

CLASSIC MARQUE

OCTOBER 2020



FEATURE - JAGUAR X-Type

THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA

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*Overseas model shown. DL65541

Club Torque - President's Column

Presidents Column – October 2020

As a result of our AGM held last month we can now announce the new Executive Committee for the 2020-2021 club year. The election results are as follows:

- President – Philip Prior
- Vice President – Fred Butcher
- Secretary – Steve Weeks
- Treasurer – Heather Buck
- Editor – Graham Franklin
- Events Coordinator – Graham Franklin
- Membership Secretary – Daphne Charman

The Executive Committee is pleased to also announce that the following members have agreed to continue to serve the club in the following capacities:

- Technical Officer – Geoff Mockford
- Library – Tom and Marj Brindle
- Regalia – Ron and Claire Palmer
- Log Book Secretary – David Burton
- Web Master – Tom Herraman
- Public Officer – Tim White

Representing our club on various Groups and Committees are:

- MSCA – Barry Kitts
- ACJC – Tim White
- All British Day – Fred Butcher
- FHMV Clubs of SA – David Burton

We are very grateful for the time and commitment of these members that is so

important to the success and wellbeing of the club. The year ahead will continue to present its challenges with the COVID 19 pandemic continuing to necessitate careful planning and restricted activities. Hopefully we will see continued easing of restrictions and some sort of normality returning to our club activities.

I am sure that many of us have felt the disappointment in the cancellation of SA Jag Day this year. However I commend to all members the events that have been planned by our hard working Register Secretaries. Be sure to visit TidyHQ and check out the events planned. All members are invited to attend these events but please remember it is ESSENTIAL THAT YOU REGISTER for events you plan to attend. Lets all continue to do the right thing and ensure each others safety and well-being.

This link will take you direct to the events page: <https://jdcsa.tidyhq.com/public/schedule/events>

**Philip
President JDCSA**



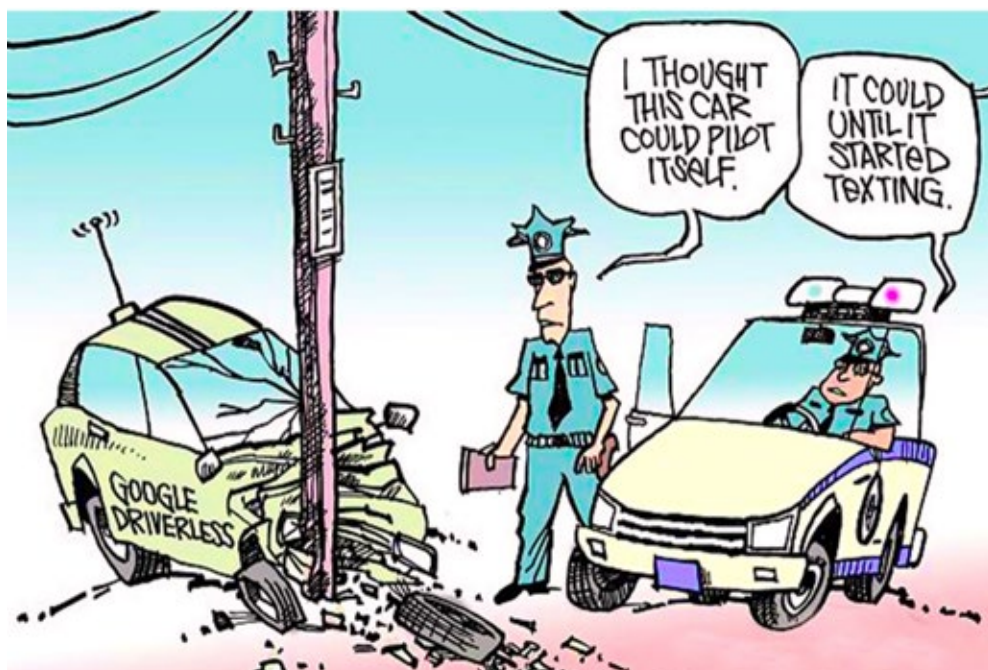
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Front Cover: *This X-Type sports sedan was built in 2002 to explore options for Jaguar racing in North America by "Rocketsports Racing."*

Rear Cover: *Between 2003-09, several motor racing teams ran X-Type Jaguars in the Belgium Touring Car Series with one of the teams winning the series in 2005.*

 @sajaguarclub



Events Calendar

"All events are subject to COVID-19 restrictions and any future changes"

CANCELLED: 1st October 2020 - registrations were due to open for All British Day 14 February 2021
The event was to celebrate the E-Types 60th birthday, but has had to be cancelled due to COVID-19.

Sunday 4th of October 2020. KARS for KIDNEY RESEARCH - 10.30am - 2.00pm - ALL TICKETS SOLD
Fundraiser for Kidney/Diabetes Research. **Cobbs Hill Estate Winery in the ADELAIDE HILLS!** -
For more information contact Eleni Kollias on 0409693624 or go to [Kars for Kidney Research](#)

Tuesday 6th of October - 7.30pm
JDCSA General Meeting. Police Association Building, Carrington Street, Adelaide.
Please note COVID-19 requirements: Members need to register that they will be attending the meeting.

9th - 12th of October - JDCSA Riverland Weekend - XJ-S and XJC 45th Anniversary Celebrations
See details Page 32 or visit <https://jdcsa.tidyhq.com/public/schedule/events/30590-jaguar-xjc-and-xjs-celebrate-45th-anniversary>
Please note COVID-19 requirements: Members need to register that they will be attending the event.

Tuesday 13th of October: XK, Mk7, 8, 9 - Register Run to Springton - 09:30 AM - 03:00 PM
Meet for coffee at Kelsey Cottage Cafe at 126 Main Street, Balhannah and then to Springton home of Julian & Moira.
For more information please contact Steve Weeks. 0414 952 416 or Email: xk789@jdcsa.com.au.
Please note COVID-19 requirements: Members need to register that they will be attending the meeting.

Wednesday 14th of October: XJ, Mk10, 420G Register Meeting- 06:00 PM - 10:00 PM
The Bartley Hotel, Bartley Terrace, West Lakes Shore SA 5020, Australia.
For more information please contact Bob Charman. Email: xj420g@jdcsa.com.au
Please note COVID-19 requirements: Members need to register that they will be attending the event

Thursday 15th of October: E-Type, F-Type, & Grand Tourer Register Meeting - 7:30 PM - 09:30 PM
Full details to be emailed out.
For more information contact Tom Herraman. Email: etype@jdcsa.com.au.
Please note COVID-19 requirements: Members need to register that they will be attending the meeting.

Sunday 18th October 2020: Compact Register Run to Strathalbyn and Langhorne Creek - 09:30 AM - 03:00 PM
Meeting at the Crafers Park and Ride Station before 9.30am for a quick coffee at the Strathalbyn Bakery before visiting Gilberts Motor Museum Strathalbyn and Collectable Classics. Lunch will be at Bremerton Winery Langhorne Creek SA.
For more information please contact Angela & David Rogers. Email: compacts@jdcsa.com.au
Please note COVID-19 requirements: Members need to register that they will be attending the meeting.

Tuesday 27th of October: XJ, Mk10, 420G - Adelaide Hills Run and Lunch - 09:30 AM - 03:00 PM
Adelaide Hills to Lyndoch, then to the Palermo Restaurant, North Haven for lunch.
For more information please contact Bob Charman. Email: xj420g@jdcsa.com.au
Please note COVID-19 requirements: Members need to register that they will be attending the event

Tuesday 27th of October
DEADLINE FOR ALL ARTICLES FOR CLASSIC MARQUE (Inc. Classified Adverts). Thank you.
Editor: Graham Franklin M: 0490074671 Email: editor@jdcsa.com.au

Tuesday 3rd of November - 7.30pm.
JDCSA General Meeting. Police Association Building, Carrington Street, Adelaide.
Please note COVID-19 requirements: Members need to register that they will be attending the meeting.

Saturday 7th of November: XJ Mk10 420G Register. Trip to Kangaroo Island Day Trip.
For more information please contact Bob Charman. Phone: (08) 8248 4111 or Email: xj420g@jdcsa.com.au_

Sunday 15th of November: XJ, Mk10, 420G - Annual Clayton Bay Run and BBQ Lunch - 09:00 AM - 03:00 PM
Meet at the Marion Hotel, Marion Road, Mitchell Park at 9.00am for a 9.30am departure to Clayton Bay.
For more information please contact Bob Charman. Email: xj420g@jdcsa.com.au
Please note COVID-19 requirements: Members need to register that they will be attending the event

Editorial by Graham Franklin.

If you only have time to read one story in this edition, make sure you turn to page #18 and cast your eye over the story by Ron Gaudion.

Ron tells about his trip to England in the 1950's and how he began building D-Types. This in turn led to involvement in motor racing for both Jaguar and

Ecurie Ecosse. It makes fascinating reading and follows on from last month's story about Jaguar's legendary test driver, Norman Dewis.

In this edition, there is a feature on the much-maligned X-Type. The X-Type had a very successful motor racing history, one that was never fully acknowledged or praised.

Club and Register events are now starting to get into full swing and there is coverage of these events. Thank you to all members for their contributions.

Finally, Fred Butcher has kindly provided a technical story about 'Noise Suppressors'.

Cheers

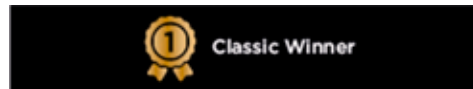
The Repco Real Rides Winners

Winners of Repco Real Rides - Australia's best virtual car show have been announced. Huge congratulations to the winners of each category including our own Phillip Prior.

Repco stated that the competition was fierce with an amazing standard of vehicles entered into the show.

Phil won the Classic Section in his XJ-C.

The Grand Master overall winner was a Chris Bitmead with his stunning 1976 Ford Falcon XB Coupe. ■



45 Years of the XJ-C & XJS

Given that it is now 45 years since the world launch of the XJ-C and XJ-S, on pages #22-23 there is a short story about the Australian launch of both these cars which occurred in Mildura, back in 1976.

My memory isn't as good as it used to be, so to help jog a few brain cells, I caught up with inaugural JDCSA President Phil Smart for a quick drink while he was passing through Adelaide. We also recalled a few stories including someone who took a replica D-Type for a spin in the middle of the night; but that's a story for another day. (Editor) ■



Dave Dungey and Chris Riches from Tasmania built this fibreglass replica D-Type. It debuted in Mildura on the same day as the XJ-S and XJ-C!



Inaugural JDCSA President Phil Smart with the editor. Phil was the driving force behind the organisation of the 1976 National Rally in Mildura. See story page #22.

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 October, 2020 magazine:

- Megan Bootsma & Benjamin Bishop: 1950 Jaguar Mk V Saloon
- David Hughes: 1989 BMW 525i 2.5L.
- Donald Pritchard & Gillian McKenzie: 1951 Mk VII 3.5L Sedan

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

- Ross Hand & Danielle Chapman: 1966 Valiant VC 6 Cyl 225 Sedan
- Geoffrey & Patrikia Lewis: 1985 Jaguar Sovereign 4.2L Sedan
- Stephen and Wendy Dowd: 1994 Daimler Double Six Sedan
- Akram & Lina Noueihed: 1982 Daimler Vanden Plas 4.2L Sedan
- John & Cheryl Chappell: 1976 Jaguar XJ12 5.3L Sedan
- Peter and Sally Bell:
 - ◇ 1936 Jaguar SS Sedan
 - ◇ 1954 Jaguar XK120 DHC
 - ◇ 1970 Jaguar E-Type Coupe
 - ◇ 1964 Jaguar MK II Sedan

- Michael Maiorano:
 - ◇ 1967 Holden HR 6cl Sedan
 - ◇ 1977 Holden Torana V8 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.

Feature - Jaguar X-Type (2001-2009)



Ray Smithers & Judy Langdon, 2009 (2010 MY) Maroon X-Type Auto. This 'facelift' model saw the X-Type receive new bumpers front and rear, more discreet side rubbing mouldings, deeper sills, full width rear plinth and a new grille. The grille used the same moulded plastic 'chunky' mesh design as the XF and facelifted XJ and a similar badge, now planted in the middle.

Feature - Jaguar X-Type (2001-2009)

In the new millennium small executives had become the rage, and so in March 2001 Jaguar launched its most ambitious car, a new compact executive saloon to battle the BMW 3 Series, Audi A4 and Mercedes C-class.

The problem was that Jaguar did not have a competitive platform. Therefore, the X-type used a modified version of the front-drive Ford CD132 platform shared with the Ford Mondeo with the addition of all-wheel drive.

Design

The X-Type took the greatest number of design cues from the XJ, mostly the forthcoming X350. However, in order to find its own identity, the X-Type used smaller, elliptical headlamps to widen the appearance and appear sleeker, being too tall and narrow at the front to pull off the XJ's traditional front.

This made the rearward front axle a little more obvious. The bonnet was traditional Jaguar, heavily fluted and quite long to maintain some Jaguar presence.

Although at the time designers talked about the 'cab-forward' proportions becoming the modern trend, much effort was expended to fairly successfully conceal the longer front overhang and visually increased the distance between the front wheels and the A-posts.

