model slipped under the figurative radar it is the 420 cum Daimler Sovereign. Definitely the ultimate of Jaguar's ground-breaking 'compact' range introduced in 1955 via the 2.4 Litre, better known as the Mark 1 it is rare, and particularly so with original manual transmission.

Imagine then chances of no less than three 420s being for sale at one place - Lou Guthry Motors in Melbourne and all with manual overdrive gearboxes!

According to Lou: "The red car we do not know too much about apart from the fact it has had a lot of money spent on it. It has been painted, and has a vinyl roof.

"It has had a full re-trim inside and is excellent mechanically. This is a very late one in the production run, inside the last 1,000, so maybe the XJ was also on the line at the time. Like the other two it is a genuine factory manual overdrive car with power steering.

## History

The 420/Daimler Sovereign has its foundations in 1964 when Jaguar produced 12,043 Mark 2s, 7,032 'S' Types - but only 2,458 of its top-of-the-range Mark X. That was an alarming drop of 62.6% over the previous year.

The sophisticated Mark X was rapidly losing its sales appeal, so the quick solution was to upgrade it and the contemporary E-Type with the new 4.2-litre version of the XK engine. It came with triple two-inch SU carburettors and was quoted to produce 265 bhp.

The Mark 2 and 'S' Type were yet again revised when Sir William Lyons was presented with the opportunity to restyle the front-end of the 'S' Type.

One of the most pleasing aspects of the Mark X had been the quad headlamp look, which was carried into the forthcoming XJ6.

The 420 model was code named internally as XJI6, and to justify charging a higher price over the 'S' Type, it was decided to use the 4.2 litre engine.



The dash had the addition of a padded dash rail as safety issues started to come to the fore.

The Daimler variant was code named XDM 16. On August 23, 1966 Jaguar produced the first XJ16, now christened the 420. It was followed two days later by the first XDM16, or Daimler Sovereign. The new models were announced on October 13, 1966 but confusingly the revised MkX was announced as the 420G. It didn't help that the 420 was in effect a miniaturised MkX/420G in appearance.

According to Autocar magazine at the time: "What it does - and does very effectively - is to provide 420G appearance, prestige and performance in a smaller cheaper car. A package we ourselves think more appealing and practical if you are prepared to sacrifice a little accommodation. The 420 gives virtually nothing else away."

The positive reviews had their effect, and in 1967 Jaguar produced 7,722 420/Sovereign models to make it the company's most popular saloon that year - 46% of saloon production. We have never met an owner of a 420 or Daimler Sovereign who was not totally besotted by the car - not one.

According to this owner: The 420 is just so usable, so comfortable, fast and fun without being tiring.

It mollycoddles the driver with power steering, servo brakes, a magic-carpet ride and luxurious leather seats. It will take the family, and tow a caravan or trailer as if there's nothing there. And it never fails to turn heads or elicit favourable comments.

As mentioned at the start, it is overlooked - even enthusiasts, when it's mentioned. Often, they think of the 420G and say: "Oh, the big one."

It has the Mark 2 cabin with the independent rear suspension and longer tail, the best brakes and suspension as well as the nicest power steering, alternator charging and a powerful heater unlike earlier models.

In many ways it was the prototype for the XJ6, having most of its finest features without the over-light rack steering.

The 420/Sovereign had a short two-year production life though with only 10,236 Jaguars and 5,824 Daimlers being built. There are no figures to show how many of those were manual overdrives, but we estimate between ten and twenty percent, at best.

It's still much cheaper to purchase generally than an 'S' Type, let alone a Mark 2, and represents something of a bargain - provided you buy a good one.

We would recommend you have a private sale car very carefully inspected on a hoist. Concentrate on corrosion (especially if it has been imported after use on UK roads) and the rear suspension. Both can be very expensive to repair. Better still, go straight to a Jaguar specialist dealer who has one in stock. Generally, that is a bit of a tough ask, which makes the three manual overdrive cars at Lou Guthry Motors exceptionally unusual.

The 420 and Sovereign represent a fine acquisition.

*Editor: The silver and red 420's are still for sale.*

# “Coffee & Cars” In and Around S.A.

## 1st Sunday

- ◇ Barossa Valley “Cars and Coffee” - 8.00am to 10.30am, 18-26 Tanunda Road, Nuriootpa.
- ◇ Blackwood “Cars and Coffee” - 8.00am to 10.00am, Woolworths Carpark, Blackwood.
- ◇ Gepps Cross “Coffee and Classics” - 8.30am to 10.30am, Gepps Cross Homemaker Centre.
- ◇ Murray Bridge “Coffee and Cars” - 8.00am to 10.00am, \*\*\*MOVED to Wharf Precinct, Wharf Rd down by the river.\*\*\*
- ◇ McLaren Vale “Coffee n Cars in the Vale” - 8.00am to 10.30am, Central Shopping Centre, Main Road.

