

CLASSIC MARQUE

APRIL 2020

Events Cancelled - See JDCSA Policy Statement Page 4



FEATURE - JAGUAR S.S.90 (1935 - 1937)

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President's Report – April 2020

As I put fingers to key pad (pen to paper) we are all having to adjust to a whole new world. Whilst many will have different reactions to the COVID-19 Virus, one thing is certain it will affect us all in one way or another.

It became very apparent during the last few weeks that as a club we needed to formulate and communicate a response that would reflect the seriousness of the situation, take heed of official advice and allow us to play our part as a club in getting ahead of this thing as quickly as possible.

Foremost in the minds of the Executive Committee was the age group of our membership. Clearly we are a vulnerable bunch, being to a large extent in the over 60s age group.

So my first request is to encourage members to stay safe, practice good hygiene, take care of each other, comply with social distancing practices and seek advice at the earliest opportunity if you are not well.

The Executive Committee has made some hard decisions and formulated a Policy Statement on behalf of the club. All members should have received notice of this Policy Statement by email in the past week or so. If you have not seen it, there is a copy printed in this edition of CLASSIC MARQUE, posted on our Club Web Page and posted on Club Facebook Pages.

In Summary the following is central to that Policy Statement.

- 1. We require non-attendance at any club events by members returning from overseas or if they know they may have had contact with infected persons within a previous 14-day period.** Obviously similar action applies to members who are experiencing flu-like symptoms. This policy should be observed for as long as the current crisis continues or until further notice. Hand sanitisation should be observed at all times.
- 2. The General Monthly Meetings of JDCSA will be cancelled for the months of April and May.** A further

statement will be issued in relation to future Monthly General Meeting during May.

- 3. All activities, meetings and events arranged by Registers will also be cancelled for the months of April and May.**
- 4. We anticipate that the Executive Committee will continue to meet monthly to monitor and oversee club events and activities via ZOOM/digital conferencing and/or email conversations.** We will be constantly monitoring developments along with any Government instructions and will issue further updates as, and if, appropriate.

I encourage you to please read the full statement and understand the importance of these decisions.

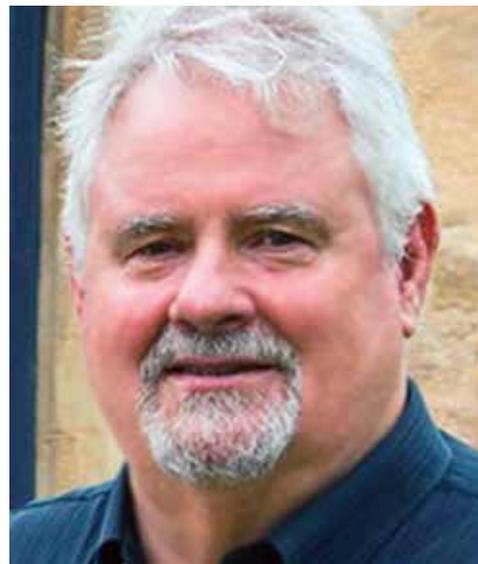
It has been disappointing that it has been necessary for many events to be cancelled, these include:

- The Monthly general Meeting of JDCSA at least for April and May and probably beyond
- All regular monthly and bi-monthly Register Meetings until further notice
- The day trip to Kangaroo Island as arranged by Bob Charman
- The Daimler National Rally in Hahndorf
- The Jaguar National Rally in WA
- The McLaren Vale Vintage and Classic

(I anticipate other cancellations such as our Annual Dinner and Presentation Night)

Please stay tuned for more information and contact your Register Secretary if you are unsure about future events.

Philip – JDCSA President



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Front Cover:

S.S. 90 prototype - the first sports car ever to have been built by Lyons and Walmsley

Rear Cover:

1935 S.S. 90 'Captain Black' - the first production sports car ever sold by S.S. Cars Ltd.



@sajaguarclub

JDCSA Policy Statement re Corona Virus Covid-19 Issued Tues 17th March 2020

We are all very well aware of the global implications of the current Coronavirus, COVID-19. It is very clear that the policy of “Social Distancing” is the most important action individuals and social groups and clubs can take at this time to get ahead of this virus. As a club it is important that we cooperate and be seen to be a compliant in this regard.

Therefore the following policy statement has been issued by the JDCSA Executive Committee in the interests of all club members and the wider community. We are conscious of the general age group of club members and the vulnerability of those in the over 60 category.

The Executive Committee has therefore determined as follows:

1. We require non-attendance at any club events by members returning from overseas or if they know they may have had contact with infected persons within a previous 14-day period. Obviously similar action applies to members who are experiencing flu-like symptoms. This policy should be observed for as long as the current crisis continues or until further notice. Hand sanitisation should be observed at all times.
2. The General Monthly Meetings of JDCSA will be cancelled for the months of April and May. A further statement will be issued in relation to future Monthly General Meeting during May.
3. All activities, meetings and events arranged by Registers will also be cancelled for the months of April and May.
4. We anticipate that the Executive Committee will continue to meet monthly to monitor and oversee club events and activities via ZOOM / digital conferencing and/or email conversations. We will be constantly monitoring developments along with any Government instructions and will issue further updates as, and if, appropriate.
5. Basic protective measures against the new Coronavirus as issued by official health organisations include:
 - a. Stay aware of the latest information on the COVID-19 outbreak, available on the WHO website and through your national and local public health authority and media.
 - b. Take care of your health and protect others by doing the following:
 - i. Wash your hands frequently and use hand sanitiser,
 - ii. In public gatherings (*no more than 10 people*), maintain at least 1.5 metre distance between yourself and anyone who is coughing or sneezing.
 - iii. Avoid touching your mouth, eyes and nose (M.E.N.)
 - iv. Covering your mouth and nose with your bent elbow or tissue when you cough or sneeze.
 - v. Avoid physical contact such as handshakes etc.

JDCSA Executive Committee

Events Calendar - All Club Events Cancelled

Tuesday 28th April

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

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

Club Torque - Editor's Column

Editorial by Graham Franklin.

Unfortunately the Perth National Rally was cancelled. I was going. (*In fact my car and 4 other Jaguars went to Perth and back on the train without us*).

Ironically, one of the reasons for going to Perth was to see an S.S.90, a model I have yet to see in person. In anticipation of seeing the car, this month's feature article was prepared in advance, on the S.S.90.

There were also going to be lots of photos of the Rally. Instead, there is coverage of the display cars that were planned to be used for the event.

The Rally was to celebrate 'Eighty-Five Years On', being eighty-five years since

the Jaguar name was first used on a motor car and introduced to the world at the Mayfair Hotel in London in September 1935. An article about 'The Beginning' was included in the magazine prepared for those attending the Jaguar National Rally and is reprinted here (*pages 18-19*).

There is also a story about the road journey to the National Rally that Rod and Sue Greasley undertook from their home in Qld to WA in their **1939 SS Jaguar DHC**. They provided regular updates as their trip progressed. It is a great read, and they deserve a medal (*pages 24-27*).

On a different subject, membership of the JDCSA gives access to an extensive

selection of books available for loan. With winter coming up, now is a good time to borrow a book or two and sit back in the comfort of a nice armchair and enjoy a good read.

On pages 30-33, please find a complete list of books that our club library has available for loan. We also hold copies of various magazines and they are all free to borrow. After you have finished the book, why not write a small review for Classic Marque for others to read.

Finally there is a great story from Borys Potiuch.

Cheers!

Letters to the Editor - National Rally & Trophy Winners

"With a heavy heart the organisers of the WA Jaguar National Rally had no choice but to cancel the event in light of the coronavirus pandemic.

Having to cancel almost as the rally was about to start was even harder because of the work put in by a huge number of volunteers in WA and the Rally Director Geoff Hender. JDCSA has offered their condolences and any assistance that they may require. We all understand the effort and time put in by a dedicated team of volunteers for a rally.

We are unsure of the bottom line financial implications because of the cancellations but the rally committee are

working to protect the members who have registered. The ACJC committee are keeping in close contact with JCCWA

Three trophies were still awarded: John Ledbrook (NSW) for his article called "Living with Big Red" won the Paul Skilleter Trophy awarded from ACJV for the best article published in an affiliated ACJC club magazine. John Ledbrook also won the Andrew Whyte Award as chosen by Les Hughes (on behalf of Jaguar Magazine) for the best club article published in the Jaguar Magazine.

The final trophy awarded was the Distance & Age Trophy. Rod Greasley (Rally participant) arrived in Perth prior

to the rally having driven his SS Jaguar from QLD. Given this epic drive it was considered highly appropriate to award Rod this particular trophy. (*Story of his trip pages 24-27*).

A big well done to our own member Stewart McGavin whose article was rated very highly with the judges of the Paul Skilleter Trophy."

Tim White, Chairman, ACJC

Editor. Thank you very much Tim. I will try and see if we can reprint the "Living with Big Red" article for next month's CM. Great to see that Rod Greasley received a Trophy for his epic drive.

Moonta Show & Shine - Class Winner



Congratulations - Graeme Moore came second in his class "Best Unrestored 1978 - 2014" at the Moonta Show and Shine

Borys Potiuch's - Well Travelled XJ6

The Beginning

On a rainy day in April 1984 I drove out to Rostrevor to view a 1976 Series II 4.2 litre Jaguar for sale. At the time I knew they were expensive to repair so I had some reservations.

After going for a test drive with the owner behind the wheel, and not being able to inspect the car properly, I stated that I would have trouble getting up my steep driveway in Darlington to which his response was "let's go & see".

On the way to Darlington I was thinking of ways to refuse to buy without offending. On arrival the car successfully drove up the driveway. On hearing a car drive up the driveway my wife came to the window and watched. I walked up the stairs opened the door and was greeted with "you are not buying that". "OK" I said "just go for a drive with the owner and you tell him you don't like the seating or the car".

She did not, she loved it, and the car has been with us ever since. We have taken the family to Queensland, New South Wales and Victoria many times and we have clocked up a hefty mileage.

Car Club

I joined the Jaguar Driver's Club soon after purchasing the car as we had three small children and I needed lots of information to do as much of the repairs as I could to save money.

Bill Mayman was then the spare parts man and helped me immensely.

Repairs & Record Keeping

Unfortunately, I did not see the importance of keeping records of work done on the car so I cannot recall when I had the rust cut out, the body repainted, all chrome work redone and a complete interior upgrade (my best guess is 28 years ago).



A "simple replacement" of steering column bearings which were shot!!!.



Borys & Elaine Potiuch, 1977 Old English White 4.2 litre XJ6 (S2) Auto.

When that was finished it was in pristine condition to look at BUT the engine was not out of the car at the time of repainting and shortly after it was to be taken out for reconditioning. It was then when a good friend of mine said to me "Borys why do you do things arse up".

So now a little wiser and older, I approach repairs on the Jaguar differently.

Overhaul Rear End

In 2015 I commenced overhauling the rear end drive assembly unit. The Jaguar had developed differential seal leaks again but this time I had decided to do the work myself.

After 3 failed attempts to get to the rear hub seals by disconnecting the halfshaft and after words of encouragement from Ray Offe, I decided to completely remove the rear suspension crossbeam.

Once out I had full access to all the components and I started to disassemble and thoroughly clean all the parts. The differential was sent off for a complete overhaul which took care of the leaking seals problem and I began to purchase the replacement parts needed to recondition the complete rear end drive unit.

I have no pit or car hoist but my 2 garage jacks, engine crane and car stands come in very handy, plus my ability to express myself out loud when things got difficult.

The following parts were replaced-

6 shock absorbers (2 front), disc rotors, disc pads, brake callipers overhauled, wishbone bearing & seals, halfshaft universals, rear flexible brake hose, radius arm bushes and as mentioned, the differential was completely overhauled.

Engine Out Again

For the second time, I now have the engine and transmission out of my car and will complete the overhaul of the engine and transmission when I fully recover from my recent operation.

Odometer reading 587,523km, the car has never let me down on the side of the road - no need for RAA membership, but at times I have limped home.

Borys Potiuch

Editor - I have seen Borys car and you would never guess that it has travelled more than half a million kilometres. Thank you for the story. Great work Borys.



Only three SS Jaguar 100s were sold new in Australia, however, according to the book "The Forerunners of Jaguar in Australia, New Zealand and South East Asia" by John Clucas & Terry McGrath, 24 SS Jaguar 100s have resided in Australia at one time or another.

From edition number 200, "Jaguar Magazine" is running a 'mini-series' on 23 of these SS100's and explain their individual histories. Of interest is the fact that three of these 23 cars have a combined total continuous ownership of 148 years, and all of these 3 cars were/are in Adelaide including the car owned by club member Tony Bishop (since January 1958).

Copies of "Jaguar Magazine" are held in our club library.



Jaguar Cake Making

If you staying at home as the authorities are telling us, you can always go into Jaguar cake making.

There are dozens of examples on the web.

The following 5 minute YouTube video shows one how to make an S-Type cake. Its quite clever with Mozart playing in the background.

www.youtube.com/watch?v=a8Sgy-ZdVe0



Auction News

Shannons Melbourne Autumn Classic Auction held in March saw a Victorian Heritage Numerical Number Plate sell for a staggering \$1.11 million.

