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NOVEMBER 2019



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Club Torque - President's Column by Phil Prior

Hard to believe that as I write this column Christmas is just 10 weeks away. Time flies when you are having fun and that is what membership in this club is all about, fun, good fellowship and nice cars.

October is always a very busy month (so no time to be thinking about Christmas yet) for car enthusiasts as the weather becomes more inviting to be out and about on the road and it has been a busy month for many members.

The unofficial 46ers club had a run to Clare with 10 members (6 cars) participating, staying at the Clare Valley Motel on Saturday night the 12th of October and then linking up with a group of 11 other Jaguars at Tarlee Oval for the Charity Car Show.

Thanks to Trever and Paul for their organisation of the Tarlee run.

The **Multivalve Register** also had a successful run to **Renmark** on the weekend of 12-13 October.

SA Jag Day was mammoth! What a great turnout of cars, and a great display and parade of the Jaguar Mark 2 cars celebrating their 60th year.

A big thank you to all members who participated. The weather was magnificent, and we all had a lot of fun.

We value and appreciate the work done by the committee in getting this event together and ensuring that club members have a great day out and that the club is promoted and presented to the public in a very positive fashion.

Some Jag Day Statistics are as follows:

- 20 degrees with light winds, perfect.
- 145 cars on the park on the day.
- 18 Jaguar Mk2 / Daimler 250 cars to celebrate their 60th Anniversary.
- \$2,000 the estimated value of food item for the Salvation Army (Cats & Cans) including \$315 cash donations.
- 9 Lucky prize winners.
- 4 Trophies awarded – thanks to our sponsors (see below).
- \$1,530 income from regalia sales. A big thank you to Ron and Clare Palmer.

- \$677.30 net cost to the club if we include regalia sales.
- 4 new member enquiries.

Congratulations go to the trophy winners on the day and many thanks to our sponsors:

- Best Two Door Car – Philip Prior (Jaguar XJC) - Sponsored by Classic & Sportscar Boutique.
- Best Saloon Car – Bob and Daphne Charman (Jaguar 420G) - Sponsored by Sovereign Autos.
- Best Jaguar Mark 2 - Jim Rainer (Jaguar Mk 2 - Sponsored - by Shannon's Insurance.
- People's Choice Award – Gary Scalamera (Jaguar E Type) - Sponsored by Sports Car Centre.
- Gate Prize, a Jaguar for a weekend – Bill Brown - Sponsored by Solitaire Jaguar.

The **XK, Mk7, 8 and 9 Register** had their **Border Run** and we look forward to hearing all about it in the December issue of Classic Marque.

The **XJ Register** had a thoroughly good time on their **Robe weekend** away. I believe what happens in Robe stays in Robe! We hope to hear more in due course.

A large number of members participated in the Jaguar sponsored **"The Art of Performance"** at The Bend, held Thursday 25th to Sunday the 27th October. This was a most enjoyable day out on the track in a couple of different Jaguar models. A great experience, well worth the early morning start for some of us.

And as if that was not enough fun some members will participate in the annual **"Climb to the Eagle"** event organised by the Sporting Car Club of SA.

Were you bored in October? Well I can't imagine why!

Philip

Philip
JDCSA President



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FRONT COVER:

Gary & Julie Rushton's 2007 Silver S-Type 3.0 Litre V6 Auto

BACK COVER:

2011 Jaguar S-Type makeover by Italian design studio Panzani



@sajaguarclub

Events Calendar - November (and early December)

Friday 1st - 7:00 AM - 3:00 PM - Climb to the Eagle & Southern GP

Assemble at Victoria Park from 7.00am. Departure at 9.00am. Morning tea at Hahndorf Resort.

Sunday 3rd - 9:15 AM - 3:00 PM

Compact Register - Pindarie Winery Run

Pindarie Winery, Gomersal (Rosedale Road, 150m from Gomersal Rd). Lunch from \$26 per person.

(RSVP was required by 15th October). Contact Angela Rogers for more details. rogersda@bigpond.net.au or 0413 386 482

Tuesday 5th -7.30pm

JDCSA General Meeting

Police Association Building, Carrington Street, Adelaide.

Sunday 10th - 10:30 AM - 3:00 PM

Lions Gumeracha Show & Shine Swap Meet. (Entries closed 1/11/19).

Gumeracha sporting oval. Website:- www.gumerachashowandshine.org. More information - Ray Johnson 0413 277 191

Wednesday 13th

XJ, Mk10, 420G Register Meeting

Shannons Clubrooms, 663 South Rd, Clarence Park. Contact: Bob Charman, T: (08) 8248 4111

Saturday 16th

Multivalve Christmas Lunch Run to SevenHill Hotel

Contact Peter Buck if intending to attend. See page 41 for more details.

Thursday 21st

E-Type, F-Type, & Grand Tourer Register Meeting

Contact: Tom Herraman, M: 0428 616 423, Email: etype@jdcsa.com.au. Venue & time TBA

Sunday November 24th - 10:00 AM - 12:00 PM

Cars & Coffee at Mannum.

Held on the last Sunday of every month in the carpark by the ferry. A free event for all car enthusiasts

For further info contact Peter 0427818030

Tuesday 26th

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

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

Wednesday 27th

S.S., Mk IV, Mk V Register Meeting

Contact: Bob Kretschmer, T: (08) 8357 8233. Email: kretsch@internode.on.net. Venue & time TBA

Tuesday 3rd December -7.30pm

JDCSA General Meeting

Police Association Building, Carrington Street, Adelaide.

Sunday 8th December - 10:00am to 4:00pm

E, F & GT Register Christmas Lunch at The Peninsula, Links Lady Bay, Normanville

RSVP was required by 17th October 2019.

More details contact: Tom Herraman. Email: etype@jdcsa.com.au

Sunday 8th December - from 11:30am

XK, Mark 7, 8, 9 Register Christmas Lunch - 91 Verralls Road Springton.

RSVP by 29 November - See page 42 for more details.

Club Torque - Editor's Column

Editorial by Graham Franklin.

As outlined by our President, October was a busy month for both the Club and the Registers. Thank you to the members who provided photos of these events.

With over 140 cars at SA Jag Day it was impossible to include photographs of all of the lovely cars that were on display. Instead we have just tried to provide

a cross section of the various Jaguar Marques. (Apologies if your car has not been included). There will be more photos included in December CM.

In this addition there is a feature to celebrate 20 years of the Modern S-Type, a review of the 2020 F-PACE SVR and Phil Priors second-part article on the restoration and rebuild of his XJC.

There is of course all the normal reports from the Register Secretaries and Committee members.

Keep those articles rolling in. Remember - this is your magazine!!!

Cheers!

Good News - Changes to Import Regulations

As it is currently stands, it is normally only possible for an Australian resident to import a car into Australia if the vehicle was built prior to 1989. That is all about to change.

A new Road Vehicle Standards Legislation will come into force on the 11th of December 2019 and the provisions relating to older vehicles will be changing to allow enthusiasts access to a greater range of vehicles.

Rather than limiting such vehicles to those manufactured before 1989, the new provisions relating to older vehicles will be based on a rolling 25 year basis. A vehicle may be eligible under this sub-category if it has a relevant build date that is at least 25 years before the date of an application.

For example, from that date (11th December), if the relevant build date of the vehicle you wish to import is earlier than the 11th of December 1994, then you may be eligible to import that vehicle under the older vehicles sub-category.

Obviously as the weeks, months and years progress, the 25 year rolling basis will continue to progressively include cars built in 1995, 1996 and so on.

The good news is that this will enable Jaguar models such as the Facelift XJS, late Series 3 XJ6/XJ12 and the XJ40 eligible to be imported into Australia.

Links to the suite of Road Vehicle

Standards Acts can be found on the Road Vehicle Standards legislation implementation web page at <https://www.infrastructure.gov.au/index.aspx>

From 11/12/19 cars such as this 1994 XJR-S will be eligible to be imported into Australia



Letter to The President From The Salvation Army

Good morning Phil,

On behalf of The Salvation Army Ingle Farm I would like to thank you and the Jag Club members for your generosity on Sunday.

