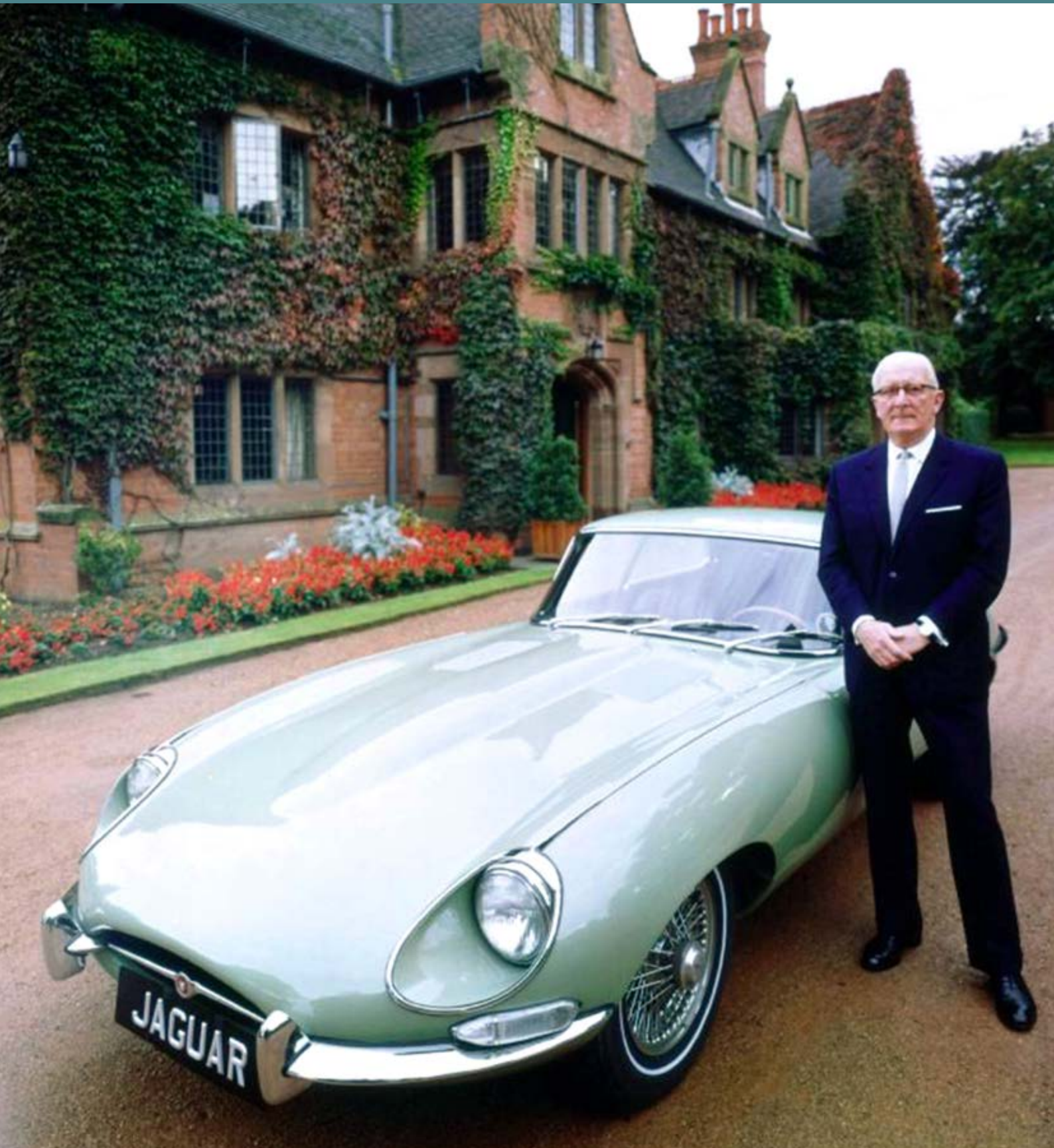


CLASSIC MARQUE

MARCH 2021



FEATURE - JAGUAR ANNIVERSARIES (1901-2021)

THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA

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Club Torque - President's Column

President's Report – March 2021

So Mad March is not going to be so "Mad" this year with any number of events in Adelaide being cancelled or changed in size and number. That is probably a good thing.

But we still have plenty to get excited about as a club so be sure get yourself registered for the up-and-coming events.

The Jaguar E Type 60th Celebration - Sunday 21 March 2021, should be a must for all our E Type owners. Full details are on TidyHQ. Following a display on the Torrens Display Ground the E Types will join the rest of us at the Presidents Picnic.

