

CLASSIC MARQUE

OCTOBER 2022



100 JAGUAR YEARS: 1922 - 2022 (Part 1)

THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA

LOU GUTHRY MOTORS

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1999 Jaguar XJ8 X308 3.2L SWB Sovereign

X308 Sovereign with upgraded top timing chain pre-tensioners. Finished in Madeira with Cashmere trim and carefully maintained by its previous enthusiast owner, the car comes with full Jaguar service history.

SNJ032 146,198 km **\$25,990**



1999 Jaguar S-Type 4L V8 SE

Finished in Seafrost with Cashmere trim this Jaguar S-Type 4L V8 comes with excellent Jaguar franchise service history, stamped log book, all relevant owner manuals and spare key. Fantastic value for money.

SNJ040 157,496 km **\$14,990**



2009 Jaguar X-Type 2.2L Diesel Luxury

X-Type diesel with full Jaguar service history including stamped service log, all relevant owner manuals and spare key. This 2.2L turbo diesel is in excellent condition inside and out having only travelled 75,177 km.

SNJ022 75,177 km **\$17,990**



2017 Jaguar F-PACE 35T Portfolio AWD

Very well maintained, the F-Pace comes with full Jaguar franchise service history including service log, all relevant owner manuals, spare key and activity key. With Italian Racing red duco and premium Jet leather.

SNJ030 55,290 km **SOLD**

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Club Torque - President's Column

I am pleased to report the AGM in September resulted in the return to office of all previous incumbent executive members. Thank you for your confidence in returning your executive committee. Register reports indicate all Registers, except for the Compact Register, have also elected their secretary for the next calendar year.

The next twelve months will be a busy time for the Club with three major events starting this month with Jag Day display followed by the Club hosting the 51st National Jaguar Rally in April 2023 and our Club celebrating its 50th Anniversary later that year with a Gala Dinner to be held in the July.

With regard to Registers, I, along with our Editor Graham, in September attended the XJ Mk 10 & 420G meeting at the Berkley and the Register's 60th Anniversary celebration held at the Motor Museum Birdwood. The anniversary was well supported with sixty-two club members in attendance. The continuing wet conditions prevented the cars on display being parked on the grassed area so the museum staff positioned the cars at the museum's main entrance which made for an impressive display of one of Jaguars largest saloons of the modern period. It was also pleasing to see a large number of club member and their Jaguar cars in attendance. The weather was kind, although overcast. This was offset by a welcoming Register BBQ lunch.

Graham and I also attended the SS, Mk4 & 5 Register dinner and Register Meeting held at the Caledonian Hotel. Attendance numbers were slightly down as expected with register members not long back from the NSW Cowra Rally. More on this event in the magazine by our Editor Graham.

It was pleasing to hear that attendance numbers were on the up for the Ladies High Tea. For our female members I would encourage you, especially those who may have lost a partner to attend these gatherings which are held in day-light hours.

Our Clubs next major event for this year will be Jag Day at Civic Park on Sunday 23 October. Planning for this event is well advanced and the theme will be to celebrate 100yrs of Jaguar.

A bit of history: Swallow Sidecar Company, co-founder under Williams Lyons, William Walmsley was established on the 2nd of September 1922.

Members are reminded that Jag Day apart from being the club's display day is also "Cats & Cans" day when the club donates to the Salvation Army. This can be both non-perishable food or cash donation. By now you should have approached your local supermarket to see if they are willing to support this cause.

The Jaguar National Rally (JNR) Working Group continue to meet on the last Monday of the month. The Rally Programme is mostly locked-in with only the Day at the Bend on the Monday to be confirmed by the track authority.

The September Executive meeting was provided with a detailed breakdown of potential venues for the Clubs 50th Anniversary celebration. The recommendation by the working group was accepted and the requested advance funding approved. This was important to secure the recommended venue.

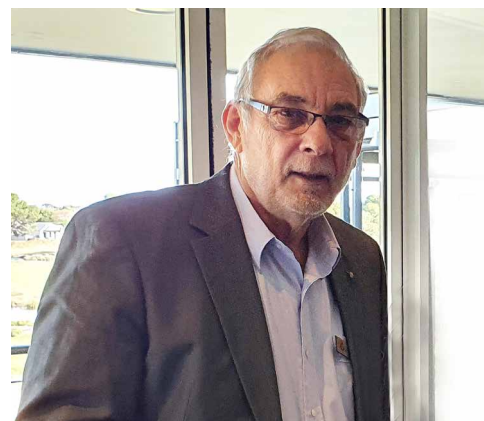
Although a non-club event, for those who may be interested is the "John Blanden's Climb to the Eagle happening on 4th November.

Our club has also been asked to supply cars for the Adelaide 500 Parade of Drivers and a possible track side static display. Further details to follow.

We are again on the move for a suitable location to hold our monthly meetings. Whilst the Adelaide Bowling Club was a suitable location for the meeting the one service the Bowling Club was not able to provide was a "Pub Style Bistro" meal; this was considered a must-have for the monthly meeting. Thanks to our energetic Vice President we will be holding the October meeting at the new venue; The Junction, 470 Anzac Hwy, Camden Park

I will be an apology for the October meeting; Submarine business in WA. Thank you for your support and vote of confidence.

**Safe Motoring,
Fred Butcher**



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Front Cover:

Sir William Lyons with his beloved Jaguars

Back Cover:

100 year Anniversary - Swallow, SS and Jaguar (1922-2023)



@sajaguarclub

Events Calendar 2022

OCTOBER

NOVEMBER

DECEMBER

TUESDAY 4th OCTOBER	JDCSA General Meeting. ‘The Junction’, 470 Anzac Highway, Camden Park. The meeting starts at 7.30pm with meals available from 6:00pm. Registration will assist with seating arrangements. JDCSA October General Meeting
WEDNESDAY 12th OCTOBER	XJ, Mk10, 420G Register Meeting: 6:00pm to 9.00pm. The Bartley Hotel, Bartley Terrace, West Lakes Shore. For more info - Bob Charman. Email: charmanr161@gmail.com . Please register through TidyHQ XJ, Mk10, 420G Register Meeting
THURSDAY 13th OCTOBER	XJ, Mk10, 420G Register - Picnic in the Park - 6.00pm (Daylight saving). Hazelwood Park B.B.Q. in the park (food supplied) then we will drive to Auchendarrock House, Mt Barker for Barista coffee and cake for \$12.00. XJ, Mk10, 420G Picnic in the Park
SUNDAY 16th OCTOBER	Bay to Birdwood. https://baytobirdwood.history.sa.gov.au/2022-general-entry/ Entries for vehicles manufactured Post-1950 and prior to 1993 have SOLD OUT.
WEDNESDAY 19th OCTOBER	SS, MkIV & MkV Register Meeting. To be held at the home of Bob Kretschmer, 56 Miller Street, Unley North. Can members please advise Brenton if they will be attending the meeting. 0419 345 775
THURSDAY 20th OCTOBER	E, F & GT Register Meeting - to be held at Alan Baker’s workshop. 7.30pm to 9.30pm Because of space constraints, attendance will be limited to 25 people. Please register through TidyHQ. E, F & GT Register Meeting at AB’s
SUNDAY 23rd OCTOBER	SA JAG DAY and Cats & Cans - 10.00 am - 3.00 pm. Civic Park Modbury, 995 North East Road, Modbury SA. PLEASE KEEP THE DATE FREE No need to pre-register. More information page #6 or goto SA JAG DAY
FRIDAY 4th NOVEMBER	John Blanden’s Climb to the Eagle and Southern GP. Starting from Victoria Park Grandstand, Fullarton. Entries closed 30 September.
FRIDAY 4th - 7th NOVEMBER	XJ Mk10 420G / Multivalve Combined Weekend Trip to Port Fairy, A combined Register trip away to Victoria. Destinations include Port Fairy and an optional night in Halls Gap. A complete fun-filled weekend has been organised, including day trips, lunches and evening meals. Please register through TidyHQ. Combined Trip to Port Fairy
TUESDAY 8th NOVEMBER (2nd Tuesday)	JDCSA General Meeting. ‘The Junction’, 470 Anzac Highway, Camden Park. The meeting starts at 7.30pm with meals available from 6:00pm. <i>Note: Date changed from 1st to the 8th (Venue N/A on 1st -due to Melbourne cup).</i>
WEDNESDAY 9th NOVEMBER	XJ, Mk10, 420G Register Meeting: 6:00pm to 9.00pm. The Bartley Hotel, Bartley Terrace, West Lakes Shore. AUCTION NIGHT. For more information please contact Bob Charman. Email: charmanr161@gmail.com .
THURSDAY 17th NOVEMBER	Jaguar Ladies Trip to Hahndorf for Lunch. Meeting at Beerenberg strawberry farm at 11 am for coffee and then to the German Arms for lunch at 1 pm. (Option of attending the morning tea, the lunch or both). Full details will be posted on TidyHQ closer to the event.
THURSDAY 17th NOVEMBER	E, F & GT Register Meeting Further details to be provided closer to the date. For more information please contact Suzanne Jarvis. Email: jdcса@mail.tidyhq.com
THURSDAY 24th NOVEMBER	Multivalve Register Christmas Lunch Run Full details will be posted on TidyHQ and next edition of Classic Marque. Or contact Peter Buck. Email: Peter.buck51@bigpond.com
1st - 4th DECEMBER	Adelaide 500 motor racing event for Supercars. Our club is participating in the Parade of Drivers and a possible track side static display.
TUESDAY 6th DECEMBER	JDCSA General Meeting. ‘The Junction’, 470 Anzac Highway, Camden Park. The meeting starts at 7.30pm with meals available from 6:00pm. For more information please contact the Secretary Steve Weeks on 0414 952 416
SATURDAY 12th DECEMBER	XJ Mk10 420G Register Christmas Dinner & Show - Glenelg Golf Club. 5.30pm – 11.00pm. All Club members are invited to attend. Three-course dinner from 6.30pm followed by floor show. Cost is \$65.00 per person (drinks not included). Please register through TidyHQ. XJ Mk10 420G Register Christmas Dinner

NEW VENUE: Members are advised the venue for the October, November and December General Meetings is "The Junction", 470 Anzac Highway.

The meetings will be held in the Stable One meeting room from 7:30pm with meals available from 6:00pm. Ample on-site parking is available with the carpark on the West side of the venue closest to the Bistro entrance.

Please note that the November General meeting will be held on the second Tuesday of the month (8/11/22) due to Melbourne Cup on the 1st.

The Executive is looking forward to seeing many members in attendance at this new venue. Registration to attend is not mandatory, however, registration will assist with seating arrangements.

Executive Committee

Editorial by Graham Franklin

Due to announcements and lack of space I have forgone this month's editorial. The feature for the month is marking the Centenary of the foundation of the Swallow Sidecar Company which later became Jaguar Cars. (1922-2022).

Plus lots more!

Cheers

SA Jag Day and Cats & Cans - 23rd October, Civic Park

SA Jag Day, 23rd October, Civic Park, 995 North East Rd, Modbury, 09:00 - 15:00. Pre-registration is not required.

Members are encouraged to attend the day which includes the CATS and CANS Charity food drive. Food and drink stalls will be available and this year the Club will celebrate 100 years of SS/Jaguar.

We are hoping for a nice day weather wise and a great day in all as we put our club and our cars on public display.

Cars can begin arriving any time after 9.00 am but need to be in position by 10.30 am. For safety reasons cars will need to remain in position until 3.00 pm.

(If you cannot arrive on time or have to leave earlier for personal reasons, please speak to the gentlemen/women on the gate and they can show you where to park).

Club Members who own non-Jaguar/Daimler cars are most welcome and your cars will be parked together.

A Salvation Army Truck will be positioned in the car park at the entrance to the oval to collect your cans and nonperishable goods.

So, bring the Jaguar/Daimler/SS Car and the family and whatever else you need to make it a great day out.

Graham Franklin
Events Coordinator

50th Anniversary Dinner, Saturday, 29th July, 2023

Members are advised the Executive has secured the Hickinbotham Room of the National Wine Centre to celebrate the 50th Anniversary of the Jaguar Driver's Club of SA. The Anniversary Dinner will be a formal affair and will include a display of Jaguars of the period. The Foenander Brothers will perform with their band and a dance floor will be provided to enjoy the music.

The decision to hold the dinner on a Saturday night was based on a survey of members who indicated that 140 members would attend the event if it was held on a weekend. Members who

work generally preferred that it wasn't on a week night. Some members live in the country and throughout SA, and a weekend will enable them to attend the event. Thank you very much to all those members who responded to the survey.

The 50th Anniversary Dinner is a significant social event in the history of the Jaguar Driver's Club of SA. Members are encouraged to note the date on the 2023 calendar and look forward to a memorable night of celebration.

Executive Committee

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, 2022 magazine:

- ◇ Thao & Gary Earnshaw: 1963 Jaguar Mk II 3.4 Litre Saloon.
- ◇ Morna & Norman Atkinson: 1973 Jaguar XJ6 S2 4.2 Litre Sedan.
- ◇ Colin Penfold: 1985 Jaguar XJ-S HE 5.3 Litre Coupe.

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

- ◇ Robert Devolle: 1955 Jaguar Mark VII 3.5 Litre Saloon.
- ◇ Peter Smith: 1983 Jaguar XJ6 4.2L Sedan & 1994 Jaguar X300 4L Sedan.
- ◇ Teresa & David Bradley: 1974 Daimler Vanden Plas Sedan.
- ◇ Nicholas Tumicz: 1996 Jaguar X300 3.2 Litre Sedan.
- ◇ Rosemarie Kavanagh & Phillip Thompson: 1963 Daimler 2.5 Litre V8 Sedan.

◇ Clive & Ben Williams: 1995 Jaguar X300 4.0 Litre Sedan.

◇ Sandra & Robert Mack: 2002 Jaguar X-Type 2.1 Litre 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

Jaguar Drivers Club of South Australia
SA JAGUAR DAY

Sunday 23rd October 2022

11.00am—3.00pm

Civic Park Modbury



1922—2022

*All Jaguar and Daimler cars welcome.
Participating cars to be in place by 10.30am
and must stay in place until 3.00pm*

FREE ADMISSION

Support our **CATS and CANS** food drive.

Please load the boot of your Jaguar with non-perishable food items. The Salvation Army will be on site to collect from you as you enter the park. Cash donations will be also accepted.

Vale - Queen Elizabeth II

Queen Elizabeth II sadly passed away on 8th September, but before she died, she had her say on one important part of her funeral and final journey.

Her Majesty Queen Elizabeth II consulted on the plans for the Jaguar XJ hearse that took her from RAF Northolt (10 km north of Heathrow) to various locations on the way to her final resting place at Windsor Castle.

It was designed by The Royal Household and Jaguar Land Rover, with the Queen's oversight.

The Palace stated: "The State Hearse has been designed to allow members of the public to have a clear view of Her Majesty's Coffin as it travels through London and Windsor."

The XJ (X351) was customised by Wilcox Limousines, based in Wigan. The vehicle features wide windows along the sides and rear, with a see-through glass roof. The roof edge houses three bright spotlights, which illuminated the raised coffin.

Some of the other alterations included thinner roof pillars and a higher roof to accommodate the coffin. The bonnet ornament features a bespoke silver-plated bronze statue of St George slaying a dragon and the Queen's personal royal cypher is featured on the sides of the hearse.

The XJ X351 was painted a special shade of Royal Claret, which is the same colour as the official Royal and State cars that

are used by members of the Royal Family on official duties.

While she was always chauffeured in public, the Queen had a fondness for driving herself and was a keen motorist who enjoyed a wide range of British cars that including Daimler and Jaguar cars. *(Photographs of the Queen in her Jaguars/ Daimler are on following pages).*

As a new era dawns, we would like to extend our condolences to this most extraordinary lady. ■

Information for this story from various sources



Just like her Mother, Queen Elizabeth's last ride was in a Jaguar. The modified XJ (X351) was specified by the Queen herself.



Queen Elizabeth II - Her Jaguars & Daimlers

The Queen has owned a number of Jaguars & Daimlers including one of the last built X-Type Estates.

The range green 2009 Jaguar X-Type Sovereign Estate came with heated seats, parking sensors and a dog grille to stop the corgis distracting the Queen.