It was a great day and it was a privilege to be there collecting the food items on behalf of The Salvation Army. Whilst we did not count the items individually there were about 80 bags/boxes of groceries

and we estimated that each bag would have contained somewhere between \$15-\$20 worth of food. This is obviously substantial and assists greatly as we come into the Christmas period.

On top of this we also received cash donations of \$315.

Please extend our thanks to your members and we look forward to working with you again in the future.

Kind regards,



Kylie Collinson (Captain)
Public Relations Support Officer
SA/NT Division
The Salvation Army Australia Territory
salvationarmy.org.au

Introducing Our New Members

New member article: Hugh Guthrie

Why a classic Jag now, and particularly my lovely blue 1998 XK-8 convertible?

I've always been a classic car nut, and October this year saw me turn 70, and I wanted a really good present to celebrate this landmark birthday.

In the past I had been a Riley man, owning both 1.5 and 2.5 litre models. I have always loved car clubs too, and was a long-time member of the Riley Club in both Melbourne and Adelaide. The last Riley, a concourse winning 1951 2.5, went to help us start a business.

I longed to replace it with something else that was a bit more modern and functional.

I have fond memories of Jags. My Godfather had a 3.8 Mark II as a company car and two best friends' parents owned a Mark VII and IX respectively, the latter chauffeur driven!

So, what to get to celebrate my 70th? I started with a list that included various Jag models, an MG RV8, a Morgan of some kind, several types of older Porsche or a 1980s Mercedes 350 or 450SL. It had to be a sports car and preferably a

drop top as I have always hankered for one.

I found a nice Merc 450SL, but my wife thought it was too much of an old man's car, so that quickly dropped off the list. I kept coming back to Jags. XK-Es, and XK 120s, 40s or 50s were well out of the price range, so I settled on trying to find a Ford-era XK-8 and the search began.

My decision was helped by a great wrap from Jeremy Clarkson in 1996 when the model was first released and other good vibes from Google searches.

The hunt continued via Carsales.com and ended in Melbourne where I purchased a low km car from Lou Guthrie Motors. The good thing was that it had several of the model's known problems ironed out before I bought it. Lou and Nick Guthrie were great to deal with too.

I have now had it for a few months and it's all I wanted: a really good-looking and luxurious Gentleman's Grand Tourer



with lots of boot space (for winery trips to the Barossa, Southern Vales and further afield).

It's very well equipped for its era, and it should be given its cost when it was new. Mine even still has its inbuilt phone. It drives and cruises beautifully with all the power I need at my age. An XK-R would have been too OTT.

Hugh Guthrie

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 November, 2019 magazine:

- **David & Antony Brewer**
On the lookout for a nice Jaguar
- **Stephen & Carolyn Griggs**
Yet to buy a Jaguar or Daimler
- **Barry Dissel & Daphne Basile**
1974 Jaguar XJ 12L Series 2 Sedan

The following applications listed in the August & September 2019 Classic Marque magazines have been accepted:

- **Kane Wauchope**
1985 Jaguar XJ6 4.2L Sedan
- **Tim Brownridge**
1978 Jaguar XJ6 4.2L Sedan
- **Malcolm Drewer & Suzanne Skibinski**
No Vehicles listed to Date

- **Hugh & Lucyna Guthrie**
1998 Jaguar XK8 4L Convertible
- **Dean & Chilli Moss**
1974 Jaguar XJ6 4.2L Sedan
- **Evan Denning & Helen Cadman**
1969 Jaguar E-Type 4.2L Coupe
- **Don & Elaine Cardone**
1978 Jaguar XJ6 4.2L Sedan &
1966 Jaguar Mk II 2.4L Sedan &
1962 Jaguar E-Type 3.8L Coupe
- **John Braams & Barry Sexton**
1974 Jaguar XJ6 4.2L Sedan

We hope you will take advantage of the benefits available, and that you will contribute in your own way to make this a better club for everyone. I particularly ask that Register Secretaries and current members make these new members welcome at meetings and functions.

Daphne Charman
Membership Secretary

Letters to the Editor

Follow up article Jaguar Mark 2's and the Bedfordshire Police

Following on from the wonderful article in October's CM regarding the Mark II cars I was particularly interested in the photo of the Bedfordshire Police Road Traffic Division (BPRTD).

I grew up in Bedfordshire until I was 12yo before we emigrated to Adelaide in June 1967. My father Ray White was in the Bedfordshire Police from 1951–1967.

The attached picture is my father next to a newer Mark 2 from around 1965/1966 at the Ampthill Police Station (we lived in Ampthill from 1965 to 1967).

The BPRTD only covered the section of the M1 that ran through Bedfordshire. The cars used exclusively on the M1 were painted white whereas the cars used for normal patrol work were as delivered - British racing green.

Only the elite Road Traffic Department drivers were allowed to drive them. They would have attended a course of advanced driving at the Metropolitan Police centre at Hendon. Dad states that he was only able to get behind the wheel of the Police Ford Thames van! He reckons the photo was just "bull" as he never got to drive a Jaguar.

The BPRTD pulled out the back seats so they could fit in traffic cones and flares and other paraphernalia to cater for accidents. If any arrests were made, they had to radio for a car to come out from Ampthill.

"When the motorway first opened there was no speed limit, would you



believe. Of course, all the idiots from London came out but it was short lived, thank goodness." That's why they had to upgrade the cars quite quickly to the 3.8L. Interestingly, Dad also highlighted that the Aston Martin factory at Newport Pagnell used the M1 as a test track then and the older police cars (e.g. Anglia's, Morris Minors, Zodiacs etc) could not catch them plus the bank robbers were using the 3.8L Mark 2's because they were affordable and fast.

In regard to "chasing" cars it was presumed that the mere presence of a police car would have the effect of keeping vehicles within a safe speed plus within the limit when it was introduced.

Additionally, a great deal rested with the skill of the Hendon trained police driver.

"Another bit of Bedfordshire Police history was the Chief Constable of the day, Commander Willis, went to Germany to study how the autobahns were policed and initially motor cycles were used - that didn't last long.

It's worth noting that there were not many access points to the motorway and there were special phones on both north and south lanes - the Beds section was connected to Ampthill Police Station so if there was a breakdown an appropriate garage was contacted"

Tim White

[Editor -Thank you Tim and your Father (Ray White) for this fascinating story. What a small world].

Letters to the Editor - Correction

In last months edition of Classic Marque there was an error relating to the 2019 Border Run to Forbes.

The photos of John Clucas metallic-grey SS100 was stated as a "replica". The car is in fact a superb original, and not a "replica". The car was found fully dismantled in a Garran (Canberra) garage some six years ago. *(Editor - apologies John).*





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Modern S-Type - Celebrating 20 years (1999- 2007)

The Jaguar S-TYPE debuted at the 1998 Birmingham International Motor Show reviving the nameplate of the company's 1963-68 S-Type. The car went on sale in January 1999. The car was praised on its release for having a 'luxurious interior', 'creamy composure' and a 'class-leading' 'cossetting ride'.

Design

The modern S-TYPE was designed by Geoff Lawson, Design Director for Jaguar from 1989 until his death in June 1999. He was succeeded at Jaguar by Ian Callum who was responsible for the "Facelift" model in 2005.

The entry-level V6 came with alloy wheels, electric seats, traction control, climate-controlled air conditioning, a trip computer, ABS, twin front and side airbags and a sophisticated security system.

The first S-TYPE ("X200" 1999–2002) are distinguished by a U-shaped centre console and optional touchscreen navigation system in the 2003 and later models.

The 2003 model featured a revised dash, centre console, and a grille with the Jaguar badge to give the vehicle a more Jaguar-like appearance, and a flip-open key was devised for the ignition

A "Facelift" on the 2005 model year featured redesigned front and rear aprons, a slightly modified grille, remodelled rear light clusters and an aluminium bonnet. The windscreen washer jets were incorporated into the wiper arms.

For the 2008 Model Year, all S-TYPE versions featured an updated front



Andy & Rubini Gates, 2001 Metallic Green S-TYPE, 4.0 litre V8 Auto

end, with the addition of the sporting S-TYPE R bumper and mesh grille to all models. The new-look front was more contemporary, giving every S-TYPE a more poised and dynamic appearance. A new series of beautiful alloy wheels added to the sporting appearance.