However the auction record still stands at \$2.45 million for historic NSW number plate '4' in August 2017.

A 1966 Daimler 2.5L V8 saloon sold for \$12,000; a 1963 Jaguar Mark II 3.4L manual saloon sold for \$14,000 and a 1968 Jaguar E-Type 4.2L Series II 2+2 Coupe sold for \$80,000.

Auctions throughout Australia have now been put on hold due to the virus.



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 April, 2020 magazine:

- Nora & Robin Paech: 1988 Jaguar XJS-V12 5.3 Litre Convertible
- Shirley & Roland Muscat: 1976 Jaguar XJS 5.3 Litre V12 Sedan

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

- Christopher Barron: 1987 Jaguar XJS 5.3 Litre 2 Door Coupe
- Scott, Libby & Abby Thornton: 1978 Jaguar XJS 5.3 Litre Coupe
- William Meyers: 1964 Morris Mini 998cc 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.

S.S. 90 (1935-1937)

Debut

It began in 1934 when S.S. Cars Ltd. cut 380mm (15 inches) out of a S.S.1 Touring Car chassis to build the company's first two-seater sports car, the S.S.90 prototype.

The result unveiled by managing director Sir William Lyons at Earls Court in March 1935 was the most beautiful to have emerged from S.S. Cars Ltd up to that time, with many of its features carried over to the SS100.

The lightweight car was capable of 90 miles per hour (140 km/h) and the cars rapidly gained attention for their elegant sporting styling.

Design

The S.S.90 was a sleek roadster with rakishly low bodywork, wide radiator shell, huge Lucas headlights, long multi-louvred bonnet, supremely elegant wings and a folding windshield.

The car was hand-built from an aluminium skin over a wood frame. The car was 3.81 metres (12' 6") long, which by comparison is about 600mm or 2 feet shorter than an XK120 or an E-Type. When leaving the factory it was originally fitted with knock-off 18 inch Rudge-Whitworth wire wheels.



SS 90 prototype (ARW 395) seen here in 1935 at the Shelsley Walsh Hillclimb, where it caused a sensation by finishing third in class, driven by the talented Hon Brian Lewis.

Engine

The SS90 was powered by a 2,663 cc side-valve Standard six cylinder engine with an output of 68 bhp (51 kW). The engine differed from the one used in the ordinary cars by having an aluminium cylinder head with 7:1 compression ratio, and twin RAG carburetors.

Motoring Reviews

The motoring press was quick to laud the new arrival. "Naturally, the greatest interest attaches to the S.S.90," said

the Autocar issue of March 22, 1935, in the first report of the car's recent introduction.

Autocar went on to extol the car's sporting credentials, light weight and, of course, its good looks.

Performance and Racing

The prototype S.S.90 was prepared hastily by the factory at Coventry and publicly unveiled at the same time as the S.S.1 drophead coupe, thoroughly stealing the thunder from the bigger, more-traditional car.



S.S 90 Chassis 249482 was delivered in July 1935 and the first owner obtained registration number BUF 695. The car has retained that number ever since. After the war, it was used extensively in hillclimbs in England, then taken off the road in the late 1950s. The car was purchased in 1994 and then after a detailed restoration the car was brought to the U.S. in 2008 where the car is a regular at concours events and has recorded a perfect 100-point score.

S.S. 90 (1935-1937)

The plan was to complete the 90 in time for the 1935 RAC Rally, a high profile event that would serve William Lyons' intent to publicize the new sports car and show the world that SS Cars were serious about competition.

The plan backfired, however, when the 90, driven by the Hon. Brian Lewis, performed poorly in the event.

However the 90 made up for its failed first impression with a series of wins, as trials experts began using the new S.S. in competition. It proved itself strong in hillclimbs and agile on the road, although the side-valve engine was soon seen as the car's weakest link leading to more powerful and bigger overhead valve Standard engines and the SS100.

Prototype

Only the S.S.90 prototype had the distinctive rear tail treatment. A more conservative and practical squared-off rear deck with standup gas tank and spare-tire mount was designed for production, carrying over to the 100. The square design also allowed for a canvas hood, something for which there was no provision on the prototype.

In 1937, the prototype was owned by Hugh Kennard, a RAF pilot. In a 1993 letter, Kennard wrote, "I cannot remember from whom I bought it or

sold it to, but I can say that I still owned it in November 1940, as it was used at my first wedding."

Its chassis finally ended up in a Yorkshire market garden in 1961, where the prototype was purchased by David Barber, an avid SS historian and restorer.

Barber owned the car for more than three decades but never undertook the restoration. For most of that time, the S.S. 90 languished in a former pheasant coop attached to Barber's workshop.

In 1994, after decades spent amassing missing components, Barber began its rebuild. He died three years into his task.

In 1997 the car was purchased from Barber's wife by Swiss Jaguar collector Christian Jenny, who shipped the car to the United States to be restored. There it made sensational appearances in concours d'élégance at Pebble Beach where it was a Multiple Pebble Beach Concours Award Winner.

In 2002 it returned to Europe and spent life being frequently driven and enjoyed in Switzerland until it was recently sold for an undisclosed amount by Pendine Historic Cars at Bicester Heritage, Oxfordshire, UK. *(Pendine specialise in the sale of historic cars, focusing specifically on the immediate post-war period through to the 1970s).*

Production

Production of the S.S. 90 lasted 10 months, eventually eclipsed by the improved engine power and greater numbers of the SS100s. After construction of the prototype, 22 more examples were built, of which only the prototype and 15 survive.

Value for Money

One of the hallmarks of Lyons' vehicles, was the low price tag. Fully equipped the S.S.90 retailed at £395. This was considerably remarkable in view of the specification, especially when compared to say an Aston Martin C Model at something over £700.

Legacy

The SS100 by virtue of its vastly improved power unit and greater numbers has rather relegated the S.S.90 to a secondary status, but it remains the first sports car ever to have been built by Lyons and Walmsley, and now, given the fact that only a handful exist, makes the S.S 90 a very rare car indeed. ■



S.S. 90 Prototype showing the distinctive sculpted rear tail treatment. The factory decided that the complex sculpting was too expensive and time consuming and the production cars incorporated a more practical - squared-off rear deck. The Prototype was restored in the USA (Arizona) where it was a Multiple Pebble Beach Concours Award Winner before returning to its owner in Switzerland. The car was recently sold in the UK for an undisclosed amount.

S.S. 90 (1935-1937) - "Captain Black"

1935 S.S. 90 'Captain Black' - AVC 318

The first production sports car ever sold by S.S. Cars Ltd. was owned new by Captain Sir John Black, joint managing director of Standard Motor Company.

Black, however, is thought to have only kept the car for three weeks. Another notable early owner was the famous Autocar writer A.G. Douglas Cleave, a close friend and vocal supporter of Lyons.

After a further decade, this SS 90 surfaced in the ownership of a Mr A. Tarney. With a new registration number of JOF 777, and a repaint in green.

Ownership is then unknown until its next owner, Mr Saunders of Tangmere,

UK. Less than two years later, the S.S. 90 had been shipped to the USA where for over 25 years it was enjoyed by keen SS and Jaguar enthusiasts, although it somehow avoided a restoration up to this point!

While all of these characters played a role in preventing this historically important sports car from falling into obscurity, the hero of the hour was Dr Hugh Palmer. Safely under his protection back at his Leicestershire home in the UK in 1988, he reinstated its **AVC 318** registration number with the help of Jaguar luminaries such as Paul Skilleter. He then oversaw a complete restoration over two years by Fullbridge Carriage Company of Waldon, Essex.

Once in magnificent form again, the SS 90 joined the hallowed Walter Hill collection of Jaguars back in the USA, Florida, reinforcing its unique place in British sports car history.

In 2006, it found a new home in Switzerland where the S.S. 90 was regularly used on historic car events, including the high-altitude Klausenrennen International Hill Climb in Switzerland.

However, like the prototype, 'Captain Black' was recently sold for an undisclosed amount by Pendine Historic Cars, Oxfordshire, UK. ■



1935 S.S. 90 'Captain Black' was the first production sports car ever sold by S.S. Cars Ltd. Owned from new by Captain Sir John Black of Standard Motor Company. The car was restored in the late 80s - early 90s and became part of the famous Walter Hill collection for almost two decades. Seen here in competition on a regularity trail in 2013 at the high-altitude Klausenrennen road race, Switzerland

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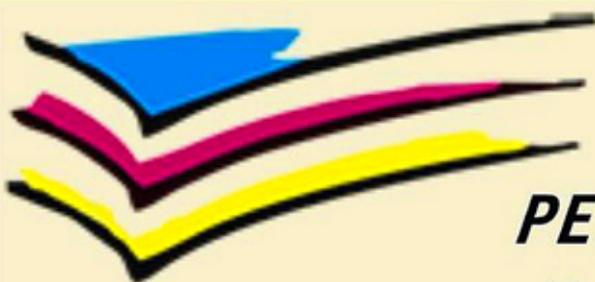
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Oldest Surviving Daimler SP250 Discovered

The oldest surviving SP250, prototype XHP 438 (Chassis 100002), has been discovered and purchased by Jaguar Daimler Heritage Trust.

Background

The Daimler SP250 sports car was built by the Daimler Company from 1959 to 1964. It was the last car to be launched by Daimler before its parent company, the Birmingham Small Arms Company (BSA), sold it to Jaguar Cars in 1960.

Prototypes

XHP 438 was the third of three SP250 prototypes built. Most of the design and testing for the SP250 was carried out by the first two prototypes, chassis numbers 100000 and 100001. Both these cars were subsequently dismantled.

The body of 100002 (now the oldest remaining SP250) was moulded in lightweight fibreglass, and although it was a prototype, it was very close to the final design of the production cars – and was in fact later sold as such.

History XHP 438

The prototype was initially used as a press car. At the end of 1959 the car went back to Daimler for a brand new engine and a “tidy up”. In February 1960 it was sold to Jack Brabham Motors of Surrey who in turn sold the car to a Donald Harley.

Harley sold the car in 1962, and from then on the SP250 sold four more times, moving around England frequently until in 1978, when the car went to Holland. The owner took the SP250 to Canada, where it was stored for almost ten years.

In 1987 the car was auctioned, and two Canadian brothers, Gary and Doug Titosky, realised how important the Daimler was and took the car to Fort Saskatchewan, Alberta. The SP250 then stayed with Gary and Doug for the next 30 years during which time it was partially restored.

The SP250 was sold to the Jaguar Daimler Heritage Trust in 2019 and since then the Trust has been working hard to source original parts to further restore the car.

Production

Only 2,654 SP250s were produced in five years of production, far short of the projection of 3,000 per year by the second year of production.

However, over 20,000 of the 2.5 litre V8 engines were produced, over 17,000 of which powered the Daimler V8 version of Jaguar’s Mark II saloon. A further 2,000 of the 4.5 litre versions of the engine were built to power the Daimler Majestic Major saloons and limousines.

Trivia

The SP250 was launched as the “**Daimler Dart**” in April 1959 at the New York Motor Show. Chrysler, whose Dodge division owned the trademark for the “Dart” model name, ordered Daimler to change the name under threat of legal action. With little time to come up with a new name, Daimler used the project number, SP250, as the model number. ■



The oldest surviving Daimler SP250, prototype XHP 438 (Chassis 100002), has been discovered and is now in the safe hands of the Jaguar Daimler Heritage Trust.

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Jaguar Australia supplied official cars for the Liqui Moly Bathurst 12 Hour International GT racing series opening round. It turned out that they had a busy day with a lot of high speed accidents.

F-PACE SUV and F-TYPE coupe carried vital medical staff and equipment to race accidents.

Of all the vehicles needed for the race, the most important are the First Intervention Vehicle (FIV) and Medical Chase Car (MCC), both on hand to deal with potential life and death situations, quickly getting doctors, paramedics and vital medical equipment to on-track crash sites.

The 'First Intervention Vehicle' must be an extremely capable car, fast and with exemplary handling to cope with the high speeds and tricky corners of a race circuit. It also needs to have space for four people and also able to carry a substantial amount of specialised medical equipment.

Not surprisingly the spacious all-wheel-drive F-PACE 300 Sport SUV, with its powerful 3.0 litre, twin-turbocharged

V6 diesel engine, became the weapon of choice for the race event.

The 'Medical Chase Car' (MCC) goes hand-in-glove with the FIV, the pair sometimes working in conjunction and sometimes operating independently, depending on the circumstances.

Bathurst 12-Hour organisers had the F-TYPE P380 Coupe on duty right from the start. As its name suggests the MCC carries a doctor and a range of specialised medical equipment to the scene of any accident considered serious enough for an injured driver to need medical

assessment or injury stabilisation and management.

The race is now generally acknowledged and recognised around the world as one of the most significant races for GT vehicles on the calendar, alongside contemporaries like the Spa-Francorchamps 24 Hour and the Nurburgring 24 Hour.

Competing brands included Audi, Porsche, Ferrari, Nissan, Lamborghini, Mercedes-Benz AMG, BMW, McLaren, Bentley, Honda and Aston Martin. ■



The race was won by a Bentley Continental GT finishing more than 40 seconds clear of their nearest rival.



