

CLASSIC MARQUE

MAY 2020



FEATURE - THE JAGUAR XJ 1968-1992



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*Offer applies to selected new and demonstrator Jaguar F-PACE (excluding SVR) models sold and delivered between 01/04/20 and 30/06/20, while stocks last. ^5 year warranty includes factory 3 year warranty plus 2 additional years. Jaguar reserves the right to extend any offer.

President's Report – May 2020

It is our second month as a club in lockdown and the end is not yet in sight. I have been getting good feedback from our Register Secretaries and others about members looking after each other and staying in touch. This is so important and I encourage all members to make that extra phone call, Facebook post or contact in some way so we can be sure all members are well cared for.

Your Executive Committee continues to meet by ZOOM, a new experience for some. We have sort to concentrate on issues relevant to the current COVID 19 situation and a brief report is included below.

In every crisis there are always opportunities. One of these is the time we have to do some things we otherwise neglect. Gardening for many seems to be popular along with repairs on the Jaguar and giving it that little extra attention. Maybe you have read that Jaguar related book or magazine that you have had for years and never got to read it.

On the subject of Jaguar related books, the Executive Committee has decided to invest in some E Books. There are many books available and as soon as we sort the logistics of making these available to members we will let you know.

There is no restriction on you driving your Jaguar and enjoying a run in the hills or wherever. So enjoy your cars but observe all the social distancing regulations.

NOTES FROM THE EXECUTIVE COMMITTEE

1. We have updated our COVID 19 Club Policy and a copy can be found on the club web page. <https://www.jdcsa.com.au/>
2. The most important aspect of this up-date is that we are assuming that there will be no JDCA Club

Meetings or Register Meetings for the rest of 2020. If Government and Health restrictions are lifted enabling us to meet, members will be advised.

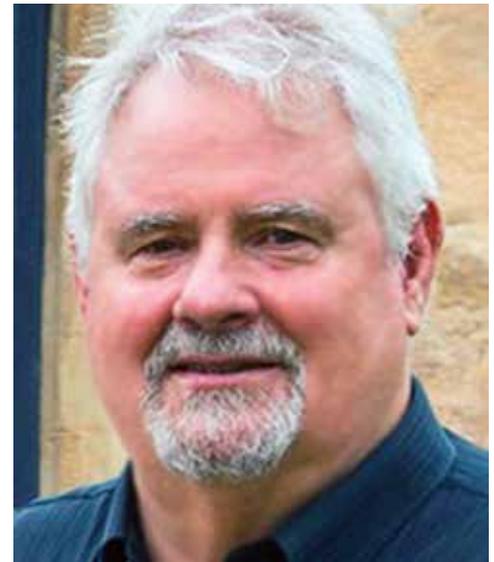
3. A decision has been made to cancel our Annual Dinner and Presentation Night scheduled for July 25, 2020. This means there will be no presentations this year. Our Booking with the Golf Club has been transferred to July 2021.
4. Other club events that remain very uncertain at this stage are:
 - The Jaguar SS Border Run September 2020
 - The Jaguar XJC 45th Anniversary – Mildura Muster, 9-12 October 2020
 - SA Jag Day, 18 October 2020
 - XJ Register Christmas Dinner and Show 12 December 2020

NOTE: Any event organised in the name of JDCA between now and the end of the year must be approved by the club's Executive Committee.

5. Members are reminded that Membership Renewals are due by 30 June 2020. You will be notified of your renewal in the coming weeks.
6. This year LOGBOOKS will need to be renewed by post. Once you have renewed your membership please post in your Logbook including a stamped addressed envelope for the return of the logbook.

Finally, please stay safe, do the right thing and hopefully we can get back to enjoying each other's company before too long.

**Philip
President JDCA**



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Front Cover:

*Peter & Wilma Mountcastle, 1973
Jaguar XJ6 Series 1 Auto*

Rear Cover:

*Brendan & Sarah Rogers, 1982
Daimler Double Six Series 3 Auto*



Yesterday my husband thought he saw a cockroach in the kitchen. He sprayed everything down and cleaned thoroughly. Today I'm putting the cockroach in the bathroom. 😊😬😬

Tuesday 26th May

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

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

I-Pace Wins South African Car of the Year

The Jaguar I-Pace EV400 AWD SE is the 2020 AutoTrader South African Car of the Year!

This is the first time that the competition has been won by a Jaguar and also the first win by an electric car.

The accolade is the latest in a long line of victories for the all-electric I-PACE. It won the 2019 World Car of the Year, World Car Design of the Year and World Green Car awards (the I-PACE was the first model ever to win three World Car titles in the 15-year history of the awards). It also claimed the European Car of Year title last year.

The highly contested Premium Car Category was won by the overall winner, namely the Jaguar I-PACE EV400 AWD SE. Buyers of these prestigious mid to large vehicles want powerful engines,



luxury features and high-end trim options.

The South African Car of the Year trophy, which has been awarded since 1986, is the country's most highly respected and sought-after motoring accolade.

While the competition has evolved over the years, one thing has remained true to the contest; it celebrates and rewards automotive excellence. Both the category and overall winners are considered to be benchmarks within their categories. ■

Jaguar Helping in Fight Against Coronavirus

JLR has commenced production of 3D-printed, NHS approved protective visors for medical staff.

The visor has been designed to be reusable, and can be dismantled and cleaned. The firm plans to produce 5,000 of the reusable visors each week, but has an 'aspiration to develop operation for mass production'

The design has been created in consultation with a team of NHS healthcare professionals.

The visor was then created at the JLR's Advanced Product Creation Centre in Gaydon. ■



Jaguar go to Five-Year Warranty

Jaguar, Land Rover offering loyalty bonus and longer warranty.

As brands work to boost their appeal through the hard months ahead, Jaguar Land Rover (JLR) Australia has added a five-year, unlimited-kilometre warranty to its offering for a limited time.

Available on new and demonstrator models sold and delivered between April 1 and June 30 2020, the offer is joined by savings equivalent to the GST on each

model and a 'Loyalty Bonus' up to \$4,000 – depending on the model.

As with most extended warranty offers, the deal includes the standard three-year warranty with an additional two years added.

The stately XJ limousine is not included in the warranty offer, as it is now out of production and only a few vehicles remain available at a small number of dealerships.

A Loyalty Bonus is also available, offering up to \$4,000 if you trade in your Jaguar for a new model in the next three months.

Whether the extended warranty offer evolves into a permanent change to JLR's current three-year factory program remains to be seen, although other brands have tested the waters with longer warranty deals before taking the leap to a full-time increase. ■

Club Torque - Editor's Column

Editorial by Graham Franklin.

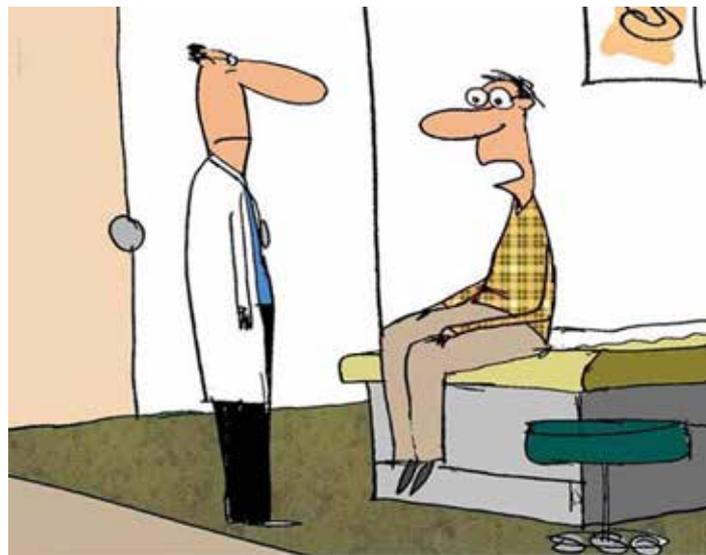
Included in this addition is a feature on the 1st generation XJ cars (1968-1992). We normally try and keep these reviews brief with just an overview, however with a model that was in production for 24 years, this was difficult to do. In particular, one couldn't really brush over the problems that were facing Jaguar at the time or the ill-fated racing program that Leyland embarked upon. A big thank you to Trevor Norley who provided a complimentary article about his experiences owning and driving XJ's.

Long-Term member and Register Secretary Steve Weeks has written a great story about his involvement with Adelaide Formula 1 Grand Prix and Jaguars. We have also a terrific story from new members Mal and Annie Jonas.

As Stewart McGavin's article was selected to represent JDCSA for the annual Paul Skilleter journalistic award we have reprinted the article in full (as provided for judging). Congratulation Stewart.

Finally there is an 'Easter Bunny' pictorial, which you could say is about a bunny, but not necessarily a rabbit.

Cheers



"I am going into self-isolation, so I won't be able to drive my Jaguar for 2 weeks. Can you prescribe something for separation anxiety?"

Happy Mothers Day



Introducing Our New Members

New member article: Mal and Annie Jonas

Our MY 2015 F Type Roadster (white) is our first and only Jag late bloomers BUT

Both our Dad's had Jaguars as far back as the late 1940's – Annie's Dad, Bill Goyder (Apsley Vic.), had a black Mark IV and then a Mark 2 3.4 litre we think.

Unfortunately Annie's Dad passed away in 1967 while she was living in England. Annie, while in England, had a British Racing Green 3.4 Mark 2, and then after returning to Australia in 1976, a XJ6 4.2 litre Series 1.

My Dad, Murray Jonas, had a grey Mark V circa 1954 (I was 2 years old), then in 1959 a grey Mark 1 2.4 litre – manual with overdrive followed soon after by a white 2.4 – the grey Mark 1 was a stop gap

while the new Old English White Mark 1 was coming from the UK for delivery by Brysons of Adelaide.

Dad also owned a Healey 100/4 which he ran in sprints and hill climbs. It didn't deter Dad from running the Mark V up the Collingrove Hill Climb! (picture circa 1955 attached).

Around 1963 the Mark 1 gave way to a 3.8 Mark 2 – also Old English White manual with overdrive. This Mark 2 was used as well as a daily drive for sprints and "closed Club" circuit racing in the earliest years of the Sporting Car Club's ownership of the Mallala circuit. Add to that, the 3.8 was used for regular caravanning holidays (just as the Mark 1 had been).

Some of those caravanning travels were to Queensland and to the Flinders Ranges and most often to Young Husband on

the River Murray. The 3.8 was followed by a metallic blue 3.4 Mark 2 circa 1967 and then finally a 340 in 1968 (RBN-767), sold I think in or around 1971/2, now in the gentle hands of JDCSA's Ray Smithers.

Ray and I have touched base 3 or 4 times, from as early as the mid 1990's, when I stumbled on the car when Ray had entered the Adelaide Classic Rally and most recently at All British Days – I am especially appreciative of Ray's care and love of the 340. It looks as good (probably better) than ever.

My fondest memory of the 340 Jag was as a 16/17 year old, just off my L plates, at the wheel driving up through Tungkillo, while "running-in" the new car. Dad put a 70mph speed limit on my driving. A few weeks later Dad suggested 3,000 rpm, top gear in overdrive, would be a good limit – I think that was 86mph !!!



Mal's Dad, Murray in his 1954 Mark V, competing in the Collingrove Hill Climb in 1955.

Introducing Our New Members (cont)

Annie & I have had a Triumph TR4A and then a Mazda MX5, but rightly or wrongly, sold 1 to buy the other, and then the F Type.

We have, in the past, been members of the Triumph Sports Owners Club and Sporting Car Club of SA. We are currently members of the Barossa Valley Classic Motorcycle Club with respect to our 1964 650cc Triumph Trophy on historic registration.

We have 3 registered motorbikes and 2 daily drive cars – add a small Avan, boat and trailers; SA Motor Reg seem to be in touch very regularly.

As for the F Type – it is the 250Kw V6 model – surely 335bhp is plenty? - apparently not for some. Has some nice options – especially the sports seats. We purchased the pre-owned car from Solitaire in September'19 – had travelled just 12K kilometres from new. We are

very pleased with the car and we have just been on a road trip via Phillip Island Car Classic and 2 weeks in Tassie (photo attached) – highly recommended.

We look forward to spending time with the Jaguar Drivers Club members.

Regards
Mal & Annie

Editor- great story and terrific family history of Jaguar ownership.



Mal & Annie's 2019 Old English White V6 F-Type Roadster

New Members

NOTICE BOARD

The following applications for membership have been lodged with the Membership Secretary and are listed in accordance with clause 6 (B-C) of the Constitution. If there are no objections, membership will be ratified one month from this May, 2020 magazine:

- Stuart Ferguson: 1988 Jaguar XJ40 4.2L Sovereign Sedan
- Frank Napoli: 1982 Jaguar XJ6 4.2L
- Gary Watts: 1985 Jaguar XJ6 4.2L
- Raymond Tucker: 1977 Holden HZ 308 Panel Van

The following applications listed in the March 2020 Classic Marque magazine have been accepted:

- Al Britcher: 1968 Daimler 250 V8 Sedan
- Mal Jonas & Annie Lowe: 2015 Jaguar F Type 3L Roadster
- Susan & Martyn Parry
 - ◇ 1977 Jaguar XJ6 Series 2 4.2L LWB
 - ◇ 1984 Jaguar XJS 5.3L Coupe
 - ◇ 1989 Jaguar XJ40 Sovereign 3.6L
- Robyn & Robert Welch: 2019 Jaguar F-Type 3L Coupe

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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*Bryson Industries Limited, Jaguar Distributors in NSW, Vic., SA.

BRYSON

PF-427

First-Generation XJ Jaguars/Daimlers (1968 - 1992)

The first-generation of the Jaguar XJ was produced for a total period of 24 years, with two major facelifts in 1973 and 1979.