The S-TYPE's interior was also upgraded, with the introduction of multi-function Sport seats for all SE and Sport models.

Engine

The S-TYPE was powered by a variety of petrol and diesel engines. At launch, the V8 S-Type was powered by the 4.0L Jaguar AJ-V8 engine, the capacity of which was increased to 4.2L in 2002. The V6 and Diesel engines were a Ford design used extensively throughout the Ford model range.

The 2002 S-TYPE 4.2 Supercharged V8 at the time, was the fastest road production saloon car in the world.

The V8 came as an automatic only, but V6 and Diesel engines cars also had the choice of a manual gearbox.

Leaping Jaguar

The traditional leaping jaguar hood ornament was optional even though it is approved by the US and EU standards and breaks away in the case of an accident. Subsequent models ("X202", "X204", "X206"; the last digit denoting the model year) have the Jaguar logo incorporated within the radiator grille and a more traditional 'looped' styling for the centre console. In Australia, the "jag" bonnet ornament did not become available until 2004.

Reception

At the time, the styling divided opinion with several praising the flowing retro lines and others arguing that the styling wasn't 100% successful. However most seem to now agree that over time the S-TYPE has aged well – even if it hasn't quite found its niche in classic circles.

This has kept prices low, and at present the modern S-TYPE represents good value for money, especially if you can manage to purchase an Australian delivered car that has genuine low mileage.

The S-TYPE was discontinued in late 2007 and replaced by the XF.

Photo Left: Later model S-Type with the new-look front and mesh grill.



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Bay To Birdwood Classic (Sunday 29th September)

The "Bay to Birdwood" is a vehicle event held annually. Vehicles travel the 70 km route from West Beach to the National Motor Museum at Birdwood.

The 2019 event was for vehicles manufactured between 1 January 1956 to 31 December 1986.

This year 1750 cars participated with a large contingent of Holdens, Falcons, Mustangs, Corvettes and Mini's.

There was however a contingent of more than 40 Jaguars/Daimlers, several from interstate. Some of our club cars included:-



Fred Butcher, 1977 Green Sand Daimler 4.2 litre XJC (S2) Auto



Gary Monrad & Oggi, 1972 Dark Grey 4.2 litre XJ6 (S1)



Ray Thomas, 1961 Brunswick Green Mark II (4.2) Saloon



Steve Arthur, 1978 Squadron Blue 4.2 litre XJ6(S2) Auto



Anne-Marie Pijanka, 1971 Willow Green 4.2 litre XJ6(S1) Auto



*Peter & Tricia Clarke, 1972 Radiance Red V12 E-Type (S3) 2+2
Look what happens when you lift the bonnet of a Jaguar!!!*

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MYWAY-6

By Philip Prior

The Story of my Restomod Jaguar XJC

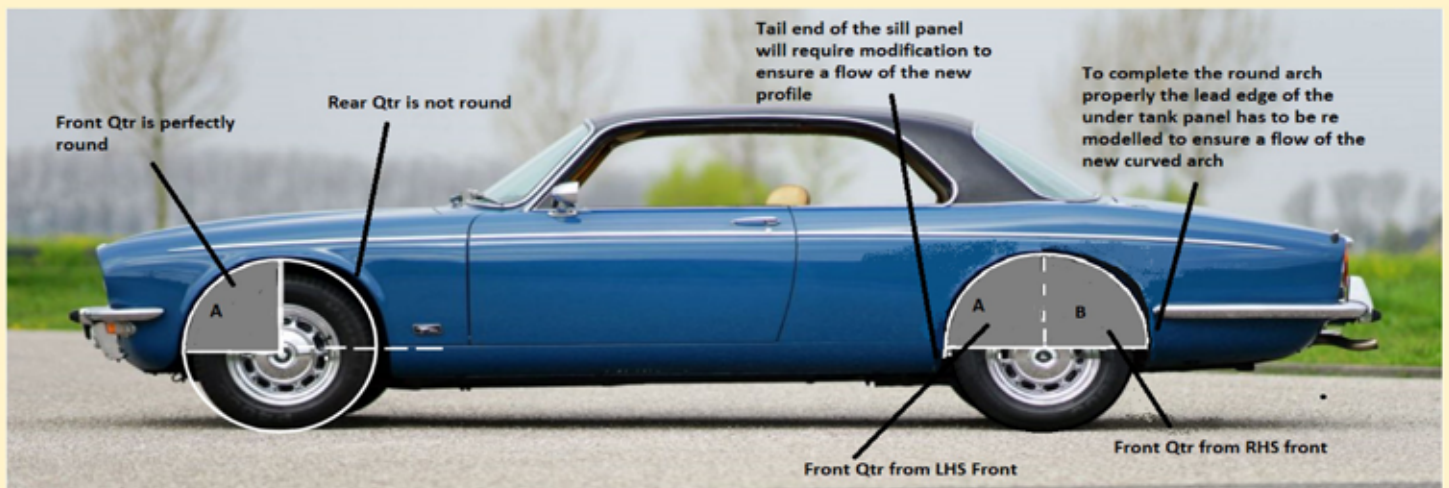
PART 2— More Modification Ideas and Plans

The Rear Wheel Arches

This was the major styling change to the XJC I planned. There were no practical reasons for this customisation of the rear wheel arches, it was purely a styling preference on my part. As mentioned in PART 1 of this story, I had seen the changes made by others on the XJC with I might add various success rates. In fact some were just wrong because of a failure to think through the outcome. The big mistake some made in looking for this change is to think that a front wheel arch could be simply cut and welded in place in the rear. In fact this was my first thought. However I soon discovered that the front wheel arches on the Series XJs is not round at all despite the appearance of being so. This is demonstrated with rather horrific results in this photo of an American XJC.



I did discover however that the front quarter (only) of the front wheel arch is in fact a true round. This would enable the use of four front quarters of front wheel arches to be welded in place to give a full / true round result at the rear as demonstrated in the photo below.



The Interior Finnish and Modifications

Whilst in this planning stage of the build I had a number of things to consider in relation to the interior of the car. Once again I planned for more than just a restoration. I wanted the interior finish of the car to make a bold statement, be comfortable and include some up-grades in particular to some of the electrical switches and electrical components.

So I decided to switch to late model XJS seats and soon discovered they are like rocking horse poo to find but I got lucky and found a set of front seats in Queensland at a reasonable price. These would be fully recovered in leather with the pleating switched to vertical to match the original rear XJC seats style. I wanted to upgrade to a Series 3 console for appearance firstly and secondly I was keen to introduce

Series 3 window switches that were of a much better standard than the Series 2. Re-wiring these would prove interesting but the result would give a much better performance with the troublesome rear quarter windows

Retaining the genuine Jaguar appearance with a strong burl walnut timber finish was important. After some research I decided to use the Hydrographic process for finishing the main dash, console dash and ski slope and I wanted to add some additional timber panelling to the door cards. It was planned that the console and door cards would be re-coloured in a colour to match the seats (colour yet to be finalised) with contrasting black armrests and crash pads. I think I changed my mind 20 times at least on these colour combinations.

The Restoration Page (cont)

So Lets Just do this!

Enough talking, debating, planning and generally procrastinating, it is time to get stuck into what will be a big job. I know there will be many changes of direction along the way but lets make a start.

The Strip Down Starts

Stripping down a car for a full rebuild is probably in many ways the easy part but it is definitely not the most enjoyable. The dirt, grease and surprises along the way can be taxing.

The aim is to strip it down as far as possible to save expense at the crash shop. First job remove the bonnet, doors, boot lid, bumpers, front guards, lights etc. Then get the engine and transmission out. All doable at home without much trouble. All the interior was also removed. This car had new leather seats prior to its lay up 14 years ago, in very good condition.

The Tin Worm Had Been Active

The first issues were now starting to show up. "No rust" the previous owner said, pointing to just a few small external spots. The truth is, floors needed patch repairs in every quarter and so typical of the XJC, under the rear seats rust damage as a result of blocked drains below the rear quarter windows. New larger drains would solve this problem in future. Rust was lurking in the inner and outer sills, at the



base of the 'B' pillars and all the door rubber channels were completely rusted away and needed to be replaced. But what do you do There is no turning back!