The design of its wide radiator grille and quad-headlights work beautifully and, like other Jaguars, the X-Type has the look of an athletic cat. Inside there was traditional leather-and-timber interiors.

The X-Type broke new ground in that it was Jaguar's: -

- first station wagon/estate car,
- would ultimately introduce Jaguar's first diesel engine,
- introduced Jaguar's first four-cylinder engine since 1949 and
- became Jaguar's first front-wheel and all-wheel drive configuration.

The X-Type was not a simply re-bodied version of the Mondeo, although sadly this would be label applied to the X-Type later in life.

In terms of prestige, this really shouldn't have been an issue. The Audi A4 front wheel drive had been co-developed with Volkswagen's Passat and shared far more with each other than had the X-Type and Mondeo. Strange then that the Mondeo was the class leader, not the Passat, yet being Mondeo related was somehow seen as undesirable.

While many disliked the idea of a somehow 'less-pure' Jaguar, there were many advantages using an existing platform such as increased development

resources in terms of manpower and finance, and economies of scale.

The X-Type at launch was solely four-wheel drive. The design brief imposed, meant that the X-Type had to feel like any other Jaguar. The only reasonable way to achieve this was with a rear biased all-wheel-drive set up. The car was powered by more-or-less the same V6 installed in the mid-size S-Type and would go on to power future XJs and the XF.

The design brief insisted the X-Type should have the best steering of any AWD or FWD car ever created and should handle neutrally to give the perception of an extraordinarily stable RWD vehicle. To do this, the X-Type used a unique front suspension system including twin tube dampers, with exemplary torsional stiffness to ensure the steering remained as uncorrupted as possible, always a problem with driven front wheels.

Less Mondeo and more X-Type

The front suspension system was conceptually not dissimilar to that of the Mondeo, but was completely tailored to suit the X-Type, sharing nothing. The steering system itself was a ZF Servotronic II system that helped counter previous criticism of overly assisted, overly light steering on Jaguar cars. *(continued page 8)*



Design sketch: From an early stage in its development, it was clear that Jaguar was going to head down the retro alley with the X-Type

Feature: Jaguar X-Type (cont)

The rear suspension was far more closely related to the Mondeo, whilst the front system was un-recognisable compared with the original Ford set up. The rear system was taken from a Mondeo Estate.

Some may have felt this was something of a cop-out by Jaguar, but the system was available, affordable, capable and allowed Jaguar to fulfil its comfort and refinement ambitions without compromise.

The platform itself was no simple carry-over, either, the 2000 Mondeo had no AWD system to accommodate and, although some panels such as front strut tops were identical, most bore no resemblance. Furthermore, the wheelbases of the two cars did not match, nor did their lengths, widths or tracks.

Safety Features

The X-Type went on to achieve a four-star NCAP crash rating and did so through clever body design that incorporated impact absorbing crash and shear structures, as well as high strength steels such as in the A-post screen pillars and other clever design features such as the telescopic steel prop shaft.

The X-Type utilised the same occupancy detection and evaluation systems as the other Jaguar cars, whereby the weight and position of the occupant was categorised by the car's crash computing systems and decided how exactly to best inflate the front airbags.

If the system believed there was a child, the airbags would not detonate with the same force as for a full-size adult, and if the weight of the occupant fell below a 50kg threshold, the passenger airbag would be disabled entirely. In addition, front seat occupants were further protected by side airbags in the seats to protect thorax and upper body, whilst standard airbags located in the head rails protected both front and rear seat passengers. Later cars also received driver knee protection airbags.

ABS braking was fitted and supplemented by electronic brake force distribution that transferred braking effort from front to rear depending on whether or not the vehicle was cornering, and emergency brake assist, increasing the assistance given to the driver in an emergency braking situation.

Engine and Transmission

For the X-Type a 3.0 litre version of the same Jaguar AJ-V6 as used in the S-Type was ideal, but the engine would now have to be placed transversely, leading to alterations and repositioning of the engine's accessories, air intake and exhaust systems.

A 2.5 litre AJ-V6 was also simultaneously developed from the 3.0 litre engine. The trouble was that this engine was down on power and torque but was not significantly more economical (27mpg combined for 3.0, 29mpg for 2.5) as it had to be worked harder, and was every bit as expensive to build.

The original 2.5 litre and 3.0 litre AWD models were followed in 2002 by an even more affordable 2.1 litre front-wheel drive model, still with a V6 engine.

During 2003, a four-cylinder 2.0-litre turbodiesel was introduced followed by a 2.2-litre diesel in June 2004.

All engines were initially available with either five-speed automatic or five speed manual gearbox.

(continued page 9)



The X-Type at launch was solely a four-wheel drive car. The design brief imposed meant that the X-Type had to feel like any other Jaguar. The only reasonable way to achieve that was with a rear biased all-wheel-drive set up. The car was powered by (more-or-less) the same V6 as installed in the mid-size S-Type that would go on to power future XJ's and the XF.

Feature: Jaguar X-Type (cont)



The launch of the Jaguar X-Type at the Geneva Motor Show, March 2001. The all-wheel-drive system gave the X-Type extraordinary stability, making it resistant to both under and oversteer in dry conditions and trustworthy in the wet.

Top tech for an entry-level Jaguar

The X-Type became the first Jaguar to feature xenon HID head-lamps. Other features and options included ten-speaker audio systems, heated front windscreen, auto-dimming mirrors, automatic headlights and electric memory heated seats all made their ways onto the specification lists throughout the range (most of which would become standard with age), as did the latest anti-lock braking system, 32-bit transmission control management (automatic models) and Denso 32-bit engine control management (again, completely different to that of the sister Mondeo).

Much of the technology on board would be transferred to the rest of the range. Much of the switchgear such as window control packs, overhead consoles, and even the door mirrors would find its way onto the X150 XK and X350 XJ over the next few years.

If anything, this was all a little embarrassing, the cheapest car in the range was easily the most advanced, not to mention the most practical with the largest boot, S-Type matching accommodation, and performance (in 3.0 litre guise).

Interior

The interior was far more closely aligned with the X300/308 and X350 XJ than to the then current S-Type and, at the time, was praised as such.

Materials, even artificial ones, were used in natural ways to imply a sense of effortless luxury for the X-Type's occupants, and enabled the X-Type to feel far more exclusive and extravagant than the solid but uninspired plasticky interiors of the rivals.

True to tradition, only genuine wood was deployed inside, much to the chagrin of the manufacturing engineers and accountants. Fillets of veneer were also placed on higher model's door casing, further increasing the development and production costs.

The interior was very much centred on 'olde-worlde' charm which in later years did little to enhance the X-Types reputation but the switchgear was of good quality and would be rolled out across the rest of the range in time, and there were no Ford parts in sight.

Despite the old-fashioned interior architecture, the latest in technology was utilized. More modern options such

as dark stained wood, aluminium and carbon fibre trims helped to boost the cars credentials that were not available at launch.

Base models would be offered with stodgy cloth, small wheels, no steering wheel mounted controls and manual heating controls, even losing the requisite armrest and rear electric windows.

Extensive Testing

The car was tested globally, from sub-zero temperatures, snow-clogged roads, desert terrain, potholed roads of Britain, to high speed rings in Italy.

Millions of miles of development ensured the X-Type would be well judged and dependable on the road. During this time, most electrical gremlins were ironed out.

Launch

Initial reaction to the X-Type was positive, the motoring press loved the styling, less controversial than the preceding S-Type. Ride quality in even the sport models was first class and it was clear that Jaguar had given much thought to long-distance comfort.

(continued page 10)

Feature: Jaguar X-Type (cont)

Most comments regarding the Mondeo sister-car were positive, citing just how capable that car also was and, in the end, that just 19% of the car's origins were shared. Jeremy Clarkson, then of BBC's Top Gear, lauded the X-Type, especially the 4x4 and sport versions and in two episodes, he demonstrated its capabilities in the snow. With regards to the sharing of the Ford Mondeo platform, Clarkson states that this should not put you off, stating that "genetically you are 98% identical to a halibut, but it's the 2% that makes the difference".

Other car magazine and website reviews were largely positive for the X-Type, especially during its introduction.



The estate was well received in Europe and was essentially a new car from the B-pillars rearward in terms of visual design and upper-body engineering. Many felt it was, in fact, better proportioned than the saloon.



Adverts capitalised on the X-type's all-wheel-drive capability and aimed at customers in their 30's. The cars were always surrounded by distinctively featured and attractive models.

X-Type Estate (pre-facelift)

The Estate was the first Jaguar model designed by Ian Callum. From its saloon counterpart, the design revised 420 tooled parts and 58 stampings for all components rearward of the windscreen, adding 70 kg.

The design used a tailgate with independently-opening, strut-supported rear window, operable by key fob or dashboard located switch; roof-mounted luggage rails in chrome or black; interior luggage tie-downs; removable luggage cover; cargo net and a cargo compartment under the rear floor with a 12-volt power outlet and below that, storage for a full-size spare tyre.

The rear seats could be lowered without removing their headrests, and the cargo compartment offered 16 cubic feet up to the side windows or 24 cubic feet to the headliner, with the rear seats up — or a total of 50 cubic feet with the rear seats folded. The Estate was marketed as the Sportwagon in the United States.

Special Editions

In 2004, the Spirit limited model based on the 2.5 litre V6, featured the 'Sports Collection' pack with new spoilers and rear valance. It was followed in 2005 by the XS limited edition, which continued the sports theme, but available with a wider range of engines.

Development and Stagnation

With no further development, the X-Type was left to suffer at the hands of rivals in the marketplace. *(continued page 11)*

Feature: Jaguar X-Type (cont)

The car that had carried so much hope and had been so extensively engineered and tested was now derided as little more than a re-shelled Ford Mondeo. The 2.0D and five-door variants had helped sales a little, but this was a Jaguar purist's nightmare, a front-wheel drive, manual, diesel estate.

2008 (2009 MY) Facelift

By the latter half of the decade, sales of X-Type were slow but fairly stable. The fairly pointless 2.1 litre V6 variant was quietly dropped, soon after followed by the 2.5, leaving just the four-cylinder turbodiesel and the 3.0 V6. However, the 2009 Facelift brought a raft of changes.

A fairly low cost but surprisingly comprehensive refresh programme saw the X-Type receive new bumpers front and rear, more discreet side rubbing mouldings, deeper sills, full width rear plinth and a new grille.

The grille used the same moulded plastic 'chunky' mesh design as the XF and facelifted XJ and a similar badge, now planted in the middle.

The changes on the exterior were relatively minor with no new sheet metal, but effectively differentiated the new model with the existing car whilst the changes inside and 'under-the-skin' were more numerous.

New seat trims and patterns, including a quilted and soft-grain leather, and new door panels were introduced and many new wood or other material veneer options, as well as felt lined door pockets in the front doors. Revised dials also ensured the revised interior was at least visually more expensive.

Under the bonnet, engine revisions saw the newer 2.2 litre turbodiesel mated to an automatic, six-speed, complete with a Tiptronic-style sequential manual mode, and with a new more conventional shifter in addition to its six-speed manual.

The 3.0-litre petrol automatic continued as before and was the last Jaguar to ever feature the classic J-gate. Amazingly, the barely revised AJ-V6 continued passing EU emissions laws into the 2010's.

TATA Motors

At the beginning of 2008, Jaguar was rocked with the announcement that Jaguar Land Rover would be sold by Ford to Tata.

The revised X-Type carried on quite successfully, earning its keep in emerging markets as well as providing honest income as an affordable and reliable luxury executive for fleet users in more traditional markets.

The recession of 2008 also worked in the X-Types favour, more expensive cars were out of reach and offers on the proven X-Type were quite generous, the diesel engines were very frugal and sales actually increased.

On 18 December, 2009, the last X-Type rolled off the production line at Halewood.

At the time, with no direct replacement, JLR sacrificed its footing in the small luxury executive saloon and estate marketplace. Overtime the X-Type would be shunned by various senior figures in the business, slated in the press by any journalist looking to rehash the usual clichéd badge-engineering jibes and leaving mixed impressions in the public, usually those negative, belonging to armchair experts with no experience of the X-Type. ■



Ros Holland, 2005 Silver X-Type Auto. Initial reaction to the X-Type was positive. The motoring press loved the styling and rated the ride quality in even the sport models as first class and that it was clear that Jaguar had given much thought to long-distance comfort. Australian Jaguar Magazine's 100th Edition put the 'new' X-Type to the test and noted its sensational engineering and quality control, but that the heart of the X-Type was its handling and driving stating that they had never driven a luxury car with such incredible capabilities.

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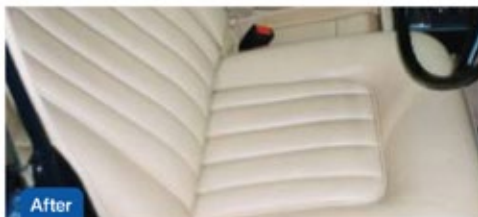
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PRODUCTS THAT WORK



Before



After

1971 Rolls-Royce before and after full Leatherique treatment inc. colour and Crack Filler



Before



After

Leather lounge before full Leatherique treatment

Leather lounge after full Leatherique treatment (including colour)



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Queen Elizabeth's 2009 X-Type Estate

As noted in previous editions of Classic Marque, the Queen has owned a number of Jaguars including one of the last built X-Type Estates.