The Cat That Saved Jaguar

The best things in life come well aged, such as fine wine, classical music... and the Jaguar XJ6. But what is amazing about the XJ6's long life is that, while its 1970s-era reputation for poor quality brought Jaguar itself to the brink of doom, the XJ6 ultimately wound up being the product that rescued the company, in a remarkable turnaround, both for the car and the firm itself.

Unlike some other cars with long production runs, the XJ6 was far from being left in the past, and in fact sales generally increased throughout the 1980s. And the main reason why people bought this car in the 1980s is still fully evident today. A design that is beautiful, graceful and completely unique in a way that few other sedans have been able to match before or since.

SERIES 1 (1968-1973)

The Series 1 XJ was mechanically ahead of its time with smooth but very powerful engines and advanced suspension for significantly improved ride refinement that became synonymous with Jaguar saloons. So much so that the esteemed CAR magazine crowned it Car of the Year for 1968.

Design

The overall shape of the XJ remained identifiably Jaguar and was another masterpiece by Sir William Lyons and Jaguar Chief Vehicle Engineer Bob Knight whose development work set new standards for ride and refinement.

The XK engines and other main assemblies carried over from previous models including the independent rear suspension (IRS) and the subframe mounted independent front suspension incorporating new anti-dive geometry and power-assisted steering.

The XJ used the iconic Mark X upright and slightly forward-leaning nose design with the four headlamps set into rounded front fenders.

When you spend this sort of money,
you should expect more
than an arm rest and an ash tray.



BRYSON

The XJ also inherited the Mark X twin fuel tanks positioned on each side of the boot and filled using two separately lockable filler caps.

Engines

The XJ6 Series 1 used the 2.8 litre and 4.2 litre straight-six cylinder versions of Jaguar's renowned XK engine.

In July 1972 the 5.3 litre V12 engine was added to the lineup. Although it had always been Jaguar's intention from launch that the XJ would take the twelve-cylinder engine, its installation was nonetheless a tight fit, and providing adequate cooling had been a challenge for the engineers designing the installation.

Interior

The interior was a further development of previous saloons with a walnut-veneer dash and a speedo and rev counter set squarely in front of the driver.

The XJ's were renowned for their specially designed fully-reclining seats that were regarded at the time as one of the most comfortable seats installed in a motor car.

Pile carpeting over a thick layer of felt covered the floor, and nylon headlining was fixed directly to the roof as in the

420. Electrically operated windows and air-conditioning was optional.

Daimler Sovereign

The Daimler Sovereign was announced in late 1969 and was identical to the Jaguar but incorporated a number of extras that were offered as options on the Jaguar (e.g. headrests, overdrive on the manual cars, etc.).

Production Changes to XJ Series 1

Detailed improvements were constantly being made from the moment the cars entered production. Early cars suffered from petrol fumes and this was largely cured by new filler caps. In October 1970 modifications were made to the front wheel arch flanges to provide better tyre clearance. There were also a rash of interior improvements to improve fresh air ventilation and numerous engine, suspension and mechanical changes (too many to detail here).

Long Wheelbase Version.

In 1972, the option of a long-wheelbase version, providing a 4 inch increase in leg room for passengers on the rear seats, became available.

The extra four-inches scarcely effected performance or handling.

First-Generation XJ Jaguars/Daimlers (cont)

The short-wheelbase saloon ceased production during the final years of the Series 2 XJ.

Pussy Galore

A high performance version called the XJ12 was announced in July 1972, featuring simplified grille treatment, and powered by a 5.3 litre V12 engine coupled to a Borg Warner Model 12 transmission.

The XJ12 was Lyons' crowning achievement. Jaguar could now claim to have the fastest production four-seater in the world with a maximum speed just short of 140mph.

Daimler Double Six Vanden Plas

The Daimler Vanden Plas was released in late 1972 and became the most expensive car in the line-up.

The cars were trimmed to a higher standard and repainted in one of seven special colours and fitted with a vinyl roof.

The most significant change from the Jaguar was to the rear seat, which

featured sculpted seating areas rather than a flat rear bench.

The Vanden Plas Series 1 are rare today with only 351 built before production switched to the updated Series 2 model in 1973.

Value for Money

All three XJ's (2.8, 4.2, 5.3) represented incredible value for money, and when the time came for the car to be sampled by the press and public, they could scarcely believe that such a stupendous car could be offered for the price. For example, in the UK the 4.2 litre automatic sold for £2397 compared with a 300SEL Mercedes that retailed for more than twice the price (£5624).

Reviews

Preliminary reviews of the car were glowing, noting the excellent brakes and superlative ride quality, regardless of the road surface. Several magazines claimed the XJ6 was the smoothest and quietest car they had ever driven and that the handling was considered unmatched by any other saloon.

SERIES 2 (1973-1979)

More stringent US crash safety regulations were a factor in the development of the Series 2. To comply, a higher front bumper was created and this necessitated a smaller grille, complemented by a discreet additional inlet directly below the bumper.

This visually differentiated the Series 2 from the Series 1, but the bigger change was a completely revised interior which included simplified heating and A/C systems to address criticisms of the complex and not very effective Series 1 systems. In 1975 the 2.8 litre engine was replaced with a 3.4 litre XK engine.

XJ COUPE (1975-1978)

A shapely two-door coupé version went on sale in 1975 and has since become a collector's item due to its slightly sportier profile and exterior simplicity.

The XJC came with a vinyl roof as standard. This was primarily because the coupé lacked B-pillars and the roof flexed enough that the paint used by Jaguar at the time developed cracks.



XJ production line. The bodies were lowered onto the engine and front and rear suspension - much the same as was originally introduced in the assembly of the Mark 1. With all mechanical components in place, the final production line saw the remaining items of trim and minor accessories installed. Then came road testing and final inspection.

First-Generation XJ Jaguars/Daimlers (cont)

SERIES 3 (1979-1992)

Although many commentators today consider that the Series 1 cars were the best looking model with a deeper grille, slender bumpers and road-hugging stance, the Series 3, launched in 1979, was a superb evolution of the breed and involved the input of renowned Italian design house Pininfarina.

Externally, the most obvious changes were the injection-moulded black bumpers with integrated indicator lights, flush door handles for increased safety, a one-piece front door glass without a separate 1/4 light, a grille with only vertical vanes and a revised roofline with narrower door frames and increased glass area.

The front windscreen pillars were inclined an extra 3-inches from the perpendicular and the roof-line was raised to give rear seat passengers more space.

Jaguar realized that it had a modern classic on its hands, and was careful not to mess with success. The Series 3 XJ received only the most modest updates over its 13 years in production, and casual observers would be challenged to distinguish between a 1980 and 1992 model.

RELIABILITY ISSUES

Despite the early excellent reviews, the XJ6 was plagued with one major problem: reliability.

Over the first decade of its life, the car developed a reputation as a finicky breakdown-waiting-to-happen. Consequently, its market appeal was limited to somewhat eccentric buyers who were willing to make substantial sacrifices in order to drive such a stunningly beautiful car.

Even though some of the early-on problems (such as chronic air conditioning maladies) were rectified, overall quality was still lacking by time the Series 3 arrived, and the cars had limited market appeal.

Poor sales led to the near-collapse of Jaguar itself – an outcome that was halted by the appointment of John Egan to be Chairman/CEO of Jaguar Cars in 1980 (he was knighted in 1986 due to his role in saving Jaguar).

John Egan

When Egan joined Jaguar, the Series 3 had recently been introduced. The modest changes helped the XJ6 look more modern, while still retaining every bit of its classic shape. But as industry

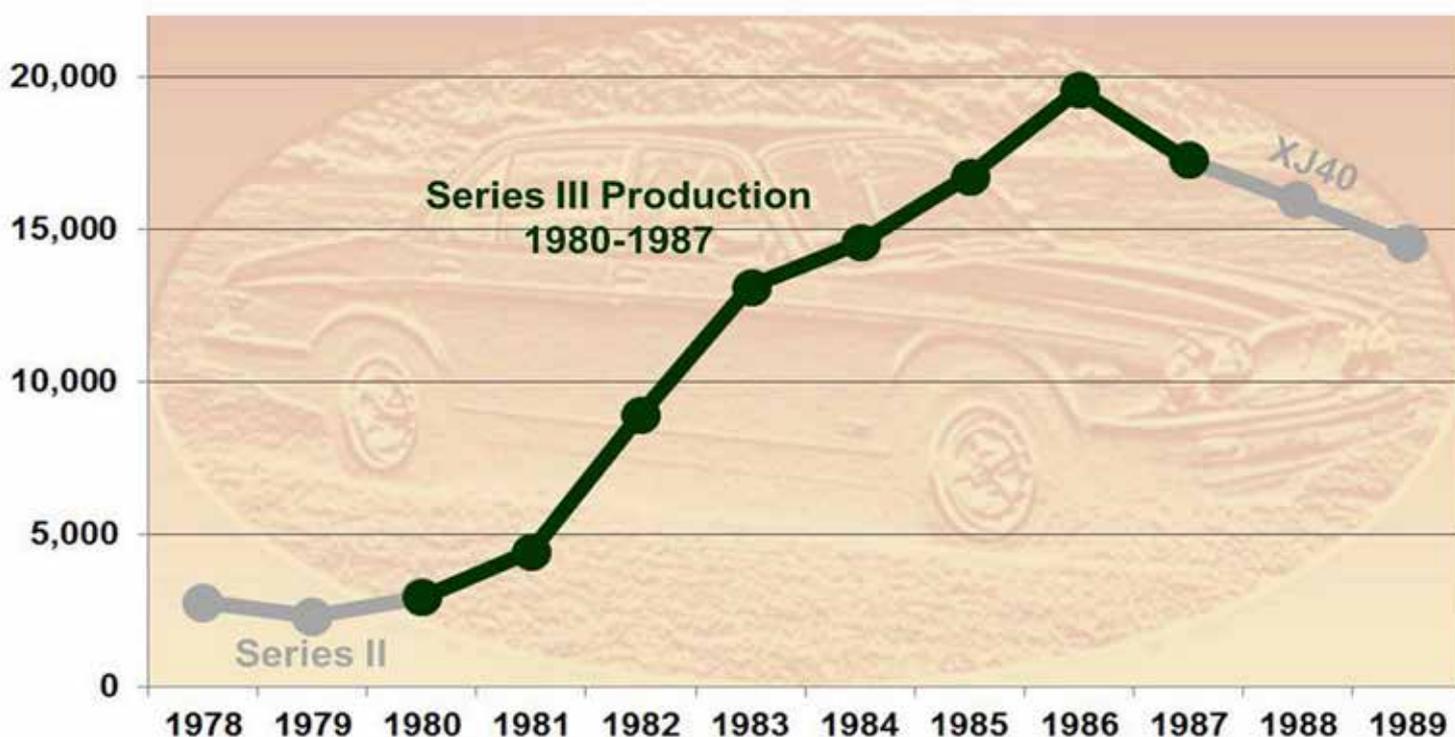
observers knew, if the reliability problem wasn't addressed, none of this would matter, and Jaguar would go broke (the company sold under 14,000 cars worldwide in 1980).

Egan tackled reliability immediately, mostly through unseen approaches such as confronting workforce/management issues, dealer service indifference, and (most importantly) pressuring his 1,500 parts suppliers to deliver better components.

His efforts paid off. The Series 3 XJ6 quickly rose to be a viable contender in the luxury sedan marketplace, keeping the cherished Jaguar quality of British elegance, but in a way that was practical to mainstream buyers. Sales bloomed, almost immediately, and amounted to one of the quickest corporate turnarounds in modern history. In the US, XJ6 sales increased fivefold between the Series 3's first year of 1980 and 1984.

Egan knew that US sales were key to keeping Jaguar alive. Jaguar estimated at the time that three-quarters of all people worldwide who could afford a Jaguar lived in the United States. The company's efforts to improve US sales worked quickly; between 1981 and 1982 alone, US sales more than doubled (up

Jaguar XJ6 Series III Calendar Year US Sales



First-Generation XJ Jaguars/Daimlers (cont)

to 10,349 units for both the XJ6 and XJ-S coupe), and the US share of global Jaguar sales increased as well.

One thing that changed very little at Jaguar in the early Egan years was the car itself. Potential buyers often loved the car and the image it conveyed, but were frightened away by the drivability and reliability problems.

Egan's efforts therefore concentrated on fixing the unseen elements of the car – the electrical system, construction quality, paint quality, etc. – realizing that the XJ6 was already a proven winner in attracting attention; it just needed people to commit to buying it.

Increased Warranty

Appreciating that the perception of quality was as important as quality itself, Jaguar increased its warranty period from 1-year to 3-years over the lifespan of the Series 3. Additionally, in 1985, Jaguar pioneered the practice of offering warranties on select used Jaguars sold through dealerships (a 1-year warranty);

Jaguar and BMW were the only two manufacturers to do so in the mid-1980s.

While the XJ6 might have appeared like an older car at the time, Jaguar kept up-to-date on emerging trends in luxury cars, and appointed its cars accordingly. For example, in 1983, Jaguar upgraded seats and the centre console, and even introduced trip computers to XJ6's (then still a novel concept). All US market cars were equipped with power sunroofs, automatic climate control, and other luxury items deemed necessary in the 1980s luxury market.

These Jaguars were not without their faults and quirks. Perhaps the most notable quirk is that the XJ6 has two unconnected chrome-capped fuel tanks. Refuelling necessitates either dragging a fuel hose over the car's boot to reach the tank on the far side, or moving the car to another pump. However, car buyers in general were somewhat forgiving 30 years ago, and those quirks were overlooked or accepted almost as quaint relics of the car's long heritage.