## 2nd Sunday

- ◇ Golden Grove – “Northside Coffee & Classics”, 8.00am to 10.30am, Grove Shopping Centre, opposite Ultra Tune.
- ◇ Port Noarlunga “Cars on the Coast” - 8.00am to 10.00am, Becks Bakehouse, 25 Clarke Street, Port Noarlunga.
- ◇ Victor Harbor - “Cars and Coffee” 8am to 10.30am, McDonalds, Hindmarsh Road, Victor Harbor.
- ◇ Mt Barker - “Cars and Coffee” - 8.00am to 10.00am, Homemaker Centre, 6 Dutton Road, Mt Barker.
- ◇ Gawler - “Machines & Caffeine” - 8.00am to 10.30am, Hudson Coffee, Commercial Lane, Gawler.

## 3rd Sunday

- ◇ Happy Valley “Chrome in the Valley” - 8.00am to 10.00am, Happy Valley Shopping Centre, Kenihans Road.
- ◇ Unley “Coffee and Cars” - from 7.30am, Unley Shopping Centre, Unley Road.
- ◇ Modbury Triangle ‘Pancake & Chrome’, 7.30am to 10.30am, The Pancake Kitchen, Modbury.
- ◇ Angle Vale “Super Sunday Get Together”, 8.00am to 10.30am, Angle Vale Shopping Centre, Heaslip Road.

## 4th Sunday

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

## Last Sunday of Each Month

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



*Cat Deeley is an English television presenter and actress. Seen here, cruising around Beverly Hills in a 1966 Jaguar 420. Deeley was described as “an approachable sex symbol” in an article published by the ‘Los Angeles Times’.*



# Recent Shannons Auction Results

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



1970 XJ6 4.2 Series 1 Saloon. Original car, steel sunroof. Suitable for restoration. No Reserve. (Estimate \$6,000 - \$9,000). Sold \$5,200.



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



1964 MkII 4.2 'Enhanced' Saloon. Manual O/D. Upgraded mechanicals and interior at huge expense. (Estimate \$60k-\$75k). Sold \$87,500.



1962 E-Type 3.8 S1. Non-matching No's. Undergone some upgrade work. Interior retrimmed. (Estimate \$80k-\$100k). Sold \$110,500.



1984 XJ-S HE Coupe. One-owner UK-delivered. 96,065 miles from new. Very good original condition. (Estimate \$18k-\$26k). Sold \$20,000.



1992 XJR-S 6.0 Coupe. The ultimate version of the XJS coupe. One of a handful in Australia. (Estimate \$60k-\$80k). Sold \$57,000.



Petrol Pump - Gilbarco in Shell livery (Est. \$2.5k-\$3.5k) Passed In.



NSW Numeric No. Plates '28'. (Est. \$1.4m-\$1.8m). Sold \$2,000,500.

# Ex Briggs Cunningham 1956 Jaguar XK140 For Sale

Denise McCluggage (1927-2015) was one-of-a-kind. The journalist and racer combined her passion for all things on wheels by both competing on the track and describing the experience in stunning words when she was off of it.

Now her car, No. 23, 1956 Jaguar XK140 MC DHC is going up on the block at The Auburn Auction, [scheduled for 3rd September 2022](#).

McCluggage was something of a titan in the automotive and motorsport worlds. While her true talent resided in the realm of words, she earned her respect by going out and competing herself. After all, as the first woman allowed in the Indianapolis 500 pits to report on the prestigious event, she'd need to know her stuff.

This particular Jaguar is one of McCluggage's first racing machines, a gift from Briggs Cunningham to help her establish herself on the track. Owning it would be owning a piece of automotive history.



A Jaguar enthusiast bought this particular car at an estate sale 25 years ago, but the Jaguar mostly just sat until the buyer planned a move to Europe. This particular XK140 didn't make the cut - mostly because no one knew its significance.

A handful of historians tracked down the history of the machine and learned that the Jaguar was owned by Briggs Cunningham who then handed off the car to Denise McCluggage.

Behind its wheel, McCluggage launched a successful racing career and, crucially, learned first-hand what it was to compete in motorsport — something that only helped her reporting.

This Jaguar was displayed earlier this year at Daytona International Speedway, when Lady Leadfoot herself was inducted in the Motorsports Hall of Fame. ■

*Information for this story from Worldwide Auctioneers.*

## 1 of 12 Original Lightweight Coupe's Heads for Auction

This ultra-rare Jaguar E-Type Lightweight Competition has just gone under the hammer via Bonhams. It has a very interesting story to tell.

The car was raced at the 1963 24 Hours of Le Mans by Bob Grossman and Briggs Cunningham for the latter's eponymous team and is one of just 12 examples built. (Excluding the 6 reproductions).

Jaguar's limited run of Lightweight E-types took aerodynamic cues from an earlier works car made by the company known as the Low-Drag Coupe (LDC) and was built using aluminium panels in the body and a lighter version of the 3.8-liter XK engine, with an aluminium block replacing the usual cast-iron block.

The Lightweight cars were fitted with a coupé hardtop as standard, adding rigidity to the aluminium structure. The chassis's were also modified with revised suspension geometry and other competition-specific parts including Lucas fuel injection, dry-sump lubrication, and a ZF five-speed gearbox.

Briggs Cunningham ended up purchasing three Lightweight E-Types, one of which was chassis No. S850664,



the car in question here. Cunningham entered all three of them in the 1963 Le Mans competition, and the car driven by Bob Grossman and himself managed to finish ninth overall and second in class.