The Jaguar support vehicles had a busy day with lots of high speed accidents.

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Panasonic Jaguar Racing Wins in Mexico City

New Zealand Jaguar driver Mitch Evans claimed a crushing Formula E victory in the Mexico City E-Prix. Evans crossed 4.2 seconds clear of his nearest rival to win round 4 of the 14 race series.

Evans led the majority of the race and never faced a genuine challenge to his lead. This win follows on from his 3rd

place in round 3 at the Santiago ePrix in Chile.

In round 5, Mitch finished 6th at the Marrakesh ePrix in Morocco and is now currently placed 2nd in the 2019/20 FIA Formula E Championship.

The next race is scheduled to be held in Paris on April 18th following

postponement of the China race (March 21) and the Italian race in Rome (April 4).

Jaguar Racing is the name given to Jaguar's racing interests. It currently competes in Formula E under the name Panasonic Jaguar Racing. ■



National Rally - Celebrating Eighty-Five Years

Editor - The following article has been reprinted from the National Rally Magazine that was printed for the now cancelled event. It is informative and well written.

THE BEGINNING

To talk about the early years of Jaguar and to put its achievements into context, you have to first talk about William Lyons. One of the most astute motor industry businessmen of his generation, William Lyons, founder of Jaguar was an extraordinary figure. For almost fifty years he ran the company as an autocracy, making all the major decisions, and many of the minor ones, on a day-to-day basis.

In fact his grip on the purse strings at Jaguar was legendary, and he bought parts for cars at the lowest prices in the industry. Knighted in 1956 in recognition of his export successes, Lyons combined dynamism and energy with stiff and formal manners that bordered on the Victorian.

It was as a stylist, however, that William Lyons was perhaps his most brilliant. Although not a stylist in the traditional sense – he rarely put a pen to paper- it was his eye for style and line that set him apart from his contemporaries. His flair for what looked right made his SS – and later Jaguar – cars easily among the best-looking on the road, regardless of



price. In any roll call of all-time beauty his SS100 and XK sports cars, not to mention the svelte Mk11 and XJ6, will go down among the greats.

Lyons made no claim to being an engineer, but once he had assembled the right team around him – led by the brilliant William Haynes – he began to build cars that went as well as they looked. That process began with the SS Jaguars in late 1935, and in the post-war years his XK twin-cam sports car design, would bring exotic high-technology engineering into the realms of the affordable.

But we are jumping ahead of ourselves. The Jaguar story really begins in Blackpool, Lancashire, in 1921 when Lyons met an emigrant from Stockport, Cheshire, called William Walmsley, then quietly earning a modest living building sidecars in his parents' garage. Lyons, just 20 years of age, liked these stylish torpedo-nosed creations built by his new,

older neighbour and talked to Walmsley into setting up business with him.

In 1922, bankrolled by both sets of parents, Lyons and Walmsley began working out of premises in Bloomfield Road, Blackpool, under the name The Swallow Sidecar Company. Sales were brisk and soon Swallow had expanded into new premises in Cocker Street; it was here that they built their first Swallow bodied car based on an Austin Seven chassis.

Lyons had identified the need for a more fashionable and luxurious version of the little Austin, first as an open tourer and later as a saloon. He was proved right: sales quickly took off, and when Henlys put in a formal weekly order, Lyons and Walmsley decided that they would have to expand yet again, this time by moving to the heart of British motor manufacture, the Midlands.

SS stood for Swallow Sports (or for Standard Swallow according to Standard) and these low slung and well-equipped machines found immediate favour with buyers who wanted a car that looked expensive but could not afford the price of a contemporary Alvis or Lea Francis: champagne motoring for the beer-barrel pocket. Some of the bodywork was undeniably pretty – particularly the wonderful Art Deco Airline saloon, although Lyons did not like it much himself – and if the asthmatic Standard side-valve engines meant that the cars did not go as well as they looked, the buyers did not seem to care.

Lyons bought out the increasingly disenchanted Walmsley in 1934 – the latter's horizons had always been rather limited compared with the go-getting younger man.



Sir William Lyons and engineer William Heynes -1955

2020 National Rally - Celebrating Eighty-Five Years

The first Jaguars did not actually appear until a year later when, at their introduction at the Mayfair Hotel in London, Lyons stunned the industry with his new 2 ½ litre SS Jaguar saloon. This new car was not just beautifully styled and very fast for its day, being capable of nearly 90mph (145kph), but somehow Lyons had managed to produce it for an amazingly low £385, alongside a side-valve 1 ½ four cylinder for £90 less.

Here was a car, with its beautiful Lucas P100 headlamps, swooping wing-line and high class interior, that was fit to be compared with the likes of Alvis and even Bentley whose own 3 ½ litre models were certainly no more lively yet cost twice or three times as much. From a company that had only been making complete cars for four years, it was an amazing achievement.

Because of the World War 2 unsavoury connotations of the original initials, in February 1945 SS became Jaguar Cars and in September of that year went back into production with its pre-war saloon car range. Some 12,000 of these cars were built up to 1948, which is where the post-war history of Jaguar really begins.

This year, in 2020 at the Jaguar National Rally, we celebrate eighty-five years since the SS Jaguar was introduced to the world. Over the decades since the 1930s Jaguar would build the world's most desired sports cars, their cars would win Le Mans five times, and they would fulfil William Lyons' post-war dream of a 100mph (161kph) luxury saloon priced under £1000. From now on Jaguar would set the standards for the industry, not simply follow them and Jaguar is still doing it in 2020. ■

We acknowledge Martin Buckley, Editor-at-large for Classic cars and the book, Haynes Classic Makes Series, 'Jaguar Fifty years of Speed and Style' for this article, modified as appropriate for the Jaguar National Rally 2020 Magazine.



Sir William Lyons and Lady Lyons pose outside their Warwickshire home with an SS1 Coupe and a Series 1 XJ12. The revised SS1 Coupe was a more balanced shape than its predecessor with full length wings and running boards. Photo P. Skilleter.

National Rally - SS Jaguar Display Cars

Editor - SS Jaguars were to feature at the Perth National Rally 2020.

Unfortunately the Rally never happened, but as a courtesy to the organisers and owners, details of the cars that were to feature in displays at the Rally are including here.

Reprinted from the Jaguar National Rally 2020 Magazine. Reference Source for the stories: The Forerunner of Jaguar in Australia and South East Asia - Terry McGrath.

1937 SS Jaguar Saloon 1½ Litre Grant Pierce, Chassis number 21562

This model, the first car to bear the name Jaguar, was released at the Mayfair Hotel in September 1935.

Some 2248 1½ litre cars were built and 50 cars survive, a surprising number in very original condition.

Currently there is one other 1937 SS Jaguar 1½ litre Saloon in Perth sold new in Hong Kong and this was also a time warp car.

The 1½ litre, due to engine performance was not just a four cylinder engine in the 2½ litre SS Jaguar Saloon car but a complete scaled down car at about 90 per cent of its bigger brother.

The instantly noticeable difference between the two cars is that the spare wheel on the 1½ litre pokes above the bonnet line. ■



*Chassis number 21562 on display at a car show in the UK in the 1970s .
Imagine displaying Jaguars in a muddy field these days!
The car is now owned by Grant Pierce and resides in Perth.*

National Rally - SS Jaguar Display Cars (cont)

Chassis number 21562. The very original "Survivor" still sports its original cast alloy number plate



S.S.90 Prototype Replica - Bill Johnston

The first S.S.90 had a unique tail section with a spare wheel set into it. Later cars had the slab type fuel tank. The original Prototype survives in the UK and there have only been two or three replicas built of it.

This car was built from an unidentified SS1 chassis found in South Australia and it was built up by Gordon Doering of Victoria. The only real departure from the real thing is it had a 3½ push rod OHV motor fitted. A truly unique Jaguar sports car. *(See story of the S.S.90 pages 8-10)* ■



Displaying registration number of the original SS90 prototype, this car is a regular at All British Day. Photo: Terry McGrath

National Rally - SS Jaguar Display Cars (cont)

1939 SS Jaguar 2½ Litre Drophead Coupe Rod and Sue Greasley, Chassis No 46260

This honeysuckle coloured car was dispatched from the factory on June 12th, 1939 via TKM to Standard Cars in Melbourne and was sold new to Miss Joan Trood, one of a number of ladies who took delivery of new SS cars in the UK and here in Australia pre-war.



46260 as pulled from its long term storage at Bowral

By 1966 a young Tim Throsby, of Bowral, purchased it from Revesby Wreckers of Sydney. He also had a post 2½ litre DHC which he had restored by 1968 and retains to this day. His mother owned a 3½ litre SS DHC and an XK140.

In 2011 it was purchased by Rod and Sue Greasley and restored, which involved swapping the original motor that Tim had fitted to his post war MK IV DHC. ■



Rod & Sue Greasley dressed in the period with their 2½ litre SS DHC

1939 3½ litre DHC, Rod Mathers, Chassis number 36226

This ivory coloured car was dispatched from the factory on May 31st 1939 to Henly's. It is not known when it arrived in Perth ie. before the war or just after, but it was certainly in Perth by January 1946 as the owner R. Owens entered it at a sprint in Forrestdale, the wings now painted black. By November 1952 Brookings the Jaguar agents had possession of the car and it

was used for the ticker tape parade for Shirley Strickland after her extraordinary success at the 1952 Helsinki Olympics.

Purchased by longtime owner Peter Galbraith, an early member of the CJC of WA in the early 1960s in the Nedlands area, by which stage the original motor had gone. After he passed away his son sold it to Rod Mathers in 1999, who restored it. ■



Chassis 36226. Ticker tape parade for Shirley Strickland after her success at the 1952 Helsinki Olympics. (See also photo page 27)

Those were the days!!!



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Rod & Sues Driving West Adventure

From Redcliffe Queensland to Perth Western Australia in our 1939 SS Jaguar in time for the National Rally.

So today is DAY 1, Tuesday, 10 March and we left at 5 AM to drive from Redcliffe to Port Macquarie a distance of 598 kilometers and an approximate drive time of 8 hours. Due to daylight saving the actual duration on the road including stops was going to be about 10 1/2 hours.

Our first stop was Woodburn in New South Wales and after 250 km drive and a bit less than three hours on the road we were well and truly wanting a coffee, and the car also needed a drink of 91 octane. Unfortunately the only service station in Woodburn doesn't have 91 unleaded and the price for 95 unleaded was \$1.54 per litre

The car started the journey and ran well providing us with approximately 28 Miles per gallon (10.26 liters per 100km) and with only 50 L usable fuel in the tank fuel economy was important to us particularly on the roads in Western New South Wales and across the Nullarbor where fuel stops are expected to be more than 250 K apart.

From Woodburn to our next stop at Coffs Harbour for lunch was approximately 170km and was expected to take us about two hours, but as our average speed due to roadwork was not very good compared with the speed limit on the open highways of 110 km an hour, the actual trip took nearer to two and a half hours.

Lunch was at the local discount hotel (The Plantation Hotel) on the main street of Coffs Harbour and while Sue did some shopping for shoes (yes more shoes), I ordered the meals and checked the car. So far everything was good and after a hearty meal (Rump Steak or Greek Salad \$9:90) and now feeling quite relaxed we continued on to Port Macquarie.

The temperature today was quite hot at times around 30°C and with a few showers the humidity and temperature made the use of the air conditioning essential. Oh did I forget to tell you that our 1939 SS Jaguar has the optional 2017 air conditioning system.

We arrived in Port Macquarie at 4 PM



Day 2 - Rod & Sue Greasley 1939 SS Jaguar, with Queensland club member Julio in an XK

as we spent a little too long at cafés and restaurants on the way and the traffic was a little heavy coming into Port Macquarie at that time of the day.

Our accommodation in Port Macquarie is the Waters Edge Boutique Motel, and it is right on the waterfront at Port Macquarie in close proximity to all the shops and cafés.

Day 2 - Port Macquarie to Bathurst

At Port Macquarie last night we met up with a Jaguar club member from Queensland. Julio had travelled from Queensland just to make sure that we got the first part of the trip sorted OK. So after an evening on the waterfront enjoying a wine or two and local fish and chips with Julio, we went to bed early for an early start today, for our 10 Hour drive from Port Macquarie to Bathurst via the Bylong way.

Julio decided to go to Baptist as he had never been along the Bylong way.

Bylong way is a scenic road that bypasses Sydney to get from the East Coast north of Sydney to the Western area west of Sydney and travels through a little town called Bylong.

It is one of the most scenic drives this time of the year as everything is bright green and combined with the vista of the pink sandstone cliffs and the rivers, it is just a wonderful drive.

The drive suits the older car well in that there is no trucks on that section of road because there is a 10 ton limit on one of the bridges.

One disadvantage of starting out very early in the morning is that we had a close encounter with a good size kangaroo on the Pacific motorway as he decided to cross where there were no traffic lights or pedestrian crossing.

As it was early morning still dark and slightly raining so and we had thoughts of sharing the front bumper bar with a kangaroo.