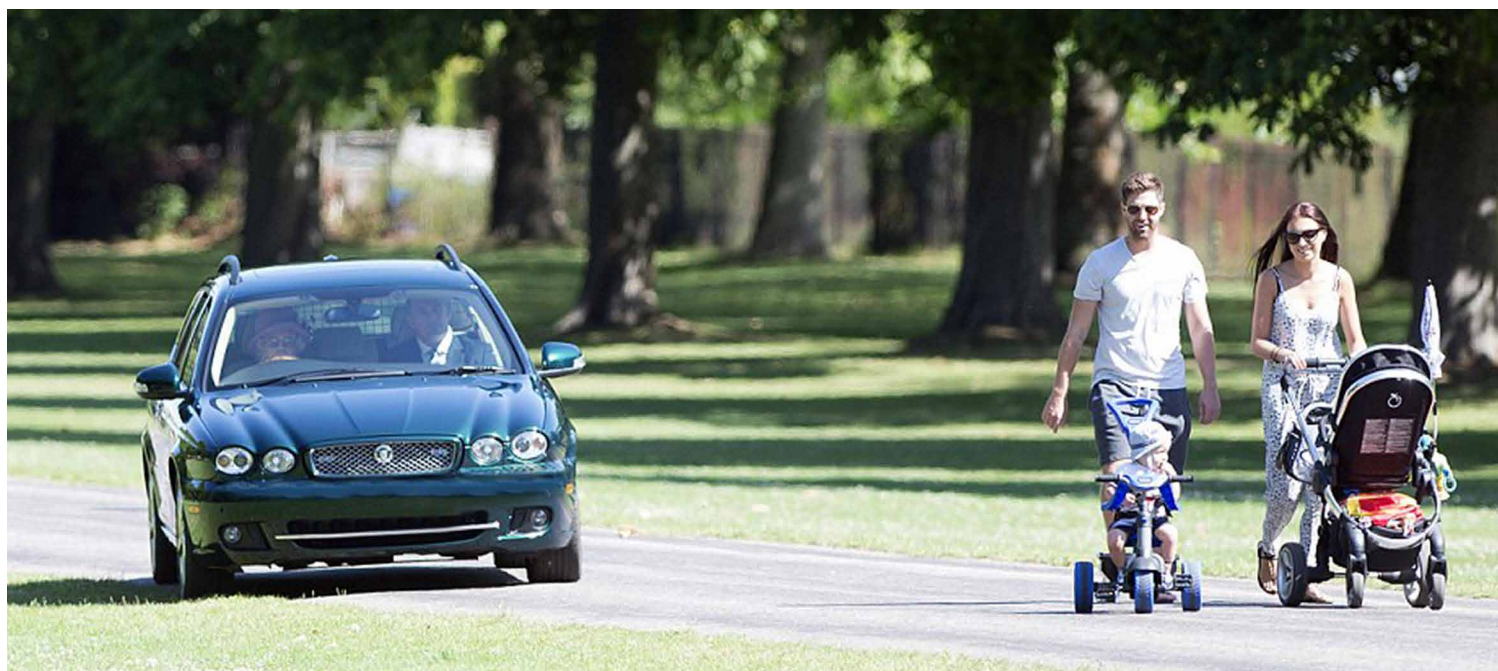
The Queen was often pictured driving the V6 X-Type around Windsor but eventually decided to part with the car in 2016.

Despite being seven years old, the three-litre automatic X-Type had just 7,600 miles on the clock.

The Queen also owned a 1950's Daimler and a Daimler Super V8 as well as being chaffered in a Jaguar and Daimler cars, including a special open top XJ-landaulet (Page 56). ■



Her Majesties 2009 Jaguar X-type 3.0 litre Estate came complete with heated seats, parking sensors and a dog grille.



The Queen pictured driving with a security guard in the Jaguar X-Type down Long Walk in Windsor Great Park. The monarch was 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.

Queen Elizabeth II - Her Jaguars & Daimlers



A picture from 1957, shows Queen Elizabeth II driving her Daimler with Prince Charles and Princess Anne

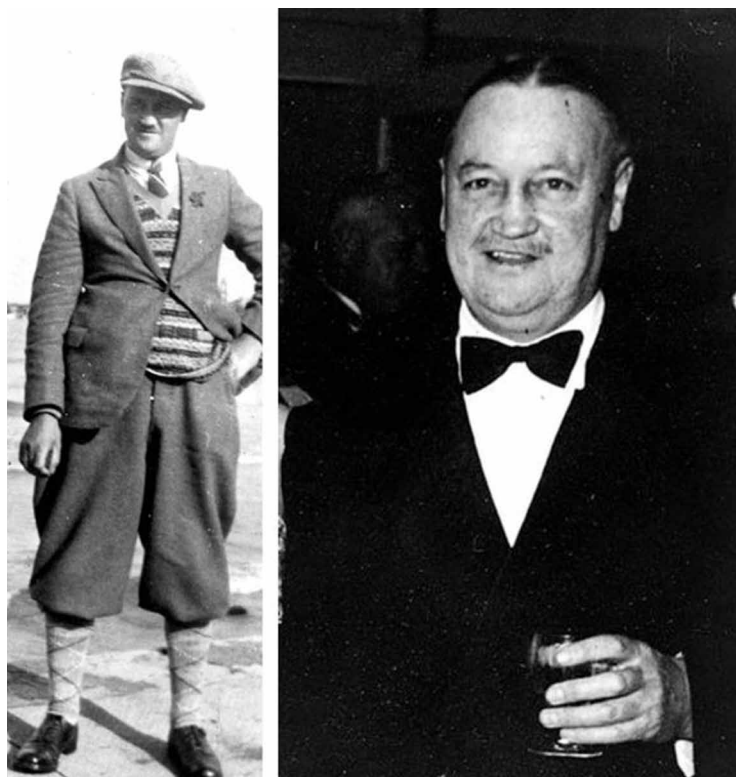


Daimler Super V8 4.0 LWB driven by the Queen from 2001 to 2007 before it was given to the Jaguar Daimler Heritage Trust.

100 Facts About Jaguar (Part 1)

2022 marks the centenary of the foundation of the Swallow Sidecar Company which later became Jaguar Cars. To celebrate the centenary, for 100 days the Jaguar Daimler Heritage Trust posted on its site 100 facts.

Fact 1: William Walmsley designed and built the first Swallow sidecar on which Swallow Sidecar Company was founded.



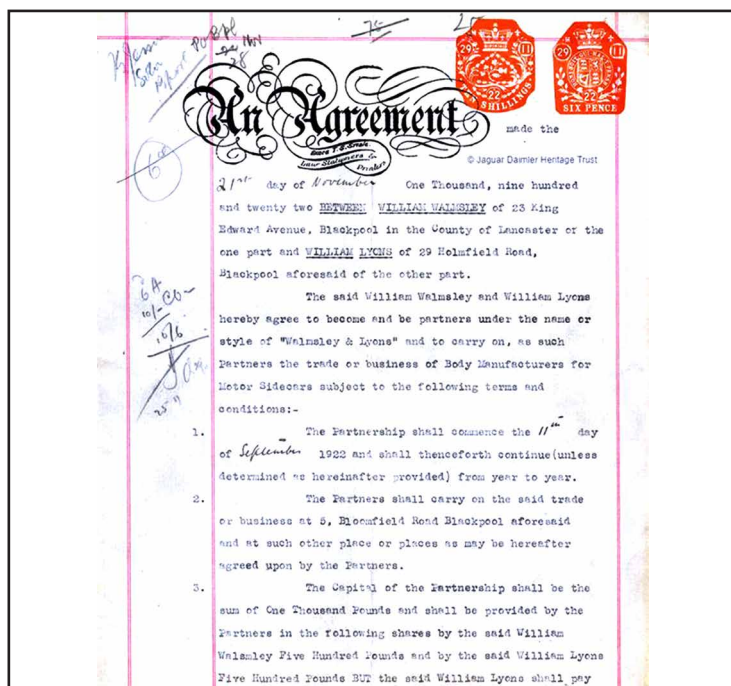
Fact 2: William Walmsley's first Swallow sidecar had a bullet-shaped streamlined octagonal aluminium body. He named the design, 'Ot-as-Ell' and it was on the road by mid-1920. In the photo is his wife, Emily Walmsley.



Fact 3: Walmsley regarded building sidecars as a hobby so was initially reluctant to go into business but William Lyons, a young enthusiastic motorcyclist neighbour in King Edward Avenue, Blackpool, convinced Walmsley's father Thomas that it could be a viable proposition. Lyons was then left to sort out the business plan and find some premises as the Walmsley's garage was clearly not large enough.



Fact 4: In August 1922, William Lyons senior and Thomas Walmsley put up £500 each to fund the enterprise by guaranteeing a £1,000 loan (roughly £60,000 in 2022 terms) at Williams Deacon's Bank in Talbot Square, Blackpool. William Lyons and William Walmsley signed their Partnership Agreement on 21 November, though it was backdated to 11 September 1922.



100 Facts About Jaguar (Part 1)

Fact 5: Production of sidecars commenced on the first and second floor of a small factory in Bloomfield Road in Blackpool, with only a handful of employees.



© Jaguar Daimler Heritage Trust

Fact 6: Harry Teather was the youngest employee, starting as a general assistant in April 1923 at the age of 14. He started in the paint shop but as he couldn't stand the pear drop smell he was put in charge of the stores. He would go on to become Purchasing Director of Jaguar Cars Limited and the company's longest serving employee, working for over 50 years before retiring in the summer of 1973.



© Jaguar Daimler Heritage Trust

Fact 7: The second female employee, Alice Fenton, started working at Bloomfield Road in 1925 as an office junior alongside Miss Atkinson, the first female employee of Swallow Sidecar Company, and then as William Lyons' secretary. Alice went on to help with sales and was eventually appointed Home Sales Director, the first female director of Jaguar Cars and at the time, the highest placed woman in the UK (possibly the global) motor industry.



© Jaguar Daimler Heritage Trust

Fact 8: The name 'Swallow' is not mentioned on any of the surviving documents from the time of the partnership agreement, but from the very start they traded as the Swallow Sidecar Company.

10 ADVERTISEMENTS THE MOTOR CYCLE MARCH 22ND, 1923



The speedy sidecar

© Jaguar Daimler Heritage Trust

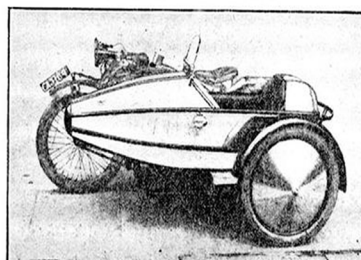
and as graceful as its name implies. Built for speed, yet affording complete weather protection and comfort, unequalled by the most luxurious touring sidecar. The body panels are of highly polished Aluminium, artistically relieved by painted and lined moulds to match any machine.

MADE TO FIT IN—NOT ON.

If you intend fitting a sidecar—why not have the best? By getting a "Swallow" you can provide yourself with the smartest outfit on the road. The delight of your passenger. The envy of all.

No extras. Seriously consider our prices as compared with others. Any size tyre—Dunlop or Hutchinson. Disc, Windscreen, Cover-all Apron, Lamp, Step and Coupe Hood.

Fittings supplied for any make of machine.



MODEL (1) for 3½ h.p.—8 h.p.
Complete with WINDSCREEN, LEAD-LEAK, QUICK DETACHABLE COUPE HOOD, COVER-ALL APRON, LAMP, HIGHLY POLISHED ALUMINIUM, DISC and STEP. £30

MODEL (1½) for 2½ h.p.
Complete with WINDSCREEN, COVER-ALL APRON and Disc. £21 10

MODEL (3).
An entirely New Model specially designed for 3½-4 h.p. Sports models specification as Model (1). £24

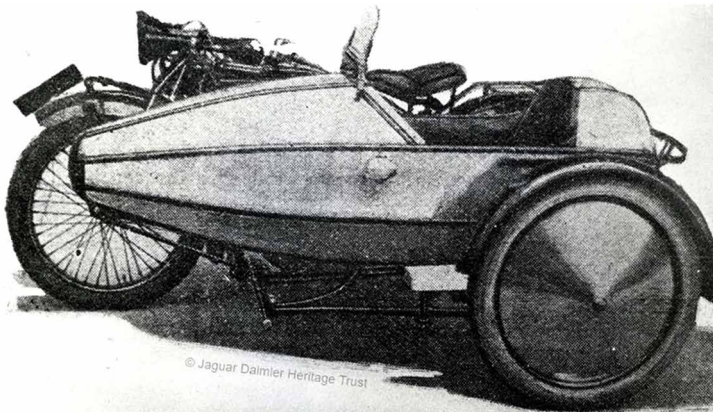
Underlying chassis, of sand construction, combining light weight with maximum strength, are fitted to all models. The suspension of the body is such that all road shocks are effectively damped out.

MAY WE SEND YOU OUR LATEST ART CATALOGUE.

SWALLOW SIDECAR Co. **SWALLOW SIDECARS** Bloomfield Road, BLACKPOOL TELEPHONE 1011. TELEGRAMS "SWALLOW"

100 Facts About Jaguar (Part 1)

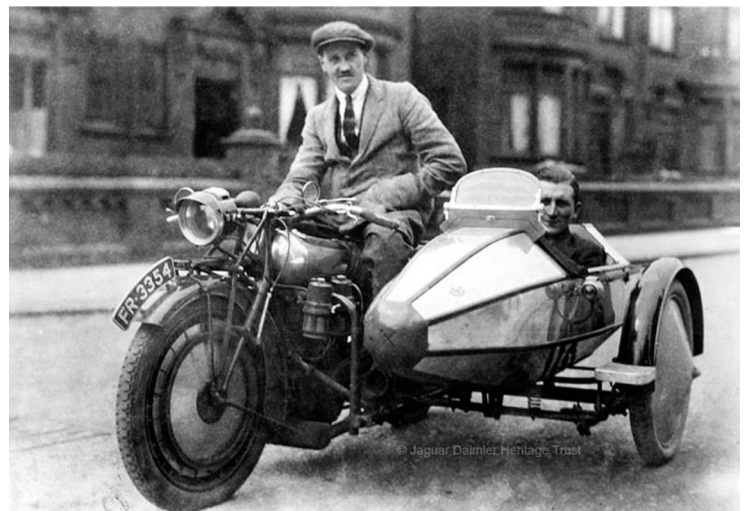
Fact 9: The company initially started producing just one motorcycle sidecar a week, with Walmsley supervising the manufacturing aspect and employees, while Lyons looked after the advertising and administration.



Fact 11b: When Bobby outgrew the 'pram', Walmsley made him a Swallow pedal-car.



Fact 12: In 1922 Walmsley and Lyons were fined 40 shillings for blocking Cross Cheaping, Coventry, with a motorcycle and sidecar.

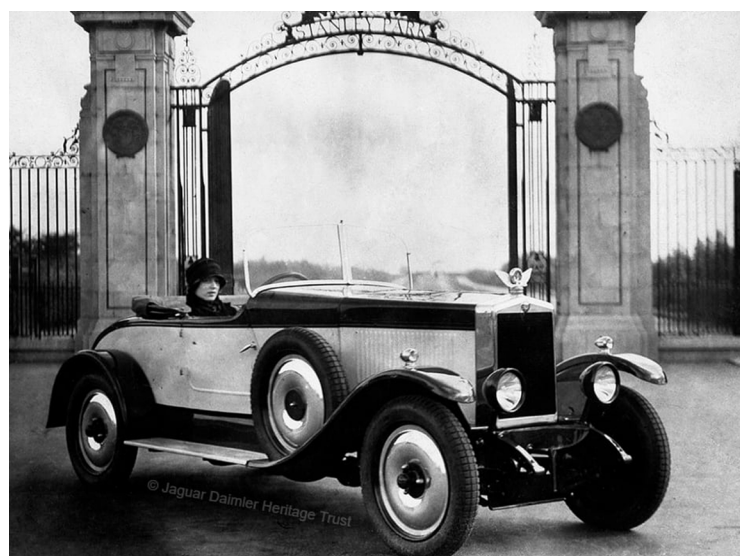


Fact 10: The first Swallow-bodied car was made from the burnt-out remains of an Austro-Daimler car. Harry Gill helped to make a new body while Arthur Whittaker (shown in the photo) rebuilt the engine and refurbished the chassis. The car was first used as personal transport by Walmsley and it was later sold locally.



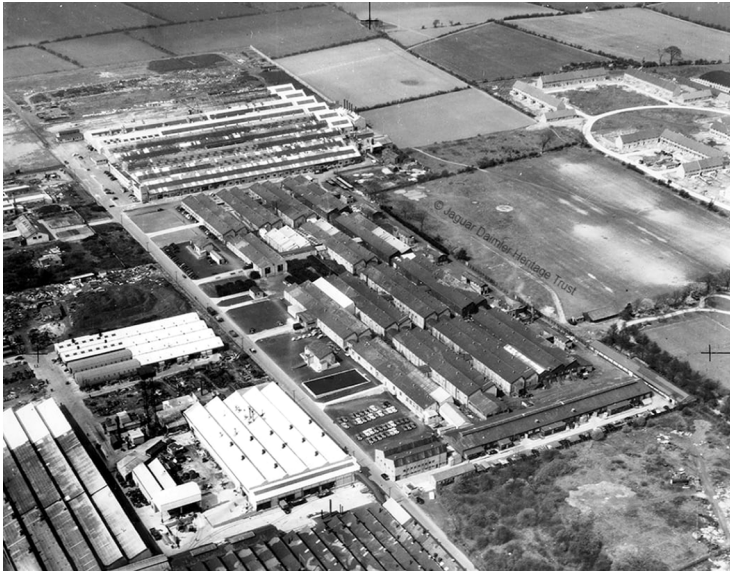
Fact 13: William and Mary (Minnie) Lyons, Lyons' parents, lived at Red Cottage in Newtown Drive, Blackpool, close to the open space that in the 1920s would be laid out formally, and opened officially on 2 October 1926, as Stanley Park. This meant that when the Swallow Coachbuilding Company photographed their Austin and Morris Swallow cars outside the new gates - normally with Alice Fenton in the driving seat - Stanley Park was a very new feature of the Blackpool landscape.

Fact 11a: Walmsley made a sidecar-style push-car complete with wings, running boards, windscreen and leather seat for his son, Robert 'Bobby'.



100 Facts About Jaguar (Part 1)

Fact 14: In need of more space, in 1928 the company moved from Blackpool to a site in Holbrook Lane, Coventry, without loss of production - just as they had managed when they moved from Bloomfield Road to Cocker Street. The task to clean and setup the new buildings in Foleshill fell to the company's workforce as they had done at the previous factories.




Fact 15: After an incident one evening when passing the Holbrook Lane fish and chip shop in Coventry, where Alice Fenton and Connie Dickson were pushed into the road, either Lyons or Walmsley usually walked them home at the end of the day's work.