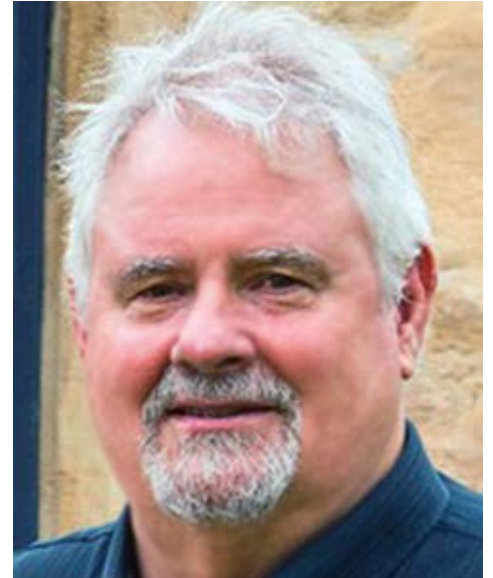
President's Picnic - Sunday, March 21, 2021. This is meant to be a relaxed BYO Picnic day, no loud music, no announcements, no Whooha just a relaxed day in the grounds of the National Motor Museum, Birdwood. The only food vendors will be the Strawberries Galore and Coffee Van. So, you bring the Jag, the family and whatever you need to make it a great day out. We currently have approx. 70 cars registered. <https://jdcsa.tidyhq.com/public/schedule/events/32432-president-s-picnic-sunday-march-21-2021>

It is pleasing to see the number of new members joining the club and I encourage all members to make any new members feel welcome and involved in our club activities. We are currently planning a special New Members breakfast on Sunday May 2nd and invitations for that special event will be sent out shortly.

Thank you all once again for your compliance with club COVID 19 protocols. It is so important that we do not become complacent and that as a club we are seen to be doing the right thing at all times. Registrations for events via TidyHQ are likely to remain for a long time yet and in fact may continue as club policy in the longer term. This process of registrations makes it so much easier for our Register Secretaries when planning events.

Just to finish on a light hearted note, I thought I would share this with you

Philip (President)



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Front Cover:

Sir William Lyons with an E-type Series 1.5

Rear Cover:

Collage of Jaguar Photos



@sajaguarclub



Events Calendar (Up to mid April)

Tuesday 2nd of March 2021 - 7.30pm

JDCSA General Meeting. Police Association Building, Carrington Street, Adelaide.

Please note COVID-19 requirements: Members need to register that they will be attending the meeting.

Wednesday 10th of March 2021: XJ, Mk10, 420G Register Meeting- 06:00 PM - 9.30 PM

The Bartley Hotel, Bartley Terrace, West Lakes Shore SA 5020, Australia.

For more information please contact Bob Charman. Email: xj420g@jdcса.com.au

Please note COVID-19 requirements: Members need to register that they will be attending the meeting.

Thursday 18th of March 2021. SS, MkIV & MkV Register Meeting

At the home of Bob & Marg Kretschmer

Enquiries - please contact Bob Kretschmer: (08) 8357 8233, Mobile 0427 711 400 or Email: kretsch@internode.on.net

Please note COVID-19 requirements: Members need to register that they will be attending the meeting.

Sunday 21st of March 2021: Jaguar E Type 60th Celebration Torrens Parade Ground: 08:00 AM - 10.30 AM

Muster at the Torrens Parade Ground. 10.30 am - tour to National Motor Museum for the JDCSA President's picnic.

Enquiries to Tom Herraman : etype@jdcса.com.au

Please note COVID-19 requirements: Members need to register that they will be attending the event.

Sunday 21 Mar 2021: President's Picnic & Jaguar E-Type 60th Celebration- 10:00 AM - 02:00 PM

This event is a substitute for the COVID-19 cancelled SA Jag Day 2020.

Please note COVID-19 requirements: Members need to register that they will be attending the event.

For more information please refer to page 41 or goto: [PRESIDENTS PICNIC.](#)

Wednesday 24th March 2021: Multivalve Register Meeting - 06:00 PM - 9.30 PM

Kensington Hotel- 23 Regent Street, Kensington SA.

For more information please contact Peter Buck. Email: Peter.buck51@bigpond.com.

Please note COVID-19 requirements: Members need to register that they will be attending the meeting.

Sunday 28th March 2021: Classics on the Park - 10.00 AM - 2.00 PM. Entry gold coin donation

The Rotary Club of Campbelltown. Thornton Park Reserve, Hamilton Terrace, Paradise. All proceeds to CFS.

Enquires: Bruce Barnes 0407 724 699 or <https://portal.clubrunner.ca/4099/Event/classics-on-the-park>

Tuesday 30th of March 2021

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

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

Tuesday 6th of April - 7.30pm.

JDCSA General Meeting. Police Association Building, Carrington Street, Adelaide.

Please note COVID-19 requirements: Members need to register that they will be attending the meeting.

Sunday 11th of April: Gawler to Barossa Veteran & Vintage Run - 8:30 AM - 3:00 PM

The event will start at Gawler and finish for lunch at Seppeltsfield Winery.

Enquiries to David Prest: 0438 112 266 or goto: <http://www.gawlercarclub.com/2021-gawler-to-barossa-veteran-vintage-run>

Friday 16th of April to Monday 19th of April: JAGUAR XJ-C MILDURA MUSTER 2.0

Mildura Golf Resort, 287 Twelfth St, Mildura VIC 3500, Australia

For more information goto: [XJ-C Mildura Muster 2](#)

Please note COVID-19 requirements: Members need to register that they will be attending the event.

Sunday 18th of April: McLaren Vale Vintage & Classic - 11:00 AM - 3:00 PM

The closing date for all entries is Friday, 26th March 2021.