The range green Jaguar X-Type Sovereign came with heated seats, parking sensors and a dog grille to stop the corgis distracting the driver.

The Queen was often pictured driving the V6 X-Type around Windsor but eventually decided to part with the car. Despite being seven years old, the three-litre automatic X-Type had just 7,600 miles on the clock at the time of sale.

In 2016, London-based car firm Fletchdale Ltd was involved in the sale

and said the new owner did not know who the previous owner was nor that they were buying the Jaguar from her Majesty herself. Fletchdale said that "the new owner unknowingly bought a slice of royalty."

The X-Type Estate sold for the bargain basement price of £15,000. ■



In 2016 the Queen sold her 2009 Jaguar X-type 3.0 litre Estate complete with heated seats, parking sensors and a dog grille. With just 7,600 miles on the clock, the ONE owner car, driven by a little old lady, sold at the bargain price of just £15,000



The Queen pictured driving with a security guard in the Jaguar X-Type down Long Walk in Windsor Great Park. The monarch is the only person permitted to drive down Long Walk and is also the only person allowed to drive without a licence in the UK. Seen here, her Majesty had to move off the Long Walk to avoid a young family, who were reportedly stunned when they realised who the driver was.

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The Jaguar X-Type R: Supersaloon that never was...

Almost immediately after the launch of the X-Type, an X-Type R was always a consideration.

Conceptually, the X-Type R deviated little from the formula of the other Jaguar 'R' saloons. It used a supercharger strapped to the 3.0 litre AJ-V6 producing upwards of 300bhp and with a 0-60 km per hour time in the 5.0 second range thanks to a six-speed gearbox and 4WD traction.

Jaguar built several prototypes through its Special Vehicle Operations (SVO) Department starting with a standard production specification X-Type.

The design included wider tracks with wider tyres wrapped around 19-inch alloy road wheels. For production this would have required retooling for new wing panels. Additional stiffness was also required in the engine bay to cope with the extra power.

Visually the car had slatted vents in the bonnet to draw more air into the supercharger and had more aggressive sills, front and rear bumper additions and the aforementioned larger diameter wheels as well as visually more imposing exhaust finishers.



2003 Jaguar X-Type R Supercharged V6 SVO prototype. In 2008 it was gifted to the Jaguar Daimler Heritage Trust. The number plate relates to the X-Type's project number 'X400'.

During testing, it had been established that the transfer case mechanism for the 4WD wasn't the most robust system and, whilst perfectly adequate on a well-kept 3.0 litre, it was not up to the job of reliably taming the substantial boost of the supercharger. With investment, this could have been addressed.

The X-Type R was set to be a stunning car, but ultimately the investment dried up. Ford had become disillusioned

with X-Types inability to dominate the market place. The X-Type R and other X400 variants were abandoned to the archives.

Because an estate car was able to accommodate slightly bigger wheels (18 inch), a supercharged estate car was built and used for development testing throughout 2004-2005. In 2008 it was gifted to the Jaguar Daimler Heritage Trust. ■



The X-Type R prototypes were reportedly developed around another prototype. This X-Type sports sedan was built in 2002 to explore options for Jaguar racing in North America. "Rocketsports Racing", who were competing in the Trans-Am series with a lightweight Jaguar XKR built the X-Type. Engineers widening the X-Type's track by over eight inches and modified the body with race-style wheel arches joined longitudinally by aerodynamic rocker box sections. At the front, there's a deeper spoiler while at the rear a full-width, racing-style wing was mounted on the boot. "Rocketsports" continued racing the XKR and the concept of racing X-Type's was taken up by European racing teams.

X-Type Wins 2005 Belgian Touring Car Series

You might not think the X-Type has any kind of competition history, but, in 2005, it won the competitive Belgian Touring Car Series.

The winning car, entered by Thiry Racing International (TRI) from Luxembourg, was a 'Silhouette' – a light-weight, tubular-frame chassis X-Type powered by Jaguar's 3.0-litre V6 with a six-speed Hewland sequential gearbox.

The car was built for TRI by the Belgian racing car specialist Motorsport International, based in Theux. It was the brainchild of Albert Thiry, a Jaguar dealer from Habay-la-Neuve, Luxembourg.

The car won its first race, the final round of the 2003 Belgian Touring Car Series at Spa-Francorchamps, resulting in an attack on the Championship in 2004. Following a win at Zolder, TRI was suddenly the team to drive for.

In 2005, it entered a second car for the pairing of Vincent Radermecker and Jérôme Thiry; and David Dermont and Bernard Delhez. With the best drivers,



Between 2003 and 2009 several motorsport racing teams ran lightweight X-Type Jaguars in the Belgium Touring Car Series (BTCS), amassing numerous podium finishes.

a lucrative sponsorship from Kodak and a competitive car, Albert Thiry was unashamedly aiming for success. "Like all the other advanced teams," he said at the start of the season, "we can affirm that the victory at Zolder last year gave us a taste for champagne and you can

count on us to do everything we can to stand on the top step of the podium."

The season started well with a second place at Spa-Francorchamps for Radermecker and Thiry, followed by a win at Dijon for Delhez and Stéphane



In 2005, Thiry Racing won the Belgium Touring Car Series with Vincent Radermecker and Jérôme Thiry. In 2010 they replaced the X-Types with XF Silhouettes with further success.

X-Type Wins 2005 Belgian Touring Car Series (cont)

Lémeret, the Belgian driver and journalist who won the BTCS in 2004 and who was standing in for Dermont.

Following fifth place and fastest lap for Thiry and Radermecker at the 12 Hours of Spa in July, and a month later at the same circuit, the pair won two shorter sprint races. "We are now back in third place in the Championship, not far from the leaders," said Thiry afterwards. "We can once again believe in the title."

The pair won the 25 Hours VW Fun Cup at Spa-Francorchamps and came second at the double-header again at the Belgian circuit a month later, moving them up into second place in the Championship behind the Porsche 911 996 GT3-RS drivers, Frédéric Bouvy and David Loix.

Following a two-race meeting at Zolder in September, the Jaguar drivers went into the final race of the season at Spa-Francorchamps a mere 9.5 points behind the leaders.



Thiry finished second in the first race behind an Audi A4 Silhouette and Radermecker as runner-up in the second race of the meeting gained enough points to make the pair 2005 BTCS Champions. A great reward for the team and for Jaguar. It was a fabulous result for and gave the X-Type some much-needed publicity on the continent.

The win prompted other teams to develop their own X-Types for the BTCS.

Although the TRI continued to win BTCS races, it remains the X-Type's most important motorsport success. TRI went onto more success and in 2010, Thiry Racing replaced the X-Types with Jaguar XF Silhouettes. ■



No less than 52 cars at the start of the 2007 Belgian Touring Car Series, Race 1 at Zolder circuit. Jérôme Thiry and Vincent Radermecker's X-Type finished 1st ahead of field of Renault's, BMW's, Peugeot's, Porche's, Honda's and Audi's.

How I Came to Join Jaguar (Part One) By Ron Gaudion

After completing a five-year Engineering Apprenticeship, (Turner & Fitter/ Toolmaker). With my interest in the motor car, I signed on a two year, two nights a week, Automotive Engineering Course, at RMIT, (Royal Melbourne Institute of Technology). I then decided that I needed more experience in this field, so I thought the UK would be a good start.

After a six-week cruise on the S.S. Oronsay, I found myself in February 1955, in Coventry, the home of the motor industry. So, on the Tuesday, I started looking for a job. Over the next few days I approached, BMC, Rootes Group, Standard Motor Co. Crossley, no vacancies, so I thought OK try the motorcycle manufacturers, B.S.A, Norton, Triumph, same reply, nothing available. On the following Monday morning I approached Jaguar, the Personnel Manager said "sorry nothing available".

So, Tuesday morning I visited the Coventry Government Employment Office, the guy behind the counter asked "Can I help you?" I told him I was seeking employment in the motor industry. He said, "Yes we have vacancies in the following, Gas Welders, Fitters, Body Builders, Auto Electricians, and Tool Makers, which job would you like to apply for?" I told him the Tool Makers job, so he started filling in a form. I said, "By the way, which company is it?" He replied, "Jaguar". I told him that I had been there yesterday and the Personnel Manager told me there were no vacancies. His reply was, "You take this form and I guarantee they have vacancies for up to 20".

After a bite to eat, I returned to Jaguar. On entering the Employment Office, the Personnel Manager obviously remembered me from the day before, and before I had a chance to speak, he said, "I told you yesterday, no jobs". I passed over the paperwork, he pushed back his chair, went beetroot red and said "I'm terribly sorry, a memo came across my desk late Friday afternoon, I haven't had time to read it properly, I don't know anything about it, some new project. Go up the hall, second door on the left and see Tyril Smith, he is the Engineer handling recruitments".



Ron Gaudion crewed the winning D-Type in 1955, then moved to Ecurie Ecosse for the 1956, 57 and early 58 seasons - and prepared the 1956 and 57 D-Types. Ron is the only person to have a direct link to all three D-Type wins at Le Mans, and is a staunch member of the Gold Coast Register of the Jaguar Drivers Club of Queensland.

So, on entering Tyril Smith's office, I noticed a large black and white framed picture on the wall behind his desk, it was of a young fellow in racing leathers, standing in front of a dirt track bike, with a wreath around his neck and holding a very large cup. On his desk, typical engineer, was the odd blue print lying about, a camshaft & conrod, but the first thing to catch my eye was a very large piston with a valve imbedded firmly in the crown with the stem curled into a loop. Now, as it happens, my two brothers and I followed speedway in Melbourne, and I knew that the top riders were riding

bikes with J.A.P. single cylinder engines, so I started the conversation with "Looks like someone had fun with this lot!". "Yes", said Tyril, "me, at 8000rpm, gave me a hell of a fright". Then for the next twenty minutes we discussed speedway. It turned out the picture was of him, after winning the British Championship.

He then asked, "What can I do for you". I showed him the paperwork, and he informed me that it was a new project to build 100 special sportscars, and that I was first on the block. He asked me when I could start, I said, "Next Monday, if you like". He said, "What's wrong with

How I Came to Join Jaguar (Part One cont)

tomorrow”, (Wednesday) I said, “It’s ok with me”. So, he told me to be there at 8.30am, with my toolbox and overalls, and he would introduce me to Phil Weaver, the Superintendent running the program.

The next morning, he said to follow him and he proceeded to wind through the main factory, with MK 7’s being assembled on one line and XK 140’s on another. We then went over a lane into the experimental department, where Phil was waiting to meet me, after the introductions Tyril Smith left us to it.

Phil asked whether I could read a blue print and use a marking out table, I told him I could, and with that he took me over to a bench with a pile of blue prints. On the wall was a sketch of a sports car (D Type in the making) and a drawing of a sub-frame, Phil explained to me that the new design was called a Monocoque, no chassis but a sub-frame to hold the engine and gear box, and the front-end equipment, plus radiator and bonnet.

The sub-frame would be bolted to the front of the centre section, called the ‘Tub’, of stressed aluminium sheeting, called a Monocoque, and the rear suspension bolted on via trailing links, to the back of the ‘Tub’, plus the tail section riveted on to the body of the ‘Tub’.

My first job was to make, in 1/8” mild steel, patterns of the sub-frame sections, (approximately 47 items), in batches of ten. Phil would then have them case hardened, then pass them on to others to mass produce the various tubing, gusset plates, etc. for 100 vehicles.

The next job was, as sub-frames became available, various components would arrive, plus a tub or two and assembly began.

Moving on to the month of May, some five cars had been assembled then moved next door to the competition shop to have engine & gearbox fitted, brakes bled, instruments and pedals fitted, and the steering wheel. Then **Norman Dewis**, the test driver, would take them to nearby Lindley, a test track, to be ‘sorted’, then into the paint shop.

Towards the end of May, Phil approached me, telling me they had entered a team of

three cars in the 24 hour endurance race at Le Mans, in late June, and seven cars in all needed to be readied, consisting of three works cars, plus a spare, one for Briggs Cunningham from U.S.A, one for a Belgium entrant, and one for a French entrant. The first five were to become ‘Long Nosed’ models and the remaining two, production versions. However, the problem was, that his ‘works’ mechanics were still working on #4 and #5, and would not have the others ready in time, so, therefore could I pick one of the other employees and come into the comp shop and finish off #6.

I chose Roy Cole, who had been purloined from the Transmission Dept., to make up one of the first teams, and then we both began work. We started on # 6 and had it finished in five days. So, I asked Phil if he would like us to finish # 7. He was delighted because we had worked together so well.

Halfway through this final build, Phil came over and said “You being a ‘Colonial’ you would have a passport?” I said, “Yes, I do”. Phil then told me that he only had five full time ‘works’ mechanics and that each car at Le Mans needed two mechanics, would I like to be number 6. Of course, I was dumb founded and very pleased to be considered. Phil told me to take my passport in the next day and Mr

Lyon’s chauffeur would take me to the French Consulate to pick up my Visa.

That’s how it all happened. When Lofty England, Racing Manager, handed me a pair of white overalls, with the very large red Jaguar across the shoulders, I felt 10 Feet tall.

That was 1955, the year of that horrific accident, where 92 were killed and 85 injured, when the Mercedes disintegrated into the crowd of spectators. It was a hollow win for Jaguar.