Fact 16: Lyons knew the company needed to create their own chassis, so in 1931 he arranged for the Standard Motor Company to build a chassis to Swallow's design but fitted with Standard engines.

THE AUTOCAR.

JULY 31ST, 1931.



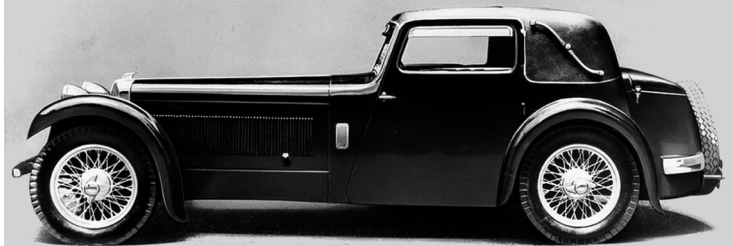
WAIT!

THE "SS" IS COMING

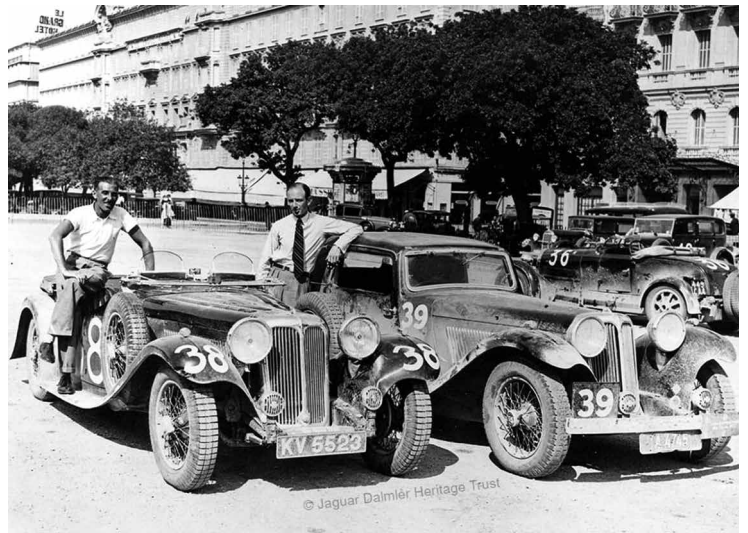
2 New Coupés of Surpassing Beauty

● S.S. is the new name of a new car that's going to thrill the hearts of the motoring public and the trade alike. It's something utterly new...different...better! Long...low...very low...and very FAST! At the Show, or before, two S.S. Coupés of surpassing beauty will be presented. **WAIT...THE S.S. IS COMING**

Fact 17: In July 1933 the SS 1 Tourer joined the Coupe, becoming the first open SS model. (Photo of SS 1 Coupe).



Fact 18: Three Tourers were the first to be entered in a serious competitive event, the 1933 Alpine Trial in mainland Europe, taking the team prize the following year.



100 Facts About Jaguar (Part 1)

Fact 19: On 28 November 1934 William Walmsley gave notice of his resignation at the first Annual General Meeting of S.S. Cars Ltd, as he did not want to see the Company go public in 1935. Lyons bought out Walmsley's shares and assumed sole responsibility of S. S. Cars Ltd.

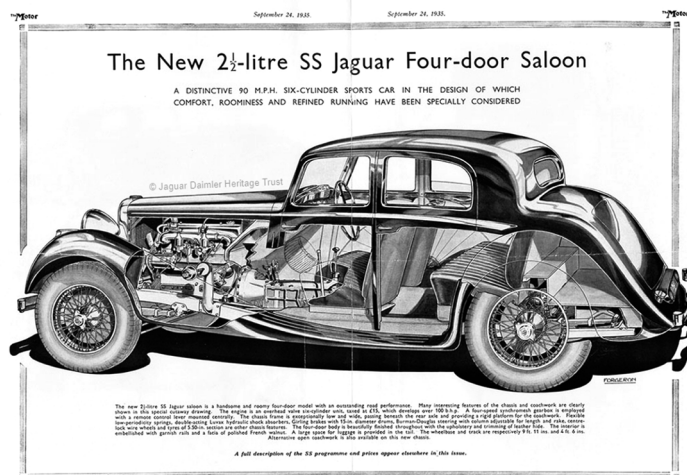


Fact 21: Lyons was focused on improving the mechanical integrity of the cars and formed an Engineering Department, appointing the role of Chief Engineer to a young William Heynes, who went onto play a major role in the company for the next 35 years.



Fact 22: The SS Jaguar 2 1/2 litre Saloon was the first model to carry the Jaguar name and the first four-door car offered by the SS Company.

Fact 20: Alice Fenton and Connie Dickson used to go dancing at the Winter Gardens after work and on Saturday nights when production was at the Cocker Street factory, Blackpool. The company also used the Winter Gardens for a meal in the Spanish Room on a 'Back to Blackpool' trip from Coventry in 1934.



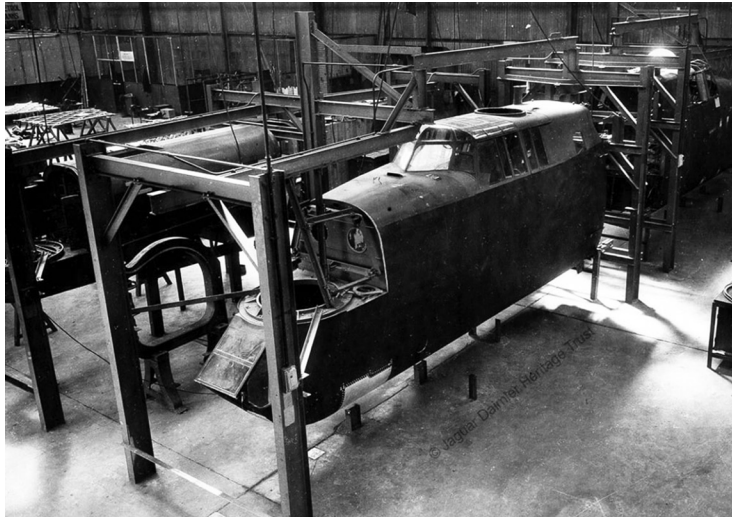
Fact 23: When the SS Jaguar 2 1/2 litre Saloon was launched in September 1935 at the Mayfair Hotel in London, Lyons asked the journalists to guess the price and the average guess was £632, the actual price was only £395.



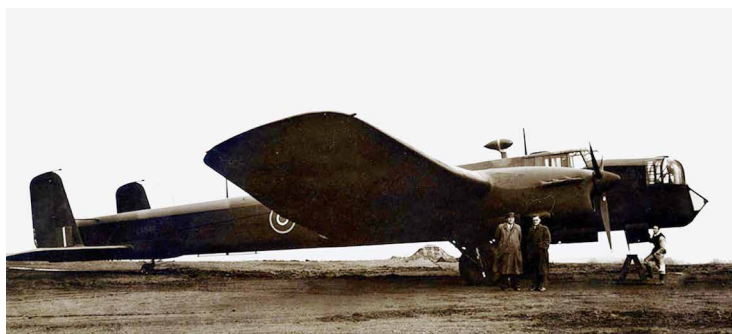
100 Facts About Jaguar (Part 1)

Fact 24: Early in the war, Lyons was able to secure a contract to repair battle-damaged Armstrong Whitworth Whitley bombers which, in 1939 together with the Vickers Wellington and Handley Page Hampden, formed the backbone of RAF Bomber Command.

The quality of work from Swallow and SS Cars was obviously recognised as further contracts were then granted assembling the aircraft.



Fact 25: The first Whitley aircraft under Jaguar control, flew from Tachbrook Aerodrome, Warwickshire, on 4 April 1942.



Fact 26: On 23 March 1945 at the 11th AGM (Annual General Meeting) Lyons announced the change of name from SS Cars to Jaguar Cars.



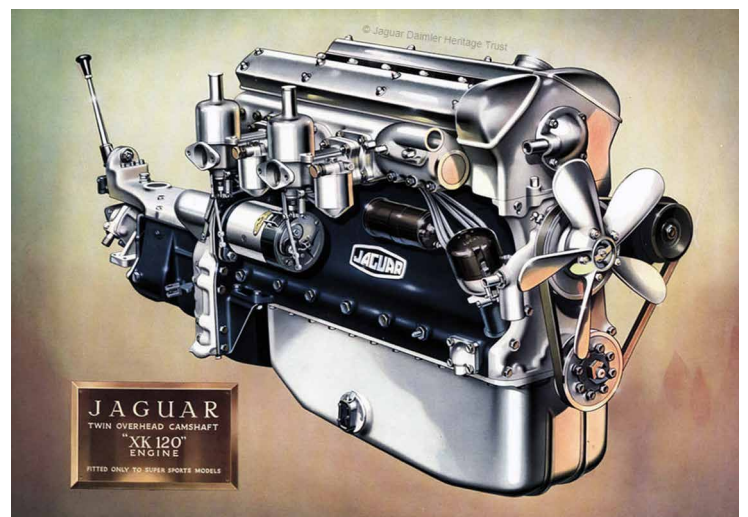
Fact 27: In 1947 Bry-law Motors of Melbourne, Australia, donated 100 food parcels to Jaguar employees in time for Christmas. (Note "J" on door frame in place of "SS").



Fact 28: In September 1948 Jaguar announced its first new post-war, stop-gap model - the Mark V which would carry the company's fortunes for a couple of years.



Fact 29: The new XK engine, a straight six of 3,442 cc with a twin overhead camshaft layout, was launched at the 1948 Motor Show in an XK120 Super Sports.

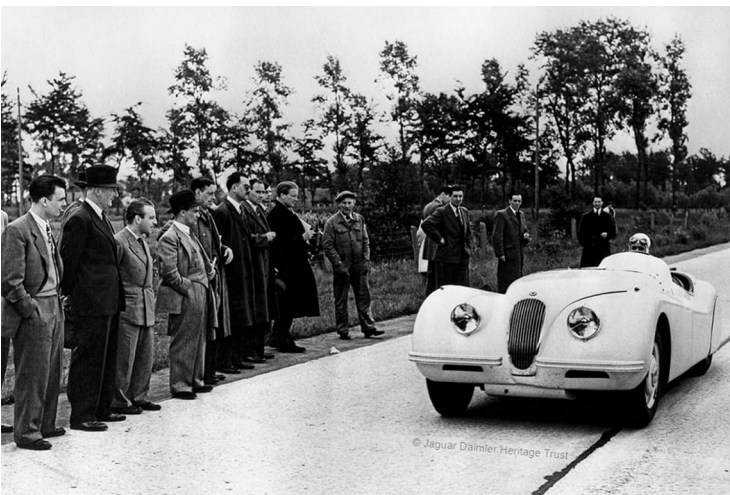


100 Facts About Jaguar (Part 1)

Fact 30: The XK120 introduced the vertically ribbed oval grille - a Jaguar signature over the next two decades.



Fact 31: Jaguar took over a closed section of the new dual carriageway at Jabbeke in Belgium where, in front of the assembled press, a standard XK120 with the XK engine proceeded to clock 126 mph. With the windscreen removed, 133 mph was achieved and orders came flooding in.



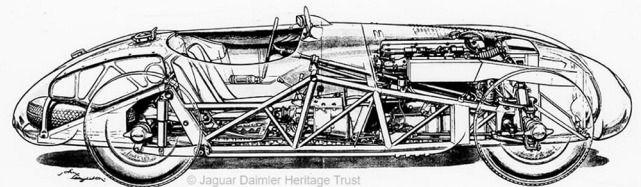
Fact 32: Ian Appleyard and his wife, William Lyon's daughter Pat, drove their XK120 (NUB 120) to success in the Alpine Rallies of 1950, 1951 and 1952 and the Tulip Rally in 1951, becoming one of the most successful rally cars of all time.



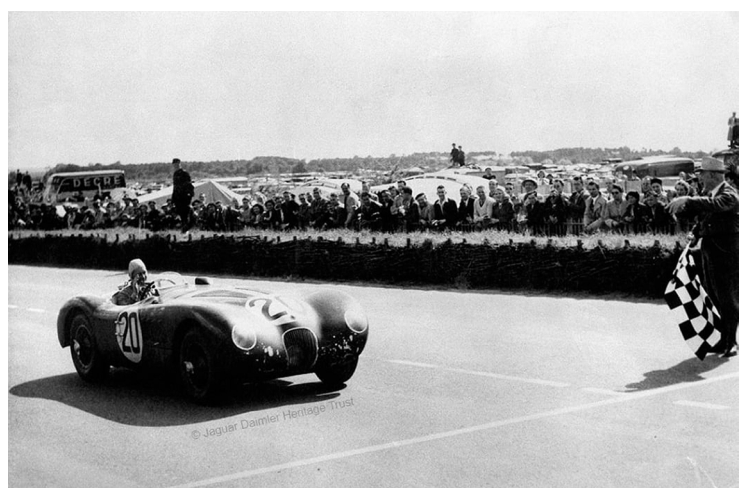
Fact 33: In 1950 demand for the Mark VII Saloon was so high that a larger factory was required so the company moved to Browns Lane, Coventry, formerly a Daimler shadow factory.



Fact 34: The C-type was made with racing in mind so, under William Heynes' direction, to reduce weight a multi-tubular triangulated frame was chosen and designed by Bob Knight. The body of the car was designed by aerodynamicist, Malcolm Sayer, who had joined the company from the aircraft industry. As a result, the C-type weighed around 25% less than the XK120.



Fact 35: Three C-types were finished just in time for Le Mans in 1951. Stirling Moss set off at a great rate of knots breaking the lap record and Peter Walker and Peter Whitehead recorded a remarkable victory first time out for the C-types.

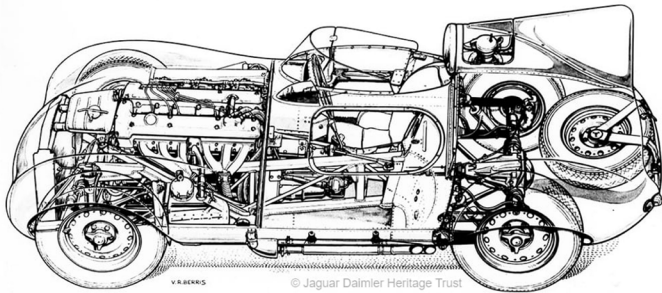


100 Facts About Jaguar (Part 1)

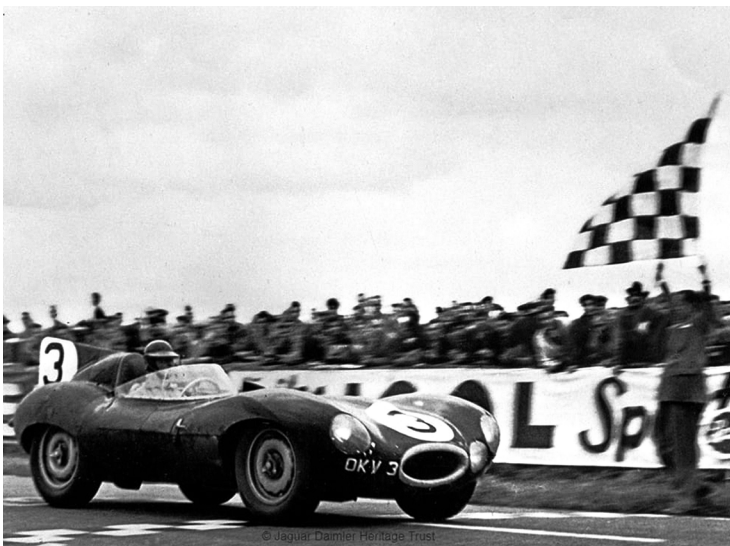
Fact 36: The new development Dunlop disc brake was to be Jaguar's secret weapon for Le Mans in 1953 with the Jaguar C-types finishing first, second and fourth.



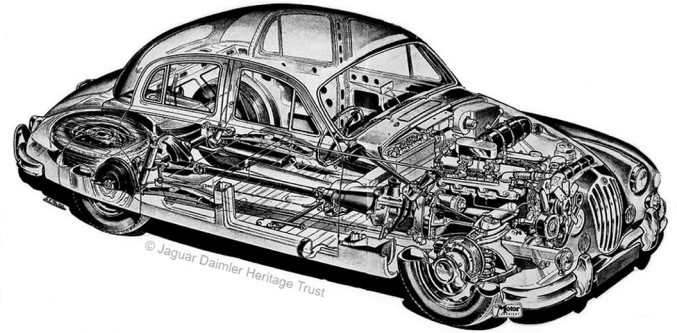
Fact 37: The D-type was a monocoque construction with a central 'tub' of magnesium alloy attached to a tubular front sub-frame which carried the engine, steering and front suspension.



Fact 38: In 1954 Peter Whitehead and Ken Wharton won at the 12 hours race at Reims in a D-type.



Fact 39: In 1955 one million pounds was invested in designing and developing Jaguar's new compact saloon, the Jaguar 2.4 - a reduced version of the 3.4 litre six cylinder and the first Jaguar production Monocoque. This model would remain in production, in one form or another, for more than 10 years. The body's basic shell doubled as the chassis, saving weight and inherently more rigid.



Fact 40: In 1955 Mike Hawthorn and Ivor Bueb won Le Mans, but sadly that was the year of the most catastrophic crash in motorsport history. Large pieces of debris from Pierre Levegh's Mercedes flew into the crowd killing 83 spectators and injuring nearly 180 more. Levegh was also killed in the crash.



Fact 41: Following Ronnie Adams' victory at the Monte Carlo Rally in a Mark VII and Ron Flockhart and Ninian Sanderson's victory at Le Mans in an Ecurie Ecosse entered D-type, Jaguar became the first manufacturer ever to win both races in the same year, 1956.