For more information please contact: John Buchanan Ph: 0400195593 or goto: <https://www.vintageandclassic.com.au/#>

Sunday 18th of April: Run to Mallala for All Historic Race Meeting & "Show and Shine" - 8.15am

This year they are celebrating 60 years of the Jaguar E-Type

For more information please Goto: <https://www.sportingcarclub.com.au/event-details/all-historic-mallala-2021>

Editorial by Graham Franklin.

This month's feature is on Anniversaries. 2021 represents a number of milestones in Jaguars history. In addition to the 60th Jubilee of the celebrated E-Type, other Jaguar models and individuals will be achieving an anniversary this year. (See page 8).

In the April 2020 issue of Classic Marque, the feature car was the S.S.90. This article included a story about the S.S.90 known as "Captain Black" which was the first production sports car ever sold by S.S. Cars Ltd. and was first owned by

Captain Sir John Black, joint managing director of Standard Motor Company. The current owner, **Philipp Husistein**, lives in Switzerland, and after reading our story he made contact with the club and has kindly provided further details about the car. His story is on page 22.

After feedback on "The Jaguar Daimler Heritage Trust - On this Day", we have continued with this feature for February.

With the cancellation of "All British Day", Tailem Bend Motorsport Park held a de-facto event. Apart from the "Show & Shine Vehicle Display", some of the 30+

Jaguars participated in a "Track Cruise" that included drivers (and passengers) on a controlled drive on 7.77km GT circuit while others took up the "Track Option" around their 3.41km West Circuit, in a non-competition format. A great day that will probably be repeated. Story page 34.

Finally, a big thank you to Register Secretaries for providing lots of photos to go with their stories. **Enjoy!**

Cheers

Members Without Email

There are approx. 50 members in our club who either do not have easy access to email, or no email account at all. If you are one of those lucky members who does not get bombarded with E-Mails, Facebook and the like - congratulations.

However, due to COVID-19 health requirements, members need to register

that they will be attending a meeting or an event.

So, if this is you, we still want you to come to our meetings and events, so please phone any one of our Executive members or Register Secretaries. Their phone numbers are listed on page 53. They will gladly enter the details on your behalf.

Similarly, the same applies if you need information about other club services like Log Books, Club Library, Club Regalia, Buy & Sell and the like.

Please keep in touch and see you soon.

Events Coordinator

RAA Records Alan Baker's Collection

Alan Baker has been a member of the Jaguar Drivers Club of South Australia (JDCSA) for two decades. For many of those years he served the club as the E Type Register Secretary. His workshop and garage, Alan Baker Restorations, have regularly been open to register members as the location of many meetings.

The RAA recently visited Alan and his collection to record the following video. Congratulation Alan on being chosen.

Goto: [In my garage with Alan Baker](#)



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 March, 2021 magazine:

- Giuseppe (Joe) Agresta: 1977 XJC 4.2L Coupe
- Nick Grevelis: 1998 XJ8 V8 Sedan
- Christopher & Xavier Jobson: 1969 Daimler Mk II V8 Sedan
- David & Pamela Burrell: 1998 Jaguar XJ8 3.2L Saloon
- Myles Cobbing: 1977 Jaguar XJ6 4.2L Saloon

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

Daphne Charman
Membership Secretary

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XJ Officially Axed Just Months Before Debut

Jaguar Land Rover (JLR) has revealed its roadmap for the next decade, committing to go all-electric by 2025.

Under a strategy known as Reimagine, Jaguar will develop its own dedicated EV (electric-vehicle) platform to help distinguish its line-up from those of Land Rover that use the MLA (Modular Longitudinal Architecture) platform, which supports both electric and hybrid powertrains.

Jaguar's decision to develop a new EV platform [known as EMA (Electric Modular Architecture)], means the new electric XJ that was due for release, has been cancelled for now, as it was being developed on the MLA platform, which is now being made a Land Rover-only asset.

We could still see an electric XJ in the future as Jaguar is unlikely to retire such a significant nameplate.

Although the XJ was confirmed to feature an all-electric powertrain, a large luxury sedan may not factor into Jaguar's future plans given the decline in popularity of large sedans due to this market continuing to move towards SUV's.

At the same time, demand for EVs is on the rise, due in part to improvements in the technology and generous government incentive programs. Some countries are also preparing to ban the sale of vehicles powered solely by internal-combustion engines.

Not all of the EVs will necessarily be battery-electric vehicles as JLR is developing hydrogen fuel-cell technology. JLR is also developing lightweight vehicle structures to offset the weight of EV tech

in a consortium known as **Tucana**. It's all part of JLR's plan to have net zero carbon emissions by 2039.

The Reimagine strategy will also see JLR further leverage its ties with its Indian parent company Tata Group. There will be increased sharing of technologies across the group, including in the areas of data and software development which is increasingly becoming a core requirement for the car industry. ■



2021 XJ cancelled for now as Jaguar move to its own EV (electric-vehicle) platform.

Jaguar Land Rover's Tucana Project

A consortium of academic and industry groups in the United Kingdom known as Tucana is developing technology for lightweight vehicle and powertrain structures to help automakers reduce the weight of their electric vehicles.