Even though the Lightweight E-type never matched the success of the C-type and D-type at Sebring and Le Mans races, the car was successful at smaller events, like Road America 500 or Bridgehampton Race Circuit. After its short competition career, the rare coupe

was stored at Cunningham's Museum in Costa Mesa, California.

The E-Type Lightweight was auctioned at Monterey Car Week, California on August 19.

The E-Type was estimated to sell for US\$7,000,000 - US\$8,000,000 but it didn't reach the reserve. ■

*Information for this story from Bonhams and Auto Evolution.*

# Street-Legal Jaguar XJR-15 Sells For \$1,850,000 AUD

This XJR-15 formerly resided in Australia where it was restored by Bespoke Motors in Melbourne in 2015.

Accompanying documentation included an additional \$35,000 USD of invoices that detailed significant work performed since that restoration. This included a bare-body repaint in the original dark blue colour and numerous maintenance and service work.

One of the most desirable supercars of its time, the stunning Jaguar XJR-15 introduced in November 1990 is basically a Le Mans racer for the street, and the only car created by Tom Walkinshaw Racing (TWR) for use on public roads.

Jaguar only built 53 examples of the XJR-15 and this is one of 27 road-legal models and known as the “Japan Study Car”. It was used for aerodynamic studies and testing of hybrid energy recovery systems. It is slightly different from the race car as it uses a five-speed manual instead of the six-speed TWR transmission with straight-cut gears.



The XJR-15 is famed for using the same carbon fibre monocoque as the Le Mans-winning Jaguar XJR-9. It also sports carbon fibre and Kevlar composite body panels and has the same suspension as the XJR-9 that includes fabricated wishbones and horizontal pushrod-spring dampers at the front and coil springs at the rear.

Slotted beneath the sleek bodywork of the XJR-15 is a 6.0-liter naturally aspirated all-aluminium V12 with a Cosworth forged crankshaft and connecting rods,

aluminium pistons, and a unique fuel delivery system with [Zytec electronically controlled sequential fuel injection](#).

The XJR-15 was sold by RM Sotheby's for \$1.27 million USD with a number of spare parts, including the original rear body panels, a Zytec ECU, and a second set of matching seat cushions that allow drivers as tall as 6'5" to fit behind the wheel. ■

*Information for this story from Auto Evolution and CarScoops.*

## Noel Gallagher Sells Classic Jaguar For Eye-Watering Sum

English singer, songwriter, and musician Noel Gallagher has sold his Jaguar Mark II soft-top for £125,000 (A\$215,000) — having never driven it in the 25 years he owned it.

Gallagher was the chief songwriter, lead guitarist, and co-lead vocalist of the rock band Oasis until their split in 2009. After leaving Oasis, he formed Noel Gallagher's High-Flying Birds. He is one of the most successful songwriters in British music history, as the writer of 8 UK number 1 singles, and the sole or primary writer of 10 UK number 1 studio albums.

The Oasis star bought the 125mph soft-top during the band's heyday in 1997 but never passed his test.

The Jaguar was used in a music video for the single 'We're on Our Way Now' by his band High Flying Birds.

It featured The Crown actor Matt Smith, 38, and actress Gala Gordon, 29, cuddling up as they drive around London in the open Mark II.

Having originally planned to take lessons and get a licence, he dropped out of driving school after just one session.

He said: “My Jaguar just sits in the garage. It's been there since the '90s. I thought when I became a fully-blown rock star, I was gonna need a car. So, I got a MkII Jaguar from 1967, the year I was born. I thought I'll easily have learned to drive.”

London classic car dealer Hurst Park Automobiles said the motor, with its plush red leather interior, had been bought by an anonymous buyer. ■

*Information for this story from the Daily Mail Australia.*



# Bonhams USA - Monterey Car Week

Bonhams' auction at the Quail Lodge & Golf Club in Carmel, California (Held on August 19)



**1961 Jaguar E-Type Series 1 3.8 Roadster. Sold A\$300,500**



**1958 Jaguar XK150 3.4 Drophead Coupe. Sold A\$127,000**



**1952 Jaguar XK120C Competition Roadster. Sold A\$276,000**



**1955 Jaguar XK140 MC Roadster. Sold A\$106,000**



**1962 Jaguar E-Type Series 1 3.8 Roadster. Sold A\$325,000**



**1962 Jaguar E-Type Series 1 3.8 Roadster. Sold A\$114,000**



**1968 Jaguar E-Type (Series 1.5) 4.2 Roadster. Sold A\$293,000**



**1969 Jaguar E-Type Series II Coupe. Sold A\$138,000**

## For Sale SS 100



**1939 3.5 litre SS 100 Roadster.**

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

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

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

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

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



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

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

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

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

**SA 861**

**SA 2400**

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

# Classified Adverts

## WANTED TO BUY - Mark 2 Parts

- ◇ 1 Turn Indicator Switch
- ◇ 1 Original Style Steering Wheel In good condition. (MK X same)

Please contact Jim Tennant,  
Email - [jtennant1@bigpond.com](mailto:jtennant1@bigpond.com) or 0404632810

## GIVE AWAY

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

Email Pat Collis: [cco20487@bigpond.net.au](mailto:cco20487@bigpond.net.au)  
or Mob: 0414 875 225



## WANTED TO BUY XJ-S Wheel

- ◇ STARFISH design wheel for Jaguar XJS. Any condition is fine... Please see photo

Please contact Steve Meins  
0411 729 259 or [steve.meins@taarnby.com.au](mailto:steve.meins@taarnby.com.au)



## WANTED TO SELL - E-Type Wire Wheels

Set of 4 E-Type wheels with old tyres. Two wheels are flat hub and two are curly hub. There are at least two loose/ broken spokes.