The trip distance today was 583 km and most of that was reasonably slow going due to either traffic or the scenic C class road that goes from just south of Singleton all the way through to Baptist a distance of around about 230 kilometers.

The SS is still going well and achieving around 28 miles per gallon and today the weather was much milder so we didn't have to use the air-conditioning.

So tomorrow we're off to Griffith and starting a little later in the day as from Baptist south is high population kangaroo country.

Day 3 - Bathurst to Griffith Via Grenfell

The total distance was just over 400 km and the drive time at our speed was about 5 1/2 hours, plus a couple of stops. We arrived at a motel in Griffith at 2pm.

Catherine is still running economically at around 28 miles per gallon and the second part of the trip was over 30 miles per gallon (10.1 Km per Liter)

The first stop was at Cowra where we photographed the car in a amongst the roses as the rain had made all the roses bloom it was a spectacular sight.

Rod & Sues Driving West Adventure (cont)



Day 3 - Passing through Cowra, pictured amongst a bed of roses in bloom.

(Day 3 continue) Today the weather has been brilliant. As we started off, it was 16° at Bathurst and the car delighted in a cold climate but unfortunately SS jaguars did not have heaters so it was a little cool inside the car for the first hour.

What a difference rain makes, we travel this road last year at the same time and it was brown as a berry not a blade of grass anywhere and this time everything is ultra green.

All the dams in the paddocks are full and the grazing areas are full of animals and the place looks like a market garden area.

We stopped at a little café in Grenfell called “unwind”, and it was a little gem. While we were there talking to the lady, she mentioned that they recently had 3 inches of rain and that’s why everything was green, but prior to that they hadn’t had any rain since September 2019.

Catherine ran well today although bumpy roads slowed progress as most roads south of Bathurst are in bad condition. We travelled via Mary Gilmore Way which connects to Grenfell to Griffith via also the Burley Griffith Way.

Walter Burley and Marion Griffin were, of course the designer of Griffith (named after Arthur Hill Griffith the first New South Wales minister for public works), and the layout of the streets reflects on modern design compare with many of Australians small cities which of course grew up over many hundreds of years.

Today’s temperatures were over 31° but fortunately humidity was only 30%. Tomorrow we’re off to Mildura Victoria, where here we are expecting to have a cold rainy change go through Mildura late in the day.

Day 4 - Griffith to Midura Via Hay

What an interesting day ! A total distance of 460 km. The weather started off very cool at Griffith at 16C, then on the Hay plains the temperature reached 36C, followed by a massive dust storm as we approached Mildura. This was our big opportunity to try out our air-conditioning in very hot and extremely windy conditions.

We were overjoyed to be sitting in these conditions in the car at 22C. Yes the air-conditioning worked a treat!!

Today’s interesting sights included a flock of cockatoos right in front of our car, at a major intersection and they were not worried one bit about us! We also managed to spot an emu on the side of the road.

Morning tea was at a beautiful old convent in Hay where we had homemade scones and jam and great coffee. Highly

recommended! It made a great backdrop for a photo shoot, even the staff came out and took photos.

Day 5 - Mildura to Adelaide

Today due to the 35 km an hour headwinds the very high temperatures in running the air conditioning Catherine achieved her worst economy ever at 24 miles per gallon (about 8 km/ liter) but Sue said for the decrease in economy the air conditioning was well worth it.

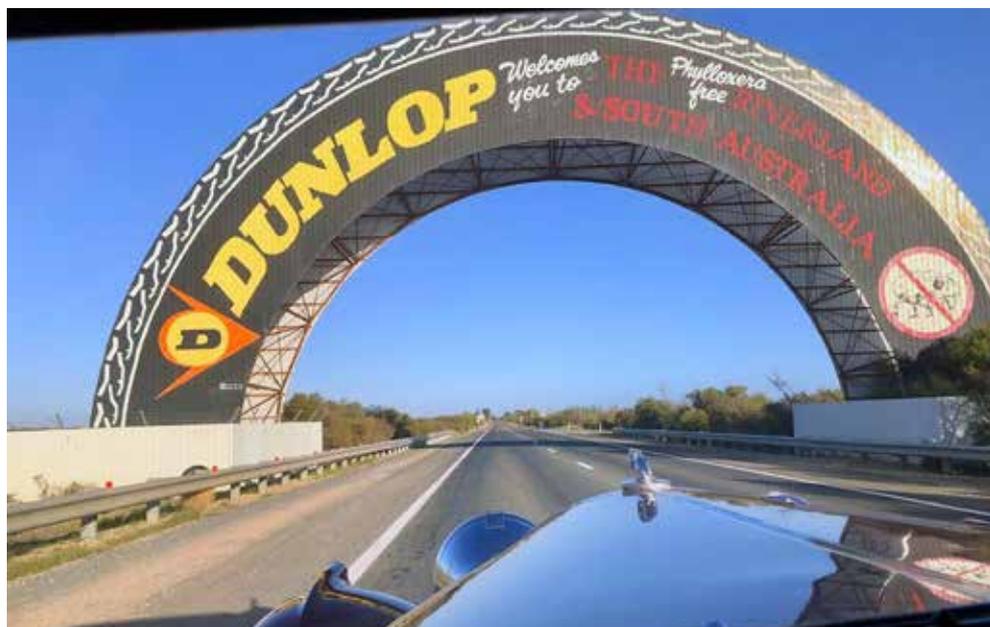
Today we travelled from Mildura to Adelaide the total distance of 420 km. When we started out from Mildura the temperature was 11° and during the first part of the morning didn’t rise much above 15°.

Finally when we arrived in the outskirts of Adelaide it was up to around 20° and very windy around 30 km an hour from the south east.

The wind has been so strong during the night that part of the road just east of Renmark was covered in sand in numerous places.

There was plenty of wildlife on our trip today but the worst part of the trip was the very strong winds which continually buffeted the car and made driving above 90 km an hour very tiring.

At the border crossing into south Australia where the quarantine people are looking for fruit fly and fruit products we had quite an audience of people



Day 5 - 1939 SS Jaguar, entering into South Australia

Rod & Sues Driving West Adventure (cont)



Day 6 - 1939 SS Jaguar at Brighton Beach, about to head off to Port Augusta.

looking at the car. It appears they don't see this sort of car very often.

Our morning break was over looking the Cliffs on the Murray River at Waikerie.

Catherine ran faultlessly again today and fuel economy was down a little bit at about 27 miles per gallon and I think this was primarily due to the strong headwinds.

Day 6 - Adelaide to Port Augusta

Today is day six and we are travelling from Brighton Beach south of Adelaide to Port Augusta a distance of 420kms.

After having breakfast from our first floor beach front apartment overlooking Brighton Beach at a pleasant 16° we headed for Port Pirie for early lunch.

From travelling along the beach-front where the view was spectacular we headed north out of Adelaide and the terrain very quickly changed to salt bush and bare paddocks looking quite dry.

Day 7-9 - Port Augusta to Balladonia

Yesterday we travelled from Ceduna to Border Village, but due to poor Internet we are unable to send messages via email so tonight we've travelled from Border Village to Balladonia and we are now only three days from Perth.

We received a message from the coordinators that the rally has been cancelled due to the law gatherings because of coronavirus, so at this stage were forced due to "Accommodation Bookings" commitments to continue to Perth so as to have the car serviced and

prepared for our return trip to Brisbane.

We looked at accommodation to just return to Brisbane but most people are not taking new accommodation bookings and on the Nullarbor most of the places are fairly heavily booked so it's Perth here we come.

So yesterday we left Ceduna in the early hours of the morning just after sunrise and as we stayed overnight opposite the jetty you'll see the following photograph shows the morning start.

From Ceduna to Border Village was a distance of about 490 km and due to the hot conditions of over 35°C. the car only achieved 26 miles per gallon whereas today we've travelled from Border Village in cool conditions a distance of 526 km and averaged 28 miles per gallon.



Day 8 - 1939 SS Jaguar at Ceduna, about to head off to Western Australia.

Day 10 - Balladonia to Kalgoorlie

Very busy day today as it was Sue's birthday and so regular stops for coffee, lunch in elegant places and tea out tonight. So today we went from Balladonia through Norsemen to Kalgoorlie, a distance of over 410km.

Weather was fine and cool and what a difference a few days make to the temperatures here.

We enjoyed the scenery from the Frazer ranges with the golden tree trunks to the super pit at Kalgoorlie. So tomorrow we're off to Merredin and the total distance is 335 km and it's expected to be a cool day and an easy drive.

Catherine is going fine, economy is back to 28 miles to the gallon and with no problems, hopefully "touchwood" we will be in Perth on Saturday afternoon.

Day 11 - Kalgoorlie to Perth

Rod and Sue Greasley

Editor - Following the cancellation of the Rally, there were no further updates after Kalgoorlie.

When they arrived in Perth, 6 cars drove to Northam to greet Rod and Sue and they had lunch - a bit like the last supper.

Rod & Sue were presented with the TK 'Distance & Age Trophy' as they were hands down winner! See photos on next page.

Rod & Sues Driving West Adventure (cont)



Rod & Sues Car in Perth together with 1939 3 ½ litre Drophead coupe of Rod Mathers (Chassis number 36226)



Rod & Sue were presented with the TK 'Distance & Age Trophy' as they were hands down winner!

[Terry Kelly (Memorial) Age/ Distance Perpetual Trophy is awarded to a Rally participant whose vehicle was driven the entire distance to the Rally site from the home location. The winner shall be the participant with the highest score when the distance travelled in kilometres is multiplied by the age of the car.]

Please find a complete list of books that our club library has available for loan. There are also copies of various magazines available. If you would like to borrow a book, please contact Tom Brindle: Phone (08) 8387 0051 to arrange a pick up.

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- 2-Jaguar since 1945- (Alan Harper)
- 3-Jaguar E-Type- (Denis Jenkinson)
- 4-Jaguar - The Complete Illustrated History- (Philip Porter)
- 5-Jaguar XJ-S- (Rivers Fletcher)
- 6-Jaguar Sports- (Autocar)
- 7-The Jaguar Tradition- (Frostick)
- 8-Jaguar under the Southern Cross- (Hughes)
- 9-Jaguar - The Enduring Legend- (Nicky Wright)
- 10-Jaguar - Buyers Guide- (Hoehn)
- 11-Jaguar D-Type and XK-SS Jaguar Super Profile- (Andrew Whyte)
- 12-Classic Cars "Jaguar"- (Roger Hicks)
- 13-"Jaguar" Great Marques- (Chris Harvey)
- 14-Jaguar XK in Australia- (McGrath & Elmgreen)
- 15-Jaguar Complete Illustrated History- (Bron Kowal)
- 17-Jaguars in Competition- (Chris Harvey)
- 18-Jaguar XJ- (Chris Harvey)
- 19-E-Type - End of an era- (Chris Harvey)
- 23-The Jaguar E-Type- (Paul Skilleter)
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- 25-Jaguar Sports Cars- (Paul Skilleter)
- 26-Mk 2 Saloon- (Paul Skilleter)
- 28-Jaguar Drivers Year Book 1978- (Paul Skilleter)
- 29-Jaguar Drivers Year Book 1979 – 1980- (Paul Skilleter)
- 30-Jaguar Drivers Year Book 1980 – 1981- (Paul Skilleter)
- 31-Jaguar - History of a Great British Car- (Andrew Whyte)
- 32-Jaguar - Definitive History of a Great British Car- (Andrew Whyte)
- 35-Jaguar- (Montague of Beaulieu)
- 40-Jaguar - Project XJ40- (Philip Porter)
- 41-Jaguar - E-Type - 1961 – 1966- (Brooklands)
- 43-Jaguar - E-Type -1971 – 1975- (Brooklands)
- 44-Road & Track on - Jaguar 1974 – 1982- (Brooklands)
- 45-Jaguar XJ6/XJ12 , 1979 - 1985 Series III- (Brooklands)
- 46-Jaguar XKE - A Source Book- (Sass)
- 47-Bathurst 1985- (Barry Naismith)
- 49-Jaguar Cars 1948 – 1951- (Brooklands)
- 50-Jaguar 1951 – 1953- (Brooklands)
- 51-Jaguar 1954 – 1955- (Brooklands)
- 54-Mk 1 & Mk 2 - Complete Companion- (Nigel Thorley)
- 56-Jaguar XK - (40 years on)- (Andrew Whyte)
- 58-The Cat Pounces- (Cotton/Briggs)
- 59-Jaguar - Rebirth of a Legend- (Ken Clayton)
- 60-Jaguar - (4th edition)- (Montague of Beaulieu)
- 61-Jaguar XJR Group C & GTP- (Carlan Bamsey)
- 62-The Jaguar Scrapbook- (Philip Porter)
- 63-Original Jaguar MkI/MkII- Restorers Guide
- 64-Mk 2 Jaguar Restoration- (Practical Classics)
- 65-Jaguar Mk 2- (Duncan Wherrett)
- 66-Jaguar Drivers Book- (James Ruppert)
- 67-Jaguar Sports Racing & Works Competition Cars from 1954- (Andrew Whyte)
- 68-Ayrton Senna- (Christopher Hilton)
- 69-Ayrton Senna- Prince of Formula One- (Ken Ryan)
- 70-Great Australian Motor Racing Pictures- (Brian Hanrahan)
- 71-Jaguar Cars 1961 – 1964- (Brooklands)
- 72-Practical Australian Motorist Illustrated- (Advertiser 1974)
- 73-Jaguar Mk VII to 420G the Complete Companion- (Nigel Thorley)
- 74-Road & Track on Jaguar 1950 – 1960- (Road and Track)
- 75-Road & Track on Jaguar 1961 – 1968- (Road and Track)
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- 77-Climax in Coventry- (Walter Hassan)
- 78-Jaguar XJS- (Duncan Wherrett)
- 79-Inside 100 Great Cars- (Hodges 1994)
- 80-Miller's Collectors Cars Price Guide Volume IV 1994/95- (Miller)
- 81-JAGUAR An Illus History of the World's Most Elegant Car- (Hicks)
- 82-The Illus Encyclopaedia of WORLD MOTOR RACING- (Ed.Coulter)
- 83-Jaguar/Daimler XJ6 Restoration- (Jaguar Enthusiasts Club)
- 85-Jaguar E-Type 3.8, 4.2, 5.3 Litre Super Profile- (Andrew Whyte)
- 86-Jaguar E-Type 6 Cylinder Restoration & Originality Guide- (Dr Thomas F Haddock)
- 87-Jaguar XK120, Xk140, XK150 Gold Portfolio 1948-1960- (Brooklands)
- 88-Jaguar XJS Gold Portfolio 1975-1988-.(Brooklands)
- 89-Jaguar XJS Gold Portfolio 1988-1995- (Brooklands)
- 90-Jaguar E type Colour Library- (Matthew I Stone)
- 91-Sports Racing Cars (C-Type, D-Type, XKSS, L/W E-Type.-). (Philip Porter)
- 92-Jaguar 6 Cylinder Engine Overhaul 1948–86 (Jaguar World)
- 93-Jaguar XJS - A Collectors Guide- (Paul Skilleter)