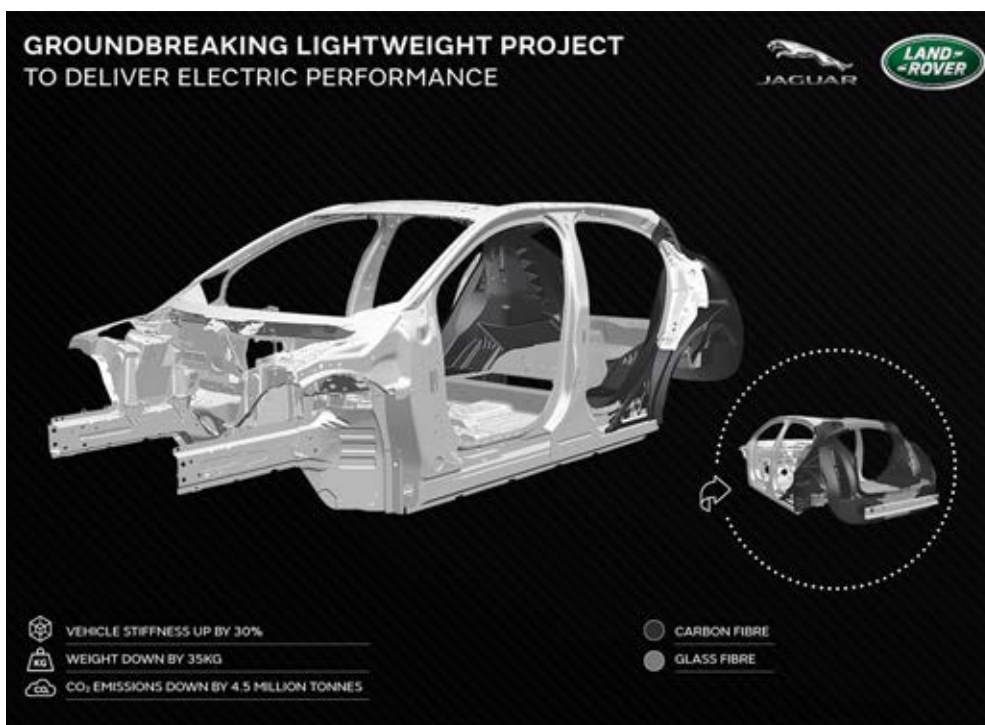
The consortium, which is led by Jaguar Land Rover, is developing low-cost, scalable vehicle structures utilizing composite materials such as carbon-fibre and fiberglass in key areas instead of heavier steel and aluminium.

Jaguar Land Rover is expected to be among the first beneficiaries of the technology and is planning to have a fleet of prototypes on the road by 2022. The automaker said the technology should help reduce the weight of a vehicle structure. This reduced weight can then offset the weight of bigger batteries with increased range in both battery-electric vehicles and plug-in hybrids.

The strategic use of strong composite materials will also deliver improvements in stiffness and crash safety. Using this technology, vehicle stiffness can be increased by 30%, according to JLR.

Marcus Henry, research manager at Jaguar Land Rover, said in a statement. "The development of new lightweight body structures to complement the latest

zero-emissions powertrains will be key as the electrification of our vehicle range continues." ■



GROUND BREAKING LIGHTWEIGHT PROJECT TO DELIVER ELECTRIC PERFORMANCE

JAGUAR LAND-ROVER

VEHICLE STIFFNESS UP BY 30%

WEIGHT DOWN BY 35KG

CO₂ EMISSIONS DOWN BY 4.5 MILLION TONNES

CARBON FIBRE

GLASS FIBRE

Jaguar Land Rover Tucana Lightweight Project to off-set the weight of bigger batteries.

Feature - Jaguar Anniversaries (1901-2021)



Jaguar Anniversary - Sir William Lyons (Born 1901)

Editor - 2021 represents a number of milestones in Jaguars history. Most are aware of the 60th Jubilee of the celebrated E-Type, but other Jaguar models and individuals will also be celebrating an anniversary this year.

Sir William Lyons. (Born 1901)

Known as "Mr. Jaguar", Sir William, was with fellow motorcycle enthusiast William Walmsley, the co-founder in 1922 of the Swallow Sidecar Company.

Lyons took this sidecar manufacturing business and developed it into a prominent World-wide Company in just a matter of a few years.

Lyons is still remembered as Jaguar; these two are synonymous. Although he died in 1985 his legacy is still regarded highly by the current Design Department at Jaguar. Indeed, Ian Callum, Director of Design from 1999 to 2019, often looked at past Jaguar models to keep the 'Lyons-Jaguar DNA' alive.

How did Lyons exert such an influence on a brand? He was a charismatic person, single-minded and certainly strong-willed. Tremendously hard-working, Lyons expected his staff to do likewise. He surrounded himself with exceptionally

talented people who were just as keen on the enterprise as he was.