Moving on to July, I was having lunch one day with Les Botrell, one of the ‘works’ mechanics. Les said he had been approached by Briggs Cunningham to join his team in North America, and also by Ecurie Ecosse, the Scottish team. He was to talk it over with his wife and let me know their decision tomorrow. They accepted the North American position. I approached Ecurie Ecosse and joined them, but that’s another story. ■

Acknowledgement to the Jaguar Drivers Club of Queensland and Ron Gaudion for this wonderful story. We look forward to Ron’s adventures with Ecurie Ecosse, in part two, in the next issue.



Jaguar team mechanic, Ron Gaudion poses with British Airways air stewardesses at the Concours of Elegance at Hampton Court Palace on September 1, 2017 in London, England. Ron was flown to the UK by British Airways for the celebration of the 60th anniversary of Jaguar’s 1-2-3-4-6 finish at the 1957 Le Mans 24-hour race. The 5 Jaguar D-Types that accomplished the result were displayed together for the first time in 60 years.

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Australian Launch of the XJ-C & XJ-S



Photograph of the Australian launch of the XJ-S in June 1976. The venue was the Jaguar National Rally at Mildura organised by our club. Leyland Product Marketing Manager Tony Cumming, seen here pulling back the dust cover.

Editor. I still remember the launch of the XJ-C and XJ-S. Given it is now 45 years since the world launch, I thought it appropriate to put a few words together about our clubs historic weekend.

The Jaguar XJ-C was launched to the world in April 1975 followed by the XJ-S in September 1975.

Delays in production and delivery to Australia resulted in the Australian launch being deferred until 1976. The regular build of Australian built XJS's didn't begin at Browns Lane until as late as May 1976.

Mildura was the venue for the launch of the Jaguar XJ-C and the XJ-S on the Queen's Birthday weekend, 13th June 1976. This event was organised by the JDCSA as the National Concours.

For those that attended the weekend, it was a prestigious occasion. Both cars were given glamour billing and were tantalisingly parked together under covers for a large part of the main display day.

It was John Kay who finally performed the ceremony in front of virtually the entire group of Rally participants. The

cars on display were a Signal Red XJ-S with Black trim and the XJC was finished in Greensand with Moss Green trim.

I recall the time I saw the dust cover come off the XJ-S. There was lots of discussion. Not all kind.

The XJ-S was a beautiful looking car and radically styled, but a number of people felt it lacked great beauty compared with say the XK120 and the E-type. Many felt that Jaguar had thrown away all of its wonderful styling heritage.

However, there were a handful of us who took a more pragmatic approach.



The XJ-S and the XJ-C were kept under raps until after lunch when all of the attention was rightly focused on the new Jaguar models.

Australian Launch of the XJ-C & XJ-S (cont)

That evening over a number of drinks and a very late night we discussed the car and design at great length. We all concluded that in reality it didn't matter what design or shape Jaguar came up with, or how revolutionary the car was, in most people's eyes it was never going to be accepted as a replacement for the legendary E-type.

We believed though that this was precisely what the company needed as Jaguar was stagnating while its rivals such as Lotus (Esprit), Ferrari (308 GTB/GTS), Lamborghini (Countach) and Maserati (Quattroporte) were producing modern designs for the 21st century.

As it eventuated, the XJ-S improved with each passing year and from the moment the XJ-S HE arrived in 1981, there seemed to be renewed hope, and from then on, the car went from strength to strength to become the much admired grand tourer it always should have been, with the best year for XJ-S production occurring in 1989.

Back to Mildura. Both cars were looked over from head to toe, but the more radically styled XJ-S afforded the greater



The XJ-S and XJ-C were transported to Mildura under wraps. Officials from Leyland Australia seen here celebrating after the launch of the XJ-S.

interest at the time. However, without exception, everyone at the launch loved the XJ-C styling and agreed it was a beautiful looking car.

Unfortunately, the XJ-C was short-lived. A downside of the XJ Coupe was its premium pricing. Customers effectively paid more for less car, and in those pragmatic times, it effectively sealed its

fate. Production ended the following year in November 1977, after a mere 10,426 had been built.

Footnote: Although the XJC was hidden from view, a few of us got up to some mischief the night before and the launch very nearly never happened. However, I will let others tell that story.

Graham Franklin



The wraps come off and the 4.2 XJ-C is revealed to the public. The person on the right with his back to the camera is JDCSA former President Phil Smart who was the driving force in the organising committee and responsible for getting Leyland Australia's participation in the Rally.

Multivalve Register - Mid-Week Run To Murray Bridge

A Cold Start For the Day

On a very cool 13 degree morning, 32 members and 14 cars gathered at the Feathers Hotel at 9.30am. We were delighted to welcome several members from other Registers and two potential new members who came along to test us!

At 9:45am we set off on part one of the trip along Greenhill Road through the hills via Summertown, Uraidla and Balhannah, arriving at the Oak & Iron Tavern in Mount Barker after a winding and scenic journey, where we were joined by Ron Biddell. The Tavern staff did a wonderful job getting us all served quickly and efficiently.

Onto Murray Bridge The Old Way

We left at 11.30 for Murray Bridge via the Old Princes Highway (well most of us, as a few somehow managed to find themselves on the freeway...!!) travelling through Littlehampton, Dawesley and Kanmantoo, past the entrance to Monarto Zoo and on into Murray Bridge, where we stopped for an excellent lunch at the Riverscape Restaurant at 12:30pm (to find our strays already ensconced, having taken the more direct route for the day!).



The restaurant did us proud with very quick service and very nice food. The sun came out during this part of the run and we watched a few houseboats moor up while enjoying the lovely view and good company.

There was a fair bit of nostalgia surrounding the route we had taken from Mount Barker as the tendency these days is to use the freeway. I would like to thank all those members who turned out for the day and made it such

a great success, especially to those who came a fair way to be with us.

I would also like to give special mention and thanks to Barry and Hazel Brown who worked out the run in the first place.

Peter Buck
Multivalve Register Secretary



Mid-Week Run To Murray Bridge (cont)



Jaguar XJC and XJS

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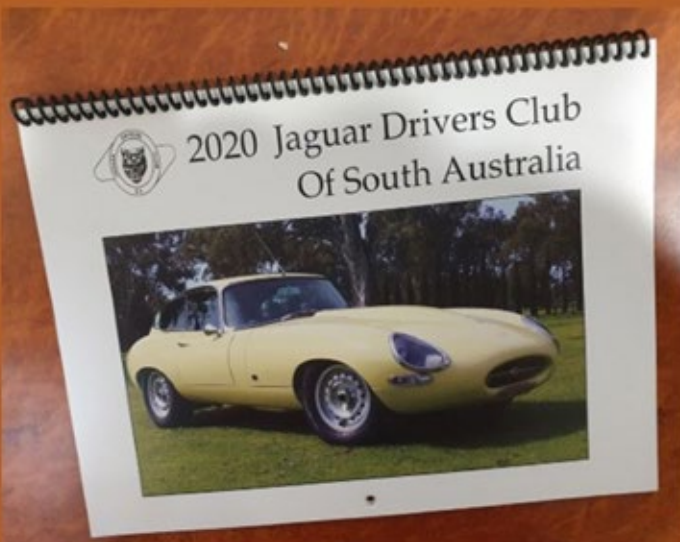
2021 Club Calendar - Photos Needed

Club Calendar 2021

Members are invited to submit photos of their car for inclusion in the Club Calendar for 2021.

Please send good resolution photos in landscape format to:

Di Adamson: di.adamson1@gmail.com



XJ, 420G, & MK X Register - Blyth/Burra Movie Run

Off We Go

Sometimes the best laid plans of mice and men can go right. Saturday 29th of August was a picture-perfect day as we arrived at OTR Bolivar, the assembly point for our movie run to the Clare Valley. After days of very cold mornings and showers it was quite a sight with a row of Jaguars glistening in the sunlight.

From the first good morning it was plain to see that after some trying times the boys and girls of the JDCSA were delighted not only to be on the road again but so happy to catch up with mates.

It was almost a shame to break up the one liners and jokes that were flying around but there was a briefing to be done, first order of business being to distribute route sheets explaining firstly how to get out of the OTR, a task Paul and I managed to get wrong when we first tried.

The Mannum Gang

With a good road and green fields either side, as the convoy moved further into the valley, it seemed little time had passed before we reached Tarlee where we were to be joined by our (MM's) that is members from Mannum. As we rounded the bend we were joined by the (MM's) driving in two XJS' and a stunning blue Mark II.

Then onto Sevenhill for our stop at the "Little Red Grape" where Katrina and her



The Start at Krispy Kreme Bolivar

team moved into action like a well-oiled machine, spread through four rooms and a sunlit verandah, 48 Jag Club members had coffee and delicious cakes on the table with little delay. A great touch the black board welcoming the JDCSA.

A lot of photos were taken, then I had to rally the troops to get back on the road again, needless to say no one was in a hurry to leave.

The Cats and one Triumph Stag were then on the road again (BB) that is Blyth bound for Saturday afternoon at the movies.

Would you believe after a drive through more delightful scenery to Blyth it was

time to eat again. This time a choice of soups, followed by sandwiches then apple crumble and ice cream prepared by the ladies from the Blyth Cinema auxiliary. In my experience, it's hard to beat country fare like this.

Off to the Movies at Blyth

From the moment I arrived at the OTR to start the run the question kept being asked "what movie will be playing?" Hard as it was, I kept mum, the question was still being asked as we walked into the theatre, where we were greeted by our lolly lady Lorraine giving out bags of sweets.

(continued page 28)



If you are after a light lunch or a sweet treat then The Little Red Grape, Seven Hill, is a terrific spot. Located a short ride from the Riesling trail on the Main North if you are passing through. The coffee is good too.

XJ, 420G, & MK X Register - Blyth/Burra Movie Run

I had promised the girls the movie would not be about cars and it wasn't, I made no promise however about the start which featured the brilliant Jaguar vs Mercedes chicken ad, an American driving his XJ 6 Series 1 to a car display and the XJ story, a DVD I had borrowed from our librarian Tom.

I had another that had been sourced by our editor Graham, a brilliant commercial for panty hose featuring an E-Type Jaguar driven by Kim Bassinger. My only interest of course being the Jaguar, for reasons unclear to me my girlfriend Rae threatened serious harm should it make the big screen.

The movie was "The Court Jester" a movie made in 1955 by the brilliant

Danny Kaye, it proved a big hit judging by the laughter that filled the theatre.

Onto Burra

We retraced our steps to Clare then turned left to Burra to check into the well-appointed miners' cottages for our overnight stay. The run had been planned to allow time in the courtyard at the cottages for HAPPY HOUR, time to enjoy a quiet drink with mates and spin some more yarns.

Coach to Sevenhill

That evening 6.30 pm saw a group of happy people dressed in remarkable costumes board our coach for a return to Sevenhill to enjoy what was to be a delicious dinner.

The Sevenhill Hotel was very busy to say the least, however we were soon seated in a room set aside for us, plenty of room and heated, when the sun went down the evening chill did not take long to arrive.

Our group were soon into the spirit having a good time, which is certainly the norm with the JDCSA.

Fancy Dress Mayhem

The variety and imagination that had gone into the dress up you would need to see in person, suffice to say it was a very enjoyable evening.

As there were prizes for the best costume, I could see it was going to be a difficult choice, so thinking on my feet I appointed my co-organiser Paul and his wife Jan as judges so they could take the heat.

The three winners were duly announced to loud laughter and applause and I gave out the prizes,

Now Lorraine who had wowed us at the movies was part of the winner's circle dressed to kill, as MC it was my pleasant duty to make her title official, that is: -

L-L-L

Lorraine Lolly Lady

There was one more prize to present, one you do not really want, the hard luck trophy which in this case was a pair of cuff links in a metal mints box.

The XJ 6 that Barry Sexton was driving had a problem earlier in the day with a viscous fan and had to return home courtesy of a trailer.

Barry was still laughing as I gave him his mints tin.

My work was still not done I had one more award to make, and that was to Boris Potiuch who at that point was trying his best to look like Al Capone.

When we arrived at our coffee stop and Boris heard of Barry's problem he immediately asked if Daff and Bob could look after his other half while he back tracked to rescue Barry and his passenger.

The trio re-joined us just as we were walking into the theatre, as I said at the time this is what the JDCSA is all about.