But even decades later, many enthusiasts still consider the XJ6 to epitomize the essence of Jaguar. Either way this car has an enduring legacy. Without this car, Jaguar as a company would have been unlikely to have survived the 1980s. And that's a remarkable leap for a cat that was born in 1969.

Production (including Daimler)

Series 1 - 1968–1973	98,227
Series 2 - 1973–1979 (1981)	91,227
Series 2 (XJC) - 1975–1978	10,487
Series 3 - 1979–1992	132,952

Collectability

Good examples that have been cared for and serviced religiously are becoming harder to find. Buying an Australian delivered car is generally the best buy. (See selected XJ's for sale pages 42-45).

Editor- If you like to know more about the turbulent years of the 80's, I suggest reading the book "Saving Jaguar by Sir John Egan". (A copy is retained in our Library. See book review page 39).

(continued page 14)



First-Generation XJ Jaguars/Daimlers (cont)



1971 Series 1 XJ6 featuring the deeper grille, slender bumpers and chrome overriders. Production changes in 1970 included modifications to the front wheel arch flanges to provide better tyre clearance.



1978 Series 2 XJC. To comply with US safety regulations, a higher front bumper and smaller grille was fitted. The overriders became 'underriders' flanking a prominent rectangular air intake with indicator lights under the bumper.



1985 Series 3 XJ6. The most obvious changes were the injection-moulded black bumpers with integrated indicator lights, flush door handles for increased safety and a revised roofline with narrower door frames and increased glass area.

Jaguar Broadspeed XJ12C

After covering an article about the First-Generation of XJ Jaguars, it wasn't really possible to exclude reference to **Leyland Cars** re-entrance into motor racing. A number of books have been published about the Broadspeed XJ12C racing period including excellent coverage by Paul Skilleter in his book "Jaguar Saloon Cars".

In the 70's, manufacturers such as BMW had earned a great deal of marketing exposure from the European Touring Car Championship (ETCC) successes. Leyland Cars were keen to do the same to help boost sales. However, Leyland wanted instant success, and when that didn't happen, the project was scrapped after only 18 months.

Virtually all commentators noted that Ralph Broad and his team were in a no-win situation with insufficient time for development and testing, with added pressure from Leyland for instant results.

One of the biggest problems that Broadspeed had was the weight of the car. The XJ12C was much heavier than its BMW competitor requiring the XJ12C to make additional pit stops for fuel and tyres, and so the Jaguars had to be able to pull away from the competition to afford the time needed for the extra stops.

As noted earlier, the two door coupés lacked B-pillars and the racing cars needed to be stiffened to make the chassis

stronger and more ridged, requiring more added weight strengthening the front and rear bulkheads. Even though the interiors were stripped and everything done to lighten the cars, they were still heavy at around 1.5 tons.

The weight of the car in turn caused other problems including major overheating problems with the brakes and a huge load on the gearbox and drive-shafts, often resulting in failures. Of key concern however were the wheels, which, under cornering loads "rocked" on the standard steel hubs causing stress cracks and stub axles to break. This became a perennial problem that would plague the project.

In its short career the Broadspeed Jaguar XJ12C competed in eight races, started in pole position six times, and led all eight races prior to mechanical problems.

Ralph Broad and the drivers that raced the cars were convinced that they would have been winners had the project been given another season. After all, it had taken several years for the BMW CSL's to be fully developed for motor racing.

"If Leyland had the foresight to stay in 1978, it would have realised the CSL would no longer have been competitive and the Jaguar would have walked it."

— **Andy Rouse**

"The BMW was a properly developed car. I think Leyland were short-sighted in stopping the development of the Jaguar."

They got keyed-up about winning, but just running the car all over Europe was a tremendous fillip to the morale of the dealers and the public loved it..."

— **Derek Bell**

Trivia

Ironically, Mercedes-Benz subsequently raced automatic 450SCL's, and did no better than the Jaguars, but did it quietly, then disappeared even more quietly.

The twist to the Leyland Racing effort was this. If the Jaguars had raced another year and been a threat at winning the championship as anticipated, it was very likely that someone would have eventually queried the legality of the cars and asked - how many XJ12C's were sold with manual gearboxes?

Editor- Log Book Secretary David Burton was at Silverstone to see the XJC's leading the race. When the cars retired, so did most of the parochial spectators.



Tim Schenken. *"If it was your turn to be the second driver, you generally never got a chance to drive". Seen here retired with a broken stub axle.*



The beautiful looking Broadspeed XJ12C. One of the team's drivers was Australian F1 racer Tim Schenken. In an interview, Tim said the cars were very fast but the project needed more money and more time. We needed 4 cars like our competitors so that we could alternate each pair of cars between races to give the team more time to rebuild each car before it raced again..

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Trevor Norley - Fatal Attraction

My Jaguar Story

My Jaguar story probably began in mid 1962, I had just started my first job at Hills Hoists, better known in later years as Hills Industries Ltd.

This was an exciting time, people were buying television sets and Hills were turning out antennas at a rapid rate as well as operating a TV repair service replacing valves in brands such as AWA, Pye, Bush and Simpson. Sony and Panasonic were in a galaxy far far away.

For this industry to run there was a young man needed to ride a push bike around the plant delivering mail - enter Trev Norley.

My run went past the executive car park and one morning, a car I had not seen before, drove through gate. It was a Mark 2, white with stunning red trim, gleaming wood dash board, a row of gauges and flick switches. You can imagine the impact on a 16 year old who had his 1951 Ford Anglia in the staff car park. We all recall the promises we make to ourselves "I will have one of these one day".

Fast forward to the early 2000's, in my 50's I was working for Adelaide Impressions, a chauffeur company driving Ford Fairlanes and Holden Statesmans.

Before starting one morning, the boss lady asked me if I could help a friend of hers on the weekend driving a wedding car, as they were short a driver.



Photo: First Jaguar on the left - 456 SV that Trevor still drives for Classic Jags

The company was Classic Jags. I met Stan and Sally one week day for a test run and I got to drive a Jaguar for the first time. The Jag was a Mark V, would you believe it was white with red trim and of course a wood dash with a cluster of switches. These lovely people actually wanted me to drive their Jaguars and pay me as well.

My Jaguar Story Part 2 -Fatal Attraction

Fatal Attraction - this was the title of a 1987 movie starring Glen Close and Michael Douglas and tells the story of a successful attorney whose dalliance with a lady costs him a considerable

amount of money. My fatal attraction was garaged at Classic Jags and carried the registered number 456 SV.

She (it's always a she), was a white Jaguar XJ6 Series 1 with the obligatory red trim and the wood dash with a row of instruments and tumbler switches.

After some months driving Mark V's, I arrived one day for work and was told I was driving the XJ6 working with Stan in his recently acquired XJ300 (Stan as you can guess has a bit of a thing for everything Jaguar).

My first memory was turning the key on 456 SV and not being sure the motor was running, a glance at the tachometer was the only way I could confirm she was ready to go. Needless to say, after an afternoon in the car I had a case of fatal attraction like never before.

This attraction was enhanced a few weeks later when I drove her from Mt Lofty House (a popular wedding venue) back to Marino via Blackwood. This was then an 80 Klm road with tight corners. The car spoilt me with its cornering ability, its brakes, and its feel good appeal.

Still driving for Adelaide Impressions, I returned to base one afternoon and blinked a couple of times to make sure. There, gleaming in the car park were two white XJ6 Jaguars, a S1 and a S3. The boss lady had decided to branch out into special occasion work, weddings, formals and tours.

Paul, my fellow driver and good mate and I volunteered for these assignments and drove the Jaguars for the next few



Very necessary wood rim steering wheel

Trevor Norley - Fatal Attraction (cont)

years. The company was sold, and at this point we decided to move on. The appeal of 4:00 am starts and 6:30/7:00 pm finishes had worn off.

At the coffee shop one morning (where most of our decisions are made), we discussed forming our own company for wedding work. This gave us the perfect excuse to look at buying our own cars, of course they had to be XJ6's.

The idea of our own business was of course the pitch we sold to the ladies in our lives, we both knew the real reason we wanted to buy a couple of Jags.

I found my Fatal Attraction on Gumtree, she was housed at the nursery in Stirling in the Adelaide Hills.

The car was registered in Western Australia, she was Tudor White Series 3 with biscuit trim (not red). However, she of course had the wood dash and a row of switches. The test drive was interesting, drove well, stopped well, but was quite loud, no doubt due to the fact the mufflers and exhaust pipes were well past their prime.

Did this deter me? No way, as the RAA would not go that far to check the car I arranged for a company called Mota

Check to venture up the hill for the task. They gave me a detailed report that I took to Tony at Stepney Auto. At this point I heard for the first time "your not going to buy a Jag".

Of course I did buy the car, my son Craig gave me a bit of stick, then called home the next day saying "she needs a good clean and cut and polish".

The phone rang one morning, Tony at Stepney Auto, "your Jag is good to go" by the way she is in pretty good shape".

Craig and I hitched a ride to collect her. The first thing we noted was the shiny new exhaust pipes. We were bound for Regency Park where she was to be inspected to qualify for South Australian registration. I handed Craig the keys, he turned to me and said "is it running?" I smiled saying "check the Tach."

She passed first time, then two weeks later we had to do it all again for the Passenger Transport Board, but that's another story.

Fatal Attraction is alive and well, new sound system, a very necessary wood rim steering wheel, custom made floor mats adorned with growler patches, the list goes on.

Every two years we travel to Mildura at Easter to join the Mildura Club for their Easter Vineland Rally. We have been doing this trek for over thirty years, mainly because of the incredible hospitality and to catch up with friends we have made.

Easter 2019, Rae and I made the trip. This was the first time in the XJ6. The car was entered on the display day as part of the 1980-1990 class. In this class there were ten cars, BMW/Porsche/Fairlane/Volvo etc. At the Sunday evening dinner I could not believe it, the peoples choice winner was a certain Tudor White Jaguar XJ6.

The Rally Director, who I met on day 1 thirty years ago, a Jaguar man, gave me the trophy with the words much to the delight of all present, "I knew one day you would see the light". ■

Trevor Norley



Trevor's Mildura Trophy Winner (1549 SV), Old English White XJ 6 Series 3

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Vale - Sir Stirling Moss (1929-2020)

It was sad to hear of the death of Stirling Moss. He played a very important part in Jaguar's history.

Stirling Moss first drove a Jaguar in competition in 1950 which in turn led William Lyons to ask him to lead the Jaguar Team on the day before his 21st birthday!

He raced XK120s, C-types and D-types for Jaguar from 1950 to 1954, scoring 10 wins.

He was part of the team that tested disc brakes with Dunlop and he drove for Jaguar in the Mille Miglia and at Le Mans.

He was also one of the four drivers who drove XK120 FHC LWK 707 round Montlhery at 100 mph for 7 days and 7 nights.

Stirling Moss is considered as the greatest ever driver who never won the Formula One World Championship. Between

1955 and 1958, he was the championship runner-up four times in a row. After 66 Formula One World Championship starts, with 16 victories and 24 podiums, he retired in 1962, suffering severe injuries in a racing accident.

He remained a dedicated Jaguar fan. Sir Stirling died on 12 April 2020, at age 90, after a long illness. ■



XK120's achieved a 1-2-3 victory in the 1950 Tourist Trophy, held at Dundrod in heavy rain. On the eve of his 21st birthday, Stirling Moss drove to a brilliant win ahead of Peter Whitehead and Leslie Johnson, with Jaguar also taking the team prize.



Stirling Moss and co-driver Peter Walker at Le Mans in June 1953 where they finishing on the podium in second place with their Jaguar C-Type. The winners were their teammates Tony Rolt and Duncan Hamilton in the #18 car. In July, Moss won 12 hours of Reims, sharing the Jaguar C-Type with Peter Whitehead.

Adelaide F1 Grand Prix and Jaguars by Steve Weeks

It occurred to me recently that I should put pen to paper and document the early days of our Grand Prix's and how Jaguars were a part of it, including some of the events that caused me to be swept up into those glamour days. After all, it is a bit of history and should be recorded as best as my memory allows, so here goes!!!

The Ecurie Ecosse C Type

Back in the early days of the Adelaide Grand Prix, I was President of the JDCSA and at about the same time JRA (Jaguar Rover Australia) appointed a new State Manager, a man called Ron Tunnell Jones (to be known as RTJ).

I decided to introduce myself to ensure that our club continued to receive support from JRA as it had in the past. I found him to be a great person, but he had the belief that "old cars don't sell new cars", so I knew that things may be difficult. Luckily, he and his wife Heather, had two young children about the same age as our two, and being from interstate, our two families became friends.

One day Ron and I were having a chat about the coming Grand Prix and the

fact that JRA very much wanted to be involved in the "off track events". That year Ron had organised for Sir Stirling Moss to drive the Ecurie Ecosse C Type that belonged to John Bandon. However, John was very involved in the Grand Prix Rally and was concerned that the C Type needed some work.

A few days later, I received a call from John Bandon asking if I would be interested in preparing the C Type for Stirling Moss. After about half-a-second to respond, the car was duly delivered and parked outside my house, on the road with a set of trade plates and a request not to "bend it" or leave it out of my sight. I only had one option, and that was to use it as a daily drive to and from work where I could park it outside my office. It drew quite some attention as it had the original racing exhaust system, which was rather loud.

On one occasion, I drove past the then Darlington Police Station and was further up the road when a police car pulled me over on the main South Road. They took quite some time to go over the car and eventually, becoming impatient,

I asked them to please "just book me if you're going to". They replied, "no mate we're not going to book you, our Sergeant saw you go past and told us to stop you so that he could look at the car". Well a quick drive with the Sergeant in the passenger seat resolved that issue.