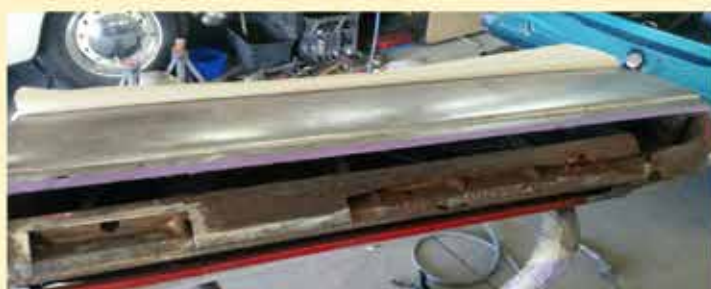
I was very fortunate to stumble across a guy cleaning out grandpa's shed and had a dozen or so genuine Jaguar Series 2 replacement panels for sale, mostly the ones I needed, including both sill panels. (And the price was right).

A big problem was found in this section of the chassis rail in the inner front guard where multiple layers of metal provide a lovely haven for the tin worm holes were even provided for the water to enter (Thanks Leyland, very clever).



The Cowboys Had Been Busy

As is so often the case, old repairs began to surface. That is if you could call them repairs. The cowboys had been very busy. Whilst stripping paint on the rear quarter panels I discovered that the previous painter had decided to paint over the old pin stripes....Aaaagh! What would I find next? It wasn't long before I realised the front guards over the headlights had also been butchered by the cowboys. Old repairs simple could not be repaired and the guards would need to be replaced completely. Both doors had dodgy repairs, overlapping repairs with loads of bog. So I decided to use the doors from the parts car. However these subsequently also revealed problems so very typical in the



XJC. Water leaking into the top sections of the doors where an internal second reinforcing rail creates a rust haven between the two layers of metal. The tops of the doors would need to be removed, internal repairs made and new top skins manufactured, not an easy nor cheap exercise.

At this point most of the big surprises had been discovered and we were starting to make significant headway on repairs and panel modifications.

At this point I wish to thank and acknowledge the professional work conducted by my Panel and Paint Shop:

'Edwardstown Custom Body Repairs'
Thanks to Mel Patterson, and his team.

The Body Modifications

Rear Wheel Arches

As mentioned earlier this would involve using two forward quarter sections cut from front guards. These would be welded and metal finished in place to produce a true round wheel arch that followed the circumference of the rear tyres. But first it was necessary to mark and cut away the original wheel arch and inner guard.

A template was prepared using an old steel rim with a sheet metal rim painted to simulate the tyre and a circular sheet metal piece tack welded around it to provide a template for the shape and position of the final wheel arch. To achieve this the shock absorbers were released and the rear hub supported in the correct road height position. (Some estimation needed at this point).



The sections cut from two forward quarters of front guards were then trial fitted to the template.

So far...all good. With the two pieces welded in place and metal finished to perfection. It then became evident that the lead edge of the under tank panel and the rear end of the sill panel would need to be reshaped so the new profile of the wheel arch would flow through to the bottom of both. With both sides completed the end result was very satisfying.

Modifications to Lights

The other major panel modifications were, replacing the rear tail lights with Series 3 units and replacing the front indicators and park lights with the beehive style lights with switch back LED globes. As I was using Series 3 front guards to replace the old unusable original guards there was considerable metal work involved to get a complete metal finish. (No bog please)



First arch now in place. Modification to the lead edge of under tank panel and rear of sill panel needed to ensure the new profile continues nicely.



Fitting the Series 3 tail lights was a much simpler operation. In **PART 3 (Final Part)** of this series I will deal with the final paint and the fun part of putting it all back together.

TARLEE - Charity Classic Car Muster (Sunday 13th October)

The Get Together

On a Sunday morning should you drive past the Ingle Farm Shopping Centre around the 9:00 am mark, the car park is usually very quiet, not so Sunday 13th, at the Hungry Jacks end a group of people were gathered around a couple of tables enjoying coffee and cake.

This was "Café De Jaguar" parked close by were some fine cars all the way from Coventry XJ's, Mark 2's and a couple of stunning XJS's, one of which was being driven by our editor Graham, on its first club run.

Also Steve in his Triumph Stag with hood down all prepared to enjoy the forecast 25 degree day, alas this was not to be, but more on that later.

Another sporting type, our Vice President Fred Butcher in his Daimler SP 250 was another to test the elements.

The Start

Paul and I had prepared a route sheet and for a bit of fun also an observation/

question sheet. These sheets normally lead to colourful debates between driver and navigator.

The Arrival

We arrived at the Tarlee oval to find President Phil and the "46's" who stayed in Clare Saturday night (*See page 20*), parked reverse to the fence.

We followed suit, the result being an impressive display from The Jaguar Drivers Club.

Our club leaf banners were up in no time, Geoff Thomas literally flew the flag from his XJ 6 while a number of us who had recently acquired our windscreen banners put them in place, there was no doubt the Jag club had arrived.

The BBQ

Fresh from our success on "My Kitchen Rules" Paul and I set up our portable BBQ's and began to cook lunch, at this point our 25-degree day went out the window, the girls held umbrellas to keep the rain off the plate.

Luckily the rain eased when the gourmet fare was ready, judging by the laughter and good-natured jibes flying about no one cared about the rain.

Charity Fundraiser

All the cars on display had a money box up front and people walking past were dropping coins in the slot.

The aim on the day was to raise funds for the Gilbert Valley Senior Citizens Home and The Tanunda Primary School Disability Unit, before counting the money boxes there was already \$400.00 in the bin donated by local motel, hotel, and service clubs.

Garry Wellington and old mate of mine from the Barossa Valley Historical Vehicle Club asked me to pass on thanks to The Jaguar Drivers Club for our great support on the day.

Paul and I also thank our members for coming on the run.

Trevor Norley



*Some of the members that participated in the run to Tarlee enjoying a coffee and biscuit before heading off.
Left-Right: Paul Moore, Elaine Potiuch, Borys Potiuch, Steve Arthur, Geoff Thomas, Margaret Thomas, Raelene Ringwood, Janet Brown, Carol Clarke and Gordon Brown.*

TARLEE - Charity Classic Car Muster (cont)



Borys & Elaine Potiuch, 1977 OEW 4.2 litre XJ6 (S2) Auto



David & Robyn Cocker, 1986 Cobalt Blue 5.3 litre V12 XJS Cabriolet



Dave & Sally Burton, 1967 Red (4.2 litre) Mark II Manual Saloon



Don & Toni Heartfield, 1960 Silver 3.4 litre Mark II Manual Saloon



David & Annette Magee, 1996 Ice Blue 4 litre XJ X300 Auto



Evan & Andrea Spartarlis, 1997 Sapphire Blue 3.2 Litre XJ X300

TARLEE - Charity Classic Car Muster (cont)



Fred Butcher, Restored 1962 Red 2.5 litre V8 Daimler SP250



Geoff & Margaret Thomas, 1976 Silver XJ6 (Series 2) 4.2 litre Auto



Gordon & Janet Brown, 1967 OEW 3.8 litre Mark II Manual



Ian & Wendy Pringle, 1975 Green 4.2 litre XJC (S2)



Ray & Barbara Offe, 1995 Kingfisher Blue 4.0 litre XJS Auto



Roger Harrington & Heather Wilkinson, 1998 Topaz XJ X300 Auto

TARLEE - Charity Classic Car Muster (Cont)



Ron & Rosie Bailey, 1985 Antelope Brown 4.2 litre XJ6 (S3) Auto



Trevor Norley & Raelene Ringwood, 1980 OEW 4.2 litre XJ6 (S3)



Paul & Jan Moore, 1997 XJ X300



Phil & Suzanne Prior, 1978 Sepang Metallic Bronze XJC 4.2 Manual



Steve Arthur, 1977 Tahiti Blue Triumph Stag 3.0 Litre V8 Manual



Gawler Car Club - 1975 modified XJS fitted with Chev 5.6 Litre V8

The Unofficial 46ers Club

The unofficial 46ers club is a bunch of old farts who were (as you may have guessed) born in 1946.