The first "Jaguar" model was offered in 1935, and after World War II, Lyons changed the company name to Jaguar to avoid the unfortunate connotations with the Nazi SS "Schutzstaffel". Armstrong Siddeley allowed Lyons to use the Jaguar name from their successful aircraft engine range, such as the camaraderie of the car industry at the time.

As managing director of Jaguar, Lyons could be best described as 'autocratic' and kept a tight rein on the company. It is said that board meetings were rare until the 1960s. He was responsible for the styling of every new model introduced (although the C-type, D-type, E-type and XJ-S were designed by Malcolm Sayer). This was remarkable, as Sir William was not a trained engineer, and designed primarily using full scale 3-D mockups, which were continually adjusted by craftsmen working under his instructions.

Later years

In 1956, Lyons was knighted for his services to British industry and for the

fine export performance of the company. In 1966, faced with a strengthening global industry, he merged Jaguar with the British Motor Corporation (BMC) to form British Motor Holdings, which was later absorbed into British Leyland.

Unfortunately, the final years of Lyons tenure before he retired as managing director near the end of 1967, while remaining on as chairman, were a constant struggle against impossible odds to retain the identity and independence of his company, not least its engineering department.

He retired completely to Wappenbury Hall in 1972, to play golf, travel, garden, and keep prize-winning Suffolk sheep and Jersey cattle on his farm estates at Wappenbury. His health declined fairly rapidly in retirement and the re-emergence of his company under John Egan took place after his death in 1985.

Despite this, Lyons remained in a consultative role to Jaguar until shortly before his death, and had participated in the styling of both the Jaguar XJS and Jaguar XJ40 during his retirement. ■



Lofty England and Sir William Lyons. Lyons was born on 4th September 1901, 120 years ago this year. Lofty England was born 10 years later on 24th of August 1911. Sir William died in 1985 and Lofty passed away 10 years later in 1995. They were both 83.

Jaguar Anniversary: Lofty England (Born 1911)

Lofty England (Born 1911)

Frank Raymond Wilton "Lofty" England (24 August 1911–30 May 1995) was a race engineer, team manager, Service Manager and Chairman of Jaguar Cars.

Early Life

England was apprenticed as an engineer to the Daimler Company in 1927. Owing to his 6' 5" height, he quickly acquired the nickname, "Lofty", which would stick with him for the rest of his life.

Throughout the 1930's he worked as a race engineer for various teams including ERA and Alvis before volunteering and joining the RAF as a bombardier during WW2.

Post-war Jaguar motorsport

Through close friend and engineer Walter Hassan, Lofty secured a move to Jaguar Cars in early 1946 as Service Manager and then Manager of the Jaguar Cars Sports Car Racing Team. He recognised the potency of the XK engine, and led the development of the C-Type racing

car. Lofty racing experience and sharp strategic thinking resulted in a striking victory over 19 cars with engines larger than the C-Type's, to win the 1951 Le Mans 24 hour race. But there was more come.

During the 1950's Jaguar cars won the prestigious 24 Hours of Le Mans race on five occasions. Lofty England's contribution to Jaguars racing success was crucial. He ran the team, always with an eye for the greater good of Jaguar, rather than the individual demands of any one driver.

After the company's withdrawal from racing, England moved into the mainstream management of Jaguar Cars, later succeeding Sir William Lyons as its chairman and Chief Executive, before retiring in 1974.

Following his retirement, although he had no direct involvement with the company, England always maintained an interest in Jaguar's fortunes.



Lofty England and Jaguar racing driver Mike Hawthorn were great friends. Mike was guest speaker at a Jaguar function in 1956, at which he was presented with a D-type steering wheel by Lofty. In 2005 a sculpture was unveiled at Goodwood Race Track, as a tribute to both of them, with Lofty carrying a D-type steering wheel.

Jaguar Anniversary: SS 100 (1936)

SS Jaguar 100 (1st built 85 years ago)

The SS Jaguar 100 is 2-seat sports car built between 1936 and 1939 by SS Cars Ltd of Coventry, England. The '100' was for the theoretical 100 mph maximum speed of the vehicle which on a test by Autocar magazine was achieved by a 3½-litre model (101 mph over the quarter mile).

The chassis was essentially a shortened version of the one designed for the 2½-litre saloon. The engine was a development of the old 2½-litre Standard pushrod unit converted from side valve to overhead valve with a new cylinder head designed by William Heynes and Harry Weslake. In 1938 the engine was further enlarged to 3½ litres and the power increased to 125 bhp (93 kW). The four-speed gearbox had synchromesh on the top 3 ratios. The mechanical brakes were by Girling. The complete cars weighed just over 1150 kg.

It was on an SS100 that the famous Jaguar 'leaper', the marque's signature feline bonnet ornament, was first displayed.

Considered one of the most aesthetically pleasing sports cars of the 1930s the SS100 is rare, with only 198 2½-litre and 116 3½-litre models made. While most stayed in the UK, 49 were exported overseas including 4 to Australia.

In 2010 at an auction in Pebble Beach a restored former Pebble Beach concours winning 1937 S.S. Jaguar 100 3½ Litre roadster was sold for a noteworthy £666,270 (A\$1.20m).