100 Facts About Jaguar (Part 1)

Fact 42: In 1956 Sir William Lyons was bestowed a Knight Bachelor in the New Year's Honours List.



Fact 43: In 1956 Her Majesty The Queen and Prince Philip paid their first visit to a Jaguar factory.



Fact 44: At the end of 1956 Jaguar announced that it intended retiring from motor racing so for the 1957 Le Mans, there were no factory D-types. However, two D-types privately entered by Ecurie Ecosse scored first and second place. Three other D-types finished third, fourth and sixth.



Fact 45: Having moved from Foleshill to the Browns Lane site on the edge of Coventry, Jaguar continued to grow rapidly during the 1950s and bought the site outright in 1959, a transaction which Lyons counted among his most satisfying achievements.



Fact 46: On 26 May 1960 the BBC morning news announced that Jaguar had bought the Daimler Motor Company and its assets, including the Radford factory, for £3,110,000. The Board of Directors knew nothing about the purchase.



100 Facts About Jaguar (Part 1)

Fact 47: The first new vehicle produced by Daimler since the Jaguar take-over was the 78-seat Fleetline bus.



Fact 48: Briggs Cunningham, the American sportsman, was shown the prototype E2A and persuaded Lyons to let him run it at Le Mans that year, 1960. Due to a lack of development time the car retired from the race, but it did set the fastest time in practice.



Fact 49: On 15 March 1961 the E-type was launched at the Geneva Motor Show. Three E-types were present: chassis 885005 on the show stand; 9600 HP taken to Geneva by Jaguar PR man Bob Berry and used for press and test drives; 77 RW driven to Geneva in a 'mad dash' by Norman Dewis to help Berry with the high demand for demonstration runs.



Fact 50: Jaguar produced a small batch of 'Lightweight E-types' specifically for racing. In 1963 Briggs Cunningham took three of them to Le Mans but unfortunately, one retired with gearbox problems, the second crashed heavily after hitting an oil patch at 170 mph on Mulsanne and the third only managed to finish ninth after a long pit stop to repair a badly damaged bonnet.



Fact 51: In 1963 Jaguar acquired Coventry Climax who in the fifties and sixties had built highly successful Grand Prix engines, as well as fork-lift trucks and fire pumps.



100 Facts about Jaguar (Part 2) will continue next month

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Australia - 2023 Jaguar XE 300 Sport Arrives



The Jaguar XE sedan range has been cut back to one model grade, the new, more expensive 300 Sport – which gains some, and loses other features compared to 2022 models. Priced from \$79,825 before on-road costs.

The 2023 Jaguar XE luxury sedan line-up has been trimmed to one sporty model grade – with a higher price tag than both cars it replaces, and a reshuffled feature list.

Following similar ‘Sport’ versions of the E-Pace, F-Pace and XF, Jaguar has introduced a 300 Sport version of its mid-size XE, with a range of black styling elements, typically-optional chassis parts, and a carry-over turbo-petrol engine.

Available to order now, prices start from \$79,825 plus on-road costs – \$3955 more than the most expensive variant in the 2022 XE range, the \$75,870 plus on-road costs P300 R-Dynamic HSE.

Compared to the R-Dynamic HSE, the 300 Sport gains as standard 20-inch

alloy wheels, the Black Exterior Pack (with black exterior trim), a 17-speaker Meridian surround sound system, adaptive suspension, and configurable drive modes.

However, it drops the 12.0-inch full digital instrument cluster for a 7.0-inch display with analogue dials, matrix LED headlights for ‘premium’ standard LED headlights, perforated Windsor leather seats for ‘DuoLeather’ synthetic trim, and a power-adjustable steering column.

These removed features now all cost extra to buy, as optional extras: \$1350 for matrix LED headlights, \$1170 for Windsor leather upholstery, \$650 for the 12.0-inch instrument display and \$650 for the power steering column (or \$3820 combined).

The range of option packages across the XE range has been cut from five to two – while there’s an array of standalone options and colours to choose from.

The price of the Convenience Pack has risen from \$750 to \$1630, as it now

includes the power-adjustable steering column previously standard on the 2022 R-Dynamic HSE – however the Activity Key, formerly available on 2022 vehicles, is not offered for 2023.

Power comes from the same 2.0-litre turbocharged four-cylinder petrol engine as before, sending 221kW (or 300 metric horsepower, thus the 300 Sport badge) and 400Nm to all four wheels via an eight-speed conventional automatic transmission.

Jaguar claims a 5.9-second sprint from zero to 100km/h, a 250km/h top speed, and a fuel economy claim in combined driving (urban and highway) of 6.9 litres per 100 kilometres.

The 2023 Jaguar XE 300 Sport is available to order now. ■

Information for this story from Drive Australia.

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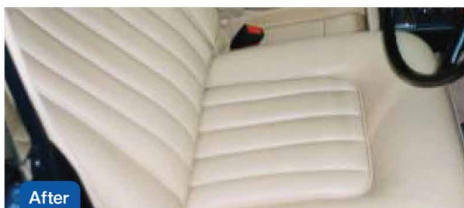
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After

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Jaguar C-X75 Designer Moves to GM

Former Jaguar designer **Julian Thomson**, whose work has penned some of the most iconic cars of all time has landed at General Motors.

Thomson will take over a new GM Advanced Design Europe studio, opening in the United Kingdom.

Thomson's resume is impressive; he penned the Mk5 VW Golf, the series 1 Lotus Elise and Exige, Esprit S4, led the stylistic reboot of Jaguar, and founded the designs of its best-looking cars of the last decade or so—the C-X16 concept (which spawned the F-Type), C-X75 supercar, and I-Pace EV. On top of that, he designed the bestselling Land Rover Evoque.

Thomson has reportedly been working stealthily for GM since January, but only officially came on in July. He'll head a team of 35, which will influence GM projects around the globe, as well as have the power to suggest new ones.

Thomson enters GM with a high opinion of its recent work, specifically praising Cadillac's turnaround and the Koenigsegg-impressing Chevrolet



Julian Thomson's iconic design, the Jaguar C- X75 ('Miss Money Penny' - Naomi Harris)

Corvette C8, expressing a desire to own - or even design one. He's arriving at a possibly opportune time to do so, as while the C9 is still a long way off, it's something GM is likely planning.

There's no guarantee Thomson will get his hands on the Corvette at any point,

but given his history, we can be confident that whatever he turns out will be worth looking forward to. ■

Information for this story from Autocar and The/Drive.

Liz Truss Gets The Keys To No.10... But Not The Jaguar

Britain has a new prime minister but she won't be travelling in the Jaguar XJ Sentinel that comes with the job for long.

That's because the Metropolitan Police has said that there are no British alternatives to replace the current fleet of Jaguars from service. In their place, the prime minister and cabinet members will now be ferried around in bullet-proof Audi A8s.

It marks the end of an era, with all British PM's including Margaret Thatcher, Tony Blair and Boris Johnson being given the keys to an official Jaguar since the early 1980s.

The official cars were last updated in 2010, when David Cameron ordered a fresh fleet of range-topping Jaguar XJ Sentinels which feature "bomb proof" doors, bullet proof glass and armoured plating beneath the floor.

But with these coming to the end of their service and Jaguar halting production of



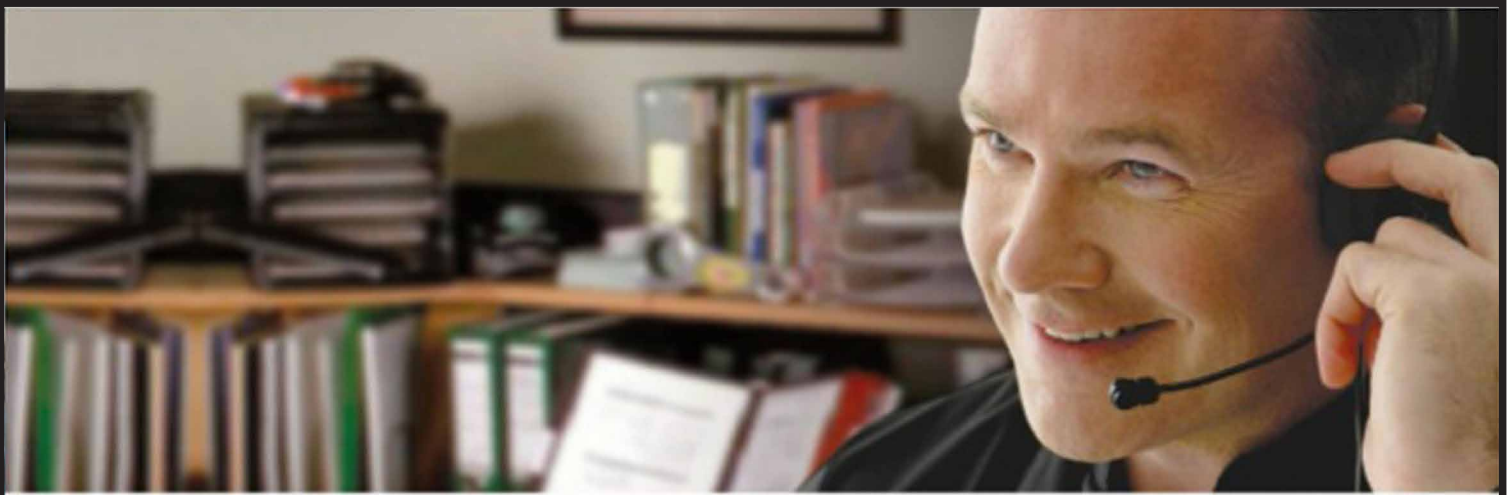
XJ Sentinel features "bomb proof" doors, bullet proof glass and armoured plating.

its low-slung luxury saloon, they can't be replaced like-for-like.

The decision to use a brand not built in the UK does not sit well with some MPs who note that the UK have other home-

based manufacturers and believe they should champion them. ■

Information for this story from the Daily Mail Australia.



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Stolen Cars & GPS Immobilisers

IMPORTANT. Recent South Australian newspapers and media coverage has been focusing on a spate of high-speed car chases involving stolen luxury vehicles. Gangs have been specifically targeting high-end cars including BMWs, Mercedes and Bentleys.

The gang members have been targeting houses in wealthy suburbs, often after following the owners of luxury vehicles home to ascertain where they live.

Their trademark method of stealing the vehicles is for the smallest child to enter the house through a rear “doggie door” or an open window, locate the transponder key for the vehicle and then steal it – often without the owner realising until the car drives away.

Locating Your Burnt-out Car

Late model Jaguars are fitted with a vehicle tracker which can locate your car in the event of a theft.

However, waking up to hear your car driving off and tracking your car won't help much if it's wrecked during a

high-speed chase or burnt-out. What is needed is to immobilise and stop the car.

Stopping and Disabling a Stolen Car

With GPS technology and a smart phone, it is now possible to remotely stop and disable a stolen car. Most Trackers have the ability to disable the fuel or ignition system, even when the car is in motion.

Alternatively, the starter motor can be disabled so that the next time the vehicle is stationary and being attempted to start with your keys, the starter motor will not operate.

In other situations, the GPS tracking device can be set to notify the owner if the car is moving from its parked location. This notification feature is available via a function called “geofence” which is available for most GPS car trackers. A geofence is an invisible perimeter set around your parked car. The car tracker will then alert you when the car moves outside that set area. Remote disable can also be used to prevent the car from being stolen in the first place.



The remains of a BMW stolen from Unley and found in Woodville. Picture Matt Loxton

For example, if leaving your car at airport parking or in a home garage when on holidays you can park your car and activate the mobile phone app. The car cannot be started until you enable the ignition again (using the app on your phone) even if the thieves manage to locate your car keys. ■

[More information is available on the internet by typing in GPS Car Tracker.](#)

Information for this story from the Adelaide Advertiser and Motor1.com.

JLR Retraining Staff & Converting Factory to Build EVs

Re-Training

JLR will undergo a massive retraining program of 29,000 people over three years for its transition to electrification.

The Future Skills Programme will involve more than 10,000 company employees and franchised retailer employees across the UK trained in the skills required for electrification as well as digital and autonomous cars. [A further 19,000 employees around the world will be trained with the same skills.](#)

JLR says that 80 per cent of its nearly 1,300 franchised retailers offer electric vehicle servicing, so to tackle the skills gap, the majority of servicing technicians will receive electrification training this year. They will also retrain thousands of engineers and production employees to specialize in electrified vehicles as well as vehicles with advanced digital and autonomous technologies.

JLR is currently training more than 9,500 apprentices around the world and plans to hire hundreds more in 2023.

Plant employees will also receive training to ensure they can work safely alongside the high voltage systems used by electric vehicles.

Factory Conversion

As of now, JLR has officially begun work on converting its Halewood, UK factory into a facility capable of producing vehicles based on the conglomerate's new electrified modular architecture (EMA).

Currently, the Jaguar F- Type, XE, and XF are produced at Halewood.

The tendering process for the new factory has already begun, but current plans indicate a much more intense refurbishing of the factory will have to occur soon. For now, it appears that will come in the form of a shutdown in 2024 when the conversion is fully underway.

In addition to producing vehicles for both brands, the plans also include a new and enlarged body shop.

Although no new Jaguar products will be introduced until 2025, this will be after the Halewood conversion and see it launch a line-up of all-electric vehicles consisting of two crossovers and a two-door coupe. While Jaguar itself has only confirmed two electric crossovers, recent reports suggested that a third is in the works. ■

Information for this story from Automotive News & CarScoops



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Beat Inflation With Classic Cars, Says Report

With inflation soaring throughout the western world (and beyond), well-heeled investors are increasingly turning towards classic vehicles as a 'safe' choice during these uncertain times. That's the view of Silverstone Auctions, taking its findings from the latest Knight Frank Wealth Report, which suggests that classic cars are outperforming many other forms of investment.

As an alternative to traditional investment options like gold, gem stones, fine art and even rare wines, high-end classics are in particular demand at present, a trend that's set to continue according to a statement by Silverstone Auctions.

The auction house suggests that a headline inflation figure of 10 per cent in some countries will "motivate investors to look at alternatives". Stocks and shares are seen as risky by many due to current global political issues, artwork is too long-term a strategy for some investors,

and there are suggestions that the property market is due a correction.

So, it has to be classic cars and classic bikes, with the additional pleasure that you can ride and drive them.

The 2022 Knight Frank Wealth Report takes a slightly more cautious approach, quoting market expert Dietrich Hatlapa of Historic Automobile Group International (HAGI).

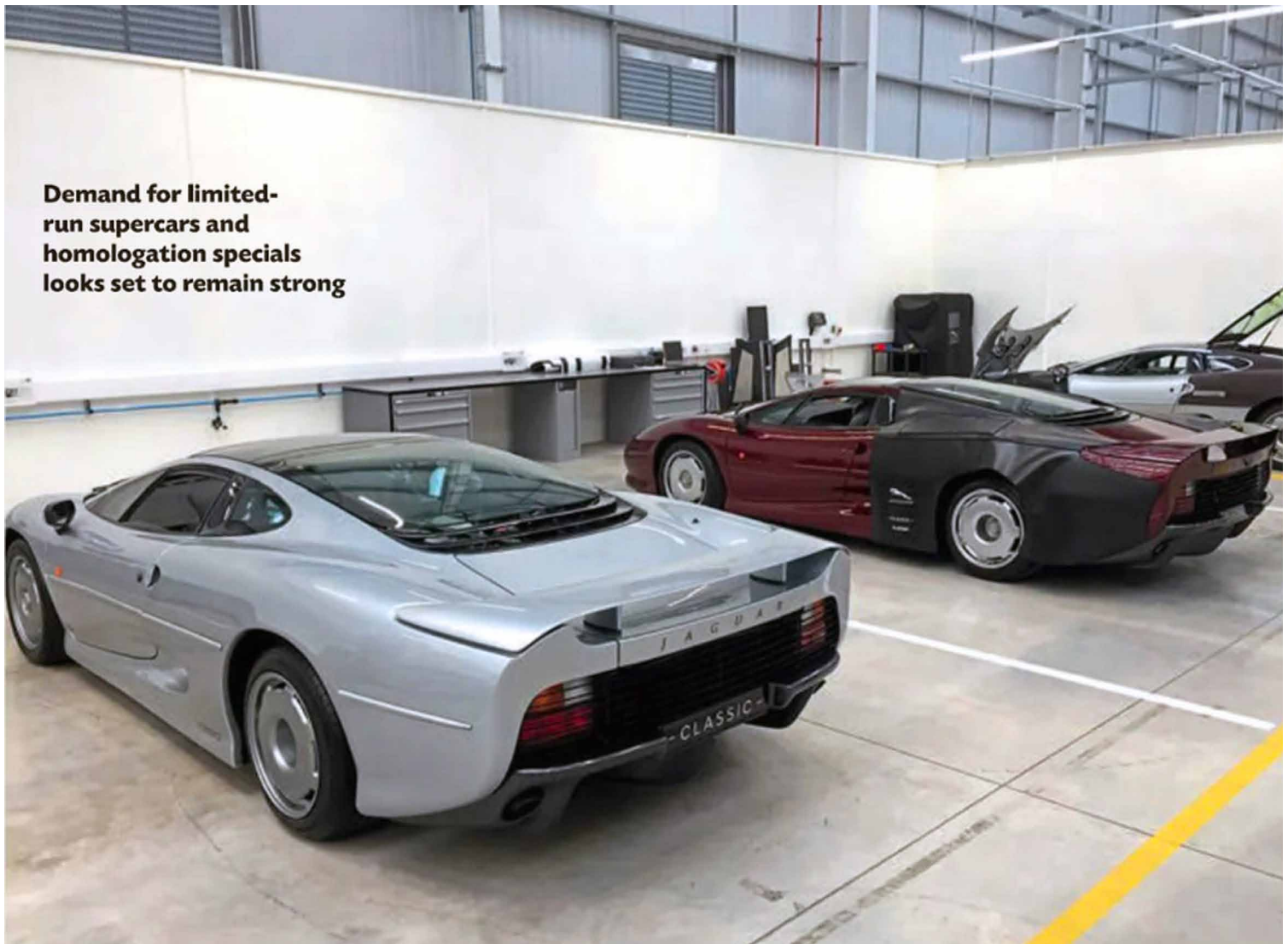
Hatlapa suggests that his company's main index — the HAGI Top — rose by three per cent in 2021, a figure that was "well below the long-term annual average". He reported, however, that some sectors performed significantly better: The HAGI LPS Index for classic Lamborghinis managed almost 15 per cent for the year, followed by Porsche with eight per cent and Ferrari on six per cent.