We had a run to Clare with 10 members (6 cars) participating, meeting for breaky or morning coffee at the Virginia Nursery, then onto The Little Red Grape Bakery at Seven Hill for a light lunch, a delightful place to stop over by the way.

Our over night stay was at the Clare Valley Motel on Saturday night the 12th of October. On Sunday morning we set off and linked up with a group of 11 other Jaguars (plus a Triumph Stag and Daimler SP250) at Tarlee Oval for the Charity Car Show, where we made up approximately 25% of the show. But the locals took out all the prizes of course.

Thanks to Trever and Paul for their organisation of the Tarlee Run.



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2020 All British Day - Entries Close 7th of November



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In 2020 we celebrate two iconic marques Our featured club - the Armstrong Siddeley and 100 years of the BENTLEY



HOW TO GET THERE



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www.allbritishday.com

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Tickets available at the gate from 10.30am to 3pm.

Adults: \$10.00
6-16years: \$5.00
FAMILY TICKET: \$25.00
2 Adults + 2 (or more) children



Sorry - No Dogs Allowed - except Assistance Dogs for the disabled

Sunday 9th February 2020

ENTRY TIMES

Entrants: 9am - 10.30am
Spectators: 10.30am to 3pm

History

The origins of "All British Day" (ABD) goes back to 1984 when a few enthusiasts from local car clubs hosted a picnic day incorporating a small display of British vehicles in the St Clair recreation grounds at Woodville.

Now days ABD hosts approx. 800 British cars, motorcycles, trucks and even tractors that all played their part in Australia's history.

2020 Display

Next years event will feature two famous British marques both celebrating 100 years since being established.

The Armstrong Siddeley Car Club of Australia promises to have an interesting display on Oval 1. On Oval 2, The Bentley Drivers Club (South Australia Inc) will have Bentleys on display from the early models to present day.

When

Sunday 9th February 2020.

Vehicle Entries.

Entries are now open and close on the 7th November (online) and 5th November (postal). There will be a restriction on the number of cars and entries may close sooner.



Photo C/- Armstrong Siddeley Car Club Web Site (1937 17hp)



Photo C/- Bentley Drivers Club (SA) Web Site.

2020 Jaguar F-Pace SVR Review



F-PACE SVR EVOLUTION

The Jaguar F-PACE SVR has finally arrived in Australia, almost 12 months after it was originally due on sale here, but the 30 or 40 Aussies who have already ordered the first V8-powered Jaguar SUV are unlikely to be disappointed.

What is it?

Jaguar's mid-size premium SUV, with the 5.0-litre supercharged V8 from the Jaguar F-Type SVR wedged under the bonnet, at a fraction of the cost.

Appearance

The exterior of the F-Pace has been enhanced with unique front and rear treatments, most obviously through the bonnet and side vents, a rear spoiler, and giant quad exhausts.

Other changes include wider tyres at the rear and the introduction of an electronic active differential at the rear with braked torque vectoring. The differential can electronically progress from fully open through to any variation of closed, with the ability to apply up to 2000Nm of locking force across the differential.

Size

The F-Pace sits somewhere in the middle of what has become the standard size for

luxury SUVs. Think of it as somewhere between a BMW X3 and BMW X5 size-wise.

The fact it's not as small or as big as either respectively makes it the perfect size for many families with two kids who don't really want a large SUV.

Handling/Performance

SVR benefits hugely from an aluminium construction, which helps keep weight down and as a result improves handling and dynamics, but also performance and efficiency.

To put it into perspective, a regular F-Pace weighs less than a much smaller E-Pace.

Interior

Inside the luxury leather-lined interior there are new 14-way power-adjustable slimline sports bucket seats with signature 'lozenge' quilting and embossed SVR logos, a Sports Shift Selector to replace the rotary dial gear shifter, leather SVR steering wheel with aluminium paddles, Suedecloth Ebony headlining, Luxtec wrapped instrument panel, mesh aluminium trim and SVR carpet mats.

Engine

There's next to no chance Jaguar will put an engine this ridiculous into an SUV in ten years time.



2020 Jaguar F-Pace SVR Review (cont)

Here we have a giant, old-school V8 engine with a supercharger delivering an outrageous 405kW of power and 680Nm of torque. Best of all, it does that without turbos, so it sounds absolutely fantastic as it screams through the rev range. The supercharger whine only enhances the experience, rather than muffling it like turbos.

Fuel Economy

Jaguar claims the F-Pace SVR uses 11.7L/100km but that's only if it's being driven by your grandmother. Expect minimum fuel usage in the 15.0L/100km bracket, if not higher.

Value for Money

You can order one from \$140,020 before on-road costs, which makes it significantly cheaper than the likes of the Mercedes-AMG GLC 63S (\$172,400), Mercedes-AMG GLE 63S (\$195,030), F85 BMW X5 M (\$188,729) and Audi SQ7 (\$161,900).

Reviews

A summary of some of the recent reviews of the 2020 Jaguar F-PACE SVR include:

- **CarAdvice:** Describes the car as “rather astonishing,” claiming that it “is one of the greatest, most charming SUVs you can buy today.” “Too good to be true? A 404kW supercharged V8 SUV for \$140,000
- **GoAuto:** “The price is right, the performance is stonking, the sound it makes epic, and the dynamics up to the task of keeping the SVR from spearing off into the scenery, backed up by terrifically strong brakes.”
 - ◇ **We Like-** Performance, understated SVR visual upgrades, strong brakes, decent dynamics, roomy interior, solid build quality, comparative value, abolished rotary dial shifter, awesome soundtrack.
 - ◇ **Room for Improvement.** Stiff ride, still a 2000kg SUV hurtling relentlessly around corners, thirsty engine, annoying driver's door switchgear.
- **Motoring:** Declares that “its allure doesn't stop at value, performance, sound and size; it also rides far better than the hard as rocks AMG GLC.”
- **News:** “A less obvious choice than the ubiquitous Germans, it's no less brilliant and arguably better value.”
- **Carsguide:** “The F-Pace SVR nails the job of being a performance SUV while staying comfortable and practical better than many prestige SUVs in the segment.”
- **Witch Car:** “Stonking engine with ample grunt and character, straight-line performance, value for money.”
- **Carsales:** “The Jaguar F-PACE SVR is a savagely powerful SUV, a magnificent marriage of old-school supercharged V8 idiocy and high-tech chassis sophistication.”

If you are thinking of buying a mid-sized performance based SUV, the 2020 JAGUAR F-PACE SVR is clearly worth a test drive.



SA Jag Day (Sunday 20 October)

For a review of the day please see Presidents Column page 3. With over 140 cars it is not possible to show photos of all of the cars on display. Apologies if your car has not been included. More photographs will be included in the December CM including a special coverage of the many Daimlers that were on show.



Section of many people and Jaguars on the day. The weather could not have been better.