Tony Bishop's 1939 Jaguar SS100 which he has owned since 1958

Jaguar Anniversary: C-Type Jaguar (1951)

1951 C-Type (Celebrating 70 years)

The Jaguar C-Type was first built in 1951, 70 years ago. The "C" stands for "competition" and was officially called the Jaguar XK120-C as a commercial move to boost sales of the XK120 model as a result of the C-Type competition results.

The C-Type used the XK 120 running gear of the contemporary road proven XK120 in a lightweight tubular frame designed by Jaguar Chief Engineer William Heynes with an aerodynamic aluminium body jointly developed by William Heynes, R J (Bob) Knight and later Malcolm Sayer. A total of 53 C-Types were built, 43 of which were sold to private owners mainly in the US.

The C-Type version was originally tuned to around 205 bhp. The early C-Types were fitted with twin SU carburettors and drum brakes. Later C-Types (mid 1953) were more powerful, using triple Weber carburettors, high-lift camshafts, lighter bodies and disc brakes on all four wheels.

According to the Jaguar Heritage Registry, the cars were produced between May 1951 starting with XK001 and ending August 1953 XK054.

The C-Type was very successful in racing, most notably at the Le Mans 24 hours

race, which it won twice in 1951 (Peter Walker and Peter Whitehead) and in 1953 by Duncan Hamilton and Tony Rolt who won the race at 105.85 mph, the first time Le Mans had been won at an average of over 100 miles per hour.



Val Weeks in the ex Gavin-Sandford-Morgan, ex John Blanden Ecurie Ecosse C-Type Jaguar. The XK120-C's were designed by Malcolm Sayer, but Lyons required the addition of a grille similar to the XK120 to align the C-Type with the road going car (and assist sales).

Jaguar Anniversary: Mark VII (1951)

1951 Mark VII (Celebrating 70 years)

The Jaguar Mark VII luxury saloon first went on sale in 1951, 70 years ago. In its original 1951 form the Mark VII could exceed 100 mph, and in 1952 it became the first Jaguar to be made available with an optional automatic transmission.

Whereas the Mark V had a pre-war pushrod engine originally developed by the Standard Motor Company, the Mark VII was powered by the newly developed 3.5 litre XK engine, first seen in production form in the 1948 XK120.

The Big Cat's first significant upgrade came in 1953 when telescopic shock absorbers replaced lever action units and the optional two-speed automatic became a three-speed auto.

Though a large car, the Mark VII was raced extensively and successfully. It was the touring car racer of choice back in the day, having been raced by, among others, Stirling Moss and later F1 champion Mike Hawthorne. Mark VII's were never

beaten in the Silverstone Daily Express one-hour Trophy Production Touring Car race, winning 5 years running.

The Mark VII also proved to be a very effective rally car with Irishman Ronnie Adams winning the Monte Carlo Rally in 1956.

The Mk VII shape with upgrades and detail changes lasted 10 years and was an important modern limousine to offer alongside the compact Jaguars. Of the 30,969 Mark VII's produced, a surprising number have survived, especially in Australia.



Celebrating 70 years. Don and Gillian Pritchard's beautiful 1951 Mk VII Jaguar.

Jaguar Anniversary: E-Type (1961)

1961 E-Type (Celebrating 60 years)

Jaguar designer Malcolm Sayer achieved something unique with the E-type, and even now the car remains a symbol of motoring's finest hour.

From the very beginning, the E-type has held a mystique that few other manufacturers' cars could match. That the performance and handling matched the exquisite shape only underlined the masterpiece of design. Far better on the road than either of its contemporaries, Aston Martin or Ferrari, it lacked the temperamental frailties of the more exotic counterparts, and a Ferrari cost three times that of the Jaguar.

Evolving through three series with three different body styles, there was an E-type for every occasion, and when production ended in 1974, some 75,000 examples had rolled off the production line.

Collectability

As incredible as it now sounds, but there was a brief period in the 70's & 80's when the E-type was unloved. However, it is

estimated that around 50,000 of the 75,000 cars are still on the roads (or in collections).

As the cost to restore an E-type continues to rise, so does the sale price of the restored vehicle. The six-figure sum required for either the purchase of a decent car or restoration costs are just the start.

New York Museum of Modern Art

One of the first cultural institutions to recognise the E-type's wider importance, MOMA acquired a 1963 roadster in 1996. At the time, it was only the third car to make it into the hallowed halls.

It is still hard to believe that the first E-Types are 60 years old!



On its release on 15 March 1961 Enzo Ferrari called it "the most beautiful car ever made". In March 2008, the Jaguar E-Type ranked number 1 in The Daily Telegraph online list of the worlds "100 most beautiful cars" of all time. Ownership is never dull.

Jaguar Anniversary: Mark X (1961)

1961 Mark X (Celebrating 60 years)

The Jaguar Mark X (Mark ten), later renamed the Jaguar 420G, was Jaguar's top-of-the-range saloon car for a decade, from 1961 to 1970. The large, luxurious Mark X succeeded the Mark IX as the company's top saloon model, and was primarily aimed at the United States market.