According to Hatlapa, demand for supercars and homologation specials

in particular will remain buoyant: "I personally think early supercars or motorsport homologation road versions will do well. We are noticing a younger generation of emerging collectors gaining importance in the market. But examples need to be in perfect condition with the lowest mileage."

Cars with a royal connection often perform strongest, as do classics with famous former owners which continue to outperform the general market, according to the latest Power List report. Searching databases for celebrity-owned cars offered for sale, Hagerty has compared each sale price with the value of a standard version of the same car — with often startling results.

Information for this story from Jaguar World, Knight Frank Wealth Report and Silverstone Auctions.



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Jaguar Classic Create Ultimate XJ6

The danger of picking up a classic example of your favourite car is that someone else will have owned it before you, and it's unlikely to be just right.

Jaguar Classic has helped Iron Maiden drummer Nicko McBrain get around this by creating his ideal car: a 1984 XJ6 that has been dubbed the 'Greatest Hits' model.

The car features several music-inspired touches, including a bespoke stereo with guitar amplifier-inspired control knobs created from aluminium.

But there is much more that makes this car a unique creation. It features bespoke front and rear bumpers that have been integrated into the modified bodywork, flared and restyled wheel arches, unique sills and rear door pressings, upgraded adjustable suspension, full LED headlights and improved sealing to reduce noise on the move.

It also gets a touch of the modern and the classic, with a fully integrated touch-screen satellite navigation system with rear-view camera, upgraded air conditioning, and remote central locking.

Personalised touches include several components from Nicko's first XJ6, including the original ignition key from 1984. It also gets elements from the Jaguar E-type engine, with a bespoke exhaust, which means it should sound as good outside as it will in the cabin.

Jaguar has not gone into any detail on how much the project cost, but noted that it took more than 3,500 hours to complete. However, it's unlikely someone with Nicko's resources will worry about that given how much the car means to him.

"This is my ultimate XJ – my third, and lovingly, named 'Johnny 3'. It has been a true labour of love between Jaguar Classic and myself," he said. "I'm so excited by its completion and especially to be showing it at Geneva – it really is a Greatest Hits edition and to me it defines what the Jaguar XJ is all about." ■

Information for this story from AutoTrader.



2022 Multi-State Border Run To Cowra

For 48 years the South Australian and Victorian SS, MkIV & MkV Clubs/Registers had been meeting for their annual Border Run taking turns to organise the event. In 2004 Queensland joined and it was decided to have a Tri-State Run every three years meeting central NSW being near-equal distance to travel for each State with turn-about organisation. Entries also came from the ACT & NSW and now it is known as the Multi-State Border Run. It is still biased towards SS, MkIV & MkV models although the Qld. Club involves vehicles having a chassis.



Some of the Victorians at Cootamundra on their way to Cowra

Multi-State Border Run to Cowra NSW held on the 2nd - 5th of September.

Vehicle Entries - Total 58

- 1 x SS Tourer
- 2 x SS Jaguar sedans
- 9 x Mk IV's incl. 2 x DHC's
- 7 x Mk V's incl. 1 x DHC
- 2 x Mk VII
- 5 x XK (XK120, 3 x XK140, XK150)
- 2 x E-Types
- 2 x Mk 10/420G
- 4 x Compact (Mk2, S-Type, 420, D250)
- 3 x XJ6 (Series 1-3)
- 2 x Modern XK (1 x X100, 1 x X150)
- 12 x Multivalve (XJ40 to XJ351)
- 7 x Non-Jaguar

Several people had to cancel due to health issues or car problems.

The Drive To Cowra

Most South Australians took 2 days to get to Cowra with stops in Hay or Narrandera with Marg & Bob Kretshmer understandably taking 3 days in their 1939 1½ litre SS Jaguar Saloon.

Malcolm prefers not to drive his Mk IV DHC on very long runs and enlisted the help of his family. Unfortunately, the car developed a water pump leak and it turned back home before travelling far and was replaced by a later model Jaguar.

Due to the floods in NSW the roads were not very good with lots of potholes that filled with water and became difficult to see and avoid. Anyway, we all arrived and got home safely although Bob received a broken windscreen on the drive home.

However, the weekend weather was uncharacteristically perfect.

Qld, Vic, ACT, NSW

Most of the 'pushrod' owners that attended the rally are as elderly as their cars and understandably cannot face the long drive and some opted to take their "moderns", but at least they still came to make a very enjoyable weekend.

Those that took their pre and post war cars generally took 3 days to get to Cowra with many Victorian participants stopping overnight at Wangaratta and Wagga Wagga or Cootamundra. The Queenslanders stopped at various locations with many stopping at Coonabarabran with a relatively easy run into Cowra.

Hats off to all the 'pushrod' drivers and partners who must have been freezing a good deal of the time, especially those in drophead saloons.



On Sunday evening everyone gathered at the Cowra Services Club for the main Multi-State Run dinner and presentations.

2022 Multi-State Border Run To Cowra



The Programme

Despite rain on either side, the rally was blessed with perfect weather, although a little on the chilly side.

Friday

With over 100 of us we were spread over four motels, but all within walking distance of event headquarters at the Services Club.

All three evening dinners were served there, and the food and service was excellent. It was great to catch up with so many friends that most have not seen in three years, given that COVID has stopped us from our usual annual border run with Victoria.

Saturday

Saturday was a show and shine at the Show Ground. Unfortunately it was like herding cats and it became too hard to get the 'pushrods' on one side and the "others" opposite making difficult for photographers (and editors/historians).

We got our first good look at Ivan Stephen's latest project, the 1936 SS Tourer. It is really pretty and an absolute credit to him. Continuous morning tea ran in the adjacent pavilion, giving

somewhere to retreat from the chill from time to time and a local service club produced a lovely barbecue lunch.

Local organiser Bernie Finlay had asked entrants to send in photos of their cars before the event. A local sign writer produced a plastic mural sized piece including all the enlarged photos which Bernie set up on the plain wall in the pavilion. It looked fantastic.

We had the afternoon to ourselves, which was great and included the compulsory visit to the Japanese gardens.

Sunday

After a gourmet breakfast served again in the pavilion, we travelled to Landra Castle, some 41 kilometres from Cowra.

Built in 1908 the house is remarkable. Though a mish mash of architecture, it has very sophisticated engineering features including sewerage and reticulated water and its own power plant. It is also quite special inside with some of the loveliest lead lighting to be seen. After a packed lunch by the CWA, we made our way to the airport to look at the manufacture of Brumby aircraft. Yes, in Australia, in Cowra there is a company competitively

manufacturing tough little aircrafts that are used by several flying schools and many big properties.

That evening we gathered at the Services Club for the main Multi-State Run dinner. During the dinner, short speeches were made by the three Club Secretaries and a thank-you gift was presented to Bernie and Helen Finlay for their hard work in organising the event.

Monday

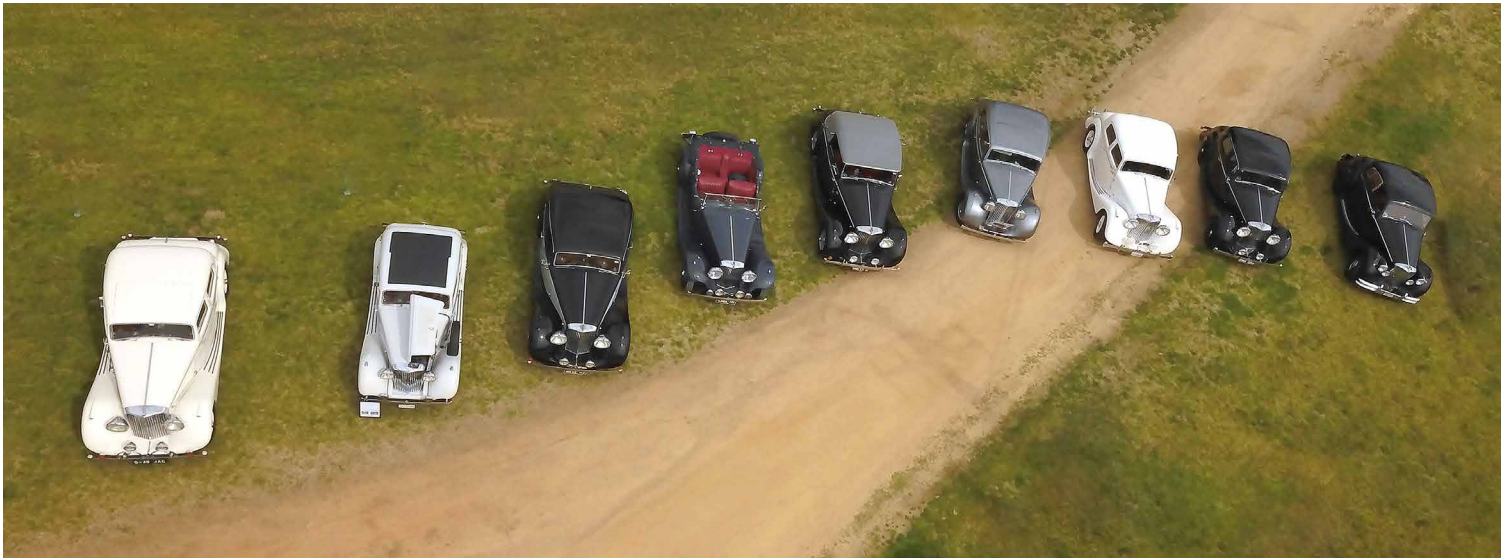
Monday morning, another gourmet breakfast at the pavilion, complete with take away containers for leftovers to sustain the travellers on their way, saw the close of a great weekend.

The next Multi-State Run will be held in three years and will be organised by the Victorians. ■

Editor: Information for this story with the help of words from Victorians Wandy McIntyre-Leake and Nic Cirakovic.

More photographs on pages 30-39. The spelling of names has been copied from the list of participants provided for the event. That list may contain errors.

2022 Multi-State Border Run To Cowra



A big thank you to local photographer Lawrance Ryan who took over 100 still images with his drone and digital camera.



*Morrie Morgan, 1950
3.5 Litre Mk V Saloon
(NSW)*



*Mike Ayres, 1950 2.5 Litre
Mk V. Fitted with Daimler
250 V8 engine. (Vic)*

2022 Multi-State Border Run To Cowra



Brian Johnston, 1937 SS Jaguar 1.5 Litre Sports Saloon and John and Pam Aird, 1947 2.5 Litre Mk4 Saloon



Alan & Julie Jorgensen, 1950 3.5 Litre MK IV Saloon (Qld) and Geoff & Wanda Leake, 1950 3.5 Litre Mk V Drophead Coupe (Vic)



L-R: Geoff and Wanda Leake, 1950 3.5 Litre Mk V DHC; Richard and Sandra Hubbard, 1948 3.5 Litre MK IV; Bob and Margaret Kretschmer, 1939 1.5 Litre SS Jaguar Saloon; Stuart Holbery, 1949 3.5 Litre Mk V Saloon; John and Pam Aird, 1947 2.5 Litre MK IV Saloon.

2022 Multi-State Border Run To Cowra



*Fred & Elaine Williams,
1948 3.5 Litre Mk IV
Drophead Coupe (Ex Des
Brown) (Vic)*



*Geoff & Wanda Leake,
1950 3.5 Litre Mk V
Drophead Coupe (Vic)*



*Rod & Sue Greasley,
1948 3.5 Litre Mk IV
Drophead Coupe (Qld)*

2022 Multi-State Border Run To Cowra



*Richard & Sandra
Hubbard, 1948 3.5 Litre
Mk IV Saloon (Vic)*



*Rodney & Stella Clarke
1947 3.5 Litre Mk IV
Saloon (Qld)*



*John & Pam Aird, 1947
2.5 Litre MK IV Saloon
(Vic)*

2022 Multi-State Border Run To Cowra



*Stuart Holbery, 1949
3.5 Litre Mk V Saloon
(Vic)*



*Fred Richardson, 1948
3.5 Litre Mk IV Saloon
(Qld)*



*Nik and Sandy Cirakovic,
1949 3.5 Litre Mk V
Saloon (Vic)*

2022 Multi-State Border Run To Cowra



*Phil Youl, 1950 3.5
Litre Mk V Saloon
(Qld)*



*Dave & Sue Edwards,
1948 3.5 Litre Mk IV
Saloon (Qld)*



*Jeff Gamble, 1948
3.5 Litre Mk IV
Saloon (NSW)*

2022 Multi-State Border Run: SS Jaguar



Ivan & Cheryl Stephens, 1936 SS Jaguar Open Tourer. (Vic).

The OHV (overhead valve) tourer was first introduced in 1936 with 105 cars being manufactured. As at 2015 there are 34 surviving with 3 in Australia, 2 restored and 1 being rebuilt.

The car was based on the new saloon chassis which included the 2½ litre engine. The body is the same as the 1934 SS1 Tourer except that it was stretched by 3” to fit the new chassis.

Having had both models, in my opinion the OHV Tourer with its larger motor and rod operated brakes make it easier to drive.

I purchased the car from America in 2017 with no mechanical components and the body was in very poor condition and partly missing. I completely stripped it down to the bare chassis, made a new wooden frame and new panels were made. The car was completed in 2021. ■



Brian & Janet Johnston, 1937 SS Jaguar 1½ litre sedan (Canberra) #21403

Manufactured by SS Cars Ltd, Coventry, England, the car was shipped new to Tozer, Kemsley & Midbourne Ltd. (KTM) Australia in February 1937.

The first owner was Dr A. F. Hobson O.B.E. medical practitioner, Sydney. Little history of the car is known up until January 1959 when it was purchased by Steve Byles from a Mr. R Fox of Lithgow.

The car was driven for a short time until a broken axle put it off the road in 1960. At that time the car was maroon and blue with original maroon interior. The 1½ litre was fully restored over a 20 year period and was completed around 2005. The car was purchased by Brian in 2021. Since then the 1½ litre has been mechanically refurbished. ■



2022 Multi-State Border Run: SS Jaguar



Bob & Margaret Bob Kretschmer, 1939 SS Jaguar 1½ litre sedan, 'Standard' Model. (SA). #70055

Built by SS Cars Ltd. Coventry England, July 1939 and Shipped in August 1939 to Tozer, Kemsley & Midbourne Ltd. (KTM) Melbourne Australia. It is one of only 688 built. Most of the pre-war 4-cylinder 1½ cars have not survived.

In 1938 the saloon and DHC production moved from coachbuilt (wood framed) to all steel. The new 1½-litre from 1938 used the same body shell as the six-cylinder cars but on a shorter chassis and its new larger 1776 cc engine had overhead valves. For 1939 there were many changes including SU side-draft carburettors in place of Solex down-draft carburettors.

In September 1939 the car was registered to Mrs Crosby, wife of John Crosby who was the director of Standard Cars, the distributor of SS cars at the time. The car had a number of owners and is believed to have been owned by the Ashton



Circus family. It was acquired by Graham McRae of Elizabeth East SA in 1971.

In 1997 a friend of Bob's told him about an old Jaguar for sale at Salisbury. Bob bought the car without realising that it was an S.S. as it had a Jaguar engine. With substantial advice & help, Bob managed to finish it, by then aware that it was an S.S.

The original engine KA 3393 was replaced at some point in time with a Mk IV engine (KB 2163E). Bob acquired an SS Jaguar 1½ litre engine and rebuilt and installed it. The engine (KA 3292E) was originally fitted to a 1940 SS Jaguar 1½ litre (#70248) that was also shipped to KTM Melbourne in October 1939 and is believed to have been subsequently wrecked.

Bob restored his car with technical help from Bruce Fletcher. Chassis & Body was undertaken by Chris Hudson and Bob fitted the car with a Celica gearbox. Instruments from Vintage Restorations, England; Timberwork by Bob Lynch & Giovanni Silvestry and repaint by Marque Restorations (Gerard Miller - Bentley 'Silver Tempest'); upholstery by NEAT Upholstery, Jason Robinson (Muirhead leather, Camel tones); machining by Paul Knapp; electrical wiring loom by Vintage Wiring Harness and fitted by Bruce Fletcher along with timing (valve & ignition).

Replacement parts by Bruce Fletcher, Keith Bell, Ross Gogler, Steve Byles, Bob Lynch, with engine parts from Jag Parts England and general assistance from Richard Kretschmer.