One last humorous event with this car occurred on the weekend before the Grand Prix. The car was ready to go mechanically, it was painted in Ecurie Ecosse blue with a light grey interior and it was looking in need of some interior detailing.

It was then that a long-standing member of the club, Ron Ozlanski, asked if he could come up to help with the C Type. He had the job of applying some grey leather shoe polish to the seats and dashboard and after a while he said, "I've run out, where's the next tin of polish". There was none, so a quick phone call to the local supermarket revealed that they had some in stock, so I said to Ron, let's take the C Type.

Now I live at the top of a hill in a suburb called Marino and I have a rather steep driveway, and it's the week before the



Val Weeks in the Ecurie Ecosse C-Type. The team had 3 race-cars, identified from each other by the number of stripes across the bonnet. This C-Type has one stripe and was known as lance-corporal. The other two were known as corporal and sergeant.

Adelaide F1 Grand Prix and Jaguars (cont)



It was apparently contemplated to build a second XJ13 for Ecurie Ecosse who had a great deal of success racing Jaguar C-Types & D-Type's. Ecurie Ecosse are now building their own replica's (see page ???).

Grand Prix. As we were driving down my driveway a car went past very slowly. Unbeknownst to us, driving it was the President of the Canadian Jaguar Club with his wife and some friends. They were over for the Grand Prix and just exploring Adelaide that day. The conversation in their car apparently went something like”, (wife to husband) “there’s two guys in a C Type leaving a house back there”. The husbands reply was “don’t be stupid, there’s only two in Australia (the other was owned by Lindsay Fox and was in Queensland at that time), and you’re not going to see one in the outer regions of Adelaide”. The wife insisted that he reverse back (otherwise, as she later told us it would be one of those mysteries in life), so this hire car reversed back and cut us off as we were coming down the driveway. Now Ron and I were not trying to set him up, we just tried to answer his questions, but the conversation (innocently) went something like this.

The Canadian “Hi guys where are you going?”

Us “we are going to the supermarket to get some shoe polish before they close”

The Canadian “Say that again”

The Canadian “you’re going in this; do you know what this is?”

Us “yes it’s an old Jaguar”

By now Ron and I knew that he was a Jag person, so we hammed it up

Us “yes it’s an old car, bit rattly and hasn’t even got a roof, so luckily it’s not raining”

The Canadian “but it’s an Ecurie Ecosse C Type”

Our reply was “what’s that”?

To which we burst out laughing and told him the story. They joined us on the front porch for coffee and after many photos went their way. He sent me a copy of his clubs’ magazine, where he told the story to his members.

Two D-Types

The following year I wasn’t involved much with the Grand Prix as JRA used two D Types for the off-track events. If I remember correctly, they belonged to Keith Berryman and Ian Cummins, so the cars were in great shape, had their owners with them, and not needing any work.

However, the following year was very different.

XJ13 Arrives

Another meeting with RTJ after the Grand Prix and the conversation went something like, so what can we do for next year after the C and D Types. Ron mentioned a car called an XJ13 that Jaguar had built to race at Le Mans and that JRA were going to try and get the car over here. As I left, my thoughts were “good luck”.

About a week later RTJ phoned me to say that JRA had secured the XJ13 to come to Adelaide, but with many conditions, including:

- a huge insurance policy
- it had to come with its own driver (an engineer called George Mason who built the car)
- it could only fly on British Airways, and
- it had to be on the same plane as George as personal baggage.

Also, because it had been in a Museum for some time, it would require some repairs, especially if it was to do the Climb to the Eagle (and take the Premier at the time, John Bannon). The question was asked “interested?” My reply was, “if I must”.

This started a few rather whirlwind weeks of living with the XJ13. It was to be garaged in a Customs shed at the Adelaide Airport, and my first job when it arrived, was to meet the car as it was lowered from a jumbo jet and get water and petrol into the car. However, it was decided to trailer the car to its new home (due to the rules imposed, not by Jaguar but by the British Heritage Trust).

It was here that I first met George and his wife Celia (who also came with the car). His first words were “do you have a hammer?” My reply was “what for?” It was then that George told me that a

Adelaide F1 Grand Prix and Jaguars (cont)

customs officer had tried to open the doors but had turned the door handles up (they pull out horizontally) causing the handles to break and bend the aluminium doors. My reply was "I hope you don't want me to hit the XJ13 with a hammer"? To which he said "yep".

It was then that I found out that the XJ13 was only to be referred to as "The Car".

George then told me that there were many people coming to Grand Prix who may be wanting to see the car, and "do you have a suitable garage"? My answer was no, especially seeing the ground clearance of the car. So, it was decided that the car should stay at the airport in the Customs shed. I then arranged to take a swag to the shed and sleep there to get it ready. However, the area went onto alarm overnight, so I simply got there early and left late.

It took a few days to replace old fuel, brake and water lines. Also, a bit of panel-beating and spray painting. I was lucky enough to find someone who could colour match the paint and put it into a spray can which made it a lot easier.

One problem was the broken door handles. In the end I found someone with

a pantograph machine. This basically can cut a profile from an original, and so I got some 1/8" 316 stainless steel and made a few sets of handles. However, vanity got the better of me, so I couldn't resist engraving my initials under each handle. I often wonder if it still has those handles on it today. (I still have the original handles at home to this day and must bring them to a club meeting as they may be of interest to members).

We then began some rather interesting events and it's amazing how the best laid plans can go astray. Apparently one of the conditions of the car coming over here was that it had to be trailered to all events, other than performing laps around the circuit and doing "The Climb to The Eagle".

XJ13 to Rundle Mall

The Adelaide Lord Mayor of the day, Steve Condous had heard of the car and wanted to present the keys to the City of Adelaide to the XJ13. This was to happen in Rundle Mall at lunch time on a Friday.

So, we started the car at the Airport (the first time I had heard it), when a magnificent fully enclosed trailer arrived complete with a carpeted floor. This was

the first hitch. The XJ13 had at least 500 bhp (claimed) and was only about 50mm off the ground, so it immediately spun its wheels and threw the carpet under its boot which in turn lifted the car's rear wheels off the bottom of the trailer.

When we got to Rundle Mall, with the rear wheels in the air with no traction, there was no way that the XJ13 would move, so we took it to Ezio's (the local Ferrari garage) where the trailer was demolished and we used a forklift to get the car out.

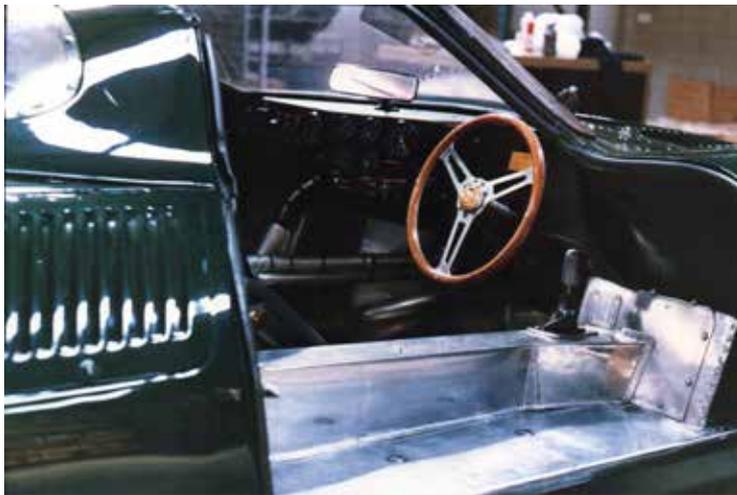
George declared that the car would be driven from here on in. This caused quite some concern as it was as loud as the formula one cars of the day. Also, it couldn't legally drive on the streets of Adelaide.

However, a quick phone call to Police Commissioner Hunt (who drove a black series 3 at the time), resulted in 4 police motorcycles, 2 squad cars and a set of number plates. George insisted that he was not going to allow the plates to be fixed to the Car, so someone had to sit in the passenger seat holding the plate above the windscreen. Once again, I found myself saying "well if I must". It was a great experience and event. The Car got



Steve in the Custom's shed carrying out repairs to the damaged door on the XJ13

Adelaide F1 Grand Prix and Jaguars (cont)



The inside of the XJ13 was pure racing car with bare aluminium, no insulation and aluminium radiator pipes running above the passenger floor.

The rear of the car wanted to get airborne above 170mph, and so if development had continued, the XJ13 would have been fitted with a large rear wing.

the keys, JRA treated us all to lunch, and George drove it back to Adelaide Airport with a police motorcycle escort.

Our route was down Rundle Mall left onto King William St, right into Currie St (past the old Bryson Industries) and then to the Airport. There was one moment driving back along Currie St when some traffic lights went red. George was expecting the Police to drive straight through, but they stopped. George dropped the car back a few gears and dropped the clutch, this was as we were going past an STA bus. The combination of the noise and flames from the exhaust caused quite some alarm and I always wondered what the result was inside the bus. Who knows, maybe it had to make an unscheduled stop at a nearby public convenience?

XJ13 - Historic Garage Cocktail Party

Another notable event was the Historic Garage Cocktail Party in Wakefield Street. It was always held on a Thursday evening with a 1,000 people, and it was a black-tie affair.

All was going well until someone asked if the XJ13 could be started and George was only too happy to oblige. Now this was an old building, normally used as an undercover car park, so if you can imagine hundreds of people including the elite of Adelaide (and from around Australia and the world) dressed as if they were at the opera. When the car started, the noise and vibration in the building caused it to "rain" dead pigeons (and their nests) along with debris that must have been there since WW2. Many a champagne glass had to be cleaned, refilled and hairstyle redone!!

While on that night, I had wrangled an invite for my mother. When she disappeared for a while, I went to find her and she said that she had gone to get a cup of tea for a rather shy man standing at the back. When we went over to introduce ourselves the conversation went like - "hi I'm Steve and this is my mother", his reply was "Sir John Surtees". I found this wonderfully talented man to be a very humble and one who was happy to be out of the limelight.

XJ13 - Climb to the Eagle

After that, things happened very quickly. The car was frequently doing demo laps on the race track, and then on Friday of the Grand Prix it did the "Climb to the

Eagle" taking our then Premier John Bannon up to the Eagle on the Hill Hotel. I was a bit miffed when the police told the Premier that there was no need for him to hold the number plate.

I remember that George stopped at the service station before the Toll Gate to fill up and Les Hughes was there to photograph this. Can you imagine the XJ13, with a D Type behind and numerous JRA Jaguars all lined up.

I was to come down to the track in the car that day (complete with rego plate) when a very concerned George came up to me and asked if I would mind changing seats with someone else who wanted the ride. I was only too happy for



Steve and his mother with Sir John Surtees, the only person to ever have won the world title in both F1 cars and Motorcycles.

Adelaide F1 Grand Prix and Jaguars (cont)

this (for those interested, the passenger seat was not that comfortable and the aluminium radiator pipes ran above the passenger floor). So, I watched as a man in a naval uniform got into the car, it was an Admiral of the RAN and his ride back was a Sea King Helicopter straight to the track - so it was a good swap.

XJ13 Goes Back Home

The day came when it was all over. RTJ from JRA organised a farewell dinner for George and Celia at the Lord Melbourne Hotel, and the last task for George and I was to drive the car out onto the runway at Adelaide Airport and onto a platform.

There I removed the battery and drained the fluids out of the car in preparation for its return to the UK. If I remember correctly, Ray Smithers followed us in his car so that we could drain the petrol into his Jag.

It was sad saying farewell to the XJ13, but it had been an incredible privilege to have been involved while it was here.

One More Thing of Interest:



Can you believe your eyes! Ron Tunnell Jones & George Mason top up XJ13 on the way down from the 'Eagle'. Keith Berryman & Nigel Heslop followed in the D-Type causing the service centre owner to scramble for his camera. Photo by Les Hughes.

George told me that the XJ13 would never have raced as we know it because in his words "it created dirty air at the rear and wanted to get airborne above 170mph". So, if development had continued, it would have had a number of aerodynamic changes including a rear wing.

I hope that this has been of some interest to members, they were great days (most probably never to be repeated). I don't know if the car had ever been road registered before, but it happened right here in sleepy little Adelaide. ■

Steve Weeks
Member No.22



Steve & Vals children, Lochlan and Honi taking the opportunity to sit in this very special prototype.

Ex Colin Sutton XJ13 Replica

Editor- The problem when you start a story is where to end it. It is hard when covering a story about the XJ13 to simply glance over the Replica XJ13 that was owned by the then JDCSA club member Colin Sutton. His car has sold several times and is for sale again for \$1.4 million.

Ex Colin Sutton XJ13 Replica

The Replica was built using Jaguar's original plans by John Wilson (Vehicle Engineer in Canberra/Sydney region) and first registered in the ACT in 1986.

Not so much a replication but a re-creation of the original, even down to the identical wheels (the only set surviving from the original casting). Brakes and suspension are all Jaguar.

The body panels use the identical grade of alloy rivets used in the original XJ13. It also uses identical glass for the screens, Plexiglas side and rear.

The 7.0 litre V12 engine features four camshafts, as in the original, plus the ZF transaxle gearbox is mounted upside down (as was the original). The engine has been Dyno Tuned and measured at 700bhp.

When the car was in Adelaide in 2018 it won Best Vehicle out of 900 at the All British Day (Feb 2018), and was voted Joint Winner of the National Jaguar Rally at Birdwood National Motor Museum, SA, April 2018.

Norman Dewis drove the car in July 2004 and commented on how close it drove to the original.