Lorraine Lolly Lady

(continued page 31)

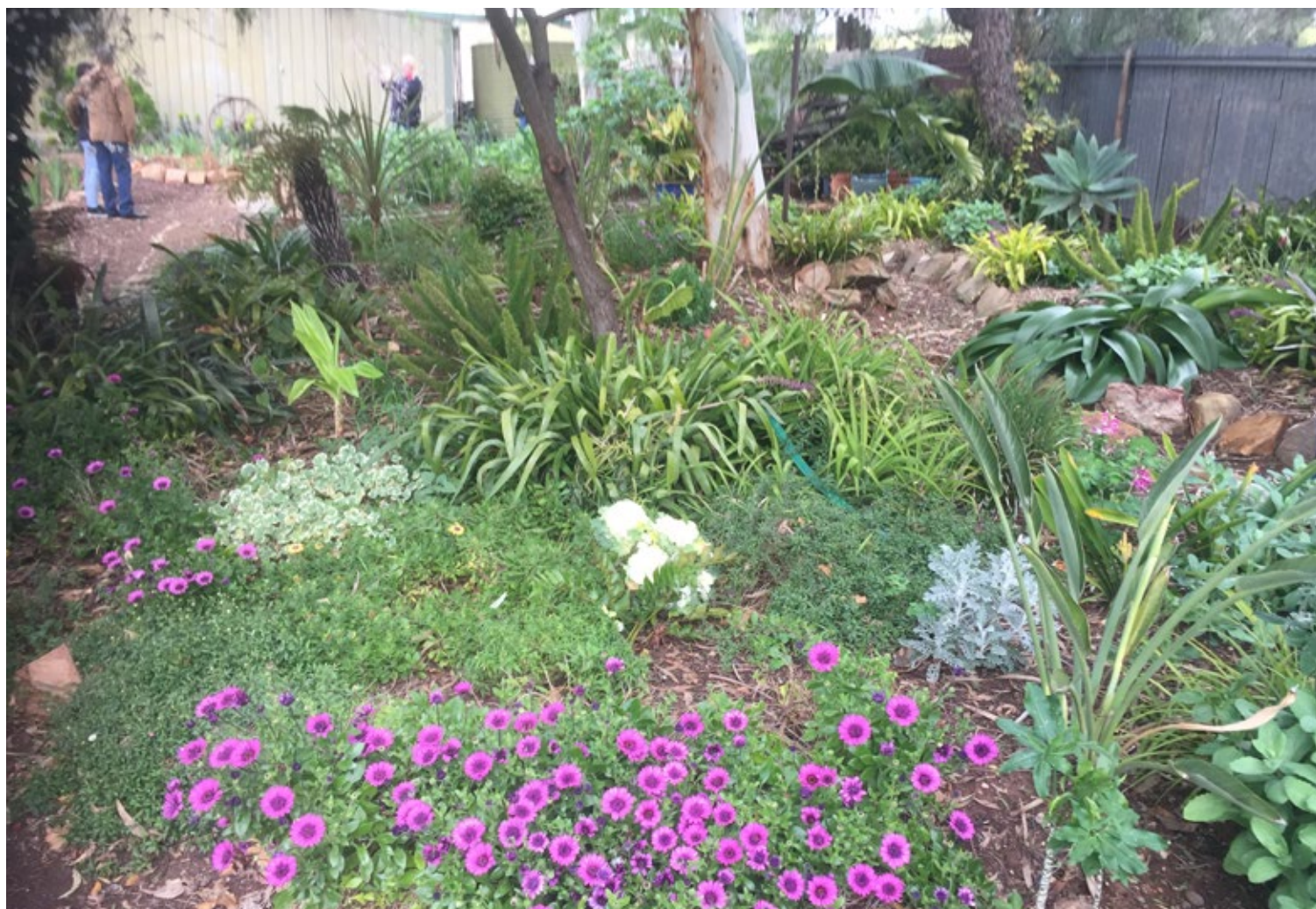
Blyth/Burra Movie Run (cont)



Blyth/Burra Movie Run (cont)



Burra local, Roger Boehm kindly showed members through his garden and car collection



Blyth/Burra Movie Run (cont)

Drunken Coach Ride Back to Burra

Then it was back on the bus for our return to Burra singing all the way thanks to Bob who had put a music selection together for us to enjoy.

Sunday morning found us waking to an overcast sky and a biting cold breeze this however did not deter our group as we gathered in the courtyard for breakfast.

Pancakes for Breakfast

Our breakfast was prepared by our (MM's) members from Mannum and was hot delicious pancakes, topped with a choice of jams with cream, the maple syrup proved the most popular. The pancakes were a surprise and were a big hit, once you had one on your plate the morning chill seemed to disappear.

Burra Home, Garden & Cars

There was still a surprise in store, we had planned a visit to the delightful home of Roger Boehm a Burra local, a former secondary teacher and one of nature's gentlemen. Roger has restored his home to as-it-was and created a garden you would need to see to really appreciate.

He is also the owner of a restored 1926 Rugby sedan that he regularly drives in the Bay to Birdwood vintage run.

Parked behind the Rugby was his other passion, you guessed it a beautiful V12 XJS Jaguar.

Roger also has an impressive number of horse-drawn carriages, one of which resides in pride of place just inside the back door.



Roger opens his home and garden for groups to enjoy. All proceeds from the tours going directly to the Cancer Foundation. The Jag group passed a hat around and raised a \$143.00.

Roger is also a mean chef. He made fresh sconces for our visit and despite not long having had breakfast, we sure made a dent in them.

Home Time

Reluctantly our next step was to head for home.

One of the highlights in planning this run was the calls we received from members asking what they could do to help.

Special thanks to Lorraine, Alan and Steve for their enthusiasm and supplying and putting our lolly bags together.

Special thanks to our Mannum Master Chefs for a fantastic effort and a great breakfast.

Trevor Norley.

Editor - Great story Trevor. Thank you.

To Blyth/Burra and Back on a Truck

My Jaguar story so far by John Braams

The XJ6

I bought the XJ6 Series 2 about 16 years ago. It was out the front of the company's office building with a \$3500 ticket on the windscreen. The poor thing looked rather sad, dishevelled and unloved with a generous coating of dust and her teeth had not been cleaned for years. In the boot were the remnants of a bale of hay. I phoned Sovereign Motors and Geoff said he would look at it for me, so I took it to him and his verdict was, "Don't buy it, it's a dog!"

I went back to the owner armed with a little more knowledge, like a leaking head gasket and a sump full of water, offered \$1500 and was accepted. That was the beginning of The Love Story? Or had it already started long before that?

Interlude - The Mark II

On 16 October 1972 a little old lady, that I did some work for, took delivery of a

Mark 2 Jaguar. Alas it was not a belated birthday present for me. Unbelievable but true. By this time, I could see that time was no longer on my side. So I cheated and bought one for myself! I'm sharing this secret with members of the Jag Club in full confidence that it will not become common knowledge.

Back to the XJ6

The XJ6 responded well to a shower and a toothbrush. This was done on the lawn in front of the house all in plain view of passers-by, but the Jag never complained, which is just as well because an aggrieved Jaguar can be very nasty, I'm told. Over the years the XJ has had some of her organs replaced. Luckily, she was on the donor list. The organs went straight to the recyclers. Because it was all done very quickly, they never needed to be packed in ice. Also because of her age her pads suffered a very bad case of crow's feet which badly affected her stopping power, not to mention her otherwise good looks.

From about 2008 to 2012 my wife and I travelled the road to Burra on a regular basis and it had always been my wish to do that trip in the Jag. So, in 2020 I believed that the XJ6 was ready for a good country run. I had replaced the fluid coupling for the fan myself, but unbeknownst to me, there are two different types. One is for the metal blades, the other for plastic blades. I got it wrong.

Off to Gawler and Back

So with my step-son, Barry Sexton we set off and just as we reached the Gawler River there was a bad banging noise. Barry pulled over and we found the fan was rattling around and the coupling bearing was stuffed.

By this time everyone was at Sevenhills enjoying a refreshing break. Barry called Daphne to explain our situation and she said she would talk to Bob but Borys overheard the story and he offered to drive all the way back to pick us up without delay. My stepson, Barry



To Blyth/Burra and Back on a Truck (cont)

and I had been all set to go home in disappointment but with Borys coming to get us we felt better.

We called the RAA and a mechanic arrived pretty quickly but couldn't do anything so a truck was called to pick up the Jag. The Jag went onto the back of a truck to Williston. Full marks to the truck driver for staying with us until Borys arrived.

Just in Time for the Pictures

Barry and Borys have known each other for many years and had a great opportunity to catch up on the way to Blyth. We got there just in time for the start of the old movie "Court Jester." We are very grateful for the chance to join everyone and to enjoy the rest of the weekend. It was a lot of fun. Visiting Roger's place was a real bonus and eye-opener, I never thought one man could fit so much in his life! He was an excellent and generous host and makes great scones.



We would also like to thank Peter and Heather for the lift all the way home to Warradale. Everyone was very supportive.

Ready for the Next Trip

The car was eventually taken to the famous "Charlie" to repair the damage and check it all over. He replaced the fan coupler with the right one and it should be fine for some time to come – I hope.

Charlie is a great talker and we spent some time swapping stories.

Now we look forward to another attempt at a good run in the country. A big thank you for everyone's assistance and concern.

John Braams & Barry Sexton

Editor - Thank you John & Barry. Nothing like a happy ending.



Jaguar Drivers Club of South Australia

SA JAGUAR DAY

Sunday 18 October 2020

11.00am – 3.00pm

EVENT CANCELLED

Modbury



All Jaguar and Daimler cars welcome.



EVENT CANCELLED

JAGUAR NATIONAL RALLY 2021

Tasmania

Thurs 18th March - Sat 27th March

Noise Suppressors Fitted In Older Jaguar Vehicles

At a recent gathering of club members, I was asked the reason for an electrical device connected to the back of the voltage condition meter fitted in a XJ series 2 Jaguar. At the time the voltage meter was not working and this was thought to be the possible cause.

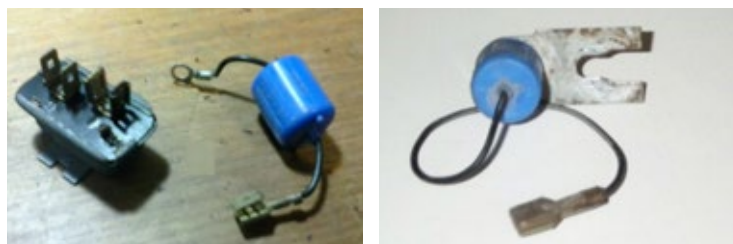
Background:

Following the introduction of the Wireless Telegraphy Bill (1948) manufacturers were encouraged to develop and incorporate suppression type capacitors. Interference is caused by any piece of equipment employing commutator type motors or where the power supply to the equipment is suddenly interrupted.

Examples of this type of equipment fitted to Jaguars are: Generators, alternators, windscreen wiper motors fuel pumps, electric radio antenna, heater motors, voltage regulators, electric window motors. Interference may be radiated by the equipment or its associated wiring. Interference caused by the equipment can be readily suppressed by fitting a suitable capacitor.

The electrical system of older motor vehicles is unfiltered and the 12V DC power can be termed to be "dirty power" With the installation of audio equipment the need for suppression of interference to radio receivers, tape players, amplifiers became increasingly important. The original radio fitted to early jaguars needed it for AM stations.

The more common type of capacitor used by jaguar is the Dubilier Type SV 1 and SV2 0.5 and 1microFarad (mfd.) 150V DC WKG respectively.



The photo on the left shows a voltage regulator and suppression capacitor for the 10V DC power supply to the instruments.

The Dubilier Type SV2 is fitted to the primary windings of the ignition coil and used to filter ignition noise out of the radio. For the High Tension (HT) resistance plug wires are used. The spark plugs recommended for the engine were Champion N 12Y there was no "R" as in RN12YC. These type of spark plugs have a semiconductor fitted.

The following is an extract on how to eliminate possible interference:

Car radio interference originates usually in the ignition system, the charging circuit or among electrical accessories. There are several checks you can carry out to trace the Source of the interference

Interference is either radiated, that is, picked up by the aerial or conducted to the radio by its own wiring. Before looking for the source, make sure that the set itself is properly earthed to the car's metal bodywork.

Examine the aerial mounting it must have clean, firm contact with the underside of the bodywork to provide a satisfactory earth connection.

Some interference is fairly easy to identify. A rapid crackling, or a ticking noise, that intensifies with engine speed and almost certainly is conducted, from the ignition system is the most common source of interference.

The crackling usually originates from the high-tension (HT) side and the ticking from the low-tension (LT) parts.

An alternator or dynamo not fitted with a suppressor will produce a whining sound, rising in pitch as the engine speed increases.

Interference from electrical components such as windscreen wipers, fan heater and direction indicators can be identified immediately. The noise will disappear when the component is switched off.

Conducted interference can be caused by the power supply cable or wiring to the speakers passing too close to the magnetic field of electrical components.

Try re-routing the cable or speaker wiring as a preliminary step. If that solves the problem, secure the wires in their new position with plastic clips or wide adhesive tape.

The car's metal body acts as a screen between the aerial and the ignition and charging systems, so keep the bonnet closed whenever you listen to check interference.

Checking an aerial



Clean the metal parts of the aerial mounting with emery paper.

The position of the aerial mast and the route of the lead greatly help to achieve interference-free reception.

Fix the aerial as far away from the engine as possible. If it has to be near the engine, find a position farthest from the ignition system.

Do not run the aerial lead through the engine compartment. It will almost certainly attract interference. Similarly, keep it well away from any wiring and electrical accessories. But also keep the lead short, so that it collects as few electrical emissions as possible.

Check that the aerial is properly earthed. Tune your radio into a weak station and grasp the aerial firmly while standing outside the car. If the radio becomes louder, the earthing may be faulty.

To rectify, dismantle the mounting which usually has serrations or spikes penetrating the car body. Clean the metal with abrasive paper at the points of contact. Reassemble and tighten.