Nothing prepared us for the Mark X. This 1892kg behemoth was almost 90kg heavier than its Mark IX predecessor, 14cm longer, 8cm wider and an extraordinary 22cm lower. Jaguar didn't build another car as large as the Mark X / 420G for the rest of the century, until the LWB version of the 2003 XJ (X350).

Beneath its voluptuous curves, the Mark X was a very advanced machine. Its rear suspension was per the E-Type's. This was an elaborate monocoque with the rear suspension, transmission and propeller shaft mounted on an auxiliary chassis frame. As on the E-Type, inboard rear disc brakes were fitted.

In 1964 the torquier 4.2-litre version replaced the 3.8 and this made the Mark X more responsive.

Reviews

Magazines at the time praised the car and noted that the main impression on taking the wheel of the Mk X was its impressively quiet running allied to tremendous performance with almost sports car stability through fast bends.

Value for Money

In the luxury car market, the Mk X/420G was competitively priced at less than half the price of the contemporary Rolls-Royce Silver Cloud.

Collectability

Despite outstanding driveability, the Mark X never hit the spot with collectors. That is now beginning to change.



The Mark X was launched in 1961, 60 years ago (Bob & Daphne Charman, 1970 420G)

Jaguar Anniversary: XJ13 (1966)

1966 XJ13 (Celebrating 55 years)

The Jaguar XJ13 was a prototype racing car developed by Jaguar Engineering Director William Heynes to compete at Le Mans in the mid-1960s. It never raced, and only one was produced.

The design structure of a mid-engined prototype was first mooted in 1960 by Heynes, but it was not until 1965 that construction began, with the car running by March 1966.

The engine design was essentially two XK 6-cylinder engines on a common crankshaft with an aluminium cylinder block and quad overhead camshafts. The first engine ran in July 1964.

Accident

In 1971 the Series 3 E-type was about to be launched with Jaguar's first production V12 engine. The publicity team wanted a shot of the XJ13 at speed for the opening sequence of the film launching the V12 E-Type. On 21 January 1971, the XJ13 was taken to MIRA for the filming with Jaguar test driver Norman Dewis at the

wheel. Sadly, the car was driven by Dewis at speed on a damaged tyre, against the instructions of Jaguar director "Lofty" England. The resultant crash heavily damaged and nearly destroyed the car, although Dewis was unharmed. The car wreck was put back into storage.

Rebuild

Some years later, Edward Loades spotted the crashed XJ13 in storage at Jaguar

and made the offer to 'Lofty' England that his company "Abbey Panels" could repair the car. The car was rebuilt, to a specification similar to the original, using some of the body jigs made for its original construction.

It is now displayed at the British Motor Museum at Gaydon, UK.



Ex Collin Sutton XJ13 replica. The original XJ13 was built to race at LeMans but never did.

Jaguar Anniversary: 420 (1966)

Jaguar 420/Daimler Sovereign 420

The Jaguar 420 and its Daimler Sovereign equivalent were introduced 55 years ago in October 1966 at the London Motor Show. The 420 was produced until 1968 and the Daimler continued until 1969.

Developed from the Jaguar S-Type, the 420 was a stopgap model due to the protracted development of the radically new XJ6. Sir William therefore decided to build a face-lift of the S-type using the newly modified 4.2 litre engine.

There was an almost caricature element to the way the 420 seemed to combine the amidships section of the Mark 2 with the nose and tail sections of the Mark X. However, the 420 was far superior to the Mark 2 and S-Type from which it was distantly derived.

Engine

The 420/Sovereign was fitted with the same 4.2-litre XK engine as the E-Type using a straight port cylinder head and 3/8-inch lift cams. Although the engine was fed by just two carburettors, it

developed only 20 bhp less than the triple-carburettor version in the 420G and E-Type. The 420 was also low-g geared, meaning it was quicker off the line but still capable of over 120 mph.

Interior

The 420 had plusher seats than either the Mark 2 or S-Type with individual pull-down armrests for the front occupants.

The Daimler Sovereign was offered with all the 420 extras as standard and differed in badging and detail. They had more carefully selected walnut veneer trim, higher grade leather seat centre sections and better-quality sun visors.

You can buy a pristine 420 for roughly one-third the price of a 3.8 litre Mark 2 manual.



Launched 55 years ago. (Colin Williamson, 1967 Daimler Sovereign)

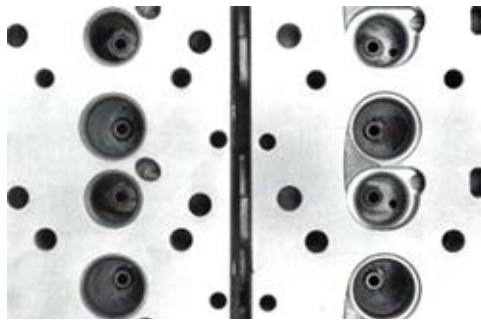
Jaguar Anniversary: V12 Engine (1971)

V12 Engine (Celebrating 50 years)

The V12 was in production from 1971 to 1997, during which time a total of 161,583 V12-engined cars were made.