Some of the many Mark II, 240, 340 and Daimlers present on the day to celebrate 60 year anniversary (1959-2019)

SA Jag Day (cont)

Congratulations go to the trophy winners on the day and many thanks to our sponsors:



People's Choice Award – Gary Scalamera, 1967 E-Type (S1) 4.2 litre Roadster - Sponsored by Sports Car Centre



Best Jaguar Mark 2 - Jim Rainer, 1963 Sherwood Green 3.4 Litre (manual o/d) - Sponsored by Shannon's Insurance

SA Jag Day (cont)



Best Saloon Car – Bob and Daphne Charman, 1970 Regency Red 420G 4.2 litre - Sponsored by Sovereign Autos



Best Two Door Car – Philip Prior, 1978 Sepang Bronze XJC 4.2 litre - Sponsored by Classic & Sportscar Boutique

SA Jag Day (cont)



Andrew Costi, 1964 Old English White 3.8 litre Mark II Auto



Jeff & Darren Woods, 1964 Sherwood Green 3.4 litre Mark II



Peter Davey, 1960 Cream 3.8 litre Mark II Auto



Peter Kentish, 1968 Blue 340 Auto



Tony Siciliano 1963 Old English White 3.8 litre Mark II Auto



Bill & Margaret Browne (Trixi & Lexie), 1962 Old English White 3.8 litre Mark II Auto

SA Jag Day (cont)



Bruce Fletcher, 1948 Dark Blue 3.5 litre Mk IV Manual



Malcolm Adamson, 1948 Black 3.5 litre Mk IV Drop Head



David & Angela Rogers, 1950 2 tone Blue/White 3.5 litre Mk V



Malcolm Adamson, 1946 Black Mk IV Manual



Greg & Lyn Castle, 1951 2 tone Green/White 3.5 litre MK V



*Carl Lindner Collection of Classic Jaguars,
Ecurie Ecosse Racing Blue, XKSS (Replica)*

SA Jag Day (cont)



Keith & Mary Ashby, 1957 Black 3.5 litre XK150 Manual



Julian Lugg, 1952 Black 3.5 litre XK120 Open Two-Seater (OTS)



Rob & Vicki Loffler, 1950 Fire Engine Red 3.5 litre XK120 OTS



Aaron Smith, 1954 Maroon 3.5 litre XK120 OTS



Doug & Sue Harrison, 1960 Old English White 3.8 litre Mark IX



R & D Ide, 1960 Black 3.8 litre Mark IX

SA Jag Day (cont)



Alan Bartram, 1966 Old English White 4.2 litre E-Type (S1) 2+2



Frank Vandermeijden, 1970 Maroon 4.2 litre E-Type (S2) Roadster



Geoff Mockford, 1969 Primrose 4.2 litre E-Type (S2) 2+2



Roger & Di Adamson, 1968 Yellow 4.2 litre E-Type (S1.5) Manual



Peter Drake, 1972 Solent Blue 5.3 litre V12 E-Type (S3) 2+2



Simon Jungfer, 1963 Metallic Grey 3.8 litre E-Type (S1) Manual

SA Jag Day (cont)



Bryon & Margaret Swanbury, 1973 Old English White XJ6 (S1) Auto



Paul Moore, 1985 Old English White XJ6 (S3) Auto



Trevor Norley, 1980 Old English White XJ6 (S3)



Peter Mountcastle, 1973 Maroon XJ6 (S1) Auto



Smithers & Langdon, 2010 Maroon X-Type Auto



Ros Holland, 2005 Silver X-Type Auto

SA Jag Day (cont)



Graeme Moore, 2008 Black XFS 4.2 litre V8 Auto



R Woite, 2014 Old English White Luxury XF Auto



Timothy Dunning, 2001 Metallic Blue XJ8 Heritage



Tom & Mary Brindle, 1993 Metallic Blue XJ40



*Roger Harrington & Heather Wilkinson,
1998 Light Brown XJ8 Sport 3.2 Litre*



*Richard Cotton, 2012 Black XJR
Premium Luxury SWB V6 Twin Turbo*

SA Jag Day (cont)



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



Desmond F Hutchens, 1998 Green XKR 4.0 litre V8 (s/c)



Duncan Shaw, 1997 Sapphire Blue 4.0 litre XK8



John Eadie, 1997 Anthracite Pearl Metallic 4.0 litre XK8



Peter Clarke, 2014 Stratus Grey XKR Coupe V8 5.0 litre (s/c) Auto



Bryan & Anne O'Shaughness, 1988 Burgundy XJS V12 5.3 Litre Auto

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

Club Calendar - we would like to see Photos of you Jaguar

Each year we are pleased to provide printed and supplied to all members a CLUB CALENDAR that features different cars from the club.

It is that time of the year when we are seeking photos of your car/s to be considered for the calendar. Out with the camera please and lets see some new photos this year.

Di Adamson is once again coordinating the compilation and printing of the calendar for us this year. Please send your photos to Di by email to: di.adamson1@gmail.com.

To meet printing deadline all photographs will be required by 15th November 2019.



Around the Market - Auction News

Every month a handful of Jaguars go under the hammer. Recent sales include the following :
(More info visit- Shannons, Pickles, Manheim, Carnet, Universal, Burns & Co, RM Sothebys, Graysonline, Mason Gray Strange, Lloyds Auctions and Bennetts).



Bennetts Auction 21 Sept: 1977 XJS coupe, 5.2 Litre V12 Auto, Midnight Blue, Beige Leather. **Passed in.** To be re-auctioned 9 Nov.



Bennetts 21 Sept: 1974 XJ6 LWB, 4.2 Litre Auto, Beige Leather (re-trimmed) Two-owners. **Passed in.** To be re-auctioned 9 Nov.



Bennetts Auction 21 Sept: 1960 Mk II, 4.2 litre Manual. Red. All Rally prepared with roll cage. **Passed in.** To be re-auctioned 9 Nov.



Bennetts Auction 21 Sept: 1996 X300, 4.0 litre Auto. Excellent condition, low milage, one owner. **Sold \$8,500 (Good buy- editor).**



Shannons 26 Aug: 1956 Jaguar XK140 FHC, manual (ex LHD, ex auto). Extensively restored. Indigo Blue, Grey Leather. **Sold \$91,000.**



Shannons 26 Aug: 1967 Jaguar E-Type 4.2 Series 1 Coupe, (ex LHD). Dark Green. **Passed in at \$145,000.** Subsequently Sold.



Shannons 23 Sept: 1973 Jaguar XJ6 Series 1, Maroon. Fitted with 4.0 Litre AJ6 engine & 4 speed auto. **Passed in at \$15,000.**



Shannons 23 Sept: 1957 Jaguar MK1, 2.4 Auto, Blue with Grey interior. 37,227 miles. (Guide: \$18,000-\$24,000). **Sold \$12,000.**

Around the Market - Auction News

2019 Shannons Rare Number Plate Auction - Saturday 12 October.



Victorian Heritage Plate-16891 (Guide \$15-25,000) Sold \$23,000



Victorian Heritage Plate-86098 (Guide \$15-25,000). Sold \$22,000



Victorian Heritage Plate-934 (Guide: \$100-150,000) Sold \$102,000



Victorian Heritage Plate-916 (Guide: \$100-150,000) Sold \$108,000



Victorian Heritage Plate-819 (Guide: \$100-150,000) Sold \$110,000



Victorian Heritage Plate-781 (Guide: \$100-150,000) Sold 140,000



Victorian Heritage Plate-679 (Guide: \$100-150,000) Sold \$101,000



Victorian Heritage Plate-592 (Guide: \$100-150,000) Sold \$103,000



Victorian Heritage Motorcycle (Guide: \$70-90,000) Sold \$150,000



Victorian Heritage Plate-471 (Guide: \$100-150,000) Sold \$107,000



Victorian Heritage Plate-470 (Guide: \$100-150,000) Sold \$112,000



Victorian Signature Series Plate (Guide: \$70-90,000) Sold \$181,000

Coffee and Cars In and Around South Australia

1st Sunday

Barossa Valley “Cars and Coffee” - 8.00am to 10.30am, 18-26 Tanunda Road Nuriootpa

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

2nd Sunday

Golden Grove – 8.00am to 10.30am, Grove Shopping Centre, (southern side) opposite Ultra Tune

Port Noarlunga “Cars on the Coast” - 8.00am to 10.00am, Becks Bakehouse, 25 Clarke Street Port Noarlunga

Victor Harbour - 8am to 10.30am, McDonalds, Hindmarsh Road Victor Harbour

3rd Sunday

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

Unley “Coffee and Cars - from 7.30am, Unley Shopping Centre, Unley Road

4th Sunday

Morphettville “Coffee and Chrome” - 8.00am to 10.30am, Junction Carpark, Anzac Highway and Morphettville Racecourse

Last Sunday of Each Month

Blackwood “Cars and Coffee” - 8.00am to 10.00am, Woolworths Carpark, Blackwood

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

Norwood “Cars and Coffee” - 9.00am to 12 noon, Bravo Coffee, Parade Carpark (enter from Edward Street)



COFFEE and CARS at Blackwood Sunday, 27 October 2019

Waving the flag for the club. Malcolm Adamson—Jaguar MkIV 1.5 Ltr, David Rogers—Jaguar S Type, Aaron Smith—Jaguar XK120, Philip Prior—Jaguar XJC.