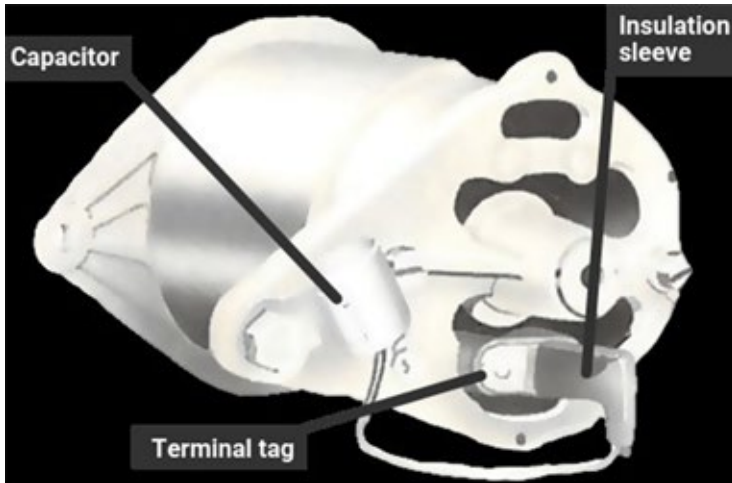
Noise Suppressors (cont)

Suppressing a generator / Alternator

This Lucas ACR alternator has the capacitor fitted between the warning-lamp terminal and earth. Never connect a capacitor to an alternator field terminal.

The generator can be suppressed by fitting a 1-3 mfd capacitor or a 3 mfd capacitor for an alternator. Connect the capacitor lead to the output terminal of the generator or alternator. With an alternator, remove the rear cover to reach the terminal. Follow the manufacturer's recommendations carefully, as the device is easily damaged.

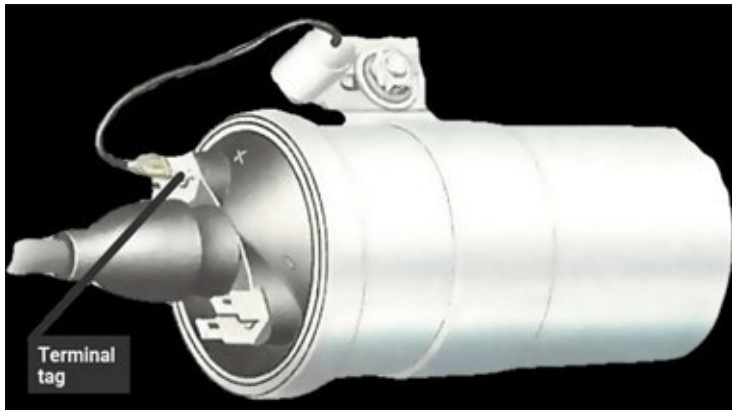
Generator



The capacitor is fitted to one of the mounting bolts and the connection made to the large terminal on the generator.

Slacken the nearest generator securing bolt and clean the area with emery cloth to ensure a good earth. Slip the capacitor forked mounting tag under the bolt, and retighten. If interference from the charging circuit continues, check that the generator has a good earth.

Fitting a suppressor to the coil



Single-lead suppressor for AM interference.

The basic suppressor for the ignition system is a 1 mfd suppressor. Attach it to the LT (+) terminal of the coil. If the trouble persists, try a 3 mfd capacitor for the AM set or a 2.5 mfd for the FM set.

Finally, fasten an earth-bonding strap between the coil and chassis. All interference from the LT side of the ignition system should be eliminated

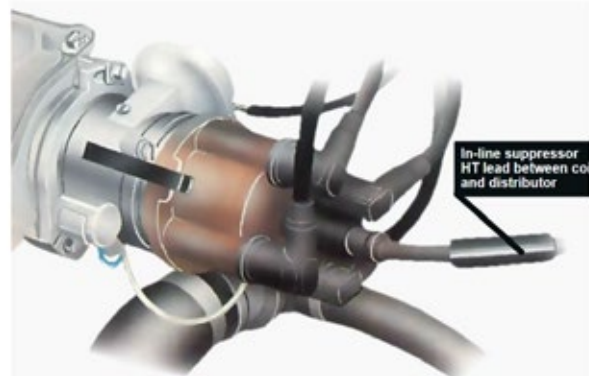
Curing HT interference

The violent crackling of HT interference is more difficult

to cure. First, check that the set and aerial are both properly earthed.

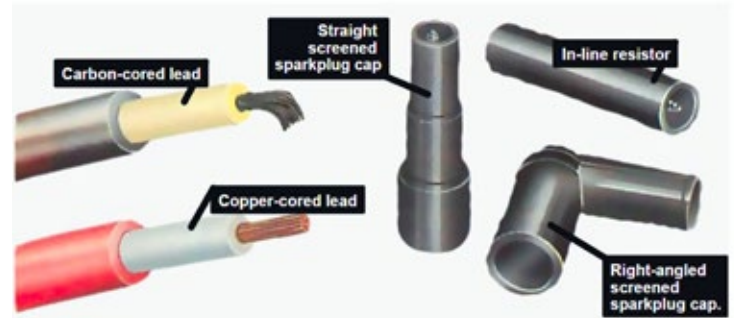
Examine the condition of ignition components such as the plugs, points and, in particular, the HT leads, and sparkplug caps. Defective HT leads and plug connectors will create interference.

Modern carbon-cored leads have built-in suppression. Renew them if they are damaged or stretched.



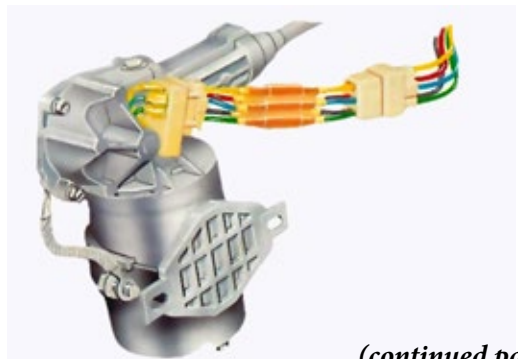
The copper-cored type - which many radio enthusiasts prefer should have a suppressor built into the sparkplug cap. Check that the distributor has a coil-lead suppressor. Usually it is just above the sprung carbon brush in the cap. Most cars have this basic suppressor built into the distributor if your distributor does not have a suppressor, fit a 5K Ohm or 10K Ohm resistor in the coil lead to the distributor.

There are two types of resistor - an in-line type which you connect to the middle of the HT lead, or a plug-in type which you push into the centre coil-lead socket in the distributor cap. If the interference continues, fit a similar suppressor to each plug lead



Take care that the combined resistance of HT suppressors in the coil lead, distributor plug leads and plug caps does not exceed 25K Ohm. Otherwise, ignition power could be reduced.

Suppressing electric motors / Wiper motor

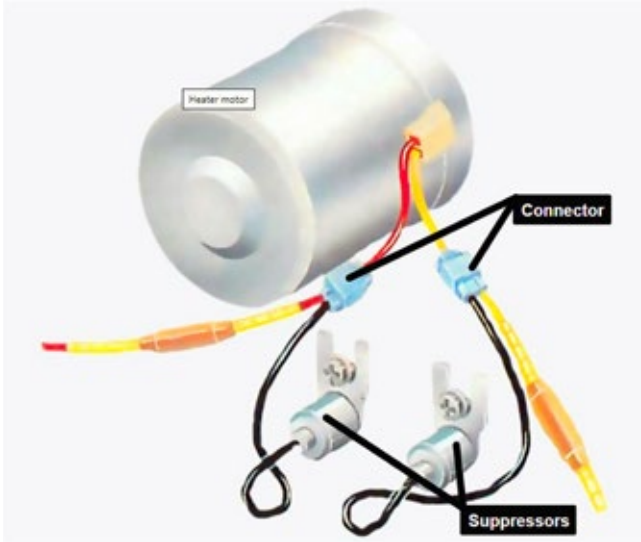


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Noise Suppressors (cont)

This Lucas permanent-magnet wiper motor is fitted with the maker's 'choke' assembly. Every electric motor in the car generates its own magnetic field, which can radiate interference unless it is suppressed. Each motor is normally earthed through its mounting. With age, however mounting deteriorate, and flakes of paint or rust can act as an insulator between the mounting and car body.

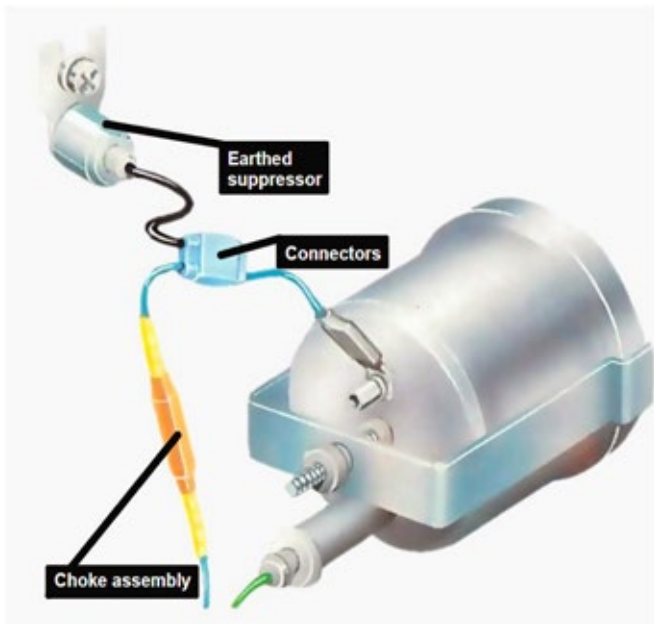
Heater motor



This illustration shows chokes in series with feed wires and suppressors between each feed and earth.

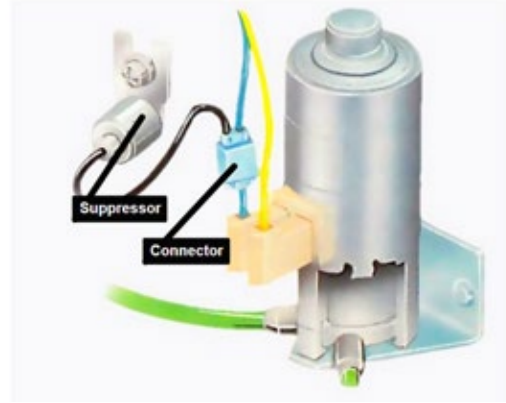
There are two ways to suppress interference from motors. First, try fitting an earth-bonding strap between the motor casing and the bodywork. Use a length of copper braiding, or a piece of heavy-gauge wire.

Electric clock



Suppressor and power-supply choke fitted to an electric clock. Scrape the points of contact to the bare metal to ensure good electrical connections, and secure the screw fixings tightly. If interference persists, connect a suppressor - 1 mfd or 2 mfd capacitor - between the motor feed wire and earth. This method is sustainable for both AM and FM radios.

Screen-washer motor



A capacitor is fitted between the washer motor supply terminal and earth. If an electric motor continues to cause interference despite the fitting of suppressors, use a power supply choke, available from car-accessory stores. A choke is used in place of a series resistor because the choke allows better filtering (less residual AC ripple on the supply).

Finding other sources of interference

Interference can also be radiated by a metal part of the car insulated from the main body.



Searching for FM body interference.

The bonnet and boot lid, bumpers, rear axle and suspension units are among possible sources. Some electronic devices may also cause interference. The more that are fitted or added, the greater the chance that one is interfering with another, producing a humming background noise.

There are two ways to locate the source, both requiring special devices.

For an AM radio, use an aerial extension lead with a metal rod attached. Plug the lead into the set, start the engine and turn on the radio. Do not open the bonnet. Probe underneath and all around the car with the metal rod to find where the interference is strongest. Earth that part to the body with a bonding strap.

For an FM radio, use a metal plate with a long earth lead bolted to it. Secure the other end of the lead tightly to bare chassis metal under a convenient nut or bolt. Start the engine and turn on the radio. Do not open the bonnet. Hold the plate with a pair of insulated pliers and move it underneath and all around the car. The plate acts as an interference reflector.

Fred Butcher

Jaguar X-Type 2001-2009: The Essential Buyer's Guide

There are very few books written about the X-Type and even if you already own one, this book is definitely worth reading and owning.

Having this book in your pocket is just like having a real marque expert at your side and benefit from Nigel Thorley's years of Jaguar experience.

And if you are buying an X-Type, learn how to spot a bad car quickly, and how to assess a promising one.

All X-Type saloon, estate and limited-edition models produced from 2001 to 2009 are covered including all engines sizes, petrol and diesel.

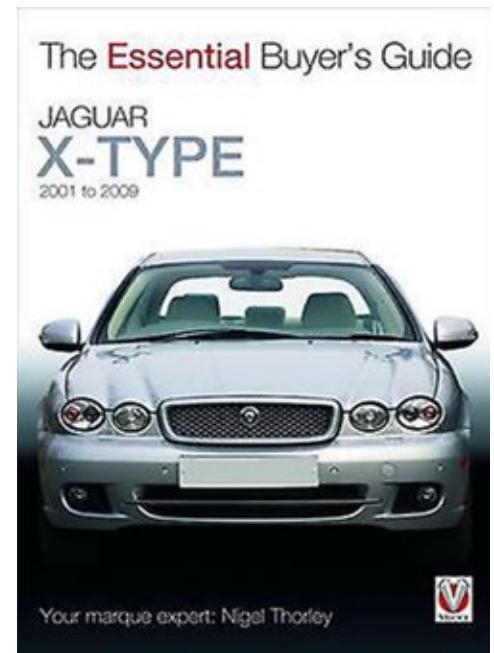
The book features: -

- Real ownership experience
- In-depth analysis of strengths and weaknesses
- Discussion of desirable specifications and upgrades.