**\$300 the Lot**

Please contact Paul  
Harrland 0409 311 116



## FOR SALE P100 Headlights

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

**\$900 for the Pair**

Michael Pringle 0418 311 422



## FOR SALE 1977 AUTO XJ6-C

- ◇ Purchased from the Gold Coast 7 years ago.
- ◇ Very good original condition, complete and reliable.
- ◇ Always garaged and only driven locally on sunny days.
- ◇ Originally silver and repainted Olive Green. Only two spots of rust. Paint 9/10.
- ◇ Just serviced. Comes with a set of 5 bolt on wire wheels with near new tyres plus 4 original chrome wheels with hubcaps and original steering wheel.
- ◇ Minor work. Faulty dip switch, hood lining sags, window seal needs replacing, speedo not working.

**Price: \$50,000 Negotiable**

Please contact Shaun on 0413 214 138



## FOR SALE - WIRE WHEELS

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

**PRICE \$1,200**

Please contact Jim Tennant,  
Email - [jtennant1@bigpond.com](mailto:jtennant1@bigpond.com) or 0404632810



# Classified Adverts

## FOR SALE 1962 MARK 2 AUTO 3.8 LITRE

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

**Offers over \$80,000**

Email Jim & Gail : [gsl13292@bigpond.net.au](mailto:gsl13292@bigpond.net.au)  
or call on 0408 535 660 .



## FOR SALE 1965 MARK 2

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

**Price: \$64,950**

Email Ric on [ricbierbaum@gmail.com](mailto:ricbierbaum@gmail.com)  
or call on 0400 596 225



## FOR SALE 1988 XJ-S Convertible

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

**\$55,000 Negotiable**

Call Robin Paech on 0473015556 anytime or email:  
[robinnorapaech@bigpond.com](mailto:robinnorapaech@bigpond.com)



## FOR SALE 1992 XJ40 4.0 litre SEDAN

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

**\$8,000 ONO**

Phone Santos - 0421 793 833

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

## SS, Mk IV, Mk V Register



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

Minutes of the meeting held at the home of Antony Veale, Wednesday 17th August 2022.

### Previous Minutes:

The Minutes of 20th July 2022 as issued were accepted as a true record of the meeting.

### Present:

Antony Veale, Bob Kretschmer, Brenton Hobbs, John Lewis, Malcolm Adamson, Ross Rasmus, Graham Franklin, Bruce Fletcher, Jack Richardson, David Rodgers, Rob Paterson, Andrew Hayes.

### Apologies:

Warren Foreman, Ian Sholl, Des Brown, Daniel Adamson.

### Correspondence: Nil

Welfare: All good.

### Combined States Border Run 2022 Cowra:

- If you have not booked accommodation, then you may not be able to get into the motels allocated for the run.
- Most people will be staying at Hay for the first night and then to Cowra the next day.
- Bob K is doing three days and will meet the Caskey's on the way and travel with them.
- Over 60 vehicles for this event.

### JDCSA:

- Twelve early original club members have been asked to supply photos for the 2023 anniversary calendar. This includes Bruce Fletcher, Malcolm Adamson and Des Brown. Graham F has offered to take the photos and will coordinate with them.

- All British day entrants from last year should have received an email/letter. There is a form you need to complete and send back by the 11th of September otherwise, you will need to re-register and pay the fee.
- SA Jag Day is on the 23rd of October incorporating - Cats and Cans.

### Technical & Parts:

- Brenton showed a catalogue of parts available from Worcester Classic Spares for the Mk4 and 5's.
- Bruce is going to put together a book for various parts that can be used on Jaguar MkIV's
- The engine for Graham Linnet's old car has been completed after 2 years.
- Antony's battery terminals on his MkV keep corroding with battery disconnected. Suggestions to use copper grease and the reason is gases escaping near the terminal.
- Bob K is getting the 1.5 ready for Cowra and thought he had stripped spark plug thread on number 4. Bob K took the head off to get fixed and found two cracked guides and loose valves. Bob K used the head he recently had up for sale on behalf of another person.
- Working on Malcolm's 420g and found a fuel tank was rusting on the bottom seam. Tank has been sent in to be fixed as no new tanks available.
- Ross has had trouble getting the steering box out of the MK IV 1.5. Due to the shorter front, it is harder to remove than a 3.5.
- 2.5 SS motor recently auctioned in Adelaide by Scammell's. The motor sold for \$380.

- David has MkV engine running. First start some piston noise. Pistons were just touching the head. David machined the top of the pistons 30 thou and now perfect. David is taking the MKV to the trimmer Saturday.

### General Business:

- Border Run for next year is going to be at Mt Gambier.
- Bob K has done a lot of preliminary work for this run, but due to Covid the run could not go ahead.
- Bruce, Malcolm, and Ross will do a combined effort to put together this run.
- General car talk.