- 94-Jaguar XK Series - The Complete Story- (Jeremy Boyce)
- 95-Jaguar XK8 - The Authorised Biography- (Philip Porter)
- 96-Jaguar S-Type and 420 - The Complete Story- (James Taylor)
- 97-Jaguar S-Type and 420 - (Road Test Limited Edition)
- 98-Jaguar Cars 1957 – 1961- (Brooklands)
- 99-Jaguar and SS 1931 – 1951 (Gold Portfolio)- (Brooklands)
- 100-Jaguar Mk VII VIII IX X 420G 1950 - 1970 (Gold Portfolio)- (Brooklands)
- 101-Jaguar Saloons - Grace Space and Pace- (Chris Harvey)
- 102-Jaguar - An Illustrated History- (Patrick Mennem)
- 103-Jaguar World Champions-GP3 & TWR- (Andrew Whyte)
- 104-Jaguar 7th.edn.- (Montague of Beaulieu)
- 105-Practical Jaguar Ownership- (Martin Cross)
- 107-Jaguar XJ6 Purchase and Restoration Guide- (Dave Pollard)
- 108-Essential Jaguar XK - XK120/140/150- (Mike Lawrence)
- 109-Jaguar - History of a Classic Marque- (Philip Porter)
- 110-Original Jaguar XK Restorer's Guide- (Philip Porter)
- 111-Jaguar E- Type 6 and 12 Cylinder Restoration Guide- (T.F.Haddock)
- 112-Jaguar 6 cylinder Engine Overhaul- (Jim Patten)
- 113-Jaguar E-Type 1961 - 1971 Gold Portfolio- (Brooklands)
- 114-Jaguar XJ40 - (Piero Casucci)
- 115-The complete guide to JAGUAR COLLECTIBLES- (Ian Cooling)
- 116-The Jaguar File- (Eric Dymock)
- 117-Jaguar XK Engine- (David Pollard)
- 118-The Big Jaguars - 3½ Litre to 420G- (Graham Robson)
- 119-The Illustrated Motorcar Legends – JAGUAR- (Roy Bacon 1996)
- 120-Jaguar E-Type File -Classic and Sports car- (Martin Buckley)
- 125 -The Record Breakers- (Leo Villers)
- 126-The Great Racing Cars and Drivers- (Charles Fox)
- 127-Grand Prix Mercedes- (Arco)
- 128-Lotus 49- (Arco)
- 129-Ferrari V12 -1946-1956- (Arco)
- 130-Rolls Royce 75 Years- (Eves)
- 131-Encyclopaedia of the Motor Car- (Phil Drackett 1979)
- 132-Cars in Colour- (Galley Press)
- 133-Everyone's Book of Classic Cars- (Peter Roberts)
- 134-Contemporary Classics- (Rich Taylor)
- 135-Vintage Cars in Colour- (P.Drackett 1980)
- 136-Best Loved Cars of the World- (J.Plummer)
- 137-Vintage Cars -(P.Drackett)
- 138-Sports Cars- (L.Cade)
- 139-First & Fastest- (R.Hough Ed.)
- 140-The Great Road Races -1894-1914- (H.S.Villard)
- 141-Competition Cars of Europe- (A.Pritchard 1970)
- 142-Like Father Like Son-M&D Campbell- (P.Drackett 1969)
- 143-Anatomy of a Grand Prix Driver- (R.Garrett 1969)
- 144-Modern Motor Sport- (L.E.Bradford 1964)
- 145-Man & the Automobile- (J.Jackson 1979)
- 146- Anatomy of the Automobile- (D.Clark Ed.)
- 147-Skills & Tactics- (P.Wherrett 1975)
- 148-The Ford GT40- (D.Hodges 1970 Arco)
- 149-The Ferrari V12 Sports Cars 1946-56- Anthony Pritchard
- 150-Ken Purdy's Book of the Automobile- (K.N.Purdy 1972)
- 151-Jaguar An Illustrated History- (J.Collins 1998)
- 152-The Illustrated Motor Car Legends-Jaguar- (R.Bacon 1996)
- 153-On Jaguar 1974-1982- (Road and Track)
- 154-Jaguar XJ6 1968 - 1972- (Brooklands)
- 155-Jaguar XJ6 1973-1980- (Brooklands)
- 156-Jaguar E-Type 1966-1971- (Brooklands)
- 157-Jaguar E-Type V12 1971-1975- (Brooklands)
- 158-Jaguar Cars 1955-1957- (Brooklands)
- 159-Jaguar Sports Cars 1957-1960- (Brooklands)
- 160-Daimler Dart & V8 250 1959-1969- (Brooklands)
- 161-Daimler SP250 & V8 250 Gold Portfolio- (Brooklands)
- 162-Jaguar XJS 1975-1980- (Brooklands)
- 163-Jaguar XKE 1961-1974 (3.8, 4.2, V12 and 2+2 Coupe)- (Brooklands)
- 164-My Championship year-Damon Hill- (Damon Hill 1997)
- 165-Original Jaguar XJ- (Nigel Thorley)
- 166-American Racing (1950s & 60s.)- Burnside & McCluggage
- 167-Original Jaguar MkI & MkII- (Nigel Thorley)
- 168-Classic Cars (Encyclopaedia)- (Martin Buckley)
- 169-How to build and power-tune S.U. Carburettors- (Des Hammill 2000)
- 170-How to power-tune Jaguar XK- Engines- (Des Hammill)
- 171-How to choose camshafts & time them- (Des Hammill)
- 172-Jaguar XK 120-150(Cream of the Cats)- (Osprey) Duncan Wherrett
- 173-Jaguar XK8 - XKR-Stefano Pasini 1998
- 174-Jaguar XJ12 1972 - 1980- R. M. Clarke 1981
- 175-Jaguar (Sutton's Photographic History Of Transport)-Nigel Thorley 2003
- 176-The Jaguar XK's – A Collectors Guide-Paul Skilleter 2001
- 177-Stirling Moss – The Authorised Biography- 2004
- 178-Jaguar - The Engineering Story-Jeff Daniels 2004
- 179-The Jaguar File – All Models since 1922-Eric Dymock 2001
- 180 -Jaguar XJS-Nigel Thorley 2001

- 181-Jaguar in Coventry – Building the Legend-Nigel Thorley 2003
- 182-Jaguar The Sporting Heritage-Paul Skilleter 2003
- 183-Jaguar Since 1945-Richard Busenkell 1970
- 184-Jaguar M1 and M2-Nigel Thorley 2005
- 185-The Rise of Jaguar – 1928 to 1950-Barrie Price 2004
- 186-The Sound and the Fury – 100 years of Motor Sport in Australia-Bill Tuckey 2004
- 187-Jaguar XJ40, Buying, Enjoying, Maintaining, Modifying-Nigel Thorley 2003
- 188-Sir William Lyons – The Official Biography -Phillip Porter and Paul Skilleter 2001
- 189-The Essential Buyer's Guide – Jaguar E-Type, 3.8 and 4.2 litre-Peter Crespin
- 190-Jaguar Marketing The Marque-Nigel Thorley
- 191-You and Your Jaguar XJS – Buying, Enjoying, Maintaining-Nigel Thorley
- 192-Jaguar XK 120 In Detail 1958 – 54 -Anders Ditlev Clausager 2006
- 193-Cat Out Of The Bag – The Competition Dept. 1961 – 1966 -Peter D Wilson 2008
- 194-Jaguar XJ40 – Jaguar Monthly, Buying and Maintaining-Peter Simpson 2001
- 195-Jaguar XJ40 Engineering – Jaguar Monthly-Phil Weeden 2002
- 196-Jaguar XF – Promotional Booklet-Jaguar
- 197-The Jaguar Tradition-Michael Frostick 1973
- 198-Jaguar Sports Cars-Paul Skilleter 1978
- 199-Jaguar World Champions-Andrew Whyte 1988
- 200-A different Breed Of Cat – 50th Anniversary Book-Jaguar Coventry 1972
- 201-Rolls Royce-George Bishop 1982
- 202-Jaguar – The Complete Story-Heiner Stertkamp 2008
- 203-Jaguar XK – A Celebration of Jaguar's 1950's Classic-Nigel Thorley 2008
- 204-Jaguar E- Type – collectors originality guide-Philip Porter
- 205-Jaguar XK8 – The Complete Story-Graham Robson 2009
- 206-Jaguar XK 140/150 – In Detail -Anders Ditlev Clausager 2008
- 207-Jaguar/Daimler XJ40 The Essential Buyer's Guide-Peter Crespin 2008
- 208-Jaguar/ Daimler XJ 1994 to 2003 The Essential Buyer's Guide-Peter Crespin 2009
- 209-Original Jaguar XJ – The Restorer's Guide-Nigel Thorley 2006
- 210-Jaguar Speed and Style – 3rd Edition-Martin Buckley
- 211-Legend of Lobethal-Tony Parkinson 2008
- 212-Jaguar – New Car Brochures-Jaguar UK 2009
- 213-Jaguar – All the Cars 2nd Edition-Nigel Thorley 2009
- 214-The Jaguar XK 120 In the Southern Hemisphere -John Elmgreen & Terry McGrath 2009
- 215-Jaguar XK 140 Explored-Bernard Viart 2010
- 216-Jaguar Mk 1 and Mk 2 Saloons-Andrea & David Sparrow
- 217-E-Type 50 Fifty Years of Design Icon-Jaguar Publications
- 218-Jaguar E-Type A Celebration of the World's favourite 60's Icon-Nigel Thorley 2011
- 219-Jaguar XJ 220 The Inside Story-Mike Moreton 2010
- 220-Ultimate E-Type The Competition Cars-Philip Porter 2011
- 221-E-Type Jaguar DIY Restoration and Maintenance-Chris Rooke 2010
- 222-Jaguar XJS The Complete Story-Graham Robson 2007
- 223-Jaguar Mascots-Paul Skilleter 2010
- 224-TWR & Jaguars-inside Tom Walkinshaw's Group A Racing Team- Allan Scott 2012
- 225-TWR Jaguar – Prototype Racers-Leslie F Thurston 2003
- 226-SS & Jaguar Cars 1936 – 1951 -Allan Crouch
- 227-The Essential Buyers Guide Jaguar (Daimler) XJ all models 94-2003 -Peter Crispin
- 228-Jaguar Monthly – Jaguar XK8/XKR -Phil Weeden 2002
- 229-Jaguar X300/X308 A Complete Practical Guide-Phil Weeden
- 230-Keith Martin On Collecting Jaguar-Keith Martin 2005
- 231-You and Your Jaguar XK/XKR -Nigel Thorley 2015
- 232-Jaguar XK8 and XKR and XKR – S -Colin Howard 2013
- 233-Jaguar Marks 1 and 2, S- Type and 420 -James Taylor 2016
- 234-Jaguar XK8 and XKR + XK180 & F-Type Concept -John Blunsden 2000
- 235-Haynes Restoration Manual Jaguar XJ6 series 1,2, & 3-Dave Pollard 2009
- 236-Jaguar MK VII, VIII, IX, X & 420G-RM Clarke 2014
- 237-Jaguar Cars-James Mann 2015
- 238-The Essential Buyers Guide Jaguar S-Type 1999–2007- Nigel Thorley 2012
- 239-Jaguar-Graham Robson 2012
- 240-The Essential Buyers Guide Jaguar XK8 & XKR 1996–2005 Nigel Thorley 2015
- 241-The Essential Buyers Guide Jaguar Mark 1 & 2 All Models + Daimler 2.5 Litre V8 1995–1969 -Nigel Thorley 2011
- 242-The Essential Buyers Guide Jaguars XJ6, XJ8, & XJR all 2003 to 2009(X-350) Models including Daimler.-Nigel Thorley 2012
- 243-The Essential Buyers Guide Jaguar XK 120, 140, 150; 1948-1961- Nigel Thorley 2013
- 244-The Essential Buyers Guide Jaguar New XK; 2005–2014 Nigel Thorley 2015
- 245-Original Jaguar XK – The Restorer's Guide 3rd Edition -Philip Porter 2012
- 246-Jaguar XJ-S – The Complete Story 1st Edition 2019-James Taylor 2019

Book Review

Jaguar XJ-S – The Complete Story 1st Edition 2019

James Taylor remembers very well the disappointment among his pretrol-head friends when the XJ-S was announced in 1975. In reality, it didn't matter what design or shape Jaguar came up with, or how revolutionary the car was, it was never going to be a replacement for the legendary E-type.