The full restoration took 14 years. Bob drove it to the Broken Hill Border-Run in 2008 despite not being fully finished. Marg & Bob have participated in every Border Run since then, apart from the 2016 Run to Orange due to health reasons. And of course, now Cowra. ■

2022 Multi-State Border Run To Cowra



*Bryson and Ione Talamini,
XK140 FHC (Qld)*



*Tim and Marion Thearle,
1955 XK140 DHC with
modified hardtop. (Qld)*



*David and Robyn Hughes,
XK120 FHC (Qld)*



*Gordan & Margaret
Saggers, 1960 XK150 S
(NSW)*

*Immaculate low milage (40,000
miles) 1951 Mk VII owned and
driven by Ron Thorpe (Qld)*

2022 Multi-State Border Run To Cowra



Brenton and Mary-Anne Hobbs, 1976 XJC Coupe (S.A.) and Jim & Lorraine Temby, 1973 Series 1 XJ6 (S.A.)



Malcolm Adamson's S-Type and 420G with John & Judy Caskey, 1968 420 (Broken Hill)



On Sunday everyone travelled to Historic Landra Castle, some 41 kilometres from Cowra. Built in 1908, the castle is remarkable with some of the loveliest lead lighting to be seen.



Q and A Gavin King: Form and Function

Questions: **Brian Todd**
Answers: **Gavin King**



Two Ferrari Dinos, one Lamborghini Miura, no less than four Aston Martin DB6's. A line up of XK's covering all models and more E-types than would be found in the Coventry assembly line. Everywhere you look there is a car you would like to own. This is a man cave! No, beyond that, this is an Aladdin's cave of precious jewels shaped as cars. Today I'm at Concours Sportscar Restoration to talk to Gavin King. Entering by the front door, you pass the current JDCA concour winning E-Type and a handmade C-Type both casually parked underneath a wall of photos featuring past successes. The workplace is beautiful... large, airy with spray booth, dust-free area and heart-stopping cars everywhere. A couple of lightweight E's are under construction and in the back factory is the buck around which the panels are formed. The buck, another work of art is worth the visit on its own. Absolutely everywhere are cars under construction. Millions of dollars' worth of cars.

Gavin was instrumental in my joining the JDCA 23-odd years ago and he made my first track car, which after many improvements is still my race / rally car (S1 XJ6). Our history is pretty good. Interviewing Gavin was a no-brainer:

B: Where did you go to school?

G: Narrabeen High (Northern Beaches Sydney).

B: What level did you reach?

G: Final year.

B: Tertiary? Mechanical engineering?

G: Yes, I was apprenticed for three years to Gordon Oldfield Motors in Brookvale. He was Jaguar factory trained, old-school and had an incredible ability to impart his knowledge in such a way that it just stuck! Whenever I am working with my apprentices, I think of how he would have done it.

B: How long after getting your ticket did you start out on your own business?

G: Pretty quickly, but there is a bit of a back story to that! I was working for myself while still at school! I was heavily into racing motocross and my parents wholeheartedly supported me...but not financially which in hindsight, was a blessing. So, I picked up "broken" dirt bikes, did them up and sold them on to fund my competition. I also had some

clients whose lawns I mowed and the deal there was that I could use all our family tools including the mower, but I was to pay running costs. I also did the Sunday paper run for my uncle's News agency and pumped gas at BP Elanora after school. I am forever grateful for the work ethic that my parents instilled in me from a young age, I owe them big time!

When I was finishing school, I thought it was only natural to pursue a career in a mechanical field. A dad of one of my mates who I raced motocross with was a mechanic and offered some very sound advice: specialize in a marque that breaks down and you'll always have work. He recommended me to Jaguar specialist, Gordon Oldfield Motors where I spent 3 years then did my final year with another shop in Brookvale which worked on Aston Martins.

Another fellow I knew did up Ferraris as a bit of a sideline, so I would help him on weekends just for the knowledge. We restored a 308GTS and a 365GT4 2+2 over a few years.

In addition to this, I was looking after a collection of cars after hours for a family friend who lived in Ingleside (Northern Beaches). He had a series 1 3.8 E Type coupe that we decided to dismantle for restoration. This would be a car that kicked it all off and is the very concours winning car that you walked past on the way through the door today.

During my 4th year as an apprentice, an old-school body guy started up doing body restoration in Brookvale. I approached him about doing any mechanical restoration work that he may need doing. This was my introduction to the world of classic car restoration which I loved! When I finished my apprenticeship, I joined him full time and set myself up with all of the mechanical equipment that I needed. The hoist I purchased back then is still in use out the back now.

In 1992, that boss and I disagreed over the "new" compulsory superannuation, and I packed up my hoist and tools and set up in a shed in Orchard Rd Brookvale. That was at the ripe old age of 22.

Interview - Gavin King (cont)

The E Type that I had previously dismantled became my first job and it was quickly joined by two XK150 roadsters and an Aston Martin DBSV8. As an upshot, a lot of my former workmates were disillusioned by the superannuation blowup and asked if they could join me. I had work and staff and an instant business.

Six months later we moved into larger premises in Ada Ave with a good amount of work.

B: I remember being struck by how young you were to have such a successful business. How did you achieve that?

G: Well, I had already established a reputation on the Northern Beaches so work was coming in and the staff that I had were all fantastic in their fields, but without a business background I was very fortunate to be able to draw on my father's knowledge and experience as a corporate "fixer". His specialty was taking a struggling business or franchise, identifying the problems and then bringing them into profit. His knowledge was vital to our early success and having his and mums support was invaluable. Finally, I moved into the

location where you found me in Old Pittwater Rd Brookvale. That was 1996, business was booming, we had three mechanics, painters, body guys and I was still only 25.

B: Yes, the business was pumping when I first met you...why did you move to the Central coast?

G: Well...the old maxim of specializing in cars that break down deserted me. Jaguar had always had problems but with the introduction of the X300 they entered an age of reliability and I found that three mechanics was unnecessary as the mechanical repair and servicing aspect of the business fell away so we concentrated primarily on the restoration work, which was doing very well. Then, GST was introduced and everything suddenly cost an extra 10%. The business fell in another hole. With the focus squarely on restoration work, we didn't really need to be in Sydney anymore so in 2003, after lengthy discussion with my family, we moved the whole operation to Tuggerah. It was a cost cutting decision that had to be made to set us up for the future. Now let's not talk about the GFC....

B: When did you join the JDCA?

G: I joined way back in 1992, before I started the business. I met Richard Crawshaw and he persuaded me to come along to a meeting and join up, which I did. Richard was a cracking bloke and helped me immensely for many years. The first person I sat down next to at that first meeting was Jim Byrne, he said g'day and that started a friendship that would last decades. Another club legend. Incidentally, I've been advertising in the club magazine for nearly 30 years!

B: Did you always do both mechanicals AND bodywork / restos?

G: Yes, right from the start we were able to restore every aspect of the car aside from the trim work.

B: What encouraged you to go into C-Type replicas? And Lightweight E-Types? Are you still building specials?

G: I'm glad you asked 'cos THAT's an interesting story! We had a fellow pop in on a Saturday morning asking if we would restore an old Bentley R Series that he had "inherited" as a barn find in South Australia where he had just bought some land. It all sounded a bit



Interview - Gavin King (cont)

strange, but of course we took it on. The owner would pop in on Saturday mornings to see how it was going and I asked him what he did. "I'm into wine" he replied. Well, isn't everyone? Then he told me he owned "Rosemount"! Bob Oatley. When the Bentley was completed, he said that he enjoyed the regular visits to the workshop so much that he should get me to do a Jag for him. "Something different", he said. He asked me to build him a C-Type replica because he "liked the look of it". We had never built a car from the ground up, but he was a great client, so we got stuck into it. Bob was an absolute gentleman; I was privileged to restore and build cars for him. Subsequently we built another for his son Sandy, and then 5 more. Most are in Europe now. We've since built three lightweight E-Type's and three Low Drag Coupes, with a waiting list for more.

B: How many employees did you have and now have?

G: A total of 10 which is a manageable staff level.

B: What was your first car?

G: When I was a teenager, I always thought my first car would be something fast – a GT Falcon, or a V8 Torana. Dad and I went out to the Flemington markets most weekends, keeping an eye out for something – dreaming mainly, but I did have money saved up to buy my first car. Dad got talking to an old boy with an immaculate silver EJ Holden, but that didn't do much for me as it had the original old grey motor and three on the tree transmission. Not very exciting, so I went off and left him to it. An hour later, he was still there and he asked the old boy to show me a feature that I might like. He slid the bench seat forward and reclined it flat, forming a double bed. That was enough for me, deal done and I drove it home!

My first JAG was a Mark 2 that I bought when I was 20 which I still own. I've got a few others tucked away and I currently own nine E-Types but really, they're all under construction and eventually for sale. Well, all but one....

B: While your business was doing well at Tuggerah you took a giant step away and worked for someone in the Philippines, coming home once a month. What was that all about?



G: That was in 2012, I was emotionally spent from running the business and needed a change. An Australian guy had about 200 cars and a restoration facility in a gated freeport zone in Clark. I went there initially to do some consulting work, but a deal was done and I ended up moving there to run aspects of the business, at one point, the whole business. There were 250 staff with varying skills working on Jaguars, Mercedes Benz, Rolls Royce, Bentley and a range of other muscle cars and more. It was a massive operation, exciting and hugely challenging. Container loads of cars for restoration were arriving all the time, mainly from the States, but for numerous reasons restored cars weren't leaving at the same rate unfortunately!

Logistically it was quite difficult still running Concours by remote and without Marilyn (long term Concours office administration manager) and my key staff members, it wouldn't have been possible. My day started very early dealing with Concours matters, then off to work 8-5, then back home to deal with Concours again. My family were with me and we had built a large 3 storey home and were living a good life. Lots of

flying back and forth. Challenging times that ended in 2017 when I sold the house in the Philippines and came back here full time.

B: Would Concours have wound to a stop if you hadn't come home?

G: Probably, but the dedication and honesty of the staff that are with me now, that were there through that period, kept us going through those years. We look after each other and have for the most part been together since moving to Tuggerah.

B: You always do well at Concours d'Elegance events and you're a very competitive racer, although you rarely enter an event, and that usually only to track test a car. Do you plan on doing more racing? Sprinting? Or rallying??

G: Regarding concours events, focusing on the customers cars is the priority and if we are restoring a car with concours in mind, we give it everything possible to make sure it has the best possible chance of winning, and we usually do. I wouldn't want to build a car for concours for myself as I wouldn't want to compete against a customer! Regarding racing, life has just got in the way but that's

Interview - Gavin King (cont)

going to change! I'm regularly on the track to test client's cars which is great, and recently I've been hitting the track in an ex-Bob Jane 1967 Mustang that I'm lucky enough to own and have restored. It's too valuable to race competitively but watch this space for the next car that I'm building.....

B: Your other passion.....what was it and how did you find time to move up through the ranks?

G: Refereeing – both touch football and rugby league. As I said earlier, I needed something else to concentrate on beside the business so decided to qualify as a ref. It started off when Brock started playing footy and they needed refs, so I had a go. I got my ticket and really enjoyed it and ultimately set my mind to challenging myself by striving to go through the ranks. I reached the highest level in Touch Football refereeing and represented Australia at a World Cup and was getting there somewhat in Rugby League, but it was a huge time commitment, age was against me and then moving to the Philippines put an end to it all.

B: Your son Brock has been studying, but would you like him to move into your business? Is this another case of valuable knowledge being lost?

G: Brock (and my daughter Yolanda) both did very well at school in the Philippines, attending a private school which was part of Cambridge

University. He left with an ATAR of 98 and Yolanda came back and finished high school here achieving a very similar result. Brock qualified to study Law, Business Studies and Psychology but opted to study marketing back in Sydney at Macquarie Uni. Brock worked part time here with us whilst he was studying, but since graduating he is working with a marketing firm. In that role he has contributed to the business with all modern practices, is currently developing a new website, and is working on branding and social media strategies which are very important in today's world.

B: So, what underscores everything that you do in the business. If you had to nominate a "secret ingredient", what would it be?

G: Quality and Service. I've learned an awful lot in over 30 years of doing this, have made plenty of mistakes and continue to learn from them. In the past we were guilty of occasionally dropping our quality to meet a customer's budget which always comes back to bite us. But we are now in a fortunate situation where we can demand that we only perform the highest quality work for people who are prepared to pay for it. There are other places people can go to get a budget job done.

B: Through this position in the JDCA I've had the opportunity to talk to a number of high achievers.

Coincidentally so far, they have always been involved in the high-performance end, while also always presenting their cars beautifully. I guess that cars are the ultimate presentation of a product realizing BOTH form and function. Is either of these more important to you?

G: Interesting question. Quality is always first and foremost, whether it is restoring a car back to exactly how it left the factory or a car that we are re-engineering and integrating a host of upgrades and modernizations to. We always strive for the best and to exceed the customers' expectations, whether in terms of build quality or performance.

B: Is there any car you wouldn't work on?

G: Not really, but our main focus is and always has been Jaguar and Aston Martin. We are doing more and more on Ferraris and other Italian marques as owners of those cars are finding they don't have anyone they can turn to anymore. These days we are looking after customers' entire collections of cars, not just their Jaguars. We have 46 cars in the combined premises and if I took on every job that came along, I could have 100, so we are a little bit selective! But Jaguars will always dominate the workload as they are my first love!

B: Thanks Gavin.

P.S. We will be featuring Gavin's sister company, GTE Engineering in the coming months. Gavin is building a limited production run of aluminium lightweight E Type's which will not only be hand built to an amazing level, but incorporate extensive, properly engineered modernizations such as integrated electric air-conditioning, GPS sensitive electric power steering, fuel injection and so much more. Fully completed and road registered cars that will then be available for purchase, customer chooses the colour combinations and collects 12 weeks later! In my mind this will be the ultimate representation of those two design characteristics: form AND function.

Editor: Thank you to the JDCA (Jaguar Drivers Club of Australia) club member Gavin King and editor Brian Todd for another enjoyable interview.



XK, Mk 7, 8, 9 Border Run to Hall's Gap



Rupanyup Woods' Farming & Heritage Museum. An absolute must see and home to an incredible and MASSIVE display of old farming and household memorabilia.



Unfortunately, Ron & Rowena Armfield's XK150 had clutch failure and also ended up getting bogged in the museum's carpark. Locals to the rescue.



Rupanyup Silo Art by Artist Julia Volchkova

XK, Mk 7, 8, 9 Border Run to Halls Gap, hosted by the Jaguar Car Club of Victoria.

Unfortunately, quarantine, health issues and mechanical problems resulted in a number of late cancellations. In addition, bad weather and rain resulted in most XK owners swapping their cars for later model Jaguar saloons. The result was that the 31st annual run involved just 3 XK's from Victoria and 11 other cars.

SA Contingent

JDCSA members who took part were Steve & Cecilia Schubert, Richard & Carla Smith, Graeme & Fiona Schultz, Graham & Jan Franklin, Harry Prince and Val & Steve weeks.

The Start

On Friday, most met at Taillem Bend where Steve Weeks turned around and went back home following news about one of his grandchildren, who was in hospital with a serious illness.

The group continued to Halls Gap Country Plaza Motel. All arrived safely and then we met up with the Victorians for drinks and nibbles.

That night we went to the Flame Brothers Restaurant for a meal and a get together.

Saturday (Less one XK)

After breakfast we drove 75km to Rupanyup Woods' Farming & Heritage Museum.

This turned out to be an absolute must see! It is home to an incredible and MASSIVE display of old farming and household memorabilia. Some of the items dated back the 1920s, with so much more to offer than just the tractors of days gone by. Some of the interesting and unique items on display included old generators, sewing machines, clothing, television, toys, and much more. It reflected Australia's rural history, and we were able to get a glimpse into how people lived during the late 19th and 20th century.

There were also areas that recreated what town shops looked like in the past. It did make you feel like you had just stepped back in time. If you have time you must put on your list of things to do. It was an absolute credit to the Woods Family and all the volunteers that run it

Unfortunately, Ron & Rowena Armfield's XK150 had clutch failure and to make things worse, ended up getting bogged in the carpark. The car went back home on a flat-top.

After a lovely lunch the second leg was a half hour drive from Rupanyup Silos to the Grain Corp Silos at Sheep Hills to view more exceptional artwork.

From there it was onto The Murtoa Stick Shed and Water Tower Museum. The Stick Shed is a type of grain storage facility built during the early 1940s during a wheat glut, to store

XK, Mk 7, 8, 9 Border Run to Hall's Gap (cont)

wheat that could not be exported during World War II. It is the earliest and last remaining emergency grain store built during the War and is constructed of unmilled tall timber poles and corrugated iron. This was another amazing attraction and not surprisingly listed on the National Heritage List.

From there it was an hour drive back to Hall's Gap for dinner at the Country Plaza Motel where some of the members entertained us with their guitars and singing.

Sunday

We woke to rain and fog but headed off to Bunjil's Shelter, also known as Bunjil's Cave. It is an Aboriginal sacred site in the Grampians near Stawell. It contains a painting of Bunjil and two dingos or dogs and is the only known rock art site to represent Bunjil, the creator-being in many Koori cultures. It is one of the most significant Aboriginal cultural sites in south-eastern Australia.

However, due to more rain and pot holes to avoid, we ended up having to give it a miss and did a U-turn and headed for Seppelt's Great Western for some wine tasting.

The original plan was to have an official display of XK's, but given that we were now down to two, we lined up all the Jaguars for a photoshoot.

We then left for an 85km run to Dunkeld via Moyston for Lunch in the park. It was then a leisurely 60km drive back to Halls Gap.

Sunday Night Gala Dinner

At 6.30pm we all hopped on a bus and headed back to Seppelt's Great Western for 7.30pm Gala Dinner in the Barrel Room.

We also had an interesting tour of Seppelt's cellars where there were over a million bottles of wine stored. Amazing.