The XJ13 has been involved in many events including Targa Tasmania, The Dutton Rally, Geelong to Adelaide Rally, 1990 Aust F1 Grand Prix, 2012 Melbourne F1 Grand prix, Classic Adelaide Rally (twice), the Shannons Classic Car Demonstration, The Pebble Beach rally and numerous North American Jaguar meets.

Further development of the car apparently took 15 years to complete with around \$200k U.S. spent on the engine alone.

The car can be road registered and has travelled 25,827 miles. The car is for sale at John Conroy Classic Cars, Moorooka, Brisbane. ■

Editor- Colin Sutton still lives in Adelaide, but is confined to a nursing home. We sincerely wish Colin all the best for the difficult months ahead.



XJ13 Recreation



Now Taking Orders ...

Most members probably know the history regarding Jaguar's 1966 XJ13 Le Mans Prototype.

That car was originally designed to return Jaguar to their glory days at Le Mans and take on the might of Ford and Ferrari. Sadly, Jaguar's car never turned a wheel in anger. Now a British company, "Building The Legend Limited" are

making a series of recreations - and they are taking orders (if you have the money).

The first completed car (using one of the 4 original Jaguar quad-cam V12 engines) was a finalist in the "2016 International Historic Motoring Awards - Car of the Year". (The award was won by a restored 1966 Le Mans 24 Hours winning Ford GT40).

That first XJ13 Replica has since been joined by a limited number of customer cars built to the same fastidious attention to detail.

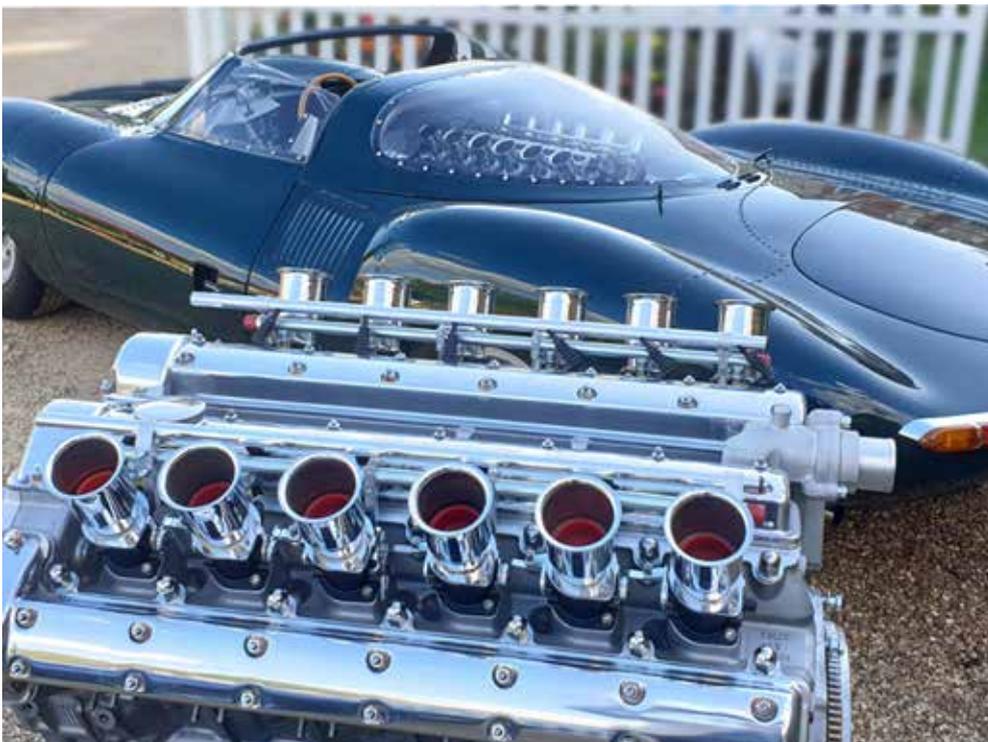
The cars are hand-made in England by artisans making best use of the "old skills" and the cars are reportedly street-legal, race-tested, robust and very competent cars.

Each XJ13 is powered by their own unique quad-cam V12 power unit. The engine is normally aspirated, and customers will reportedly gain the full visceral experience of a howling V12 race engine inches from the back of their heads.

The cars are aimed at the discerning and sophisticated enthusiast who appreciates the beauty of Sayer's XJ13 as well as the level of care and attention to detail which goes into these exact hand-made recreations.

The company expect these XJ13s to provide an appreciating asset.

For details of pricing, specifications, applications and delivery, please visit <https://buildingthelegend.co.uk/>. ■



Ecurie Ecosse LM69 – Creating a Modern Racing Thoroughbred

Fifty years on from the completion of the XJ13, the legacy of the car lives on in the new LM69.

The finished design is a unique Ecurie Ecosse race car that could have raced at Le Mans in 1969, if Ecurie Ecosse had created their own car.

The design team shared the design concept with legendary race driver Jackie Oliver who won the 1969 race in a Ford GT40. Jackie guided Ecurie Ecosse on the key aerodynamic debate that was happening at the time, including the aero weakness of the mighty Porsche 917.

Ecurie Ecosse have developed the car to a strict and unique brief which saw them adhering to the regulations of 1969, featuring only design details and technology that entered motorsport at that time. Composite materials have been used, it's lighter than the original XJ13 and it boasts experimental aerodynamic



devices, wider wheels and a multitude of engine improvements.

The intention is to provide the engine in two capacities, the "standard" 1966 5.0 litre quad-cam version, and a updated version using the same basic architecture, but bored and stroked to 7.3 litres with

fully programmable fuel injection and electronic ignition producing 700+ bhp.

The LM69 was a finalist in the "2019 International Historic Motoring Awards - Bespoke Car of the Year". (The award was won by an Aston Martin DB4GT Zagato Continuation).

The LM69 is suitable for track use and it's fully road-legal.

Only 25 will be produced, in keeping with the 1969 FIA homologation requirements and to maintain its exclusivity. Each one will be individually hand-built in the West Midlands by the best British craftsmen in their field.

If you would like more information, or to register your interest in purchasing the LM69, please visit <https://www.ecuriecars.com/> ■



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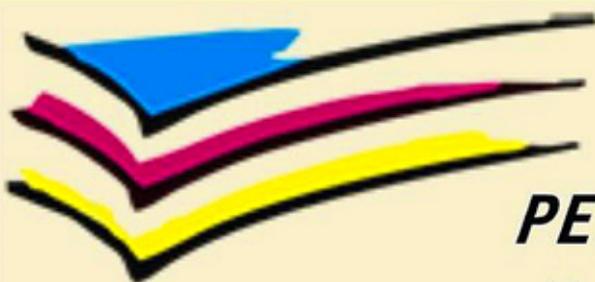
Established in 1988 by Michael Finnis, the business soon established itself as Adelaide's leading seller of classic and unique motor vehicles. Today Ben Finnis is at the helm and the business continues to be a leader in the sales of all types of classic and unique motor vehicles.



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How Headlights are Changing the Design Game



The biggest change to the “refreshed” F-Type are the new headlights.

Julian Thomson, Jaguar’s new director of design, in an interview with *Ars Technica** described how headlights are changing the game.

The midlife refresh of Jaguar’s F-Type sports car is his team’s most recent work.

Julian outlined how advances in headlights have given designers more freedom to hone the sportiest cat’s face. “So, with the technology afforded by the new lamps, we were able to do these much slimmer pixel LEDs,” he explained.

“It basically has the effect of making the bonnet look longer, because your eye doesn’t read a lamp going up the fender. And it also allows you to visually widen the car, and when the car comes towards

you, you see the lights flow down and they pull your eye right out to the edges of the car. It’s very, very important for a sports car particularly that it looks very very planted and low at the front. So that’s really what we’re trying to do with the F-Type,” Thomson said.

“Those advances in lighting might be one of the most important technological changes affecting the way new cars look. When I started out in this industry all lamps were round, and you could just add more than one to the car. And then through the years, they’ve got more sophisticated.

Now, headlamp developers come to us with terribly small lamps and say

look, you can have it as small as you like, but you’re in danger of developing these very bland faces which don’t have any character. And in a world where everyone’s trying to have very strong corporate identity front ends, you know, headlamps are very, very important that they do signal something. So that said, that’s a challenge for us to really see where that goes”. ■

**Ars Technica is a website covering news and opinions in technology, science, politics, and society. Many of the site’s writers are postgraduates and some work for research institutions. Articles on the website are written in a less-formal tone than those in traditional journals.*

Bristol Cars Loses Appeal Against Liquidation

The court battle to save Bristol Cars has been lost after an appeal against a winding-up order was dismissed.

The Bristol owner’s Club has offered its assistance in order to preserve what they can of the heritage and associated spares for the marque.

The Bristol Aeroplane Company was founded in 1909 and moved into the car industry in 1945 after the 2nd WW with Frazer Nash to produce limited-run models, initially with BMW underpinnings that were required as part of German reparations to Allied Governments.

The “Fighter”, built between 2004 and 2011 proved to be the marque’s final



Bristol cars were founded 75 years ago in Bristol UK. In 2016, the car maker announced its comeback with a limited edition “Bullet”, a handmade two-seater speedster priced at £250,000. Unfortunately the car never went into production.

production model, although in 2016 it revealed its first all-new model in decades, the £250,000 Bullet speedster. Not one car made it to production.

The company’s Servicing and restoration of earlier models proved more successful, but its £7m debt proved insurmountable. ■

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A Couple of Retro Stories by Rick Luff

Editor - In order to help out with articles for the magazine, former President Rick Luff thought it might be worth revisiting some of his old scribbling. In the late 2000's he was quite prolific in supplying articles and pictures for publication. Here are a couple .

My Jaguar Story

I've never had a long-range goal of owning a Jaguar. Certainly, I have always considered them exiting and beautiful, but only other people actually owned them. After all, I have a Landcruiser and a Commodore with two garages to house them. Surely that would be enough.

In the 70's I learned to drive, like most of us at the time, in my Dad's car. No high-priced driving instructors in those days. Just him and I, broom sticks stuck in a couple of buckets for parking practice and half a dozen laps of the Westfield Shopping Centre car park. Back then I wished we owned a Holden or Valiant like most of my friends Dads did. Instead I grew up with and learned on Humber Vogues, Super Snipes and Wolseleys. So, by sixteen my subconscious was thoroughly imprinted with walnut dashboards.

Fast forward to one evening a few years ago. Instead of watching some formula American sit-com on TV with the rest of the family, I decided to fire up the PC and see what I could find on the internet. "What could I look up that was interesting", I mused? I made the fateful step of typing in Jaguar. The rest, as they say, is history.

I was surprised at how affordable a Jaguar was and casually remarked to my wife that a rather fetching Maroon 1984 XJ6 Sovereign would be nice to acquire. To my surprise she said to buy it. This was not a question I was going to ask a second time just in case the answer was different from the first. So, within a fortnight it was sitting in my garage. The Landcruiser was relegated to the elements.

Now as all of you would be well aware, addictions have a hierarchy of curability. There is smoking, followed by alcohol and then narcotics. The list appears to be topped by Jaguar-meglia. Apparently while the others will respond to treatment, there is no known cure for the latter.

Surely one Jaguar would be enough to slake the thirst (as I was new at this so you'll have to excuse my naivety at the time). I quite fancied the 420G and negotiated to travel to Canberra to buy an "Immaculate" example. Unfortunately, the seller's definition of "immaculate" matched mine for "Nice Fixer-upper" so I flew back home instead of driving.

The other model that fascinated me was the V12 XJS. To cut a long story short, the XJ6 now shares the garage with a 1988 XJS V12 Coupe, coincidentally in the same colour as the Sovereign. What about the Commodore? It now lives with the Landcruiser and I live with a very understanding wife. ■

Don't buy a Jaguar

If you don't want total strangers to come up and talk to you about your car, then don't buy a Jaguar.

When I owned a Commodore, the number of people wanting to talk to me about my car was roughly the same as those who enjoyed phone calls at dinner time from charities trying to sell their pens.

Last week I was accosted by a group of women, who unfortunately for me were in their eighties, who waxed poetic about my car. One of the groups had first purchased the marque sixty years ago. With quiet authority she told me that

there are Jaguars.... and there are other cars. 'Nuff said.

But the draw of a Jag is not limited to old age pensioners and the mentally infirmed like me. I've had three-year-old boys needing to be dragged away by their mums after sighting my car. Ice cream dribbling down their forearms and on to the footpath has not distracted their attention, nor has their mum's pleas to hurry them along.

As for V12's, even the massively spoiled, fluoro lit and farty exhausted Spotty Herbets are impressed by an engine that has three times as many spark plugs as theirs. Naturally they don't understand it, but they are impressed.

You see, there is something ethereal about a Jaguar. Not just in its form but also the name. I don't see anyone going weak at the knees over an '84 Falcon, but an '84 XJ6? Well, you know the answer to that one.

Of course, it's not just my cars, but all of yours too. Park an E-Type in an empty paddock and within ten minutes you wouldn't be able to see it for the crowd.

If all of this is a problem for you then buy one of the 'other' cars. ■

Rick Luff

Editor - Great stories. Thank you Rick



Rick Luff, 2017 Dolomite Brown F-Pace

Jaguar Art of Performance

Editor- The following article appeared in the December 2019 issue of Classic Marque. As Stewart's article was selected to represent JDCSA for the annual Paul Skilleter journalistic award we have reprinted the article in full (as it was provided for judging). Congratulation Stewart.

Jaguar Art of Performance Stadium Tour by Stewart McGavin

Throughout the latter part of this year Jaguar Australia has been travelling the country with what they have called the "Jaguar Art of Performance Stadium Tour." A massive undertaking, where they have been bringing in millions of dollars worth of high performance Jaguars and booking major motor sport racetracks in each state, where keen Jaguar enthusiasts can have the opportunity to drive these magnificent cars. In our state the event took place at The Bend Motorsport Park at Tailem Bend from Thursday 24th to Sunday the 27th of October.