All credit, then, to those people at Jaguar who truly believed in the car.

From the moment the XJ-S HE arrived in 1981, there seemed to be renewed hope, and from then on, the car went from strength to strength to become the much-admired grand tourer it always should have been.

The book contains a timeline of the key events in the history of the XJ-S and an overview of the evolution of the XJS from the XJ27 prototype.

There are Appendices covering identification/serial numbers, UK showroom prices; highly detailed chapters containing production figures, paint and trim options by year, technical specs and a chapter on buying and owning an XJ-S.

James Taylor truly tells the complete story here of the Jaguar XJ-S in his informative style and is superbly illustrated with 192 colour and black & white photos.

The JDCSA has a copy available for loan. The book is available new in Australia for approx. \$45.00.

JAGUAR XJ-S

The Complete Story



JAMES TAYLOR



first national
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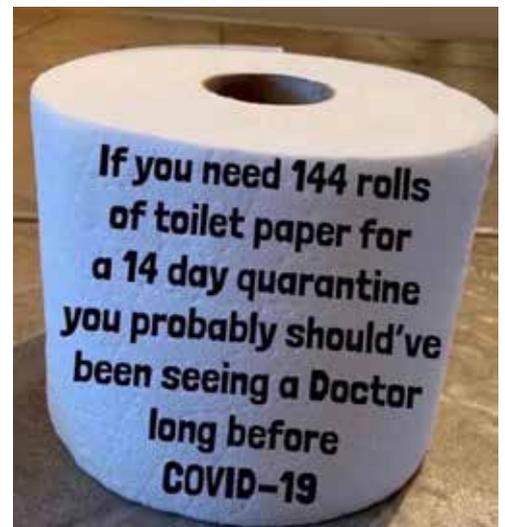
Philip Prior
0402 670 654

Find out what your home is worth FREE!

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



"THE BAD NEWS IS THAT THE KANGAROO HAD NO INSURANCE"



Multivalve Register Run Through The Adelaide Hills

Multivalve Register Lunch Run - 27th February 2020

On a cool 17 degree morning, 37 members and 19 cars gathered at the Marion Hotel at 9.30am and we were delighted to welcome members from other Registers.

At 10.00am we set off on part one of the trip to the Cudlee Creek Café on Gorge Road, going through Blackwood and Crafers (where we picked up Peter and Denella) before heading through Piccadilly, Lenswood and Lobethal, finally arriving at the Cudlee Creek Café.

It was a very interesting, winding and scenic journey that took an hour and a half. At Cudlee Creek, Steve and Cecilia Schubert joined us, having just arrived from Tanunda.

Coffee and cake were consumed by all under a beautiful, sunny and warm sky (for those outside). The café did a great job in getting us all served by 12.15, as they had other customers to deal with as well.

We left at 12.30 for Lobethal (well most of us, as a few backtracked somehow...!!) via the Torrens Valley Scenic Drive through Gumeracha and Birdwood



to Mount Pleasant where we turned towards Mount Torrens and into a slightly charred Lobethal.

There we stopped for an excellent lunch in the Lobethal Hotel at 1.25pm, to find Noel and Carmen already ensconced, having taken a more direct route for the day! The hotel did us proud with very quick service and very nice food.

Everyone commented on the “scenic” route we had taken and enjoyed the run immensely. I would like to thank all those members who turned out for the day and made it such a great success, especially to those who came a fair way to be with us.

Peter Buck
Multivalve Register Secretary



Multivalve Register Run Through The Adelaide Hills



1st Sunday

- Barossa Valley** "Cars and Coffee" - 8.00am to 10.30am, 18-26 Tanunda Road Nuriootpa.
- Blackwood** "Cars and Coffee" - 8.00am to 10.00am, Woolworths Carpark, Blackwood.
- Gepps Cross** "Coffee and Classics" - 8.30am to 10.30am, Gepps Cross Homemaker Centre.
- Murray Bridge** "Coffee and Cars" - 8.00am to 10.00am, Coles Carpark, Murray Bridge.
- McLaren Vale** "Coffee n Cars in the Vale" - 8.00am to 10.30am, Central Shopping Centre, Main Road.

2nd Sunday

- Golden Grove** - "Northside Coffee & Classics", 8.00am to 10.30am, Grove Shopping Centre
- Port Noarlunga** "Cars on the Coast" - 8.00am to 10.00am, Becks Bakehouse
- Victor Harbor** - "Cars and Coffee" 8am to 10.30am, M-F
- Mt Barker** - "Cars and Coffee" - 8.00am to 10.30am, Mt Barker.
- Gawler** - "Machines & Coffee" - 8.00am to 10.30am, Commercial Lane Gawler.

Events Cancelled - See JDCSA Policy Statement Page 4

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

4th Sunday

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

Last Sunday of Each Month

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



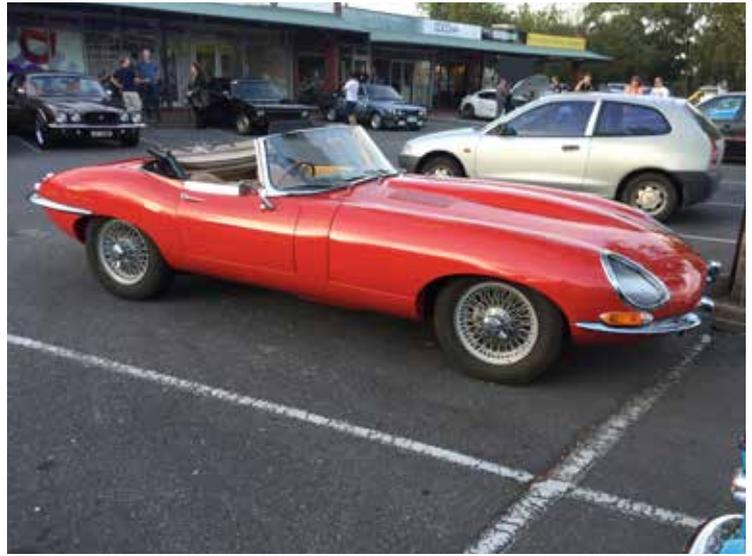
Jaguar ambassador Lana Del Rey at the launch of the F-Type in Paris in 2013

Coffee and Cars - Blackwood (1st March)

The Blackwood Shopping Centre car park was chock-a-block with cars including 12 Jaguars. Many people made an effort to come out and enjoy the sunshine and great vehicles. Some of the “Cats” included:



John Williams, 1950 Old English White XK120 open two-seater



Brian Boyd, 1962 red 3.8 Litre Series 1 E-Type roadster



Malcolm Adamson, 1948 Black 3.5 litre Mk IV Drop Head Coupe



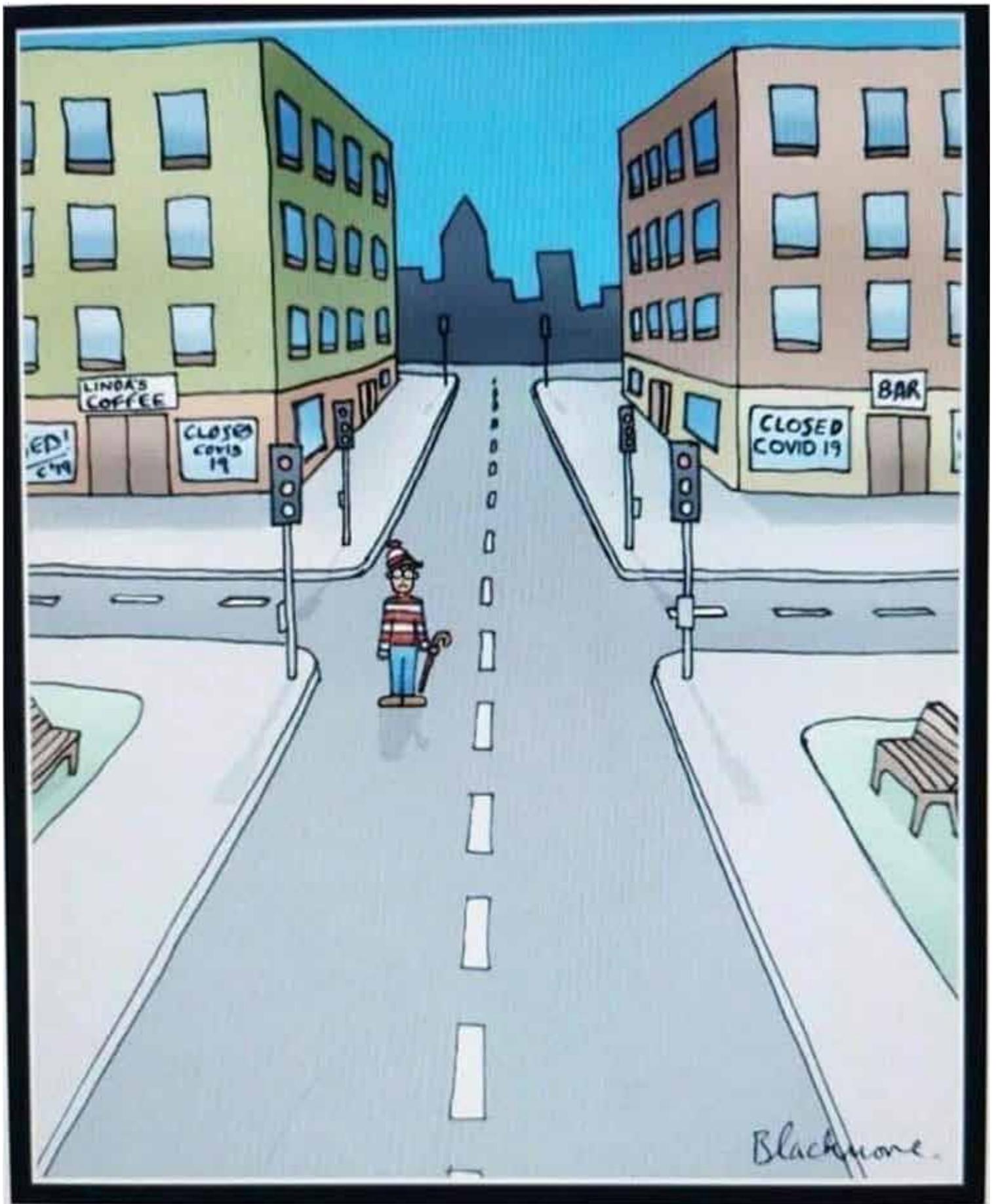
Phil & Suzanne Prior, 1978 Sepang Metallic Bronze XJC 4.2 Manual



Potential new member - Richard Monta, XJ X300



Brenton & Mary-Anne Hobbs, 1976 Green Sand 4.2 litre XJC



Where's Wally 2020

NZ Custom Built XK120 Race Car

This custom Jaguar race car was built by Sam Lyle for owner Warwick Hickling in New Zealand.

The carbon fiber and fiberglass body which is based on a 1953 Jaguar XK120 sits over a custom tubular chassis. The engine is a 5.3 L V12 from a Jaguar XJ-S H.E. that features a XJ-S Pre H.E. heads, forged pistons, cylinder liners, custom

intake manifolds, and five-stage dry sump system.

The engine makes 788 horsepower to the wheels thanks to turbo system that features four turbochargers, four intercoolers, and four throttle bodies.

The drivetrain consists of a Tremec TKO five-speed manual transmission with a

custom billet flywheel and triple-plate clutch and Jaguar XJ-S rear end.

The suspension features XJ-S steering rack and hubs, Toyota MR2 electric steering pump, custom A-arms, QA1 shocks, and Eibach springs. ■



Jaguar XK120 race car with a Jaguar quad-turbo V12 engine



Artcurial Rétromobile 2020

First held in 1976, the Retromobile Show in Paris is the traditional kick off for the classic car season in Europe. The event attracts enthusiasts from all over the world and rarely disappoints. The 122,000 people that visited the event over the five days were treated to a diverse and interesting selection of cars and other displays.