After a lovely meal and presentations, we returned by bus to Halls Gap before we turned into pumpkins.

Monday

At 9.00am there was a farewell breakfast and then we all headed home. Ironically it rained all weekend. but the weather was fine on the Monday, and so some cars took the drive to Boroka Lookout for a spectacular view of the Grampians.

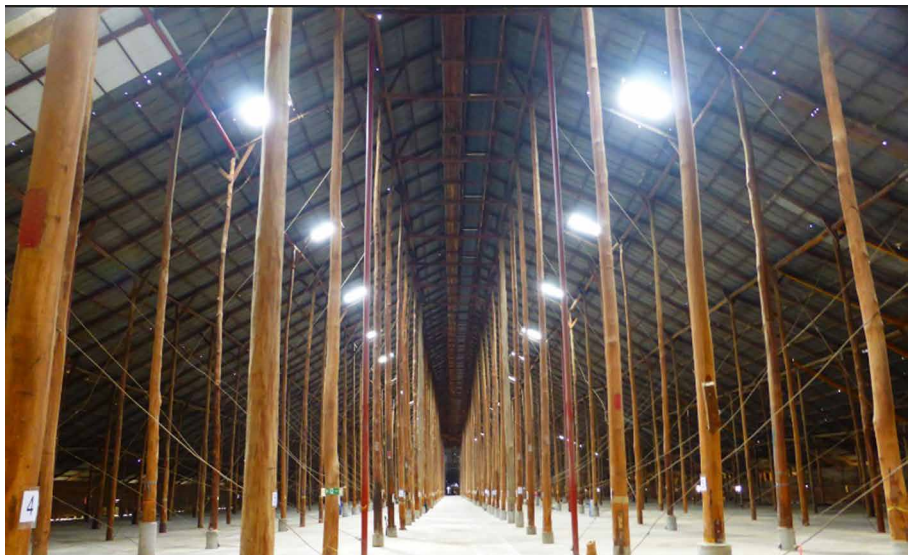
A big congratulations to Ron Armfield and the Victorians for organising a great weekend.

The next Border Run will be held in 2023, and will be organised by the South Australians.

Graham Franklin
Events Coordinator



GrainCorp Silos at Sheep Hills by Artist Adnate



The WWII Murtoa grain storage facility. The Stick Shed's ghostly unmilled tall timber poles and central aisle draw the eye upward towards the roof as light spills into the space through skylights as if through stained-glass. Simply an amazing structure.



Improvised music by SA & Vic contingent on Saturday night.

XK, Mk 7, 8, 9 Border Run to Hall's Gap (cont)



XK, Mk 7, 8, 9 Border Run to Hall's Gap (cont)



Drive Your Classic Car Day (1st September)

Editor: For a number of years, the Armstrong Siddeley Club has organised a Drive Your Classic Car Day for the first day of spring, being Thursday 1st September. The JDCSA was invited to join in, as was the Stag Owners Club. With COVID-19 intervening, 2020 and 2021 events never happened. This year it was JDCSA time to organise the event via the Multivalve Register. The following wrap up of the day was kindly provided by Arcadia.

Drive Your Classic Car Day

This run was made up of many parts. First, we would like to thank Peter and Heather Buck for organising the run as well as finding us wonderful food stops. At this point Peter and Heather realised that they would be overseas when the run was on. Peter and Ros Holland then took over the run and Jim and I came on as the “just in case back up”.

Chance can be a mysterious occurrence, on the same day and time Peter, Ros, myself and Jim meet at the Marion Hotel to do a trial run and check that everything was OK. This meeting was unplanned and all of us marvelled at the coincidence. Peter and Ros started off and we followed about 10 minutes later. We had read Peter’s run sheet and noted where he had indicated that there were a couple of dodgy spots, for example signage completely covered by foliage. Jim came prepared, after the T junction he parked the car and pulled out his trusty shears from the boot and off he ran and did a beautiful job of topiary on the offending foliage and the signs were clearly visible. Honestly, I wish he’d move as quickly as that at home, the garden would be done in 10 minutes.



On the day of the run, the first day of spring, it was a beautiful sunny day although it was slightly cool in the morning. Everyone was given a run sheet at the start point, Marion Hotel, and off we went.

There seems to be a common theme between car clubs, there are always a few adventures spirits who will always take a different route, just to see what it would be like down another road. I personally admire this because sometimes Jim and I will also take an alternate route to get where we are going. The most astonishing thing is that we almost all arrive at the same time and definitely at the right place. We had morning tea at the Oak and Iron Tavern, Auchendarroch House. The desserts were delicious and after a pit stop, we were off to find lunch. It appears that, like Napoleon’s army, car clubs also run on their stomachs.

The second half of the run had us driving through the most beautiful vistas, everything was lush and green, hills and valleys and even a touch of the sea.

There was one point where we had to turn left but the street sign was on the right of the road. Even some keen eyes missed this, but one turn later all was good and we were back on track.

We arrived for lunch at Mick O’Shea’s, the food was good and it was nice to see the different car clubs sitting together and chatting about their cars, similar issues or trying to pick someone’s brain over a problem.

This run was organised by the JDCSA Multivalve register. We had a very enjoyable day and we hope that it becomes a regular event with runs being alternatively organised by the clubs.

I personally would like to say how much I enjoyed the day and I hope that you enjoyed my view of the run.

Arcadia Komaromi



Jaguar Ladies Social Group

Twenty-seven ladies attended a High Tea by the Sea in the Promenade Restaurant at the Stamford Grand Glenelg on Thursday 15th September. What a lovely occasion.

The Grand presented a beautifully decorated table with gourmet delights, accompanied with a glass of bubbles and endless cups of tea. What a glorious relaxing couple of hours.

Our next event will be on Thursday 17th November. A trip to Hahndorf is planned. We will meet at Beerenberg strawberry farm at 11 am for a coffee and a look around at the recently renovated premises. Lots of goodies to purchase.

We will then move on to the German Arms for lunch at 1 pm. Ladies will have the option of attending the morning tea, the lunch or both.

Car-pooling might be an idea for this event.

Full details will be posted on TidyHQ and next edition of Classic Marque.

Tricia Clarke
042 212 8066



60th Anniversary of The Mk10 – 420G

On Sunday the 11th September 2022, the XJ Mk10 420G Register celebrated the 60th Anniversary of the wonderful car mentioned above, at the National Motor Museum, Birdwood.

The 60th anniversary occurred last year (1961-2021) but was postponed due to COVID-19.

The club has only 12 of these vehicles registered and of those 7 came along with **1 car being driven all the way from Victoria.**

The weather stayed kind to us all day and everyone was welcomed to partake of free tea and coffee. Shortly after, we were all entertained with a film put together by Don Tyrrell especially for the day and which can be accessed on You Tube.

It showed the history of Jaguar and, in particular, the Mk10/420G.

It also demonstrated how important it is to be a member of a club such as ours.

At midday, we were all offered a free B.B.Q. lunch, superbly cooked by our own Chef, Alan Davis, who was ably assisted by his lovely wife Lorraine.

At 1.00pm, we were invited to muster around the Mk10's and 420G's for the owners to tell their personal stories.

Those owners were:-

- Malcolm Adamson 420G
- Steve Attard 420G
- Clinton Breeze (Vic) 420G

- Bob & Daff Charman 420G
- James & Carmel Hartnett 420G
- Rob & Vicki Loffler 420G
- John Routley Mk10
- Don & Kathy Tyrrell Mk10

Thanks again to these members for bringing their cars out for display with a big thanks to Don Tyrrell, Alan and Lorraine Davis, Dane Wilden (Motor Museum Manager and club member) and a special thanks to Clinton Breeze who drove his 420G all the way from Melbourne for the event.

**Register Secretary
Bob Charman**



60th Anniversary of The Mk10 – 420G (cont)



60th Anniversary of The Mk10 – 420G (cont)



Bob & Daphne Charman, 1970_420G;

Clinton Breeze 420G (Vic)



Stephen Attard, 1969 420G

60th Anniversary of The Mk10 – 420G (cont)



L-R: Malcolm Adamson 1969 420G;

Don & Kathy Tyrrell, 1961 Mk X;

Robert & Vicki Loffler, 1968 420G



John Routley, 1963 Mk X;

James & Carmel Hartnett, 1967 420G

“Coffee & Cars” In and Around S.A.

1st Sunday

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

2nd Sunday

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

3rd Sunday

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

4th Sunday

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

Last Sunday of Each Month

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



HM Queen Elizabeth II and HRH Prince Phillip in a Jaguar XJ-L andaulet during visit to Mauritius in 1972

Latest Magazine - Jaguar World (October 2022)



The October 2022 edition of Jaguar World includes the following feature stories:

- ◇ **Walkinshaw's XJS:** They sample the ultimate evolution of the TWR built Jaguars - the 6.4 litre car they built for the boss.
- ◇ **Six-Speed E-Type:** Modern automatic transmission technology meets the E-type and XJ-S with devastatingly effective results.
- ◇ **X308 Sport:** Revisiting a rarity in the shape of Jaguar's short-lived entry-level XJ.
- ◇ **Modifying Your Jaguar:** 16-page special shows you how to get more from your Jaguar, from the classic era right up to the modern-day models.
- ◇ **XE CV Project 8 Prototype:** Driving the savagely fast supercharged V8 limited edition on the public roads
- ◇ **SVO History:** Charting the life and times of the in-house Special Vehicle Operations (SVO) which brought you the likes of the XJ40 coupe, Majestic limo and Daimler Corsica.
- ◇ **Upgraded XK150:** Breathing new life into a '50s sports car courtesy of an injected 4.2 litre engine and all the mod cons including air con.
- ◇ **XKR v Corvette C5:** Understated supercharged Jaguar meets America's brash plastic sports car and the result has us... well, surprised if we're honest.
- ◇ **Classic Workshop:** Replacing an XJ-S rear wheel bearing. Nobody said it would be easy. ■

Latest Magazine - Classic Jaguar (Oct/Nov 2022)



The Oct/Nov edition of Classic Jaguar includes the following feature stories:

- ◇ **Ontrack:** A pictorial visit to the Le Mans Classic
- ◇ **Cover Story - Home Restored S-Type:** An inadvertent learning curve refurbishment
- ◇ **JDHT Chronical:** The Trust profiles their Swallow Sidecar and MD Matthew Davis relates his experiences with it.
- ◇ **On Tour In The Queen Mother's MkVIIM:** Peter Simpson removes it for the JDHT collection whilst no is looking and undertakes a regal road trip.
- ◇ **Storied XK140:** Richard Holdsworth reviews six decades of [Australasian Ownership](#).
- ◇ **Specialist Visit:** The editor immerses himself the world of LEDs and Better Car Lighting.
- ◇ **Road Testing Race Cars:** Eric Dymock recounts the story behind an intriguing Motor feature.
- ◇ **A Brand New Mk2 Travels To India:** Jim Patten reveals an amazing period adventure. Did this inspire a 24-year old Ratan Tata to later buy the company? Probably not.
- ◇ **Secrets Of Wheel Alignment:** Torn Lenthall helps us to understand the process.
- ◇ **Workshop:** Floppy E-type boot lid? Here's how to fix it without the loss of a finger. ■

Classified Adverts

FORSALE 18-SCALE DIECAST MODELS

All models 18 scale diecast & come with the original boxes
 For more information, please do internet search - the year, make and brand shown.
 Down sizing full size cars and models
 Contact Steve 0458 984 164 Murray Bridge - Buy all 6 for \$665

MAKE & BRAND		MAKE & BRAND	
1958 Aston Martin DB2 Road Signature \$180		1957 Jaguar XK 140 Sunstar \$180	
1959 Jaguar Mk11 Burago \$80		1961 Jaguar E Type Burago \$150	
1975 Jaguar XJS Road Signature \$ 170		1992 Jaguar XJ220 Maisto \$ 125	



FOR SALE 1939 3.5 LITRE SS 100 ROADSTER

- ◇ One of only three SS100's officially exported to Australia. Despatched 15th February 1939.
- ◇ Purchased by current owner 6th January 1958.
- ◇ The SS100 is fully registered and driven regularly.
- ◇ Early restoration by Finch Restorations Adelaide. Immaculate condition inside and out.
- ◇ Engine No. M1079E; Chassis No, 39102; Body No. 5033



FOR SALE 1967 4.2 LITRE E-TYPE 2+2 AUTO.

- ◇ Purchased by same owner 17th July 1975.
- ◇ Fully registered, driven regularly. Well maintained in excellent original condition, inside and out.
- ◇ Engine No. 7E515759; Chassis No. 1E 50287 BW;

**Both Cars and Number Plates For Sale by
 Expression of Interest
 All Enquires to peacockblack35@gmail.com**

Classified Adverts

FOR SALE 1977 AUTO XJ6-C

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

Price: \$42,000 Negotiable

Please contact Shaun on 0413 214 138



FOR SALE 1965 MARK 2

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

Price: \$64,950

**Email Ric on ricbierbaum@gmail.com
or call on 0400 596 225**



1977 XJ from which I wish to remove the Chevy drive train and sell the rolling shell.

- ◇ I'd rather sell the shell while the car is driving.
- ◇ The car is in almost perfect condition, very straight & almost rust free- tiniest rust in bottom of fender.
- ◇ Paint average. Have 4 litres of paint for a respray.
- ◇ Interior very good condition. Re-upholstered in 2001.
- ◇ Just need a Jaguar engine and transmission.

\$6,000 Negotiable Contact Clint Press

E-mail: oneclintpress@hotmail.com



WANTED TO SELL - E-Type Wire Wheels

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

\$300 the Lot

**Please contact Paul
Harrland 0409 311 116**

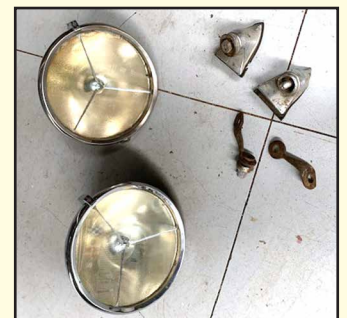


FOR SALE P100 Headlights

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

\$900 for the Pair

Michael Pringle 0418 311 422



FOR SALE - WIRE WHEELS

- ◇ 4 Wire Wheels (Black Powder Coated) 72 Spoke
- ◇ Suit Mark 2; E-Type S1 & S1½; 'S' Type; 420 and Daimler 250. In Good Condition. Located near Geelong, VIC.

**PRICE \$1,200 - Please contact Jim Tennant,
Email - jtennant1@bigpond.com or 0404632810**



SS, Mk IV, Mk V - Register Minutes (September)

SS, Mk IV, Mk V Register



Currently meeting the 3rd Wednesday of each month.

Minutes of the meeting held at the home of Caledonian Inn - Wednesday 21st September 2022

Previous Minutes:

The Minutes of 17th August 2022 as issued were accepted as a true record of the meeting.

Present:

Des Brown, Bob Kretschmer, Brenton Hobbs, John Lewis, Malcolm Adamson, Graham Franklin, David Rogers, Angela Rogers, Fred Butcher.

Apologies: Warren Foreman, Ian Sholl, Daniel Adamson, Ross Rasmus, Antony Veale, Bruce Fletcher, Jack Richardson, Rob Paterson, Andrew Hayes.

Correspondence: Nil

Welfare: All good.

Cowra Border Run 2022:

The run was a well organised event and enjoyed by all.

Bernie Finlay put this run together and had never done this before nor ever been on a run.

A couple of members suggested a few improvements could be made in future.

- Suggestions were a vehicle timeline
- Keeping the vehicles that are not pushrods separated from others.
- Having not only names on badges but also what car they have.

JDCSA:

- ◇ General Meetings are now to be held at "The Junction" 470 Anzac Highway Camden Pk and the preferred car park for this site is on the western side. (Glenelg side).
- ◇ The Federation have donated money, and this will be used for Jag Day and other celebrations.
- ◇ 100 years of Jaguar to be celebrated on Jag Day at Civic Park 23rd October
- ◇ There will be a black-tie dinner at the Wine Centre to celebrate 50 years of the Jag Club 29th July 2023. A survey was conducted, and the consensus was the dinner to be held on a Saturday night.
- ◇ Plans are going well for the The National Rally in 2023.
- ◇ Barefoot bowls to be looked at instead of the general meeting in November due to the meeting falling on Melbourne Cup Day.

Technical & Parts:

David will pick up the Mk5 from the trimmers on Saturday.

David has been preparing the guards so when the car comes home, he can bolt them on and all electrics etc. are ready to go.

Talk on which way the front window seal goes on a Mk5.

David is looking at different tyre sizes to see what will fit best on the Mk5.

Another steering box is being fitted to the Airline to help lighten the steering effort.

General Business

- ◇ Border Run for next year is going to be at Mt Gambier in November
- ◇ People who would like to enter "All British Day" in 2023 keep an eye on their website.
- ◇ If you have not received any info from the Bay to Birdwood by Sept 30th, contact them.
- ◇ If anybody can help as a marshal on Jag Day, please contact Di Adamson.

SS Register Meeting Dates:

- 19th October – Bob Kretschmer
- Early December – David Rogers Sunday Afternoon. DTBA
- 15th January- Malcolm's Beach Residence DTBA
- 15th February – Jack Richardson
- If you can host a meeting for other months, can you please advise Brenton Hobbs

Meeting closed at 8.30 pm.

Brenton Hobbs
Register Secretary



Ivan & Cheryl Stephens
1936 SS Jaguar Open
Tourer. (Cowra 2022).

Multivalve - Register Minutes (September)

Multivalve



Multivalve Register meet bi-monthly. (X350 celebrating 20 years: 2002-2022).