I was lucky enough to secure a session on the Sunday afternoon at 2.30, so at



midday I bid my long suffering wife goodbye as I headed off to "not another car show" and had a pleasant drive out to Tailem Bend. As I approached the venue I could see a couple of XE's being thrown around the skid pans which were situated out the front of the main entrance. I got there with plenty of time to register and

have a look around at the cars on display at The Bend complex, which included an E-type Jaguar and a Replica D type. After having a look around the foyer displays I headed through to the reception area to be welcomed by the very helpful and happy Jaguar representatives. Prior to my 2.30 briefing I had time to enjoy the



Jaguar Australia had a number of cars on display including this exceptional Replica D type.



A line-up of F-Type's, XE and XJ saloons and supercharged V8 F-Pace's

hospitality which included a hot and cold food buffet, extensive range of cool drinks and barista made coffee before heading out toward the track.

The track and pit area was a hive of activity with several high performance Jags tearing around the track, and others waiting for their turn. The first car I encountered as I headed out toward the racetrack was a 5.0 litre V8 supercharged XE SV Project 8, which was number 1 of only 300 produced. A 441kw (600hp) supercharged car capable of a maximum speed 321kmh and 0-100kmh in 3.4s. The Project 8 is the most powerful road legal Jaguar in history. Total production is limited to 300 cars worldwide, hand-assembled at the SVO Technical Centre in Warwickshire, England. There is a choice between a two-seat Track Pack version or a road biased four seater, both only available in left hand drive. The Project 8 has achieved the fastest lap ever for a Jaguar on the Nurburgring, faster than any other four door production intent sedan in history. Much to my disappointment it was for display purposes only and no one was offering me the keys.

To my right there was a line-up of F types and supercharged V8 F-paces, some of which were currently being driven on

track by the present group. To the left was a beautiful 4 door XJ R 575hp car which was being used by professional drivers for track demonstrations. We had the freedom to wander around all the cars, which also included an I Pace AWD electric car currently being charged in the pit garages.

At 2.30 our group of 24 were ushered in to the training room for our briefing, prior to heading out on to the racetrack and skid pan. The format was that half of the group would head out on to racetrack and the other half over to the skid pan, and then we would swap over halfway. Each person would have an experienced racing driver with them to help put the cars through their paces. The cars we would be driving were all road legal, standard jaguars, no roll cages, no harnesses, no dual controls, but all high performance cars capable of speeds in excess of 250km/h. To aid in getting the maximum out of the cars, a series of cones were positioned around the track to indicate the best race line and where and when to brake.

So formalities out of the way we headed out to the track where I was fitted with a helmet and given control of a 5.0 litre V8 supercharged F-Pace with 405kW (543hp) of power and a top speed

of 283km/h and 0-100km/h 4.3s. My instructor's advice was to "put your foot down" and just listen to the roar, I didn't need to be told twice. Coming up to the first corner I started to slow prior to the braking zone and was instructed to keep accelerating, it took a couple more corners to have the confidence in the brakes and how efficient they were at pulling up over 2,000kg of luxury SUV. On the third and final lap I was starting to relax more and get used to the capabilities of the car and the track layout. After reaching 217 km/h at the end of the straight it was time to reluctantly head in to the pits.

Fortunately I was able to park the F-Pace and jump straight in to a 3 litre V6 supercharged F-Type with 280 kw (375hp) of power, a top speed of 275 km/h and 0-100 km/h in 4.9s. Once again an exhilarating drive with a very different feel from the F-pace, which saw the 3 laps disappear very quickly, this time with a top speed of 223km/h. Once again back in to the pits with just a short break before being ushered to the beautiful XJ-R 575 with 425kw (575hp) of power, a top speed of 300kmh and 0-100km/h in 4.4s. This time the beautiful 4 door luxury saloon had three passengers with a professional driver showing us how it should be done. Reaching 235km/h down the straight I decided that I wanted one

Jaguar Art of Performance (cont)

of these in my driveway, unfortunately there are over 300,000 reasons why this won't be happening.

Track work finished I had time to check out the electric AWD I-Pace which was charging in the pit-lane garage, at 294kw (394hp), a top speed of 200 km/h and 0-100km/h in 4.8s this luxury car is not just designed to do the school run and go to the shops.

Next it was off to the skid pans where we could test our driving skills in the wet in the 221 kw (296hp) turbocharged XE. Two different courses were set up, where, under the instruction of skilled drivers, you were guided around the course of witches hats trying to throw the back end around without (unsuccessfully in my case) losing control and spinning 360 degrees. Then it was on with the traction control for a demo of how the cars can compensate for a lead-footed driver. There were 2 different tracks to drive on, which demonstrated well the cars ability to prevent losing control in poor conditions and /or with bad driving habits.

Then it was back to the main building to have a last look at the cars before picking up a parting gift and heading



Beautiful 4 door XJ R 575hp Jaguar which was being used by professional drivers for track demonstrations.

home. It was a fantastic afternoon out, and a brilliant promotion of the Jaguar marque by Jaguar Australia. Everyone involved was extremely friendly and helpful and judging by the response of all participants, everyone seemed to be having a great time. Registrants of all ages and capabilities were catered for. Non drivers and those a little less confident in driving at speed were allowed to drive all cars within their comfort zone or were

driven around the course by experienced drivers. With the day over it was back in to my own car, where I had to remind myself that I was driving a 19 year old S-type, and was no longer on a racetrack, so it was a sedate trip home daydreaming of one day owning an XJ R 575. ■

Stewart McGavin



5.0 litre V8 supercharged XE SV Project 8, which was number 1 of only 300 produced. The Project 8 is the most powerful road legal Jaguar in history. Unfortunately, it was for display purposes only.

Jaguar Art of Performance (cont)



Prior to heading out onto the racetrack/skid pan each group were given a safety briefing.



Turbocharged XE on the skid pans showing the benefit of traction control.

All-Electric Jaguar XJ

The All-New, All-Electric Jaguar XJ Should Break Cover This Year.

Jaguar is preparing to introduce the next generation of its flagship sedan: the XJ, which we expect to see this year before it becomes available in 2021.

It will use JLR's MLA (Modular Longitudinal Architecture) platform slated to underpin a wide swathe of new vehicles in the years to come.

Julian Thomson, Jaguar's new director of design, revealed earlier this year that the car wouldn't be bench-marked against established luxury saloons.

"I think the dream with electric car designs initially was being able to put the components anywhere you wanted. The reality is a big, heavy slab which needs to sit for the handling of the car centrally in the car, in between the wheels, as low



as possible, and that will add height to the car, so that's where we are at the moment," Thomson explained.

"I think with the XJ we've managed to do a car which still has very good proportion. It does have very, very big wheels. But it's a very beautiful looking car," while admitting the styling is unconventional. "It will be engaging to drive with a luxurious interior... a cabin

ambience that's calm and refreshing," he said, implying that Jaguar is planning on the electric XJ being more of a car for driving than being driven in.

JLR announced last year that it was investing \$1.15 billion at its Solihull and Castle Bromwich plants to make vehicles on the MLA platform with an assortment of power-trains. ■

2021 Jaguar J-Pace

Model Preview J-PACE

Following its debut in the crossover realm with the F Pace and the electrification of the same space with the I-Pace, Jaguar will look to create a new flagship crossover, the 2021 J-Pace.

According to an Autocar report, the J-Pace will sit atop the new, all-aluminum MLA platform, which will eventually underpin every Jaguar vehicle. While there are no preview images available, we expect the J-Pace to follow a similar design path as the I-Pace with a low-slung, "mid-height" look with a sleek roofline and superior aerodynamics.

Inside, we expect the J-Pace to boast all

the latest design elements Jaguar has put forth and even launch a few new ones. One such existing design cue we expect to see in the 2021 J-Pace is the 2021 XE's OLED screens. These screens not only minimize power use, but they also add to its perceived value by helping create a clean-looking cabin.

Powering the 2021 Jaguar J-Pace, we expect a plug-in hybrid setup with the latest Ingenium straight-six engine as a backup to the battery pack. There is also the potential of a four-cylinder backup engine making its way in for enhanced fuel economy. We expect to see around a 50-mile EV range from the electric motor and battery pack before the petrol

engine kicks in. Because the MLA platform that'll underpin the J-Pace can also accept diesel and gasoline powertrains, there will be the potential for a few petrol or diesel-only options.

Pricing & Release Date

It's way too early to predict precisely when Jaguar will release the 2021 J-Pace, so stay tuned for updates. As for pricing, we expect it to start well north of the I-Pace.

The 2021 Jaguar J-Pace will have limited competition that will include the Tesla Model X and the Audi e-tron. ■



Jaguar's E-Pace performing a record-breaking barrel roll jump to mark its launch in 2017. https://www.youtube.com/watch?list=RDCMUCU3MVTYYP82UKA91WDpRGw&v=9yatAJVA4E&feature=emb_rel_end. What trick will they perform when they launch the J-Pace Next Year? While there are no preview images available, the new 2021 J-Pace is expected to be a compact SUV crossover plug-in hybrid with the latest Ingenium straight-six engine as a backup to the battery pack.

Electric Cars by Roger Frinsdorf

For many of us the electric cars are a modern phenomenon and generally regarded as an over expensive over complicated and unnecessary form of transport.

Some are more advanced and one of the cheapest, The Nissan Leaf, can also be used as a backup battery for your house, drawing on solar panels from your home during the day and used as a battery during the night or during blackouts. It is one of the cheaper electric cars with conventional dashboard and controls and retails at about \$50,000. By comparison to other electric cars its range is about 270 kilometres and it weighs about 1600 kg.

Others, like the jaguar I-Pace are priced from \$119,000 for entry models through to \$180,000 for the top of the range HSE. All are powered by the two motor All Wheel Drive power train. It is a heavy brute of a vehicle weighing 2100 kg but it hits 100 kph in 4.8 seconds with a top speed of over 200kph and a maximum range of 470 kilometers on a good day.

The Mercedes IQC has a similar specifications and weight (2500kg). (nearly the same as a Landcruiser). Both the Jaguar and Mercedes have limited charging stations available and are not practical to leave the city.

The Tesla has far more capability with charging stations all around the country. I was surprised recently on a trip to Yorke Peninsula to see several charging stations at Ardrossan, Minlaton, Port Vincent and Yorketown, purely for Tesla Others are planned.

The Tesla ranges from \$70000 for the Model 3 to \$200,000 for the Models X with acceleration 0 to 100 in 3.1 seconds. A Ferrari 458 takes 3.4 secs

All are heavy, overpriced with limited range, (although as noted Tesla has more charging stations). All of them will leave the owner with range anxiety as they search for a charging station.

However electric cars are not a new phenomenon. Electric cars are among the oldest forms of transport. In 1898 an electric car was clocked at 63.14 kph and in 1899 Camille Jenatzy took one to 80 kph culminating with a world record in April 1899 of 105.88 kph i.e. 65 mph being the first car to ever exceed 100 kph This was in 1899 when the Benz was struggling to do 20 mph.

However, it was all downhill after that when the "Easter Egg", the Leon Serpollet steam car, managed 120 kph or 75 mph in 1902.

In 1906 a Stanley steamer had managed a world record of over 205 kph at Daytona beach in 1906 and a woman, Dorothy Levitt, broke the women's speed record in a 100 hp Napier at 146 kph at Blackpool, also in 1906.

Electric cars however became very popular until about 1920 with several makes, but the most popular was the Baker electric which was a tidy little car steered by a tiller. It was a great hit.

With a steam car there was a very tedious process to start it. Power took a while to come up and you had to be a mechanic to start and stop it. Internal combustion cars were also temperamental as they needed advance, retard Cold start knowledge, and a hefty turn on the crank handle to start, and unfortunately with the risk of broken arms if they backfired which they often did.

By comparison the Baker electric you simply climbed in pushed the tiller forward and away you went. No Mess, no noise No Drama, and simply easy power right up to a respectable 25 to 30 mph. Charging stations existed across New York with about 1600 charging stations in the city. It was easy reliable transport.

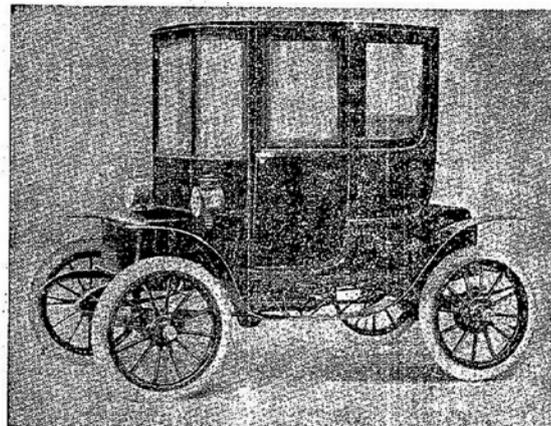
They had a monopoly on the market and particularly with the ladies.

However, progress came and they were found wanting with all the familiar problems we see today Limited range being the main one.

The Baker electric car and others quietly succumbed to the increase in technology associated with modern internal combustion engines. Henry Ford had produced his model T, and the advent of mass production and particularly the electric starter motor ended their reign.

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PRICE \$160000. EXTENSION COUPE, BEVEL GEAR SHAFT DRIVE

An inside driven car with seating capacity for four passengers. The most luxurious and commodious car of its type. Painting—Black body; blue, green or maroon panels. Upholstering—Broadcloth or leather to match. Queen Victoria's body interchangeable on this chassis. Price, \$300.