The 2020 auction resulted in €22,894,104 in total sales with five lots over one million euros. A 1965 Ferrari 275 GTB

took the top result selling to a European collector for €2,502,800.

A 1993 Jaguar XJ220C LeMans sold for 1,085,760 Euros (just under \$2.0M Aust). This XJ220 C was one of 3 cars produced for the 1993 LeMans 24 Hours race. This car also competed in the 1995 race. The car was purchased by a Japanese enthusiast where it underwent a complete restoration to its 1993 specification by the English specialist Don Law.

A Jaguar D-Type Réplica built for a Swedish Collector in 1990 by former British company "Deetype Replicas Ltd", a Brian Wingfield company that specialised in manufacturing Jaguar-based replicas. Since adding the car to his collection in Sweden the car was not used and was auctioned in almost brand new condition. The car was expected to sell for between 120,000–160,000 Euros, but failed to meet reserve. ■



1950 Jaguar Mark V 3.5L cabriolet (Sold for \$111,270)



1959 Jaguar XK150S 3.4L Roadster (Sold for \$235,390)



1965 Jaguar E-Type 4.2L coupé (Sold for \$278,180)



1962 E-Type 3.8L roadster flat floor (Sold for \$256,785)



1993 Jaguar XJ220 C Le Mans (Sold for \$1,949,156)



Jaguar D-Type Réplica by Brian Wingfield (Not sold)

Silverstone Race Retro Classic & Competition Car Sale

Formed in 2011, Silverstone Auctions is a world-class, specialist auction house for the sale of classic cars, modern supercars, competition cars and automobilia.

There were a number of Jaguars sold at this auction including a Pair of Jaguar F-Type SVR GT4 Race Cars and Spares Package. The lot sold for: £213,750 (approx. A\$425,00). These two cars were developed and built to GT4 specification by Jaguar Land Rover SVO's bespoke division.

Key modifications included optimising the 5.0-litre supercharged V8 engine for competition use, fitting motorsport-specification brakes, wheels, tyres, suspension and transmission components and converting the all-wheel-drive SVR to rear-wheel drive.

During the 2019 season, competing in the British GT championship, the team and drivers had the following success:

- Oulton Park Race 1: 1st GT4 Pro-Am (6th GT4 Overall)

- Oulton Park Race 2: 2nd GT4 Pro-Am (2nd GT4 Overall)
- Snetterton Race 2: 2nd GT4 Pro-Am
- Spa: 2nd GT4 Pro-Am

A serious amount of expenditure was invested in these cars and the whole package sold at a fraction of this cost. As viable racing cars they are eligible for a variety of GT Championships around the world - perhaps next year for the Bathurst 12 hour race? ■



Pair of Jaguar F-Type SVR GT4 Race Cars and Spares Package (Sold for £213,750 (approx. \$425,00)).



1973 Jaguar E-Type S3 V12. Ground-up restoration in 1998 with 5-speed gearbox (Sold £84,375 - A\$168,000)



1950 Jaguar XK120 Competition Roadster – Ex-Duncan Hamilton (Not sold)



1965 Jaguar E-Type SI 4.2 - re-engineered by Eagle with their SuperSport package (Sold £223,438 - A\$455,00)



1959 Jaguar Mk 1 FIA Race Car (Sold £62,000 - A\$124,000)



Realm Engineering D-Type Long Nose replica (Not sold)

Public Service Announcement

To practise Social Distancing

- **Avoid Crowds** = *Drive your Jaguar.*
- **Keep a safe distance from people** = *Drive your Jaguar.*
- **Do not use public transport** = *Drive your Jaguar.*
- **Expose yourself to sunshine** = *Drive your Jaguar with the hood down.*
- **Do not shake hands** = *Drive your Jaguar and flash your headlights.*
- **Boost your immunity** = *Drive your Jaguar twice daily*
- **Maintain a positive attitude** = *Drive your Jaguar*



Be a responsible citizen = Drive your Jaguar



DAIMLER SUPER V8 (Canberra)

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

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

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

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

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

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

Price: \$29,500 (reduced)

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



FOR SALE 1997 XJ 308, 3.2L V8

Sad to see it go but with too many cars or maybe not enough garages something has to give.

This is a gorgeous car, a gunmetal grey metallic, virtually unmarked paint finish with magnolia leather interior trim in magnificent original condition. The woodwork is also in excellent condition. Well above average for the age of the car but then the car has only travelled a very conservative 105,000 kilometres in its 23 years on the road. So the next owner can expect many years of trouble free motoring in the very best of Jaguar luxury. This car was a personal import from Japan in March 2011 (I have a copy of the Vehicle Import Approval). Registered in SA til 20/03/21.

Any inspection welcome, call me anytime for more photos or a chat for more info.

Price: \$13,900 ONO

Philip Prior: 0402 670 654



FOR SALE 1967 Daimler Sovereign 420

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

Price: \$14,000 (reduced)

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



FOR SALE 1998 XJ 308 4.0L Sport

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

Price: \$13,000 ONO

Richard Chuck 0408 313 848



FOR SALE 2002 Jaguar X-Type SE

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

Price: \$4,500 (reduced again)

Phone Denise Starr: 0487 356 287

Register Minutes (XJ, Mk10, 420G)

XJ , Mk 10 & 420G Register



Next Meeting - Venue and time to be advised.

Minutes of meeting held on Wednesday the 11th March, 2020, at Shannon's Showrooms, South Road, Clarence Gardens.

Present:

Steve Arthur, David Bicknell, Robin & Roseanne Bullock, Walter & Beryl Bullock, Fred Butcher, Andrew & Margaret Byles, Don Cardone, Bob & Daphne Charman, Bob Cornelsen, Jean De Young, Barry Dissel, John & Claire Evans, Roger Harrington, Don Heartfield, Peter Holland, Darryl & Fay Leyton, Chris Michael, Gary Monrad & Oggi Stojanovich, Graeme & Betty Moore, Bryan O'Shaughnessy, Eddy Sain, Borys Potiuch, Evan Spartalis, Andrew Tessari, Noel Thornley, Peter Thomas and Don Tyrrell.

Apologies:

John Flanigan, Ros Holland, Kathy Tyrrell, Ron & Rosie Bailey, Richard

Chuck, David & Annette Magee, Louis & Nella Marafioti, Paul & Janice Moore, Ray & Barb Offe, Neil & Sonya Porter, Phil & Sue Prior, Noel & Carmel Trew.

Previous Minutes:

- Carried
1. Kangaroo Island trip discussed.
 2. Blythe – Burra trip discussed.
 3. Moonta – Noel Brown has 1986 XJ (350 Chev) to sell.
 4. Victor Harbor Classic Sun 3rd May – going ahead at this stage.
 5. McLaren Vale Classic – Cancelled.
 6. Annual J.D.C.S.A. Dinner Sat. 25th July. Not 18th as in calendar.
 7. Register B.B.Q. run to Clayton – Sun 13th September.

Car Talk:

- Don Cardone: Refitted exhaust – no rattles.
- Roger Harrington: Leaking power steering fluid.
- Don Heartfield: Rust around windows then having it repainted.
- Gary & Oggi: Took Shaggy to Morphett Vale for run – scrapped front guard.
- Graeme & Betty Moore: Windows on XF still not quite right.
- Borys Potiuch: Now knows he has

a leaper on the boot lit of the XF, thanks to Bob.

- Eddy Sain: Has variety of cars from 1923 Model T Ford to latest sports cars. Working on Cobra at the moment.
- Evan Spartalis: Have moved in – 18 Tania Ave, Windsor Gdns. All welcome.
- Noel Thornley: Brown Jag out for a drive. Leak from diff, otherwise all good.
- Peter Thomas: Working on XJ. Needs front L& R indicator assemblies.
- Don Tyrrell: Promised to pay back Bob, all the money he owes him shortly.
- Everyone else had nothing specific to report – All cars going well.

Meeting closed 8.00pm.

Next meeting at Shannon's Car show rooms, Wednesday the 11th March 2020, has been cancelled by Shannon's due to the Virus.

Will keep members informed.

Bob Charman
Secretary

Compact Register Event - 10th March

Mk 1, 2 & 420 & S Type Register



Next Meeting - Venue and time to be advised.

We gathered at the Rising Sun Inn at Kensington Gardens for dinner on Tuesday 10th March where we enjoyed a delicious meal and excellent service.

It was lovely to welcome some new club members and others that we have not seen for a while.

Over dinner some of our members solved a variety gearbox issues and carbic challenges as well as sharing contacts of who to ask for assistance and where to go. Also a hot topic of discussion was the restoration of David and Angela's MkV, or perhaps that should be dismantling of the car.

We spoke of the upcoming national rallies for the Daimler and Jaguar cars as well as other events that are happening within the club.

Our next run on Sunday 17th May to a mystery location has been postponed to a future time and date.

It was an enjoyable night of catch up with fine food and wine.

Angela Rogers

Register Minutes (XK, 7, 8, 9)

XK, Mk 7, 8, 9 Register



Next Meeting - Venue and time to be advised

Minutes of the XK, 7, 8 & 9 Register held at the home of Rod & Peggy Davis, March 3rd 2020. Opening 7.30 pm.

Attendance: Julian & Moira Lugg, Steve & Val Weeks, Onslow & Wendy Billinghamurst, Rod & Peggy Davis, Dinu Wijesinha, Peter & Judy Goodale, Robin & Deidre Ide & Richard Smith.

Apologies: Peter & Ros Holland, John & Lindsey Williams, Rob & Vicki Loffler, Graeme & Fiona Schultz & Carla Smith.

Minutes of the Previous Meeting were accepted (100% at Last).

Club Business: Editor would still like more XK, 7,8 & 9 Articles.

Register Business:

- National Rally'20 bookings will be closing soon. Julian said that to date 4 cars are going. He has information available on car transport.
- Border Run – After some calendar searching it was decided to stay with the original dates that included the October long weekend. Steve will contact Roy.

Register activities:

- The murder mystery weekend at Peterborough will not happen as the host of this event is no longer with us. However, there is a venue just outside of Lobethal & it was agreed that Steve should follow up & get more details.
- Another idea was for the Register to host an Adelaide Hills wineries lunch run to help the fire affected businesses in that area, late April or May will be proposed dates (but staying away from major functions)
- It was also decided to move the BBQ day normally held at Julian & Moira Lugg's property to earlier in the year thus requiring a change of venue for the Xmas breakup.

- Steve mentioned that he has received some interstate & overseas enquires on XK's that were once in our Register.

Around the Cars:

- Onslow's 150 hand brake has finally fixed his handbrake.
- Dino - nothing to report on Mk9. Time issue at present.
- Peter - nothing to report.
- Rod - just sitting there.
- Julian - went to All British Day & getting ready for the WA National.
- Richard – Went to Parkes in NSW When the Elvis weekend was on, luckily he didn't come back with an Elvis wig.
- Robin Ide – car still in shed.

Meeting closed at 8.35 pm.

The meeting was closed at 8.35pm we then descended upon Peggy's excellent supper, a big thank you to Peggy & Rod for a lovely supper.

Steve Weeks

Register Report (E-Type, F-Type & GT)

E-Type, F-Type & Grand Tourer



With everything going on at the moment it was decided to cancel the March meeting.

The run through the Adelaide Hills for Sunday 19th April has been postponed to a future date and time.

For more information please contact Register Secretary Thomas Herraman. Mobile: 0428 616 423 (after 5.00pm). Email: etype@jdcsa.com.au

Club Notices

GENERAL MEETING ROSTER 2020

June	Compact Register
July	XJ, Mk 10, 420G
August	SS, IV, V Register
September	Multivalve Register
October	XK, 7, 8, 9 Register
November	E, F, GT Register

CLASSIC MARQUE

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

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

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

SS, Mk IV, Mk V Register



Next Meeting - Venue and time to be advised

Minutes of meeting held at the home of Bruce & Ann Fletcher on Wednesday 26th February 2020.

The Minutes of 27th November 2019 as issued were accepted as a true record of the meeting.

Present:

Bob Lynch, John Lewis, Bob Kretschmer, Bruce Fletcher, Brenton Hobbs, Ross Rasmus, Robert Paterson, Malcolm Adamson, Jack Richardson, Des Brown.

Apologies:

Antony Veale, David Rogers, David Adamson.

Special Note: The Meeting was preceded by a meal at the Gawler Arms Hotel.

Correspondence: None.

1. Combined States Border Run 2022:

Qld. has a contact in Cowra NSW who has agreed to organise the event.

2. Welfare:

Des Brown attended the meeting but is still struggling with his leg and treatment.

Jack Richardson has moved house to better suit his movement restrictions plus room for 4 cars under cover.

Robert Paterson has adopted the special joint soreness tonic introduced by Paul Dallwitz with success. Discussion ensued, especially about the gin.

Bruce & Ann Fletcher plus Bob & Marg Kretschmer attended the recent funeral service of the late Brian Junk a gentleman member of the Victorian SS, MkIV & MkV Register, the Port Fairy Vehicle Club & regular supporter of the Border Runs.