And for new buyers, this guide provides you with all the procedures necessary to ensure the car you are looking at is actually what it appears to be. Close study and careful inspection are vital with the X-Type, and this guide identifies some of the pitfalls to avoid, helps you decide on exactly how and where to buy, and shows how to get the best possible car you can for your money. The book also includes a comprehensive inspection guide.

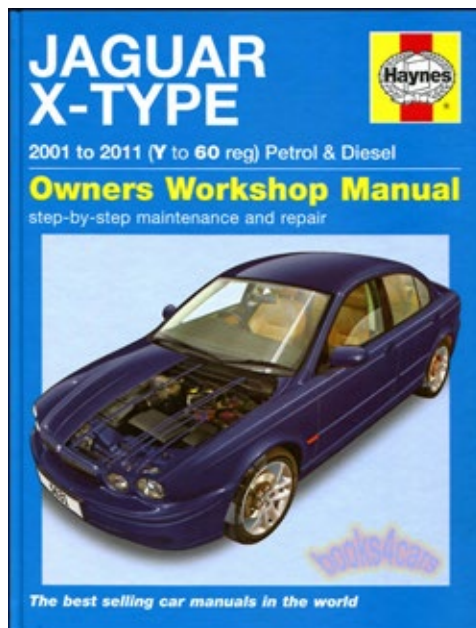
The X-Type was supposed to make Jaguar a big player, but it never sold in the volumes hoped for. The result is a car that's now a very reasonable second-hand buy that will prove a whole lot cheaper than its Jaguar XE replacement—if you tread carefully.

Find the right X-Type and you'll love its ride and handling balance, well stocked cabin and distinctive looks.



The club has a copy of this book and it is also available from most good bookshops or ebay for \$40.00. ■

X-Type Service/Repair Manual & Jaguar Buyer Guides



If you don't have an owner's manual for your X-Type, this book will provide all the details you need to know, plus more.

The book has hundreds of pages and diagrams. It provides information from routine maintenance right through to doing a complete engine rebuild.

The club has a copy of this paperback, and it is also available from most good bookshops or eBay for \$45.00.



This is the essential guide to all Jaguar XJ models from 2003 to 2009. An important read for any potential owner, but also a constant reference guide. It will help you identify what to look for when inspecting an XJ, and will identify some of the pitfalls to avoid.

The club has a copy of this book and it is also available from most good bookshops or eBay for approx. \$40.00.



For anyone thinking of buying a modern XK, one of the already classic Jaguar sports cars from the 1996 to 2005 period, this Essential Buyer's Guide is a vital requirement. All the series are covered, from the early 4.0-litre models through to the 4.2-litre S.

The club has a copy of this paperback and it is also available from most good bookshops or eBay for approx. \$40.00.

Jaguar World (September 2020)

The September edition includes feature stories on the following:

- **XJ2.7 vs XJ3.0:** They compare the last two generations of XJ, the traditional X358 and the more modern X351.
- **Modified E-Type:** They drive a stroked and modified 4.7-litre E-type GT by Woodham Mortimer.
- **Preserved Mk VII:** Owned by the one-family for almost 40 years and has never been dismantled or restored.
- **Ultra-low mileage XK8:** The Sultan of Brunei bought 50 special convertible XK8's to gift. One is back in the UK and still drives like a new car.
- **Preserved 1976 XJ-S:** One USA owner for over 40 years. This unmolested and original example is with a new owner and back in the UK.
- **Buying an XJ40:** Explain what to look for when buying an XJ40, the cheapest way into classic Jaguar ownership.

Technical

- First of a 3-part series follow a Jaguar specialist who dismantles and repairs an accident-damaged 2014 XF
- Resolving a misfire on 4.2 Series 3
- Replacing a clutch master cylinder on an original XJ-S manual (1 of 352)
- Fixing the most common problem on Jaguars in the last 40 years – door latches. ■



Jaguar World take an un-restored Mk VII for a drive and revel in the rallying past.



Jaguar World compares an XJ 358 and a XJ 351 and provide their preferred choice.

Jaguar Enthusiast (September 2020)

The Jaguar Enthusiast magazine is produced by the Jaguar Enthusiasts' Club, the largest Jaguar club in the World. It is packed with useful information on all models of Jaguar and everything you need to know about the Jaguar scene.

The magazine is produced monthly and the cost is included in the price of the National JEC Membership. Each month they have stories from each of their "Registers". In the Septembers edition: -

- **XJS:** 1995 V12 XJS Coolant Leak
- **Modern S-type:** Brake booster problem
- **XK:** Upgrading an XK 150
- **XK (modern):** Convertible Top Care
- **XF:** Numerous technical issues and problems discussed/solved

- **X-type:** AWD Transfer Boxes
- **XJ (S1-3):** Way to improve the chrome work on your XJ
- **E-type:** Member retraces epic run by Norman Dewis
- **SUV:** Customer service issues
- **XE:** Reims Edition- an owner's assessment
- **X-350:** Member discusses long term ownership and knowledge gained.
- **Mark 7 - 420G:** Major Mark IX restoration
- **Compact:** Owner crashes his 420 into his 2013 XJ writing off both cars. Discusses lengthy repair process.
- **XJ (1986-2002):** Rescuing an XJ40
- **Pushrod:** 1949 Mark IV restoration
- **F-type:** A females perspective ■



Around the Market: - Looking at Buying an X-Type?

The following is a collection of 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 with less than 120,000km.



2001 X-Type SE Auto 4WD, 6cyl 2.5L Petrol, 119,500 km, \$8,000



2002 X-Type Sport Auto 4WD, 6cyl 2.5L Petrol, 120,000 km. \$7,000



2003 X-Type Sport Auto 4WD, 6cyl 2.5L Petrol, 102,899 km. \$8,990



2004 X-Type SE Auto 4WD, 6cyl 2.5L Petrol, 117,000 km. \$8,900



2005 X-Type SE Auto, 6cyl 2.1L Petrol, 83,555 km. \$14,500



2006 X-Type LE Auto, 6cyl 2.1L Petrol, 104,569 km, \$7,800



2006 X-Type LE Auto MY06, 6cyl 2.1L Petrol, 77,005 km. \$10,950



2006 X-Type Luxury Auto 4WD, 6cyl 3.0L Petrol, 72,000 km. \$14,250

Around the Market: Looking at Buying an X-Type?

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 with less than 120,000km.



2006 X-Type LE Auto 4WD, 6cyl 3.0L Petrol, 93,195 km. \$14,500



2007 X-Type LE Auto, 6cyl 2.1L Petrol, 114,520 km. \$8,600



2007 X-Type Luxury Auto 4WD, 6cyl 3.0L Petrol, 105,858 km. \$9,100



2007 X-Type LE Auto, 6cyl 2.1L Petrol, 26,314 km. \$15,995



2008 X-Type LE Auto, 6cyl 2.1L Petrol, 80,000 km. \$14,950



2008 X-Type LE Auto 4WD, 6cyl 3.0L Petrol, 34,000 km. \$20,000



2010 X-Type LE Auto, 6cyl 2.1L Petrol, 92,000 km. \$12,000



2010 X-Type LE Auto, 6cyl 2.1L Petrol, 51,700 km, \$17,000

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

3rd Sunday

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

4th Sunday

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

Last Sunday of Each Month

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



X-Type Jaguar on display at Bucharest Auto Show 2008

Classified Adverts



FOR SALE: Mark II Manuals & Handbooks

Jaguar factory service manual. Genuine Jaguar spare parts manual. Genuine Jaguar handbook & Jaguar drivers handbook, all to suit Mk 2, 2.4, 3.4, 3.8, 240 & 340 models. All books are in excellent condition.

Price: Negotiable.

Please contact Brian Toomer on 0414 418 298.

FOR SALE: 1950 Mark 5 Saloon

- ◇ Off road from 1965 to 2010
- ◇ Fully refurbished from the sunroof to the original toolbox
- ◇ Matching numbers (Except gearbox - Toyota 5 speed)
- ◇ Recent total brake system overhaul.
- ◇ Reluctant sale due to ill health.
- ◇ Recently fully serviced by Classic & Sports Car Boutique

Price: \$42,000 (Reduced)

Contact Jack Richardson - 08 8289 0105 or 0405 549 448

Number Plates For Sale

One owner Jubilee South Australian rare number plates 366 J.

Price: Negotiable

**Contact Aiden Dutton
on 0429 966 234 or -
aidendutton@hotmail.com**



FOR SALE: 1948 Mark 4 Saloon

- ◇ Restored to its present condition from 2003 to 2006 by Bruce Fletcher. Fitted with 5-speed gearbox.
- ◇ Only covered approx. 10,000 miles since restoration.
- ◇ The body is very straight and the doors will shut via soft push, not requiring to be slammed shut.
- ◇ The current owners are selling with reluctance, only selling due to their age. More photos available

Price: \$52,250 ONO

Contact Joanne Mawett on 0419 866 637

FOR SALE: 1951 Mark 7

Commenced restoration but can no longer continue. I am a motor body builder by trade. The body and chassis have been sand blasted and etched. I have repaired rust in the lower quarter panels and roof. Replaced the sill panels. There are many spares, 4 doors, 4 front mudguards, 2 bonnets, 2 boots, plus others.

Price: Negotiable.

Please contact John Lueders on 0405 605 566



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

Contact Richard Chuck on 0408 313 848



FOR SALE: 1957 2.4 litre Mark 1

- ◇ Car is complete with some spots of surface rust.
- ◇ Engine running but has not been started for a few years
- ◇ Due to health reasons I am unable to progress restoration

Price: \$4,000 ONO

**Contact Darren Pike - darren.pike@dpmc.com.au or
0407 616 383 (located at Marion SA)**

Jaguar Drivers Club of South Australia

GENERAL CHRISTMAS MEETING & DINNER

Maylands Hotel, 67 Phillis Street

Tuesday 1st December, 2020 — 7.00pm

Entertainment by Linda McCarthy

Two course meal at \$40.00 p/p

Registration — GET YOUR TICKET [HERE](#)

"Lets end a difficult year with a celebration!"



Advertisements for the 'new' X-type' were aimed at customers in their 30's. The adverts were always surrounded by attractive models.

E- Type Pre-registration for 2021 Border Run



PRE-REGISTRATION - E TYPE BORDER RUN TO MOUNT GAMBIER 60th Anniversary Event - 1st September 2021

The Jaguar Drivers Club of SA and Jaguar Car Club of Victoria welcome you to pre-register for a Boarder run to Mt Gambier in late 2021. Pre-registrations are non-committal.

This event is expected to run over three or four days and include daily tours and a gala dinner event.

Please pre-register your interest now to assist Di Adamson with the coordination of this event.

All Jaguars welcome.

Regards.

Tom

JAGUAR DRIVERS CLUB OF SOUTH AUSTRALIA
XJ, Mk10, 420G Register

10 Years ANNIVERSARY

EVENT SOLD OUT

CLUB
Christmas Dinner
(Special 10th Anniversary Celebration)

The Glenelg Golf Club— James Melrose Rd, Novar Gardens SA
Saturday 12th December, 6.00 –11.00 pm
Three course meal and show—\$60 p/p
Registration and on-line payment is mandatory for this event
via TidyHQ [CLICK HERE](#)
Additional information: Bob Charman 0421 482 007

The advertisement features a background image of the Glenelg Golf Club entrance. A large, diagonal banner with a red border and a green-to-blue gradient background reads 'EVENT SOLD OUT' in bold red letters. To the left of the banner is a gold '10 Years ANNIVERSARY' badge. The text 'JAGUAR DRIVERS CLUB OF SOUTH AUSTRALIA' and 'XJ, Mk10, 420G Register' is at the top. Below the banner, it says 'CLUB Christmas Dinner (Special 10th Anniversary Celebration)'. At the bottom, it provides details about the dinner: 'The Glenelg Golf Club— James Melrose Rd, Novar Gardens SA Saturday 12th December, 6.00 –11.00 pm Three course meal and show—\$60 p/p'. It also states 'Registration and on-line payment is mandatory for this event via TidyHQ' with a blue 'CLICK HERE' link, and ends with 'Additional information: Bob Charman 0421 482 007'. A hand icon pointing right is on the left side of the bottom text.

Recognition of Continuous Membership (of the JDCSA)



Chris Michael receiving his 20 year certificate from Membership Secretary Daphne Charman at the 2020 AGM.



Bill Browne and Margaret Piper receiving their 10 year certificates from Membership Secretary Daphne Charman at the 2020 AGM.



Brett Lewis
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Director
Sales Executive



first national
REAL ESTATE | Lewis Prior

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Club Notices

GENERAL MEETING ROSTER 2020/21

October	XK, 7, 8, 9 Register
November	E, F, GT Register
February	Compact Register
March	XJ, Mk 10, 420G
April	SS, IV, V Register
May	Multivalve 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.