Club Notices

GENERAL MEETING ROSTER 2019/20

November	XJ Register
December	Exec Committee
February	SS, IV, V Register
March	Multivalve Register
April	XK, 7, 8, 9 Register
May	E, F, GT Register
June	Compact 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.

Register Minutes (XJ, Mk10, 420G)

XJ, Mk 10 & 420G Register



Meet Second Wednesday of each month

Minutes of meeting held on Wednesday the 9/10/2019, at Shannon's Showrooms, South Road, Clarence Gardens.

Present

Steve Arthur & Dee McCann, Ron & Rosie Bailey, John Bramms, Walter & Beryl Bullock, Robin & Roseanne Bullock, Fred Butcher, Bob & Daphne Charman, Richard Chuck, Bob Cornelsen, Jean De Young, Barry Dissel, Allan & Sharon Dunsford, Timothy Dunning, Henry Elliott, John & Claire Evans, Roger Frinsdorf, Roger Harrington & Heather Wilkinson, Don & Toni Heartfield, Buddhi Kalansuriya, Darryl & Fay Leyton, David & Annette Magee, Louis Marafioti, Chris Michael, Gary Monrad & Oggi Stojanovich, Graeme & Betty Moore, Paul Moore, David & Angela Nicklin, Trevor Norley, Brian & Ann O'Shaughnessy, Neil Porter, Borys Potiuch, Ian Rowley, Phil Prior, Evan Spartalis, Geoff & Margaret Thomas, Noel & Carmel Trew, and Don Tyrrell.

Apologies

Peter & Ros Holland, Sue Prior, Andrea Spartalis, Barry Sexton, Steve Attard, Tom & Marj Brindle, Daphne Basile, David & Margaret Bicknell and Ray & Barb Offe.

Previous Minutes: Carried

Special Note

Bob thanked the meeting for the wonderful attendance tonight. 50 people at a Register Meeting is a club first as no one could recall a larger turn out. Well done.

General Business

1. Members to contribute to our magazine, the Classic Marque and send in pictures to Di Adamson for inclusion in the annual calendar.

2. XJ Christmas Show is on Saturday 14th December at the Cruising Yacht Club, Lady Gowrie Drive, North Haven. Tickets \$53 per person.
 3. Jag Day Sun 20th October at Civic Park, Tea Tree Gully
 4. We have the run to Robe & Naracoorte on 25/27 October and we have 35 people going to date.
 5. November General Meeting. Our turn for supper and we have Chris Parke from the RAF to give a talk on his experiences locally and overseas.
 6. November Register Meeting is our annual Auction Night so bring what you would like to be auctioned.
 7. Classic Car Club run to Tarlee is Sunday, October 13th.
 8. Mt Osmond Golf Club Sunday carvery has been arranged by Geoff Thomas on 8th December so please let him or Margaret know asap if you intend to attend as it is a great afternoon with very good food.
- Don Heartfield: N.T.R.
 - Buddhi Kalansuriya: N.T.R.
 - Darryl & Fay Leyton: New Exhaust fitted by Evan to the XJ6
 - David Magee: Bought 1997 X300.
 - Louis Marafioti: XJ8 going well.
 - Chris Michael: N.T.R.
 - Gary Monrad & Oggi Stojanovich: Bay to Birdwood. Noise of the cow horn hooter raised a few eyebrows
 - Paul Moore: N.T.R.
 - Graeme & Betty Moore: XKR to new owners. Bought a black 2009 V8 XF.
 - David Nicklin: Getting service to XJ for Robe.
 - Trevor Norley: XJ6 Series 3 going well. Hard to start on gas. Bought new Optima battery. Makes a huge difference.
 - Brian O'Shaughnessy: N.T.R.
 - Neil Porter: N.T.R.
 - Borys Potiuch: Still worrying about the XJ6 Series 1.
 - Phil Prior: N.T.R.
 - Ian Rowley: N.T.R.
 - Evan Spartalis: N.T.R.
 - Geoff Thomas: Reported that the petrol from Liberty is OK in his car.
 - Noel Trew: N.T.R.
 - Don Tyrrell: N.T.R.

Car Talk

- Steve Arthur: T.R.
- Ron & Rosie Bailey: N.T.R.
- John Bramms: N.T.R.
- Walter & Beryl Bullock: N.T.R.
- Robin & Roseanne Bullock: N.T.R.
- Fred Butcher: N.T.R.
- Bob & Daphne Charman: XJ - New Battery and Starter Motor.
- Richard Chuck: Took Mark 1 to Birdwood. Traffic Heavy. Went well.
- Rob Cornelsen: N.T.R.
- Jeannie De Young: N.T.R.
- Barry Dissel: N.T.R.
- Timothy Dunning: N.T.R.
- Henry Elliott: N.T.R.
- John & Claire Evans: N.T.R.
- Roger Harrington: XJ8 took to Perth. Had to replace timing chain and tensioners. Roadven at Perth did a great job and offered very helpful advice and even got a free stubby holder and key ring.

Meeting closed 8.25pm.

Next meeting at Shannon's Car showrooms, Wednesday 13/11/19 at 7.30pm.

**REMEMBER - NOVEMBER
MEETING IS AUCTION NIGHT.**

**BOB CHARMAN
Secretary**

Multivalve Register - Report



On Saturday October 12 the Multivalve Register had a run to Renmark, returning the following Monday. Some of the members seen here about to enjoy a lovely lunch at Olive Grove Homestead, Renmark.

Multivalve Christmas Lunch Run & Register Meeting Sevenhill Hotel

Saturday 16 November 2019

***To meet at the Caltex Service Station,
965 Port Wakefield Road, Bolivar Gardens,
09:30am to leave promptly at 9:45am.***

To Sevenhill Hotel

***Main North Rd, Sevenhill, Clare Valley
(Approximately 130 km north of Adelaide)***

***A short register meeting will be held following lunch.
Contact Register Secretary Peter Buck For More Information***

XK, Mark 7, 8, 9 Register - Christmas Lunch

Merry Christmas



You are invited to the JDCSA XK Mark 7,8,9 REGISTER
CHRISTMAS LUNCH

From 11:30 am on Sunday 8th December 2019

at

91 Verralls Road

Springton



Lunch provided

Please byo drinks & nibbles



Please **RSVP by Friday 29th November** for catering purposes

moira.lugg@bigpond.com or text 0407 727 459

Register Minutes (XK, 7, 8,9)

XK, Mk 7, 8, 9 Register



Meet First Wednesday of each month

Opening

Minutes of the XK, 7, 8 & 9 Register held at the home of Wendy & Onslow Billinghamurst, 7.30 pm on Wednesday 2nd of October.

Attendance

Julian and Moira Lugg, Peter and Ros Holland, Steve and Val Weeks, Wendy and Onslow Billinghamurst, Rod and Peggy Davis, Robin Ide, Richard and Carla Smith, Peter and Judy Goodale.

Apologies

Ossie and Rayeena Petrucco, Dinu Wijesinha, Rob and Vicki Loffler, John and Lindsey Williams.

Minutes of Previous Meeting: Approved

Club Business

Steve informed those present that our new Editor, Graham Franklin is now sending Classic Marque directly to all members.

Jaguar Day is on 20th October, an entry for the gate prize (a new Jaguar for a weekend) will be given to each car participating.

Tarlee Muster is on 13th October.

All Euro Day is also on the 13th October at Glenelg.

The Compact Register Lunch Run is on 3rd November, details are in Classic Marque.

Register Business:

Steve reported he had spoken to Rob Smith and gave details of where he was for phone calls and visits from Tuesdays to Thursdays. Richard also visited Rob, found him to be in good spirits and hoped to be home soon.

Xmas Lunch is at the Springton home of Julian and Moira Lugg on Sunday 8th December, details will be included in Classic Marque & sent to all Register Members.

Steve asked those present to think about what they want from Register activities (to be discussed at the next meeting)

Robin Ide then presented a detailed program of the upcoming register Border Run to Mount Gambier and handed out a printed itinerary.

The Border Run bookings and payments can be made through Tidy HQ.