3. 2020 Border Run To Mount Gambier:

Bob Kretschmer as Run Convenor has recently issued REPORT No.2 which details the Venue, Dates & summary Itinerary.

After extensively checking the local attractions we could not improve on the successful programme & accommodation venue enjoyed by the Victorian & SA XK, 7 8 9 Registers last September.

With permission & help from the SA organisers their Itinerary has been adopted.

The date has been moved from November to September and the days have changed from weekend to mid week.

Preliminary SA starters are JDCSA 4, JCCC 3

4. JDCSA:

Refer to the latest issue of the CM. (Bob Kretschmer)

Tim White is the new Secretary

The Tidy HQ Management system is nearly completely installed & operating.

The JDCSA & JCCC have contacted the ABD organizers with the view of having both Clubs parking adjacent.

2023 will be the 50year anniversary of the Club & preliminary planning has already started

See also Cls 6 General, below re the 50 year anniversary of the SS Register.

2023 will also be the date for the Jaguar National Rally in Adelaide.

Register secretaries are requested to advise other Registers of events & Runs

SA Day is to be at the same place as 2019 on 18 October.

5. Technical & Parts:

Restoration Projects:

SS Airline; Bruce Fletcher

Engine in Melbourne, crankshaft finished, thrust bearing made, pistons & conrods obtained, camshaft

bearing housings ready for line-boring, hoping finish mid March.

No body status report.

1 ½ L Sedan; Ross Rasmus

Sun roof fitted after some hassle

Front seats upholstered after problems with needles & bottom tensioner

Started on rear seats, gear lever cut & welded, reserve fuel tank connection redone.

Daimler 4.2L Sovereign; Jack Richardson

Project finished as previously reported but carburettor problem fix put on hold during house relocation.

1½ L Valve rocker arm end case-hardening; Ross & Bob K.

Ross arranging a suitable time to visit the mechanic.

6. General Business:

Vehicles for Sale

- The CM Editor included a special feature in the recent issue entitled - 'Looking at Buying a Mk IV or Mk V? which is very interesting.
- Jack Richardson has his Mk V for sale at negotiating stage.
- Robert Paterson has just decided to sell his 1948 1 1/2 L after owning it since 1974 - 'a reluctant but a realistic decision'

2023 Register 50 year Anniversary-

The first meeting was held on 18.4.74 "The meeting opened with general discussion on how to form the Register"

Present were S. Brown, M. Robertson, D. Scidel, G. Murdoch, G. Franklin, M. Lindner, Mrs. Lindner, B. Fletcher, B. Rowse.

President Bruce said that the Register actually started in July that year, simply called the 'SS Register'.

Register Life Members

- Bruce Fletcher No.5,
- Des Brown No.44,
- Malcolm Adamson No.65.

(Continued page 45)

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

Border Runs Past, Current & Future –

	VENUE	ORGANISER
First	1975 Swan Hill	Vic
First Combined	2004 Parks	Qld. (Vic, Qld & SA)
Last Multi-State	2019 Forbes	SA (Vic, Qld, SA, NSW & ACT)
Next Run #46	2020 Mount Gambier	SA
Run #47	2021 Hamilton	Vic
Next Multi-State	2022 Cowra	Qld
Run #49	2023 ?	SA JDCSA 50Yrs. Select Adelaide!
Run #50	2024 ?	Vic SS Register 50 Yrs.

Time to start thinking.

Other Events

- Historic Motor Vehicle Gathering at Park 23, Keswick, Sunday 15th March, Free. Just Roll up.

- 2020 McLaren Vale Vintage & Classic, Sunday 5th April, Entry by Monday 9th March
- Bay to Birdwood 40 years, Sunday September 27th, \$75.00. Entries closing now.

7. SS Register Meeting Dates:

Last Wednesday of each month at 7.30 pm until the May meeting.

- March 25th Bob Kretschmer
- April 29th Brenton Hobbs
- May 27th John Lewis
- June 28th Bob Lynch Sunday Lunch meeting, details TBA

Trial Winter meetings to be decided to avoid night time driving.

Meeting closed at 9.00 pm.

Thank you Bruce & Ann for hosting the meeting & supper, plus arranging the hotel table booking.

Bob Kretschmer
Register Secretary

Motorsport Calendar

Motor sport events have been put on hold. For more information please contact Barry Kitts on (08) 8391 1759



Great to see Barry Kitts helping out.

JDCSA - General Meeting Minutes

Minutes of the JDCSA Monthly Meeting Tuesday 3rd of March 2020

Meeting opened at 7.30pm

Welcome: President Phil Prior welcomed all to the meeting, especially new members Alan Britcher, Robert and Robyn Welch, Mal Jonas and Annie Lowe.

Present: As per attendance sheets.

Apologies: Di & Roger Adamson, Lesley & John Clarke, Barry & Hazel Brown, Bruce & Ann Fletcher, Gordon & Jeanette Brown, Steve Arthur, Des Brown, Peter Drake & Denella Moss, Peter Cox, Carmel & Noel Trew.

Previous Minutes: Accepted. Business Arising from Previous Minutes: None.

Member Welfare: Di Adamson recovering from a knee replacement. Des Brown back in hospital on the 11th March, not recovering well from his accident. Arcadia Komaromi – greatly improved.

President (Phil Prior): Gave thanks to Bob Charman for organising a Club visit to Kangaroo Island.

Welcomed Barry (XJ Register member) who had researched a weekend visit to KI later this year. This received no interest from the meeting when a show of hands was requested.

National Rally – 5 cars attending in Perth, 27th March to 4th April.

Daimler & Lanchester meeting in Hahndorf, 2-7th April. Information included in the Classic Marque this month.

McLaren Vale Vintage and Classic is on the 5th April. Busy month.

Executive notes to be included in the Classic Marque. The aim is to improve communication between the Executive Committee and members. Members will be asked for feedback.

12 cars attended 'Coffee and Cars' at Blackwood on Sunday. This event will now be on the first Sunday of every month, not the fourth Sunday as before. Members were advised to arrive by 7.30am to get parked.

Members were asked for ideas for speakers for future general meetings. The topic does not have to be about Jaguars or cars.

Members were reminded about the Club's 50th anniversary in 2023. The Executive has started brainstorming ideas. A volunteer is required to co-ordinate a commemorative booklet of the Club's 50 years.

Vice President (Fred Butcher): All British Day – the committee is looking at 2021, the E-type will have centre display. Co-locating the two Jaguar clubs will be considered following requests after they were split this year.

73 people are registered to attend the Daimler & Lanchester Rally so far, approx. 40 cars.

All Daimler & Lanchester owners are encouraged to come along to the displays, entry is free.

Secretary (Tim White): 2-4th October, the Sporting Car Club have organised a hill climb.

The Port Pirie District Restorers Association is organising a Sunday run to Kadina.

A running sheet broken into months for the 50th Anniversary is being used by the Committee, members should email ideas to Tim, who will add them to the sheet.

All attendance sheets for the last six years have been scanned into TidyHQ - average attendance over this time is 47 with 77 for the December meeting.

Tim reminded members he would only serve as Secretary until the September AGM. Anyone who may be interested should contact Tim or Phil

Treasurer (Heather Buck): Club finances are healthy. Starting work on next year's budget.

Membership (Daphne Charman): Membership travelling well. Three new members coming up.

Log Books (Dave Burton): The Federation has a tour between 24th March and 7th April – no details as yet.

Editor (Graham Franklin): Graham was congratulated by the Club on an excellent magazine this month.

An award for the best article written by a Club member is being presented at the Perth National Rally. Tim White has narrowed this down to four members from the JDCSA and will present a report to the April Classic Marque.

ACJC (Tim White) : JLRA unhappy with their sales and have been rationalizing down to 2 options within the XE range. New XE in August, new F-type in June, the XJ has now gone and preference is being given to the SUVs. Hybrids are being developed with an 8-year warranty on the batteries. The talk is that they can replace cells as opposed to the whole battery, but only for dealers for now. All facets of their Australian operation are being reviewed. Sponsorship and funding will be limited until sales are achieved against budget.

A discussion paper has been issued to Committee members to evaluate the capacity to move forward on how we can operate the National Rally.

Regalia (Ron & Claire Palmer): Ron, Claire and their team were congratulated on a turnover of \$1,300 on All British Day.

The usual selection of garments available this evening, 3 umbrellas left at \$15 each, windscreen banners for \$10 (Ron pointed out that few cars had these banners on at the All British Day). Handmade Jaguar coasters are also available in sets of 4 for \$25.

Event Coordinator (Jim & Arcadia Komaromi): All events are listed on the website. Members should note the closing date is April 23rd for the British Classics Tour Victor Harbor 2020 on 3rd May.

MSCA (Marque Sports Car Association - Barry Kitts): Power of the Past, Mount Barker Oval, 7-8th March.

March 22nd super sprint at Malalla, free entry.

March 28th twilight race meeting mid-day until approx. 10:00pm, free entry.

Librarian (Tom Brindle): Usual items available. Tom was thanked for his efforts in bringing the library along every month.

Compact Register (David & Angela Rogers): Barbecue on 16th February, 30 members, good evening. Next meeting 10th March at the Rising Sun Hotel, Kensington, 6.00pm. Please advise if you plan to attend by 5th March for booking.

XJ Register (Bob Charman): Moonta Show 'n Shine this weekend, 6-8 cars attending so far.

Kangaroo Island trip, 50 people booked in for lunch in Penneshaw. 52-seater coach organised for a 3-hour tour around the island, \$20 each payable on the day. Bob advised the cost to secure parking for cars at Cape Jervis for the day is \$17, members should book online.

Trip to Blyth picture theatre 20th June, accommodation in Burra. 60/70 people going so far.

Bob reported his Register meetings are now attracting approx. 50 members.

Multivalve (Peter Buck): Had a great lunch run to Cudlee Creek/Lobethal on 27th February, 21 cars, 44 people.

Next meeting 24th March, 6:00pm Astor Hotel for dinner, 7:00pm meeting.

E-Type/F-Type/Grand Tourer (Alan Bartram for Tom Herraman): Last meeting well supported at Dan Jeffries' in Mitcham, 30+ people. Tom is putting together some information for the E-type celebrations in 2021, a sub-committee will be formed if members would like to be involved. Next meeting 19th March, venue to be advised.

Alan thanked members for all their help on All British Day.

SS & Daimler (Bob Kretschmer): For interest, Bob reported the first meeting of the Register was in April 1974, attended by Bruce Fletcher (member number 4) and our current editor Graham Franklin (member number 8).

Details have gone out for the border run in September.

After the May meeting, daytime meetings will be held rather than evening meetings.

The successful Forbes run is being advertised around the UK.

XK and MK 7,8,9 (Steve Weeks - member number 22!): Register meeting tomorrow night 4th March. Will be organising a lunch run through the winery regions hit hard by the bushfires. Details will be in the Classic Marque.

Peter Holland is member number 3!

Any Other Business:

David and Angela Rogers submitted their apologies for the next General Meeting.

Next Meeting: The next meeting will be at 7.30pm on Tuesday 7th April.

The President thanked the Multivalve Register for supper and Heather for the minutes.

The meeting closed at 8.40pm

JDCSA - Club Directory 2019 -2020

Club Postal Address:

PO Box 6020, Halifax Street, Adelaide SA 5000

Club Web Site / Email

Web: www.jdcsa.com.au

Email: info@jdcsa.com.au

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

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

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

Your Committee

President: Philip Prior

Mobile: 0402 670 654.

Email: philipprior@bigpond.com

Vice President: Fred Butcher

Mobile: 0428 272 863

Email: vicepresident@jdcsa.com.au

Treasurer: Heather Buck

Mobile: 0432 549 086

Email: treasurer@jdcsa.com.au

Secretary: Tim White

Mobile: 0419 809 021

Email: casuti@bigpond.com

Editor Classic Marque: Graham Franklin

Mobile: 0490 074 671

Email: editor@jdcsa.com.au

Membership Secretary: Daphne Charman

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

Email: membership@jdcsa.com.au

Events Coordinators: Arcadia & Jim Komaromi

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

Web Master: Tom Herraman

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

Club Patron Mr Peter Holland

Phone: (08) 8271 0048

Club Services / Club Representatives

Technical Officer: Geoff Mockford

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

Regalia: Ron Palmer

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

Librarian Tom Brindle

Phone (08) 8387 0051

Log Books David Burton

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

Australian Council of Jaguar Clubs (ACJC)

Club Representative: Tim White

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

Federation of Historic Motoring Clubs (FHMC)

Club Representative: David Burton Mobile: 0417 566 225

Marque Sports Car Association (MSCA)

Club Representative: Barry Kitts (08) 8391 1759

All British Day

Club Representative: Alan Bartram 0418 818 950

Inspectors - Club Registration

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

Register Secretaries

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

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

Email: daimlerss@jdcsa.com.au

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

Steve Weeks: 0414 952 416

Email: xk789@jdcsa.com.au

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

Angela & David Rogers

Email: compacts@jdcsa.com.au

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

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

Bob Charman Phone: (08) 8248 4111

Email: xj420g@jdcsa.com.au

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

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

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

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

Peter Buck Mobile: 0421 061 883

Email: multivalve@jdcsa.com.au