The Baker Electric is so well and favorably known, that any extended introduction, in presenting the new shaft drive models, would be superfluous.

The Baker has become the acknowledged Standard Electric of the World through a progressive development which scarcely finds a parallel in any other industry.

The First Electric

The first electric car built was a Baker. The foundation of the electric automobile industry was laid in the Baker factory, and the history of the industry since then has been practically the history of that factory.

Exclusive "Baker" Features

The Baker is to-day the only electric that has a heavy series wound motor of 300 per cent. overload capacity, with a commutator absolutely proof against sparking and burning under all conditions.

The Baker Motor Vehicle Co. is the oldest and largest manufacturer of electric motor cars in the world.

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Now we are in an era of a new production of electric cars, although with Batteries which are still expensive and heavy. The retail price of the cars is still very high, as well as limited range and lack of charging stations. We will soon see other forms of transport including hydrogen powered cars which also have problems to be overcome.

In the meantime, follow the taxi drivers and buy a Hybrid Camry with 500,000 kilometres of trouble free operation, plus the good old combustion engine in the car when the electricity runs out. ■

Roger Frinsdorf

Editor- Thank you Roger. I think as a result of COVID-19 people are seeing that suddenly the streets are quieter and the air is cleaner. For the car industry, it may in fact encourage more electric vehicles. As for whether there's still an appetite to spend tens of thousands of dollars (or more) on a new car, only time will tell.

Original Jaguar XK - Restorer Guide (3rd Edition)

Original Jaguar XK – The Restorer’s Guide by Philip Porter

This is the revised third edition of a book originally written by Jaguar enthusiast and expert Philip Porter in 1988.

With over 25,000 sold and five reprints, this book has established itself as the XK bible. The 3rd edition includes new information with three times as many pages and four times as many photos as earlier editions.

The level of detail and amount of research that has gone into this book is remarkable.

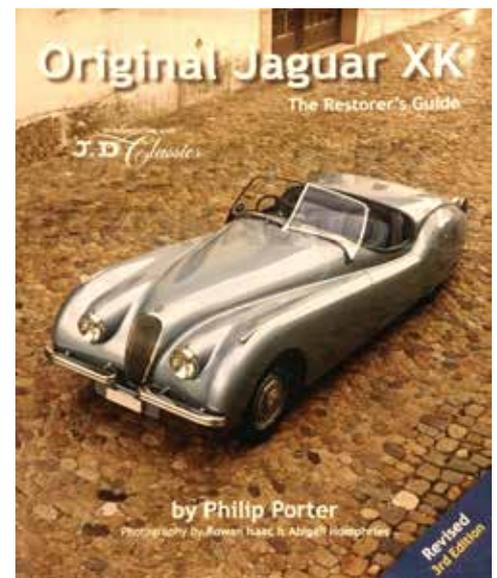
Porter, together with Individual XK owners and specialists such as J.D Classics, has gone to great lengths to supplement the informative text with excellent and detailed photographs of restored and barn-find XKs that show how they would have left the factory in terms of interior fittings, hoods, exhaust systems, suspension, etc.

After a quick explanation of the different XK models – from XK120 to XK150 – the book is neatly divided by model and even includes sections on factory documentation and optional extras such as Continental Touring Kits and fitted suitcases.

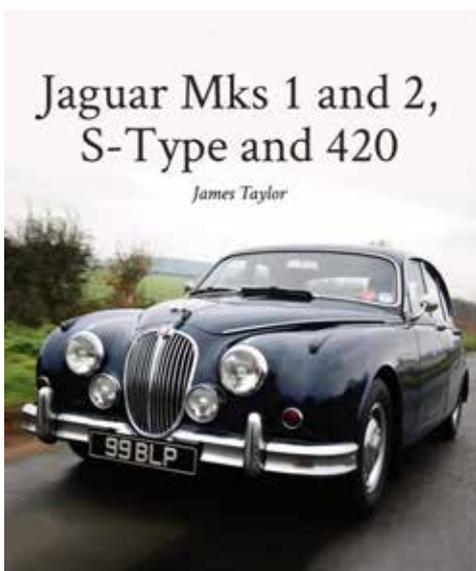
If you are a potential XK purchaser, this is one book you should read as it will provide you with an absolute treasure trove of information and encouragement.

The club has a copy of this book for loan and it is available new from the publisher, Porter Press International in the UK for £69.00 GBP + postage. ■

(Be careful that any copy you purchase is the 3rd edition as earlier editions are still available for sale. ISBN-13: 978-1907085109 or ISBN-10: 1907085106. This bar-code number lets you verify that you're getting exactly the right version or edition of a book. The 13-digit and 10-digit formats both work).



Jaguar Mk 1 and 2, S-Type and 420



Jaguar Marks 1, & 2, S-Type and 420 by James Taylor

Jaguar fielded no fewer than four different generations of its compact saloon range between 1955 and 1969.

First of all came the 2.4-litre model, followed by the 3.4-litre model two years

later. Known retrospectively as Mk 1 types, these cars gave way to the elegantly restyled Mk 2 Jaguars in 1959.

With the Mk 2 saloons, Jaguar really got into its stride with these swift, stylish and plush cars. To the earlier 2.4-litre and 3.4-litre engines was added the more powerful 3.8-litre, and it is no surprise that the Mk 2 Jaguars followed their forebears as favourites on the race tracks.

Capitalizing on the market's admiration for these compact luxury cars, Jaguar developed a third generation in 1963 adding their ground-breaking independent rear suspension. These S-type Jaguars filled a gap in the Jaguar range and created another powerfully appealing model.

The Jaguar 420 of 1966 was the crowning glory of the compact models, powered by the 4.2-litre engine, these were high-performance luxury cars, and were much appreciated for the fact.

This book examines all four generations of compact Jaguar, and their Daimler equivalents, tracing the gradual development of Sir William Lyons' original idea over a decade and a half.

It covers design, development and styling; special-bodied variants; racing performance; buying and owning a compact Jaguar saloon model and, finally, specifications and production figures. Superbly illustrated with 208 colour photographs.

The club has a copy of this book for loan and it is available new in Australia for approx. \$62.00. ■

Jaguar From the Shop Floor

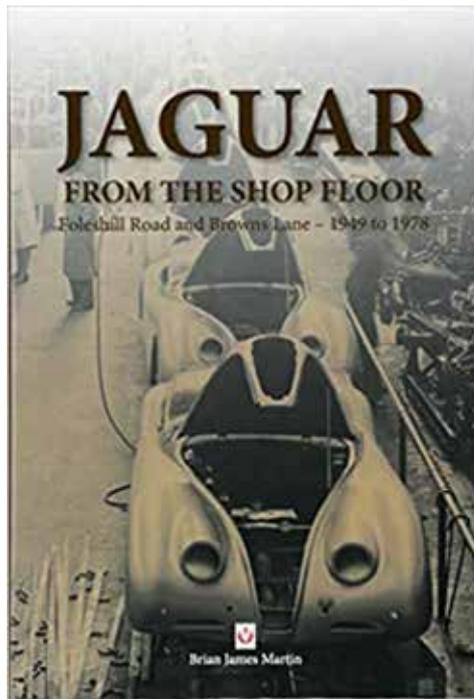
Jaguar from the Shop Floor by Brian Martin

If you are looking for something different, other than a book specific to a Jaguar model or marque, this book makes fascinating reading.

In Jaguar from the Shop Floor, Brian Martin tells the story of his life as a long-time employee at Jaguar, giving a first-hand account of the development and production processes, and the ups and downs of factory life through the eyes of someone who was actually there.

In this part-autobiographical and part-historical account, the author tells of his childhood in a typical working family of the depression era, and then describes his career from starting at the Jaguar factory in 1949, through a spell doing national service in the RAF and then going back to Jaguar. He left briefly in 1972 to try other jobs, but returned to the factory in the mid-1970s.

Brian worked in the secretive Competition Shop and as an Electrical



Engineer wired up most of the famous works competition cars including D-Types, Lightweight E-Types, all sorts of prototypes and the XJ13.

Brian also provides a fascinating insight into the Jaguar production process and

covers the development of the XK120, Mk V, Mk VII, MK X the Mark 1 and 2 (2.4, 3.4 & 3.8 litre) saloons, the XKSS, E1A, E2A, lightweight E Types, XJ6, XJ12 & XJS.

Brian also worked as a volunteer for the Jaguar Heritage Trust maintaining and restoring many of the famous vehicles in the collection.

Brian has done a great service to Jaguar and Jaguar devotees, in recording a forgotten time that shaped Jaguar then and into the future.

If you are looking for a book which gets you to the heart and soul of what makes Jaguar the magical marque it remains, this riveting tome should not be missed.

The club has a copy of this book for loan and it is available new in Australia for approx. \$48.00. ■

Sir John Egan - Saving Jaguar

Saving Jaguar by Sir John Egan

Sir John, chief executive and chairman of Jaguar Cars from 1980-1990 was described by Forbes Magazine as a Roman Emperor who applied Tyrannical Leadership and Total Quality Management.

When Egan arrived at Jaguar Cars the company's very survival was in grave doubt. In fact, the situation looked utterly hopeless. Not only was the once-proud Jaguar company a part of the catastrophic British Leyland (BL) conglomerate, but Egan was greeted at the gates by the workforce on strike!

The odds against saving Jaguar were immense. Quality was appalling, the workforce bitter, the management disillusioned, and any profits had been sucked out by BL to stem its mounting losses. The government had introduced

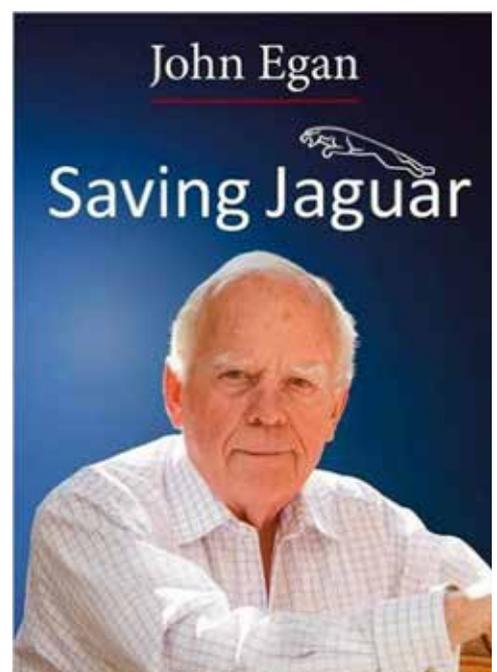
the closed shop, giving the unions immense power.

This book tells the story of how John Egan gradually overcame the odds to rebuild this great company, winning over the workforce, the overseas dealers and, most important of all, the customers. Working with the government, Egan and his team of managers overcame every obstacle, every setback, every challenge.

Egan achieved his turnaround using innovative ideas, techniques, intelligence, eloquence, openness, motor racing, and much more, saving a company which has created some of the finest and most loved motor cars of all time.

Jaguar was worth around £300m when he took over. It was sold ten years later to Ford for £1.6 bn. Fords purchase was not a success, but India's Tata Group has taken it to the next level.

The club has a copy of this hardcover book for loan and it is available new in Australia for approx. \$90.00. ■



What's the Best British Car of all Time?

A survey of classic car enthusiasts voted the E-Type as the best British car of all time, while the Mini lagged home in third.

The iconic Mini was knocked into bronze position by the Austin-Healey 3000.

The poll was conducted online by classic motor insurer Hagerty. It tasked a panel of motoring journalists to create a shortlist of the best British-built classic cars of all time, then put the vote to thousands of owners of classic cars, asking them to name their top three classics.

While the E-Type's win came as little surprise, most were surprised to see the Mini down in third place.

At final count the Jaguar proved almost twice as popular as any other car – even the Aston Martin DB5 that's synonymous with James Bond.

Here's the order as voted for in the survey:

1. Jaguar E-Type
2. Austin-Healey 3000
3. Mini

4. Aston Martin DB5
5. Aston Martin DB4 GT
6. Jaguar XK120
7. Ford GT40
8. Lotus Elan (MkI)
9. Land Rover (Series I)
10. Jaguar D-Type

Source: Hagerty UK poll.



Bay to Birdwood 2019 - Look what happens when you lift the bonnet of an E-Type Jaguar!!!

Jaguar to Resume Vehicle Production in UK

Jaguar Land Rover (JLR) will gradually resume vehicle production at its UK manufacturing plant in Solihull from May 18.

It will also resume operations at its plant in Austria on the same day after almost a month of inactivity prompted by the COVID-19 coronavirus pandemic.

These JLR's plants have been closed since April 20, however, JLR's joint venture plant in Changshu, China, has been in operation since the middle of February.

As countries relax distancing guidelines and retailers reopen around the world, the restart of production at the JLR's other plants will occur progressively.

Jaguar Land Rover has six main facilities for research and development, manufacturing and vehicle assembly plants including India (knock-down kits only), China (Jaguar XE, Jaguar XF and engine assembly plant) and Austria (E-Pace and I-Pace). ■



XJ, Mk10, 420G Register Easter Raffle

With so much gloom and doom about at the moment, the Register decided to try and bring a little joy back into our lives.

We still had a beautiful set of monogrammed towels consisting of two towels, two hand towels and two face washers which we were going to raffle (for free) on our day trip to Kangaroo Island.

So, With the K.I. trip put on hold, we decided to hold a free raffle for our Register members.

Members had to email with the code words, 'count me in' to be eligible. We

had 37 members respond to be entered in the draw which was held on Sunday the 12th April (which just happened to be Big Red's 50th Birthday and also Bob's XXth Birthday).

The lovely Lorraine Davis (Star of our Christmas Dinner Shows) just happened to be available to draw the winning number. The winner was Trevor Norley.