### SS Register Meeting Dates:

- ◇ 21st September – Caledonian Inn – Nth Adelaide.
- ◇ 19th October – Bob Kretschmer
- ◇ November – David Rogers Sunday Afternoon. DTBA
- ◇ January- Malcolm's Beach Residence DTBA
- ◇ 15th February – Jack Richardson
- ◇ If you can host a meeting for other months, can you please advise Brenton Hobbs

**Meeting closed at 9.00 pm.** Thank you Antony and Bronwyn for the delicious supper. Portuguese tarts - YUMMY

**Brenton Hobbs**

**Register Secretary**





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

## XJ, Mk 10 & 420G Register



Mark 10/420G - Celebrating 60 years

Minutes of meeting held at 7.30pm on Wednesday 10th August 2022, at the Bartley Hotel, West Lakes Shore.

### Present:

Steve Arthur, David Bicknell, David & Teresa Bradley, Peter Buck, Walter & Beryl Bullock, Don & Ellaine Cardone, Fred Butcher, Bob & Daphne Charman, Alan & Lorraine Davis, Graham Franklin, Don & Toni Heartfield, Louis & Nella Marafioti, Bob & Sandy Mack, Danny Marshall, Adela O'Reilly, Ian Rowley, Charlie & Mary Saliba, Evan Spartalis, Don Tyrrell.

### Tonight's Raffle Prize

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

### Apologies:

Jeannie De Young, Jenny Rowley, John & Claire Evans, Darryl & Fay Leyton, Gary Monrad & Oggi Stojanovich, Graeme & Betty Moore, Paul & Janice Moore, Trevor & Raylene Norley, Bryan & Ann O'Shaughnessy, Borys & Elaine Potiuch, Phil Prior.

### New Members:

The register welcomed new members Bob & Sandy Mack to tonight's meeting.

### Previous Minutes:

Carried.

### Business Arising:

Nil

### Register Secretary

In a very close vote Bob was re-appointed as Register Secretary for 2023.

### General Business

1. 60th Anniversary of the Mk10 - 420G - Sunday the 11th September at the Birdwood Motor Museum. Everyone and ALL cars are welcome from 10am till 3.00pm. FREE entry, free B.B.Q. lunch, FREE tea & Coffee, FREE entry into Museum.
2. Ladies High Tea at the Grand, 15th September.
3. Picnic in the Park. Thursday 13th October.
4. Pt Fairy/Halls Gap week end 4-6th November. Still a few rooms left.
5. All British Day 1st Sunday in March 2023. Entries on line soon.
6. XJ Xmas Dinner. Saturday the 10th December. Glenelg Golf Course. Tickets NOW available. Note, tickets went on sale on Friday the 22nd of July, 22 sold in the first hour. If you wish to book tickets and have until the 1st October to pay - please ring BOB.
7. Drive your classic car day is on Thursday the 1st September
8. SA Jag Day to be held this year on Sunday 23rd October.
9. Don Tyrrell asked about a mechanical forum for the club. Told we have it now on face book

### Car Talk:

- ◇ **Steve Arthur:** The Stagar is all OK.
- ◇ **Dave Bicknell:** 420 not running well. Fuel problems on economy run.
- ◇ **David & Teresa Bradley:** 1974 Daimler Van Den Plas needs respray.
- ◇ **Peter Buck:** X308 going well.
- ◇ **Fred Butcher:** Daimler 250 V8 - 9.2L on the economy run.
- ◇ **Don & Elaine Cardone:** The car is sleeping.
- ◇ **Bob & Daphne Charman:** Fixed water leak in the XF. Fixed suspension in the S-Type. Embarrassing moment in the S Type. It stopped in the middle of the Britannia 'round-a-bout'. Loose air flow meter hose.

- ◇ **Alan & Lorraine Davis:** X Type running smoothly.
- ◇ **Graham Franklin:** XJS needs computer ECU replaced.
- ◇ **Don & Toni Heartfield:** Cleaned the Mk2 for the economy run, got as far as the Toll Gate. New dash in the XJ6.
- ◇ **Bob & Sandy Mack:** X Type has problem with the cooling system.
- ◇ **Danny Marshall:** Series 3 is not getting power to fuel pack. Looking at air flow meter.
- ◇ **Louis & Nella Marafioti:** XJ8 1990 completed the economy run.
- ◇ **Ian Rowley:** XJ6 Series 3 fuel injection problems.
- ◇ **Charlie & Mary Saliba:** 5 X300's and 15 Land Rovers. Some running - some not.
- ◇ **Evan Spartalis:** Haven't driven the X300 for several months. Looking to put gear box in the Mk2. (The Mk2 has now created a world record for the amount of time spent on a hoist)
- ◇ **Don Tyrrell:** All going well.
- ◇ All other had nothing to report

### Next Meeting:

Our next Register meeting will be at the Bartley Hotel on Wednesday 14th September, 2022.

Meeting closed at 8.05pm.

Bob Charman

Register Secretary



# JDCSA AGM Minutes 2021

## JDCSA, Annual General Meeting - Annual Reports and Election of Executive Committee

When 07-09-2021 at 08:00 PM

Location: Carrington Street, Carrington St, Adelaide SA 5000, Australia

Chairperson Philip Prior

Minute taker - Steve Weeks

### Minutes

#### 1. Welcome:

The president opened the meeting and welcomed members to the AGM for 2021.