XJ, Mk 10 & 420G Register



Meet Second Wednesday of each month

Minutes of meeting held at 7.30pm on Tuesday the 8th September at the Bartley Hotel, West Lakes Shore.

Present

Steve Arthur & Deb Vartesi, David Bicknell, Tom & Marj Brindle, Peter & Heather Buck, Walter & Beryl Bullock, Don & Elaine Cardone, Bob & Daphne Charman, Alan Davis, Jean De Young, Don & Toni Heartfield, Darryl & Fay Leyton, John Manifold, Louis Marafioti, James Mann, Chris Michael, Gary Monrad & Oggi Stojanovich, Graeme & Betty Moore, Paul Moore, David & Angela Nicklin, Trevor Norley, Con Saris, Andrew Shouksmith, Bryan O'Shaughnessy, Phil Prior, Geoff & Margaret Thomas, Don & Kathy Tyrrell.

Apologies

Peter & Ros Holland, John & Claire Evans, Noel & Carmel Trew, Ray & Barb Offe.

Previous Minutes: Carried

New Members

The Register welcomed member Con Saris to his first attendance to our Register meetings.

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. Thanks to Trevor Norley & Paul Moore for the Blyth/Burra weekend.
2. Annual day trip to Clayton – Sunday 15th November.
3. Meetings at Bartley Hotel for now – All approved.
4. Jag Day 18th October – Cancelled.
5. Register Day Run, Tuesday 27th October.
Meeting TT Gully Hotel 9.30am.

Depart 10.00am – Chain of Ponds – Williamstown – Lyndoch (Morning Tea) – Tanunda – Shea-Oak Log – Gawler – Freeway to North Haven – Lunch at Palermo Restaurant (Owned by new Club Member) who is offering 25% of everyone's bill.

6. Kangaroo Island Day Trip – Saturday 7th November. 47 people coming.
7. Register Christmas Dinner and Floor Show. Saturday 12th December at the Glenelg Golf Course. Only 9 tickets remaining.
8. Concours d'Elegance competition winners – prizes given out.
9. Photos needed for club calendar – please forward to Di Adamson.
10. Club Xmas Dinner – Maylands Hotel – Tuesday the 1st December.
11. Bob re-elected to Register Secretary.

Car Talk

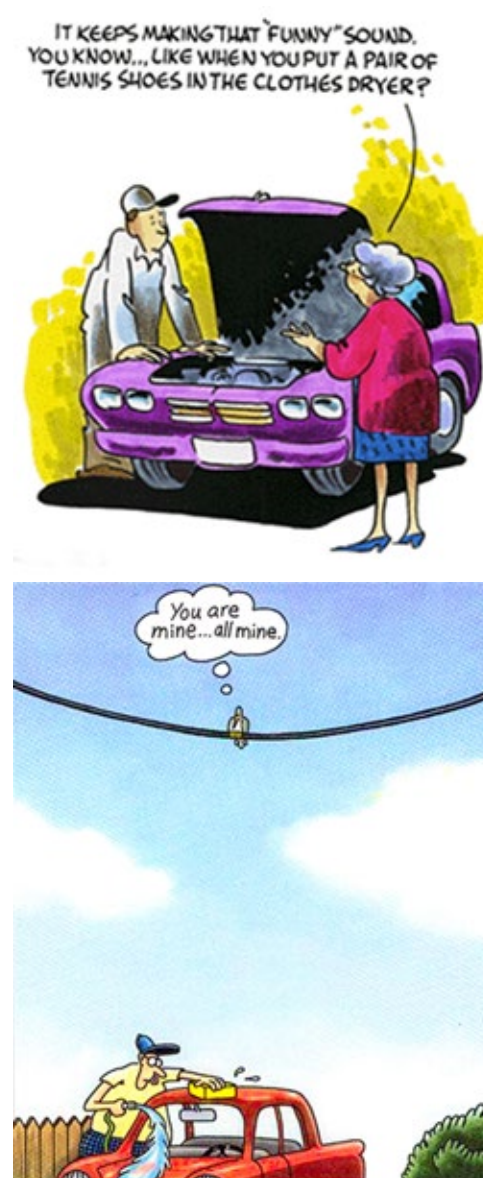
- Phil Prior: Bought 2013 XF S.C V6.
- Steve Arthur: N.T.R.
- Peter & Heather Buck: Bought X308 Beautiful car – loves it.
- Con Saris: 1985 Ser 3. Bit sick at the moment.
- Graeme & Betty Moore: Wheels of Justice move slowly. X300 stolen last year. Police just contacted him.
- Don Cardone: Taken the XJ out for a few runs. OK.
- Bob & Daphne Charman: Daphne got 2014 XF for her Birthday.
- Dave Bicknell: Ser 3 not good at the moment. 420 going OK.
- Bryan O'Shaughnessy: XJS needs new radiator.
- Don Heartfield: Repairs done to the XJ6.
- Paul Moore: N.T.R.
- Jeannie DeYoung: N.T.R.
- Darryl & Fay Leyton: Sovereign going well. Derek still for sale.
- Steve Attard & Precious: Karman Ghia ready for registration.
- Trevor Norley: XJ6 back to duel fuel thanks to Roland Donders and friends.
- John Manifold: Problem with X Type CD player.
- David and Ange Nicklin: Series 1 to Burra. Ignition light came on. Needs new alternator.
- Geoff & Margaret Thomas: Car went well to Burra and back.

- Andrew Shouksmith: XJ40 going well.
- Allan Davis: X Type had good run to Burra.
- Tom & Marj Brindle: XJ40 Few problems with the lights.
- Gary & Oggi Monrad: Had some good runs with 'Shaggy'. Recent winery trip. Loaded boot with wine – slow and low trip home.
- Walter & Beryl Bullock: N.T.R.
- Louis Marafioti: XJ8 going very well.
- James Mann: XJ40 needs new water pump.
- Don & Kathy Tyrrell: N.T.R.

Meeting closed 9.10pm.

Next meeting will be on WEDNESDAY the 14th October, 6.00pm for dinner followed by our Register Meeting at the Bartley Hotel, West Lakes Shore.

BOB CHARMAN
Secretary



JDCSA - General Meeting Minutes

Minutes of the JDCSA Monthly Meeting Tuesday 1st September 2020 at The Police Club, 27 Carrington St, Adelaide, SA 5000

Chairperson: Phil Prior

Minute taker: Tim White

Present : As per attendance list.

1. Meeting Opened 7.36pm

Congratulations to all for sticking to the protocols. Different era Arrangements for tonight need to be changed as Urns have been banned unless the following can be undertaken. i.e. Separate person to operate urn, milk, sugar and food.

2. Welcome New Members: N/A

3. Welcome Visitors: N/A

4. Apologies

Barry Brown, Hazel Brown, Beverley Buttery, Wayne Buttery, Trish Clarke, Doug Harrison, Sue Harrison, Tony Human, Paul Moore, Gabriela Orford, Cheryl Pascoe, Ossie Petrucco, Rayeena Petrucco, Angela Rogers, David Rogers, Leanne Shouksmith, Sue White.

5. Previous Minutes

Minutes distributed via Classic Marque were accepted as correct.

6. Member Welfare: N/A

7. Business arising previous meeting: N/A

◇ 7.1. Covid 19- Policy of Mandatory Registrations

Reiteration of the need to register for any event by club and registers using the new event registration form. Meets our requirements under our COVID Management Plan.

◇ 7.2. SA Jag Day

- Birdwood requires that no food or drink be consumed
- Civic Park requires fence and no food, drinks or music

Bottom line is that we need to defer SA Jag Day for 2020. Fortunately there are many other events for members in September, October & November.

Decision: Agreed to not hold SA Jag Day for 2020.

◇ 7.3. XJC / XJS Berri Run Weekend

Run in conjunction with E-Types in October at Berri Hotel Open club event which can be booked on TidyHQ

◇ 7.4. Club Calendar

More photos required from everyone. Love to see newer members cars

8. Annual Reports

◇ 8.1. President Annual Report: (To read the report goto Tidy HQ - Meetings - Past Meetings - JDCSA AGM September 2020 - View Details - 8.1 President).

Decision: Noted

◇ 8.2. Vice President Annual Report: (To read the report goto Tidy HQ - Meetings -

Past Meetings - JDCSA AGM September 2020 - View Details - 8.2 Vice President).

Decision: Noted

◇ 8.3. Treasurer Annual Report: (To read the report goto Tidy HQ - Meetings - Past Meetings - JDCSA AGM September 2020 - View Details - 8.3 Treasurer).

Decision: Noted

◇ 8.4. Membership Secretary: (To read the report goto Tidy HQ - Meetings - Past Meetings - JDCSA AGM September 2020 - View Details - 8.4 Membership).

Decision: Noted

◇ 8.5 Editor: Well it has been 12 months since I took up the editor's position. Time surely flies. Of course, I had no idea that a virus would "throw a spanner in the works". The shut-down cut off supply of photos and stories of Club & Register events and had me searching for material. I would like to thank all those members (22 in total) who supplied stories for Classic Marque including both new and existing members and Register secretaries.

I hope that our magazine delivered into your inboxes and letter boxes has been an enjoyable one - I have certainly enjoyed developing the magazine into its new format. I would also like to thank Phil Prior for his ongoing assistance and guidance and to all of sponsors for helping to offset the cost of producing the magazine.

Graham asked who uses the PDF version and who uses the flip version. The show of hands was 50/50

Decision: Noted

9. ACJC

National Rally in Tasmania has been deferred until March 2022. SA will host the rally in 2023

10. Regalia

Ron has various items to purchase

11. MSCA

Only one event was cancelled this past year. Thank you to Dave Burton & Peter Clarke for marshalling.

12. Library

Tom stated that he has some new books and many others for members to borrow

13. Register Comments

◇ XJ Register:

- Bob Charman highlighted the various activities of the XJ Register over the past 12 months
- Register meeting at the Bartley Hotel on Wednesday 9th September
- Tuesday 27th October XJ Run to North Haven
- KI Trip 7th November (48 people)
- Xmas Dinner Glenelg Golf Course on the xx/12/2020
- Burra Trip was excellent. Thanks to Trevor & Paul Multi-Valve Register:

- Run to the Bend in September
- Christmas run in November
- Next meeting on 29/9/2020 at Kensington Hotel

◇ E-Type Register:

- Continue to hold meetings at different venues
- Next Meeting 17/9/2020 at Beaumont Tiles (Kent Town)
- ◇ XK, Mark 7, 8 & 9:
 - Next meeting at a members home somewhere out of the city.

14. General Business

Christmas Function: 71 booked so far with 90 maximum. Full Christmas dinner at Maylands Hotel.

15. Membership Certificates

◇ 20 Year Certificates

- Geoff & Maralyn Clarke
- Vince D'Aloia
- Christine & Shane Ferguson
- Roger & Susan Invararity
- Miriam & Kevin McInerney
- Bernie Moore
- Mike Moore
- **Chris Michael (in attendance).**

◇ 10 Year Certificates

- Ray & Margie Baak
- Scott & Karina Galloway
- Stuart Perkins
- Andrew & Livia Smith
- **Bill Browne/ Margaret Piper (in attendance).**

16. Executive Positions - All Declared Vacant/ Nominations received

Tim White took over as temporary chairperson. He identified that only one nomination had been received for each of the elected positions

17. Election Results

- ◇ President - Phil Prior
- ◇ Vice President - Fred Butcher
- ◇ Secretary - Steve Weeks
- ◇ Treasurer - Heather Buck
- ◇ Membership Secretary - Daphne Charman
- ◇ Editor - Graham Franklin
- ◇ Event Coordinator - Graham Franklin

Decision: All positions elected by members

Other Positions to be confirmed by Executive and advised in Next Classic Marque - 14(b)(ii) (see page 41).

18. Closing remarks New President

President Phil stated that he was looking forward to a good year with many more individual events and thanked everyone for attending tonight.

Thank you to Multivalve Register for Supper .

19. Meeting closed at 8.35pm

JDCSA - Club Directory 2019 -2020

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 (Updated following AGM)

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

Secretary: Steve Weeks

Mobile: 0414 952 416

Email: xk789@jdcsa.com.au

Editor Classic Marque/Events Coordinator: Graham Franklin

Mobile: 0490 074 671

Email: editor@jdcsa.com.au

Membership Secretary: Daphne Charman

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

Email: membership@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 (Updated following AGM)

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: casuti3@bigpond.com

Federation of Historic Motoring Clubs (FHMC)

Club Representative: David Burton Mobile: 0417 566 225

Marque Sports Car Association (MSCA)

Club Representative: Barry Kitts: 0412 114 109

All British Day

Club Representative: Alan Bartram: 0418 818 950

Inspectors - Club Registration

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

Register Secretaries

SS, Mk IV, & Mk V (Pushrod) - *Meet Last Wednesday of each month.*

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

Email: daimlerss@jdcsa.com.au

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

Steve Weeks: 0414 952 416

Email: xk789@jdcsa.com.au

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

Angela & David Rogers

Email: compacts@jdcsa.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@jdcsa.com.au

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

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

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

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

Peter Buck Mobile: 0421 061 883

Email: Peter.buck51@bigpond.com

Register meeting dates and time are variable at present. Please check JDCSA Web site