After being contacted, he came down to collect his prize and he revealed that his boyhood dream was to have a ride in an 'E' Type Jag. So we quickly solved that problem as well.

Next week our Register will be holding another special event, the XJ Mk10 420G Register Concourse de Elegance. The event will be held online and will be announced when we have the prizes

Confirmed. Once again, entry will be free to all our Register members.

Hoping to make these miserable times a little more bearable. ■

Cheers to all.

Bob Charman



Bob and Trevor. Bobs the one on the left



Trevor taking Bobs E-Type for a spin

NOTICE

Log book renewals for the Club Registration Scheme are **DUE SOON**

You will soon receive an email asking you to renew your financial Membership with JDCSA on line.

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

You must not drive your car until your Logbook has been updated for 2020/2021, and failure to comply could result in significant fines.

If you need any further info, call Dave Burton on 0417566225

Around the Market - Looking at Buying an XJ?

Collectively there are over 80 first-generation XJ's for sale. Huge variation from \$1,000 to over \$70,000. The following is a collection of some of these cars advertised for sale in recent weeks. The adverts are provided for information only, are not endorsed by our club, and the cars may no longer be available for sale. Private sales unless otherwise noted.



1983 Series 3 Silver XJ12 Auto 5.3 litre. Engine repairs in 2016. Auto box is a little tired but still works. 130,000km. \$4,000 (Gumtree)



1988 Series 3 Silver Birch XJ12 Sovereign Auto 5.3 litre. Good shape mechanically, but has some body rust. 210,000km. \$5,000



1975 Series 2 Green XJ12 Auto 5.3 litre. Been in storage for 24 years. Needs new exhaust and rust repair. 234,000km. \$8,500. (Gumtree).



1980 Series 3 XJ6 Auto 4.2 litre. Full bare metal respray, no rust, beautiful to drive. Ex wedding car. 97,000km. \$9,500. (Gumtree).



1971 Series 1 XJ6 Auto 4.2 litre. Exterior and Tan interior in very good condition. Always garaged. 156,000km. \$9,900 ono.



1979 Series 3 White XJ6 Auto 4.2 litre. You won't find a car like this anywhere else. Priced to sell quickly, 133,359km. \$9,999

Looking at Buying an XJ?

The adverts are provided for information only, are not endorsed by our club, and the cars may no longer be available for sale. Cars advertised on Carsales unless otherwise noted.



1985 Series 3 White XJ6 Auto 4.2 litre. 2nd owner, well maintained, excellent condition. Original logbooks. 211,540km. \$10,000.



1984 Series 3 White XJ6 Auto 4.2 litre. Blue Leather. Excellent value. Unforgettable luxury and performance 145,500km. \$11,500.



1982 Series 3 Light Blue XJ6 Auto 4.2 litre. Beige Interior. Only 2 owners, always garaged, low milage 84,358km. \$11,750



1974 Series 2 Maroon XJ6 SWB Auto 4.2 litre. Rare 4 speed manual O/D with Webasto roof. Not perfect, 38,000km? \$12,600 (Gumtree).



1978 Series 2 Blue XJ12 Auto 5.3 litre. Same owner for last 17 years. It is impressive. Full service history. 240,000km. \$12,900



1973 Series 1 Yellow XJ6 Auto 4.2 litre. Ex NZ, repair records dating back ten years including engine rebuild. 75,000 km. \$14,999.

Looking at Buying an XJ?

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1988 Series 3 Burgundy XJ12 Auto 5.3 litre. Immaculate condition for age. Many '000's of dollars spent. No rust. 237,097 km. \$15,000.



1974 Series 2 White XJ6 Auto 4.2 litre. Red Leather. Regrettable sale given relocation to overseas. 95,200km. \$16,000.



1973 Series 1 White XJ6 Auto 4.2 litre. Australian delivered, Beige interior, original service books. 107,845 miles. \$16,200.



1974 Series 2 White XJ6 SWB Auto 4.2 litre. Blue interior, restored to original condition, original books, no rust. 61,963 km. \$16,500.



1984 Series 3 Sovereign XJ6 Auto 4.2 litre. Beige interior, rust free, two owners, original books, original paint. 138,000km. \$16,900.



1973 Series 1 Pink XJ6 Auto 4.2 litre. Owned since 1988, no rust, always undercover, full history, engine rebuild. 100,000km. \$19,990.

Looking at Buying an XJ?

The adverts are provided for information only, are not endorsed by our club, and the cars may no longer be available for sale. Cars advertised on Carsales unless otherwise noted.



1987 S3 Sovereign XJ12 Auto 5.3 litre. Current owner for nearly 20 years. Always garaged, professionally detailed 120,535 km \$25,250.



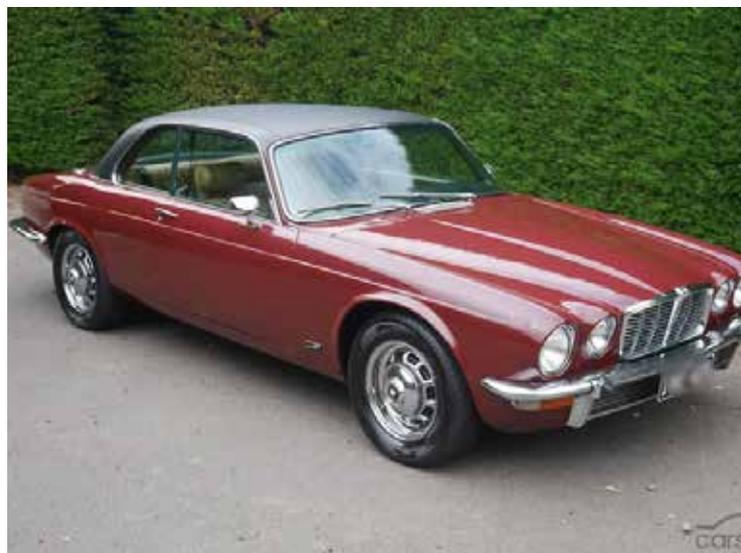
1986 Series 3 XJ12 Auto 5.3 litre. Beige interior, mechanically sound, genuine milage, no rust, interior exceptional. 130,000km. \$25,990.



1974 S2 Daimler Double Six 5.3 litre Vanden Plas . Aust. delivered. Restored to a high standard. 116,500km. \$28,000 (Gumtree).



Rare 1991 Series 3 Blue XJ12 Auto 5.3 litre. Aust delivered, electric sunroof, body & trim all pristine. 170,250km. \$39,950+GST (Dealer).



1975 S2 Regency Red two-door XJ6C Auto 4.2. Bryson demonstrator. Beautiful car, detailed history. 70,133 km. \$49,777+GST. (Dealer).



1976 S2 Sage two-door XJ12C Auto 5.3L. Full restoration, bare metal respray, no rust, new interior. 91,000km. \$70,000+GST. (Dealer).

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, Coles Carpark, Murray Bridge.
- 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, Golden Grove.
- Port Noarlunga** "Cars on the Coast" - 8.00am to 10.00am, Beach Road, Port Noarlunga.
- Victor Harbor** - "Cars and Coffee" 8am to 10am, The Esplanade, Victor Harbor.
- Mt Barker** - "Cars and Coffee" 8.00am to 10.00am, 100 Dutton Road, Mt Barker.
- Gawler** - "Coffee n Cars" 8.00am to 10.00am, The Esplanade, Gawler.

Events Cancelled -

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

4th Sunday

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

Last Sunday of Each Month

- Mannum** "Cars & Coffee on the River" - 10.00am to 12 noon, Carpark by the Ferry, Mannum
- Port Pirie** "Cars and Coffee" - from 10.00am, Dominos Pizza Shop 2/10 Main Road, Port Pirie.



In 2014 Jaguar recruited international soccer star David Beckham to help peddle its wares in China.



DAIMLER SUPER V8 (Canberra)

For Sale - Fifteenth of only 24 sold new in Australia of this ULTIMATE model within the 1997-2002 X308 Daimler/Jaguar range.

Combines top-of-the-line long wheelbase Daimler bespoke luxury body and interior, with XJR high-performance running gear (Supercharged 4.0 V8, traction-control, CATS suspension). \$230K new price in 1998.

Topaz (metallic light-gold) exterior with Cashmere and Sable piping interior, are in excellent condition.

Full service history from new, being a fully maintained and extremely reliable sports-limousine.

Currently fitted with XJR mesh grill inserts, with original DSV8 vertical-slat grill inserts, and various other 'as-new' spares included.

ACT Reg.No. 11 (expires Aug 2020, plates not included).

Price: \$29,500 (reduced)

Roger Payne: 0407 234 718 or rogerpayne@bigblue.net.au



FOR SALE 1998 XJ 308, 4.0L Sport V8

- ◇ 150,000kms. Purchased in 2016 from the original owner
- ◇ Champagne silver paint, cream interior, black dashboard
- ◇ Electric sunroof
- ◇ Car is in good condition. Serviced regularly mostly at Solitaire, Stepney Auto, & Sovereign
- ◇ Never been in an accident (to my knowledge)
- ◇ Original paintwork, body in good condition, almost no fading, 3 or 4 very minor hail dents on roof & boot lid
- ◇ Runs very well with loads of power! Aircon and electrics all working well. A few minor issues (will need new tires).

Price: \$6,000 ONO

Contact Luca on 0403 900 229



FOR SALE 1967 Daimler Sovereign 420

- ◇ Registration: CC 485 B (Historic - South Australia)
- ◇ Colour: Warwick Grey
- ◇ A very original car in good mechanical condition.
- ◇ Power steering, wire wheels and air conditioning
- ◇ Has the complete original Daimler tool kit.
- ◇ More photographs available.

Price: \$14,000 (reduced)

Colin Williamson: 0411 596 154 or colinwil43@gmail.com



FOR SALE 1998 XJ 308 4.0L Sport

- ◇ Very well maintained, strong V8 Engine
- ◇ Lovely to Drive - only 155,000 kilometres
- ◇ More Photos available

Price: \$13,000 ONO

Richard Chuck 0408 313 848



FOR SALE 2002 Jaguar X-Type SE

- ◇ 2.1 litre V6 FWD, 9.2 L/100 km.
- ◇ British Racing Green Metallic
- ◇ Doeskin leather. Comes with cream sheepskin seat covers & custom made mats.
- ◇ 180,000km, all books, regularly serviced.
- ◇ Registration "XTYPE2" included.

Price: \$4,500 (reduced again)

Phone Denise Starr: 0487 356 287

Easter Bunny Special - Cars of Playboy Bunnies

Editor - I was trying hard to think of something appropriate to run for Easter. I Googled “Easter Bunny Car” and to my surprise I found a “Bunny” in front of a pink 1964 all new Mustang. It turned out to be the “Playboy Bunny of The Year” in front of her gift car. Since 1964 it has become a tradition for the ‘Playmate of The Year’ to get a new car as part of her winnings. I fast forwarded through the years and not surprisingly found that Jaguars didn’t miss out. Now that’s a good subject for Easter!



Playboy Playmate and “Bunny” of the Year, Dorothy Stratten posing in front of her 1980 Jaguar XJ-S. The stunning 20 year old would be dead by August of that year, killed by her husband Paul Snider, who took his life after hers. Several movies have been made about her life.



Playmate of the Year Barbara Edwards with her Black 1984 XJ-S. “Bunny’s” were often photographed wearing matching clothes.

Easter Bunny Special



Playboy Playmate and "Bunny" of the Year Kathy Shower (really?) scored a 1986 Series 3 Jaguar XJ-6. Note her matching top.



Anna Nicole Smith with her Champagne Convertible 1993 XJ-S. Smith died in 2007 in a Hollywood hotel room as a result of an overdose of prescription drugs. In 2019 the fully restored XJ-S sold at auction for an undisclosed amount.



Jaguar ambassador and Playboy's first Mexican-American Playmate of the Year, Raquel Pomplun with her 2014 Jaguar F-type at the Playboy Mansion. To see the Jaguar promotional video with Raquel go to www.youtube.com/watch?v=cbZ80ktteeo



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Find out what your home is worth **FREE!**

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

Club Notices

GENERAL MEETING ROSTER 2019/20

June	Compact Register
July	XJ, Mk 10, 420G
August	SS, IV, V Register
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.

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 2019 -2020

Club Postal Address:

PO Box 6020, Halifax Street, Adelaide SA 5000

Club Web Site / Email

Web: www.jdcса.com.au

Email: info@jdcса.com.au

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

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

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

Your Committee

President: Philip Prior

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Email: philipprior@bigpond.com

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Mobile: 0428 272 863

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Mobile: 0418 855 597 Email: ron@palmersadelaide.com

Librarian Tom Brindle

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Australian Council of Jaguar Clubs (ACJC)

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Federation of Historic Motoring Clubs (FHMC)

Club Representative: David Burton Mobile: 0417 566 225

Marque Sports Car Association (MSCA)

Club Representative: Barry Kitts (08) 8391 1759

All British Day

Club Representative: Alan Bartram 0418 818 950

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- 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 (Pushrod)- *Meet Last Wednesday of each month.*

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

Email: daimlerss@jdcса.com.au

XK & MK 7, 8, 9 - *Meet First Wednesday of each month.*

Steve Weeks: 0414 952 416

Email: xk789@jdcса.com.au

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

Angela & David Rogers

Email: compacts@jdcса.com.au

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

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

Bob Charman Phone: (08) 8248 4111

Email: xj420g@jdcса.com.au

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

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

Email: etype@jdcса.com.au Email: ftype@jdcса.com.au

Multi-Valve - *Meet Fourth Tuesday of the odd Calendar month*

Peter Buck Mobile: 0421 061 883

Email: multivalve@jdcса.com.au



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