Minutes of meeting held on Thursday 29th of September 2022 at the Kensington Hotel, Regent Street, Kensington.

Attendees: Peter & Heather Buck, Peter & Ros Holland, David Brewer, Jim & Arcadia Komaromi, Ron & Claire Palmer, Michael Pringle & Jo Orford, Peter Clarke, Bob & Daphne Charman, Lesley Clarke, John Castle, Ray Smithers & Judy Langdon, Geoff & Margaret Thomas, John Castle

Apologies: Tom & Marj Brindle, Tony & Gabriela Human, Bob & Sandy Mack, Tricia Clarke, Barry & Hazel Brown, Graeme & Betty Moore

Minutes of Last Meeting:
Accepted.

Matters Arising from Previous Minutes:
None.

Welfare: Marj Brindle is having hip replacement surgery.

Club Business

- The next General Meeting is being held at The Junction in the Stable One room on Tuesday 4th October. Dinner at 6:00pm followed by the meeting at 7:30pm. No supper.
- Venues are still being evaluated for these meetings but The Junction has been booked for November and December. There will be no Club Christmas function this year due to a clash of too many dates.
- The XJ Register in conjunction with the Barossa Valley Club is having a 'Picnic in the Park' on Thursday October 13th, 6:00-9:00pm followed by a 25-minute drive to

Auchendarroch House for coffee and cake. Details on TidyHQ.

- SA Jag Day is on Sunday 23rd October, Civic Park, Modbury. Members were asked to donate to the Cats & Cans charity food drive.
- The next Jaguar Ladies event is on Thursday 17th November. Details will be published on TidyHQ when finalised.
- Bob Charman is hoping to streamline the log book process and will contact the Sporting Car Club to see how they deal with their 2000-plus books.
- The XJ Register Christmas Dinner & Show is on Saturday December 10th at the Glenelg Golf Club. Details on TidyHQ. \$65.00 per ticket.
- National Rally 2023 – Planning is almost complete. A post-rally tour is being organised, initially for interstate visitors due to a limit on numbers.

Register Business

- A request has been issued for two volunteers from each Register to help with marshalling on SA Jag Day.
- The next Multivalve meeting will be the Register Christmas Run on Thursday 24th November. Ideas for venues welcome.
- There are still two places available for the joint XJ Register/Multivalve Register run to Port Fairy, first weekend in November, book on TidyHQ. Full details will be issued shortly.

Car Talk

- **Ray Smithers:** Nothing to report, both Jaguars running well.
- **Bob Charman:** All cars running really well.
- **Geoff Thomas:** Service carried out by Charlie Saliba, said the oil looked good after two years.
- **John Castle:** Nothing to report.
- **Lesley Clarke:** Hasn't driven the car for six months and the battery has died. Ray is sorting it out. Members suggested a trickle charger for the future.
- **Ron Palmer:** 2014 XF 3L supercharged, 83,000kms, wonderful car, running well.

- **Peter Holland:** Recently bought a 2007 3.0L AWD X-type, only 4700kms on the clock (now has 7200). Had a shock when his original X-type went in for a service and needed a new radiator.

- **Peter Clarke:** 2014 XKR 5.0L, recently serviced and given a clean bill of health. Fantastic car.

MkII – drove it to tonight's meeting, all good.

E-type – upgrading the alternator as it is having problems with electrical surges.

- **Michael Pringle:** XE used as a shopping trolley – goes well.

Daimler hasn't been out recently, waiting for some good weather to take the top down.

- **Jo Orford:** XK going well, serviced last month. Has discovered the car grows wings when Michael drives.

- **David Brewer:** 2010 5.0L XK, car going really well. Only had one fob for the key, sourced a second one through Geoff Mockford, \$350 including programming.

- **Jim Komaromi:** 2007 S-type, losing coolant from somewhere, 1.5mls per 1km.

- **Peter Buck:** X308 still going well.

Any Other Business:

- The "Climb to the Eagle" event is being held on Friday 4th November.

- Peter Holland thanked Pete & Heather for organising the "Drive Your Classic Car" day on 1st September, and Jim & Arcadia for their help on the day.

Next Meeting Date:

Multivalve Christmas Lunch Run, Thursday 24th November, details to be advised.

Meeting closed at 8:25pm.

Peter Buck
Register Secretary

XJ, Mk10, 420G - Register Minutes (September)

XJ, Mk 10 & 420G Register



Mark 10/420G - Celebrating 60 years

Minutes of meeting held at 7.30pm on Wednesday 14th September 2022, at the Bartley Hotel, West Lakes Shore.

Present:

David Bicknell, Don Bursill, Fred Butcher, Bob & Daphne Charman, Kevin Conner, Alan & Lorraine Davis, Graham Franklin, Don Heartfield, Jon Loechel, Fay Leyton, Bob & Sandy Mack, Paul Moore, David & Angela Nicklin, Louis Marafioti, Trevor Norley, Phil Prior, Evan Spartalis, Andrew Shouksmith, Nigel Stevens.

Apologies:

Jeannie De Young, Darryl Leyton, Gary Monrad & Oggi Stojanovich, Graeme & Betty Moore, Janice Moore, Raylene Norley, Borys & Elaine Potiuch, David & Teresa Bradley, Tom & Marj Brindle, Peter & Heather Buck, Graeme & Betty Moore, Geoff & Margaret Thomas, Leanne Shouksmith, Don & Kathy Tyrrell and Steve Arthur.

New Members:

Kevin Conner and Jon Loechel were welcomed to the meeting

Previous Minutes: Carried.

Business Arising: Nil

General Business

- 60th Anniversary of the Mk10 – 420G – Sunday the 11th September at the Birdwood Motor Museum. Thanks to all those who attended. 61 members in all with 34 cars. 8 Mk 10 and 420G's.
- Ladies High Tea at the Grand, 15th September. 27 ladies attending.
- Picnic in the Park. Thursday 13th October. Meeting at Hazelwood Pk, behind the Burnside swimming pool.
- Jag Day at Civic Park – Sunday 23rd October.

- All British Day 1st Sunday in March 2023.
- XJ Xmas Dinner. Saturday the 10th December. Glenelg Golf Course. Tickets NOW available.
- AUCTION NIGHT Nov Register meeting. A must for everyone.
- The Annual General Meeting was held and all positions will remain the same, except Bob will take over the Log Book role.
- Club general meetings will now be held at the Junction Bistro on Anzac highway.

Car Talk:

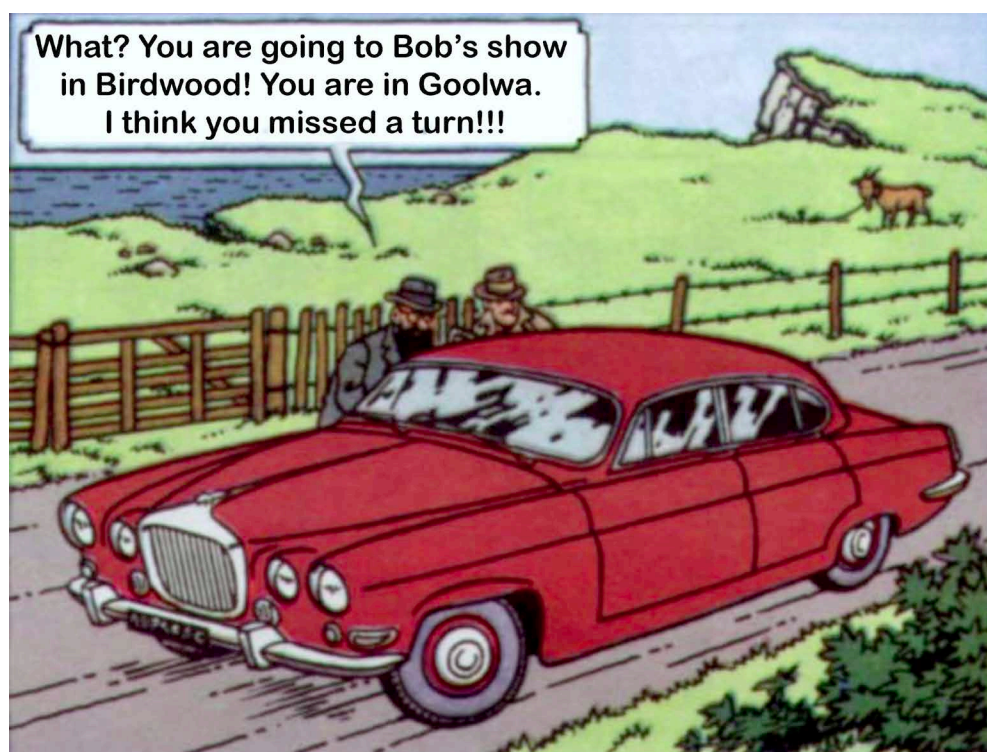
- ◇ Dave Bicknell: Joined the 21st century. Bought X Type from Broken Hill.
- ◇ Don Bursill: XJ12 Ser 2 going well. Fixed temperature problem.
- ◇ Fred Butcher: Took the Daimler 250 V8 to Birdwood. All good.
- ◇ Bob & Daphne Charman: All cars going smoothly.
- ◇ Kevin Conner: XJ40 1988 White. Needs a little work.
- ◇ Alan & Lorraine Davis: Took X Type to Coffin Bay and Streaky Bay. Didn't miss a beat. Not one car passed me.
- ◇ Graham Franklin: Went to Cowra N.S.W. for the Multi-State meeting
- ◇ Don Heartfield: Both XJ's going well. The Mk2 has got Covid.
- ◇ Jon Loechel: XJC 1972 great and a fully restored XJ Series 1 - Beautiful.

- ◇ Fay Leyton: Haven't driven the XJ.
- ◇ Bob & Sandy Mack: X Type has door opening problem. Bought X350 from Tasmania.
- ◇ Louis Marafioti: XJ8 1990 using a much better engine oil – makes a difference.
- ◇ Paul Moore: All good except I had a stroke and can't get my licence back yet.
- ◇ David & Angela Nicklin: Series 1 XJ going great.
- ◇ Trevor Norley: Series 3 had trouble starting. New Starter motor fixed the problem. X Type daily drive going well.
- ◇ Phil Prior: Series 1 maiden voyage on Sunday the Birdwood. Went well.
- ◇ Evan Spartalis: Started on the Mk2. Been on the hoist for 10 years. About to put in a new clutch.
- ◇ Andrew Shouksmith: Went on local car club run to Pichi Richi. 3.6 XJ40. All good.
- ◇ Nigel Stevens: Has a Daimler XJ-C Coupe. Very nice.
- ◇ All other had nothing to report

Meeting closed 8.05pm

Next Register Meeting: Will be at the Bartley Hotel on Wednesday 12th October, 2022.

Bob Charman
Register Secretary



2023 National Rally - Hahndorf



51st JAGUAR NATIONAL RALLY

Hahndorf South Australia

April 14—18, 2023



As the Jaguar Drivers Club of South Australia celebrates its 50th Anniversary in 2023 we are delighted to be hosting the

51st JAGUAR NATIONAL RALLY

With the cancellation of the past three Jaguar National Rallies, it is time to break out and celebrate our friendships and our passion for Jaguar cars once again.

Registrations will be open by the end of October 2022

For an early peek at the proposed program and accommodation options in Hahndorf, visit the JDCSA web page

<https://www.jdcsa.com.au/jaguar-national-rally-2023>

Rally Director: Philip Prior

Mob: 0402670654 or Email: philipprior@bigpond.com



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Club Notices

GENERAL MEETING ROSTER 2022/23

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

CLASSIC MARQUE

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

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

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

JDCSA September 2022 General Meeting Minutes

Minutes of the Jaguar Drivers Club of South Australia Inc General Meeting held at the Adelaide Bowling on Tuesday the 6th of September 2022.

Meeting commenced at 7.30pm.

Welcome:

John Loechel introduced himself, he has an XJ6 and is moving to Adelaide from the Gold Coast.

Steve also introduced Jonathon Harry, who has been a member since the 1970's.

Apologies:

Peter & Heather Buck, Graham Franklin, Rob & Vicki Loffler, Alan Bartram, Bob & Daphne Charman, Graeme & Betty Moore, Tom & Marj Brindle, Tricia Clarke, Tim & Sue White.

Minutes of the last Meeting:

Moved for acceptance by Dave Burton and seconded by Suzanne Jarvis.

Business Arising:

◇ **50th Anniversary Book:** Fred informed the meeting that a zoom meeting was held recently with Tim White, the book is progressing well, but more interesting stories are required from older members supported with photos.

◇ **All British Day:** This event is now on the first Sunday in March 2023. Those who entered for the cancelled 2022 event will be offered a "rollover" entry.

President (Fred Butcher):

Fred has attended most Register Meetings and remarked on how well the club has still operated despite COVID restrictions.

Vice President (Michael Pringle):

Michael has been busy seeking sponsors for both the 50th Anniversary Book and the 2023 National Rally.

The Adelaide Bowling Club may not be a long-term venue for our General Meetings given that we require a central location with good parking and a Bistro style meal, therefore he is looking at a number of options including the Arkaba, Kensington Hotel and the

Junction Sports Bar at Morphettville. The Junction may be the venue for our next General Meeting.

Secretary's Report (Steve Weeks):

There was no correspondence to report.

Treasurer's Report (Heather Buck):

Heather is overseas at present, but all is well with finances.

Membership Secretary (Daphne):

No report as Daphne is away at present.

Editor/ (Graham Franklin):

No report as Graham is also away at present.

A.C.J.C / Jaguar National Rally April 14-18, 2023: (Phil Prior)

Phil gave an overview of the 2023 National Rally. There will be a post rally tour initially offered to interstate participants and then opened up to our members if there are vacancies.

The event at The Bend is not yet confirmed

Logbook Secretary (Dave Burton):

Dave said that 3 members have been reported for not having renewed their logbooks and there are still 30 books that are outstanding.

Regalia (Graeme and Betty Moore):

No Report

M.S.C.A (Barry Kitts):

The sporting Car Club is holding an event at The Bend, for details please go to the Sporting Car Clubs website.

Library (Tom Brindle):

No Report

50th Anniversary Dinner (Suzanne Jarvis):

Suzanne is currently looking at a number of suitable venues given the significance of the occasion, Peter & Ros Holland are also helping.

Jaguar Ladies Social Group (Tricia Clarke): The registration date for the High Tea at the Grand has been extended.

Compact Register: No Report

Multivalve Register: (Peter Buck):

No report

XJ Register: (Bob Charman)

No report.

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

The register meeting at Marque Restorations was a big success.

The next event will be an overnight run to Mintaro with dinner and then a drive to Melrose the following day.

SS/Pushrod Register: (Brenton Hobbs)

No Report as members returning from the Border Run to Cowra.

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

The Halls Gap border run is approaching all up about 30 are attending between SA and Vic.

General / New business:

Michael is looking at venues for the clubs Christmas function. Details should be available by the next General Meeting.

We have been asked to provide some cars for the Adelaide 500 race meeting. Di Adamson will be contacting members with suitable cars.

Meeting Closed at 8.10pm

Next General Meeting - 4th October



JDCSA - Club Directory 2022 -2023

Club Postal Address:

PO Box 6020, Halifax Street, Adelaide SA 5000

Club Web Site / Email

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

Email: jdcsa@mail.tidyhq.com

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

7.30pm at "The Junction", 470 Anzac Highway, Camden Park. (Near the Morphettville Racecourse). Members can choose to have a meal from 6.00pm prior to the meeting.

*November - 2nd Tuesday due to clash with Melbourne Cup.

Your Committee

President: Fred Butcher

Mobile: 0428 272 863

Email: fmbutcher@bigpond.com

Vice President: Michael Pringle

Mobile: 0418311422 (Home) 82772717

Email: mlp7516@icloud.com

Treasurer: Heather Buck

Mobile: 0432 549 086

Email: treasurer@jdcsa.com.au

Secretary: Steve Weeks

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Email: valsteve47@outlook.com

Membership Secretary: Daphne Charman

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Editor/Events Coordinator: Graham Franklin

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Email: editor.jdcsa@mail.tidyhq.com

Web Master: Tom Herraman

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Public Officer: Steve Weeks

Mobile: 0414 952 416. Email: valsteve47@outlook.com

Log Books: Bob Charman Phone: (08) 8248 4111

Email: charmanr161@gmail.com

Club Services / Club Representatives

Club Patron: Mr Peter Holland

Phone: (08) 8271 0048

Jaguar Ladies Social Group:

Tricia Clarke. Email: triciacclarke_1@hotmail.com

Regalia: Graeme & Betty Moore.

Mobile: 0467 066 797. Email: graemekmoore@bigpond.com

Librarian Tom Brindle

Phone (08) 8387 0051

Federation of Historic Motoring Clubs (FHMC)

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

Marque Sports Car Association (MSCA)

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

All British Day

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

Australian Council of Jaguar Clubs (ACJC)

Club Representative: Phil Prior

Mobile: 0402 670 654. Email: philiprior@bigpond.com

Technical Officer: Geoff Mockford

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

Inspectors - Club Registration

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

Register Secretaries

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

Brenton Hobb. Email: bmhobbs@bigpond.com

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

Steve Weeks: 0414 952 416

Email: valsteve47@outlook.com

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

Currently Vacant

Email: jdcsa@mail.tidyhq.com

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

Bob Charman Phone: (08) 8248 4111

Email: charmanr161@gmail.com

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

Suzanne Jarvis. 0478 717 775

Email: jdcsa@mail.tidyhq.com

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

Peter Buck Mobile: 0421 061 883

Email: Peter.buck51@bigpond.com