Covid restrictions were reiterated and members thanked for compliance.

#### 2. New members and/or Visitors:

New members and visitors were welcomed by the President.

#### 3. Apologies:

Don Pritchard, John Clarke, John Evans, Geoff Wilden, Tom Herraman, Peter & Trish Clarke, Marg & Bill Brown, Wayne & Bev Buttery, Ron & Rosie Bailey

#### 4. Acceptance of Minutes of the AGM 2020:

The Minutes of the AGM 2020 were accepted as accurate. There was no business arising.

#### 5. Presentation of Awards / Certificates:

Special awards were presented by the President to those not present to receive their awards at the Annual Club Lunch.

◇ A Special Certificate of Appreciation was awarded to Tim White for his outstanding contribution to the club over the past 18 months.

◇ Most Enthusiastic new Member Award - was awarded to Ian Trethewey. Ian's participation with his lovely Jaguar Mk VII was noted and appreciated. Well done Ian.

◇ Editor's Award - was awarded to Ross Rasmus. (Ross did a terrific story on a club Trip - "Adelaide to Darwin and back in an S.S.1". Well done Ross.

#### 6. Appointment of additional club positions by the Executive.

- ◇ Log Book Officer - David Burton
- ◇ Regalia - Ron and Claire Palmer
- ◇ Library - Tom and Marj Brindle
- ◇ Technical Officer - Geoff Mockford
- ◇ MSCA Rep - Barry Kitts
- ◇ FHMC Rep - David Burton
- ◇ Digital and Social Media - Tom Herraman
- ◇ TidyHQ Administrator - Tim White
- ◇ ACJC - Philip Prior
- ◇ Public Officer - Steve Weeks
- ◇ ABD Rep. - Fred Butcher

#### 7. Reported Appointments of Register Secretaries:

- ◇ SS, Pushrod - Brenton Hobbs
- ◇ XK, Mk 7, 8, & 9 - Steve Weeks
- ◇ E, F & GT - Alan Baker
- ◇ Compact - (Vacant)
- ◇ XJ, Mk10 & 420G - Bob Charman
- ◇ Multivalve - Peter Buck

#### 8. Annual Reports by President

- [Presidents end of year 2021 report](#)

#### 9. Annual Report by Vice President:

- [Vice Presidents end of year 2021 report.](#)

#### 10. Annual Report by Secretary:

- [Secretaries end of year 2021 report.](#)

#### 11. Annual Report by Treasurer:

- [Statement by Independent Assessor](#)
- [Financial Controls Checklist](#)
- [EOFY 2020-2021](#)
- [Treasurer Report FY20-21](#)

#### 12. Annual report by Membership Secretary:

- [Membership Secretary end of year 2021 report](#)

#### 13. Annual Report by Magazine Editor:

- [Editors end of year report.](#)

#### 14. Election of Executive Committee:

- ◇ President: Nominee Fred Butcher. Nominated by Philip Prior, Seconded by David Magee.

◇ Vice President: Nominee Michael Pringle. Nominated by Philip Prior, Seconded by Peter Holland.

◇ Secretary: Nominee Steve Weeks. Nominated by Philip Prior, Seconded by Heather Buck.

◇ Treasurer: Nominee Heather Buck. Nominated Philip Prior, Seconded by Steve Weeks.

◇ Committee Member (Membership Secretary): Nominee Daphne Charman. Nominated by Heather Buck, seconded by Philip Prior.

◇ Committee Member (Editor/Events Coordinator): Nominee Graham Franklin. Nominated by Onslow Billingham and Wendy Billingham.

Peter Holland acted as the Returning Officer and as there were no other nominations the above were duly elected.

#### 15. ACJC Report

Time said that there was a lot of uncertainty over the 2022 National Rally in Tasmania, about 20 indicated that they would attend this event.

#### 16. New Business

Peter Buck said that he is resurrecting an old event on the 7th October, 40 tickets are available. He also wished Maaarj Brindle A happy birthday.

#### 17. Meeting Closed at 9.00 pm.



# JDCSA August 2022 General Meeting Minutes

**Minutes of the JDCSA General Meeting held at the Adelaide Bowling Club on Tuesday 2nd of August 2022.**

**Meeting commenced at 7.30pm.**

## **Welcome:**

Fred welcomed all present to the Adelaide Bowling Club, including a new member – Nigel Stevens, who has purchased a Daimler V8.

## **Apologies:**

Peter & Heather Buck, Val Weeks, Graham Franklin, Rob & Vicki Loffler, Tony Human & Gabrielle, Peter Thomas & Suzanne Jarvis, Alan Bartram, Geoff & Marg Thomas, Malcolm Adamson, Bob Charman, Laurie Leonard, Paul Moore.

## **Minutes of the last Meeting:**

Moved for acceptance by Barry Kitts & seconded by Dave Burton.

## **Business Arising:**

◇ **50th Anniversary Book:** Fred has spoken with Tim White & a zoom meeting is to be organised & a working group will be established. More articles & photos (especially from early club events) are required.