A bus has been booked to transfer members to and from the dinner venue. Steve to enquire about a subsidy for members attending.

Julian spoke on the arrangements and cost for transporting cars to the West Australian National Rally in 2020.

Meeting Closed at 9pm.

Thanks to Wendy & Onslow for a lovely supper and their hospitality.

The next meeting will be at the home of Peter and Judy Goodale on 6th November at 113 Ashbrook Ave, Toorak Gardens, 7.30 pm start (enter from back. Limited parking. Please let either Steve or Judy know if attending)

STEVE WEEKS

CLASSIFIEDS



FOR SALE Jaguar X-Type Sport

- One Owner
- Excellent condition.
- Burgundy in colour
- Parchment trim
- 99,000kms

\$6,500
Bill M. 0407 477 747



FOR SALE 2010 Jaguar XJ Premium

- Low mileage. 72,000km
- Full service records
- Cost new 280,000

\$56,000 ONO
Steve Millar 0417 863 611



FOR SALE 2002 Jaguar X-Type SE

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

\$6,500
Denise Starr M. 0487 356 287

Wanted Series 3 2+2 Jaguar E Type. Looking for something to restore or just tidy up. Not fussed on the condition. Would prefer the car to be complete and would be great if it had a manual transmission. If you have one or know of one please contact Aaron on 0448217964.

JDCSA - General Meeting Minutes

Minutes of the JDCSA Monthly Meeting Tuesday 1 October 2019

Duty Register - Compact Register

Welcome

Philip welcomed everyone to the meeting and reminded people to sign in on sheets in the foyer.

Apologies

Roger and Di Adamson, Julian Lugg, Barry and Hazel Brown, Wayne and Bev Buttery, Tony Human and Gabriella Orford, Peter Buck, Tim White, Bill and Margaret Brown, Ray and Barb Offe, Sue and Doug Harrison, Dave and Margaret Bignall.

Minutes Of The Previous Meeting

As published in Classic Marque and accepted as a true and accurate record of the meeting.

Business Arising From The Previous Meeting - Nil

Welfare

It was reported that Ray Smithers has had surgery and is slowly recovering. Peter Buck has had minor hand surgery today. We send our best wishes to them both.

President (Phil)

Philip advised the position of Club Secretary remains vacant and does need to be filled. If you are interested please speak with Phil or Fred.

Jag Day on Sunday 20th October – all the details are in Classic Marque. All cars are asked to be in place by 10.30am at the latest. Cats and Cans will be happening with donations to the Salvation Army.

Charity Car Day at Tarlee Oval Sunday 13th October – there are 16 cars currently registered from JDCSA. Visitors will be encouraged to make a donation in a money box for their favourite car. Pick up point at Ingle Farm Shopping Centre and others coming from Clare.

All members are encouraged to utilise the club calendar as it has all the details of all events on it. You will find it on the JDCSA website.

The 2020 National Rally website is now live and open for registrations. Tim White and David Rogers looking at transport options for cars.

All British Day Sunday 9th February. Entries are now open online. There will be a restriction on the number of cars so people are encouraged to book early.

Jaguar Art of Performance at The Bend in October is now open for bookings.

Vice President (Fred): Bay to Birdwood was an excellent day with good exit from Tapleys Hill Road. The 2020 event will be the 40th anniversary and there will be a combined event with cars from all eras with a limit on the number from all decades. Entries will open in January 2020 and people are encouraged to enter early. Photos will be required with entry application and cars will be selected.

Secretary- no report

Treasurer - no report

Membership- no report

Editor: Graham introduced himself and said he is pleased to be able to contribute to the club. The magazine was emailed to all members and hard copies will be posted tomorrow to those who do not have email addresses.

Members love to read stories about what other members are doing and so everyone is encouraged to share their stories.

There are lots of events happening this month and Graham would appreciate people writing about an event and sharing their photos.

Phil thanked Graham for his first publication.

Log Books - no report

ACJC - no report

Event Co-Ordination

The list of upcoming events was read out and people are encouraged to check the club website for full details.

Regalia

Ron has the full range of polos and woven shirts available for people to try on. Caps and hats are available as well as the windscreen banners for \$10-00 each.

MSCA

Barry advised MSCA have nothing on this month but they had a very successful day last week.

Library

Tom & Marj advised they have magazines for people to take and spoke of the new items they have purchased for the library.

Registers

- Compact - Next run is Sunday 3rd November to Pindarie Winery in the Barossa Valley. RSVP by 21st October.
- XJ – next meeting Wednesday at Shannons. 25 and 26 October to Robe and Naracoorte.
- Multivalve - 16th November Christmas run. More details to come. Run to Renmark in a fortnight's time. There are still some rooms available.
- E-Type/F-Type/Grand Tourer. Watch out for Christmas Run details.
- SS & Daimler – held a very successful Tri-state Run to Forbes recently with a number of cars from Victoria, NSW, ACT, Queensland and SA. Congratulations to Bob for a well organised event.
- XK and MK 7, 8, 9 – Steve advised their next meeting is tomorrow night. Border run is this month with cars from SA and Victoria. Christmas Run details to come.

New Business

Geoff Thomas spoke about the carvery lunch at Mt Osmond Golf Club and he will try to arrange this for November.

Guest Speaker

Dane Wilden spoke of his travels to Europe visiting the Audi and Porsche museums. To be continued in February. (Mercedes and Volkswagen museums).

Thanks to Compact Register for minutes and supper tonight

Next Meeting

To be held 7.30pm Tuesday 5th November 2019 (Supper and Minutes by XJ Register).

JDCSA Club Directory 2019

Club Postal Address:

PO Box 6020, Halifax Street, Adelaide SA 5000

Club Web Site / Email

Web: www.jdcsa.com.au

Email: info@jdcsa.com.au

Monthly Meetings:

1st Tuesday of the month (Feb - Dec)
7.30pm at Police Association Clubrooms 1st floor,
27 Carrington Street Adelaide.

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

Your Committee

President:

Philip Prior

Mobile: 0402 670 654.

Email: philipprior@bigpond.com

Vice President:

Fred Butcher

Mobile: 0428 272 863

Email: vicepresident@jdcsa.com.au

Treasurer:

Heather Buck

Mobile: 0432 549 086

Email: treasurer@jdcsa.com.au

A/G Secretary:

Fred Butcher

Mobile: 0428 272 863

Email: vicepresident@jdcsa.com.au

Editor Classic Marque:

Graham Frankin

Mobile: 0490 074 671

Email: editor@jdcsa.com.au

Membership Secretary:

Daphne Charman

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

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Events Coordinators:

Arcadia & Jim Komaromi

Mobile: 0421 185 168 Email: events@jdcsa.com.au

Web Master:

Tom Herraman

Mobile: 0423 214 644 Email: info@jdcsa.com.au

Club Patron

Mr Peter Holland

Phone: (08) 8271 0048

Club Services / Club Representatives

Technical Officer:

Geoff Mockford

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

Regalia:

Ron Palmer

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

Librarian

Tom Brindle

Phone (08) 8387 0051

Log Books

David Burton

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

Australian Council of Jaguar Clubs (ACJC)

Club Representative: Tim White

Mobile: 0419 809 021 Email: casuti@bigpond.com

Federation of Historic Motoring Clubs (FHMC)

Club Representative: David Burton Mobile: 0417 566 225

Marque Sports Car Association (MSCA)

Club Representative: Barry Kitts (08) 8391 1759

All British Day

Club Representative: Alan Bartram 0418 818 950

Inspectors - Club Registration

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

Register Secretaries

SS, Mk IV, & Mk V (Pushrod)

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

Email: daimlerss@jdcsa.com.au

XK & MK 7, 8, 9

Steve Weeks: 0414 952 416

Email: xk789@jdcsa.com.au

MK 1, 2, S Type, 420 (Compact)

Angela & David Rogers

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

XJ, 420G, & MK X

Bob Charman Phone: (08) 8248 4111

Email: xj420g@jdcsa.com.au

E-Type, F-Type, & Grand Tourer

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

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

Multi-Valve

Peter Buck Mobile: 0421 061 883

Email: multivalve@jdcsa.com.au