## **President (Fred Butcher):**

Fred has attended the recent Pushrod & XK 7, 8 & 9 Register meetings.

The All-British Day is to be moved from February to March for 2023, the feature display will be Rootes Group cars. Entries from the cancelled 2022 event will be carried over to the 2023 event. Peter Clarke asked how this will occur. Fred replied that all will be notified via personal email.

## **Vice President (Michael Pringle):**

Michael Pringle also recently attended the XK 7, 8 & 9 Register Meeting at Richmond Classic Cars.

Michael also said that our numbers are down for the BBQ meal at the new venue (maybe because of the cost) however when the kitchen is completed, we must support the Adelaide Bowling Club. The ABC is aware of the type of menu that we enjoyed before at the Police Club.

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

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

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

No report due to Heather being overseas.

## **Membership Secretary (Daphne):**

There are still some members who have not renewed to date.

## **Editor/ (Graham Franklin):**

Steve Weeks spoke for Graham and said that the feature car for the August CM will be the 420. Graham is seeking articles from owners of 420's.

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

Phil informed the meeting that all the other states have agreed with SA proposal to wind up the ACJC as an incorporated organisation, this will be voted on at the next ACJC meeting.

## **Jaguar National Rally – April 14-18, 2023**

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

## **Logbook Secretary (Dave Burton):**

There are still 39 logbooks that have not been renewed, Dave will be sending emails to these members, if no reply then their logbooks will be cancelled, if the cars are driven, they will be picked up by roadside cameras, the fine is about \$800 with immediate loss of club registration.

## **Regalia (Graeme and Betty Moore):**

Graeme is currently looking at a postal delivery service for members, who live in country areas, more details will be available at the next General Meeting.

**M.S.C.A (Barry Kitts):** Barry informed that there is an event at Mallala. Flag marshals are needed for this event. Please see Barry if interested (you will even get a free lunch).

The sporting Car club has a 2-day sporting event at Mallala this weekend.

## **Library (Tom Brindle):**

Tom Brindle: Tom said that he has a number of books & DVD's available (he has even received requests for Daimler literature).

## **Jaguar Ladies Social Group: Tricia Clarke:**

Tricia said that there will be a High Tea at the Stamford Grand on the 15th of September, details are in Tidy HQ.

## **Multivalve Register: (Peter Buck)**

No report due to Peter being overseas.

**Compact Register:** In Grahams absence Steve detailed the coming Economy Run.

There will be prizes for best economy for a compact car, non-compact car and worst Jaguar economy.

## **XJ Register: (Bob Charman)**

Daphne said that the coming Mark 10/420G 60th Anniversary Day so far only had 3 cars entered. A coffee van is arranged. It was suggested that the Birdwood Mill can provide a list of caterers, if required.

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

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

No report due to Suzanne's absence, however it was noted that the next Register Meeting will be at Marque Restorations on the 18th of August.

## **SS/Pushrod Register: (Brenton Hobbs)**

No Report, but it was noted that the Border Run to Cowra is in September.

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

The recent Register Meeting at Richmond's went well. The next Register Meeting will be on the 14th of September just prior to the Hall Gap Border Run.

## **General / New business:**

◇ Trevor Norley spoke on the Motorfest run to Lyndoch on the 11th of October. It starts at the Motorfest HQ at 8am for a 9am start with a BBQ at Lyndoch in the Barossa Valley, cost is \$18 per person. Please contact Trevor on 0437 587 758 if interested and for an entry form.

◇ Also, a picnic is planned at Hazelwood Park on the 13th of October. This will be run by the XJ Register. All welcome.

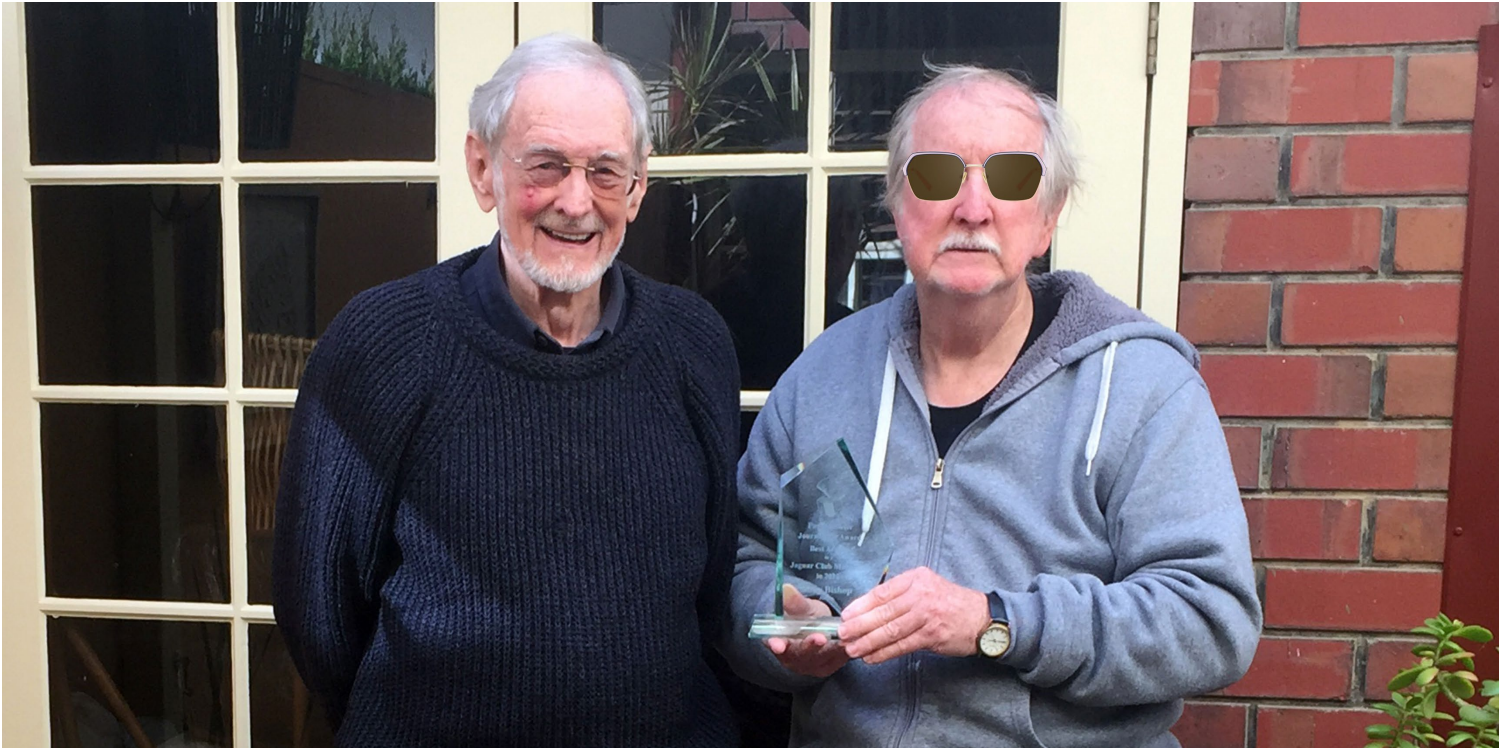
◇ Peter Holland spoke on the Drive Your Classic Day on the 1st of September, this is jointly organised by the Armstrong Siddeley & Triumph Stag Owners Clubs. Peter & Heather Buck (with the help of Jim & Arcadia) have planned a breakfast stop then onto a lunch location. Should be a great day.

◇ Peter Clarke has a drive-in Carcoon for sale (normally \$2000 but will sell for \$1000 (it is complete with a battery charger). Please Note: this item has now been sold.

**Meeting Closed at 8.20pm**

**Next General Meeting - 6th September**

## Paul Skilleter Journalistic Award



Each year a 'Journalistic Award' on behalf of Paul Skilleter is awarded by the ACJC (The Council of Australian Jaguar Clubs). This process involves the delegates recommending one article from an affiliated ACJC club magazine during 2021. For the second year in a row a JDCSA member has won the award. The winner for 2021 is Tony Bishop for his story on his SS100 that was published in the September 2021 Edition of Classic Marque. Huge congratulations to Tony. Photo Tony Bishop receiving the Award from the Editor.



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## Club Notices

### GENERAL MEETING ROSTER 2021/22

August	XJ, Mk 10, 420G
September	Multivalve Register
October	XK, 7, 8, 9 Register
November	E, F, GT Register

### CLASSIC MARQUE

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

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

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

## JDCSA - Club Directory 2021 -2022

### Club Postal Address:

PO Box 6020, Halifax Street, Adelaide SA 5000

### Club Web Site / Email

Web: <http://jdcsa.com.au>

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

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

7.30pm at Adelaide Bowling Club

Dequetteville Ter, Adelaide South Australia 5000.

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

## Your Committee

**President:** Fred Butcher

Mobile: 0428 272 863

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

**Vice President:** Michael Pringle

Mobile: 0418311422 (Home) 82772717

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

**Treasurer:** Heather Buck

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

**Secretary:** Steve Weeks

Mobile: 0414 952 416

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

**Membership Secretary:** Daphne Charman

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**Editor/Events Coordinator:** Graham Franklin

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**Web Master:** Tom Herraman

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

**Public Officer:** Steve Weeks

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

**Log Books:** David Burton

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

## Club Services / Club Representatives

**Club Patron:** Mr Peter Holland

Phone: (08) 8271 0048

**Jaguar Ladies Social Group:**

Tricia Clarke. Email: [triciacclarke\\_1@hotmail.com](mailto:triciacclarke_1@hotmail.com)

**Regalia:** Graeme & Betty Moore.

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

**Librarian** Tom Brindle

Phone (08) 8387 0051

**Federation of Historic Motoring Clubs (FHMC)**

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

**Marque Sports Car Association (MSCA)**

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

**All British Day**

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

**Australian Council of Jaguar Clubs (ACJC)**

Club Representative: Phil Prior

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

**Technical Officer:** Geoff Mockford

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

**Inspectors - Club Registration**

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

## Register Secretaries

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

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

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

Steve Weeks: 0414 952 416

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

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

Graham Franklin: 049 007 4671

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

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

Bob Charman Phone: (08) 8248 4111

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

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

Suzanne Jarvis. 0478 717 775

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

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

Peter Buck Mobile: 0421 061 883

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