This engine powered four generations of Jaguar saloons, from the XJ12 Series 1 through the S2 and S3 models, to the XJ(XJ40) and XJ(X305). The V12 was also found in the E-type Series 3 from 1971 to 1974, and in the XJ-S from 1975 to 1996.

The all-aluminium block was fitted with single overhead camshaft aluminium heads with two valves per cylinder.



Original flat head and the May "Fireball" head that helped improve fuel economy.

The first engines were fitted with four Stromberg carburettors but gave way to a Bosch fuel-injection system in 1973 and later a Bosch-Bendix-Lucas variant.

The HE (High Efficiency) cylinder heads arrived in 1981. These engines used special high-swirl design cylinder heads designed by Swiss engineer Michael May. These "Fireball" heads allowed the engine to run at an unusually high compression ratio (for the time) while running a relatively lean fuel mixture. This in turn significantly improved fuel economy.

6.0 Litre V12

The V12 was finally enlarged to 6 litres in 1993, although TWR were using an upgraded engine in their production XJ-S cars (XJRS's) with a 6.0 litre (5,993 cc) version of the V12, which pre-dated the Jaguar production version by 3 years.

The Jaguar V12 engine was the first modern V12 engine in mass production, and at the time the V12 engine was regarded as one of the premier power plants of the 1970s and 1980s.

The V12 engine was also the basis of the racing engines that brought Jaguar victory at Le Mans in 1988 and 1990.

The last Jaguar V12 engine was produced on 17 April 1997.



1971 (5.3L) & 1994 (6.0L) V12 engine. Overtime the engine and accessories were "tidied up" and made significantly neater.

Jaguar Anniversary: E-Type Series 3 (1971)

E-Type S3 (Celebrating 50 years)

The Series 3 was introduced in 1971, with the new 5.3 L Jaguar V12 engine, up-rated brakes, and power steering.

The short wheelbase FHC body style was discontinued, with the Series 3 available only as a convertible and 2+2 coupé. Options available included automatic transmission, wire wheels and air conditioning. The newly used longer wheelbase now offered significantly more room in all directions.

The Series 3 is easily identifiable by the large cross-slatted front grille, flared wheel arches, wider tyres, four exhaust tips and a badge on the rear that proclaims it to be a V12.

Cars for the US market were fitted with large projecting rubber bumper over-riders. In 1973 these were on the front and in 1974 they were fitted to both the front and rear to meet local 5 mph (8 km/h) impact regulations. Those fitted on European models were smaller.

Production of the E-type came to an end in June 1974 with a special run of fifty cars. Forty-nine of these were painted black, while the second last car was British Racing Green and was supplied to a private Jaguar collector.

These fifty cars carried a commemorative plaque, bearing a facsimile of Sir William Lyons's signature.



This is the very last E-type to be built and is retained by the Jaguar Daimler Heritage Trust.



Robbie Williams has had several Jaguars including a 3.8 litre E-type, a Modern S-Type and this 1975 Series 3.

Jaguar Anniversary: XJ40 (1986)

XJ40 (1st built 35 years ago)

The XJ40 was first all-new Jaguar saloon since the introduction of the XJ6 in 1968. Introduced at the 1986 Motor Show it featured a new engine family, state of the art electronic technology, and the new unique Jaguar J-gate automatic transmission operation. The all-new body had significantly improved build methods over previous models, but its angular styling and six-light design were a break with Jaguar traditions,

A new Jaguar saloon under the code number XJ40 had been proposed as early as 1972, with many different ideas being examined. The final styling proposal was adopted by 1980. It was quite the longest development programme in Jaguar's history, and the new car was also the most stringently tested model that Jaguar had produced up to that time, with 250 prototypes and development cars covering over five million miles.

The XJ40 was powered by the AJ6 six-cylinder engine, which had been in

small-scale production for the XJS since 1983. With the XJ40, the AJ6 replaced the classic XK engine in Jaguar's saloon range.

In addition to the original 3.6 litre AJ6, there was now a single overhead camshaft 2.9 litre version. These engines were later upgraded to 3.2 litres and 4 litres respectively. The original model range consisted of XJ6 and Sovereign versions with both engine sizes, and a Daimler

3.6 litre. Originally the XJ40 had not been designed to accept the V12 engine, but eventually a 6-litre XJ12 appeared in 1993.

The XJ40 was replaced by the much-revised X300 which marked a return from the angular styling of the XJ40 to a more traditional Jaguar look.



Roland Donders 1990 Daimler. This car is an XJ40 Update model featuring analog gauges and the 4.0 litre motor.

Jaguar Anniversary: X-Type (2001)

X-Type 2001 (Celebrating 20 years)

In the new millennium small executives had become the rage, and so in March 2001 Jaguar launched its most ambitious car, a new compact executive saloon. The problem was that Jaguar did not have a competitive platform. Therefore, the X-type used a modified version of the front-drive Ford CD132 platform with the addition of all-wheel drive.

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

The design of its wide radiator grille and quad-headlights worked beautifully and, like other Jaguars, the X-Type has the look of an athletic cat. Inside there was traditional leather-and-timber interiors. The X-Type broke new ground in that it was Jaguar's: -

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

In December 2009, the last X-Type rolled off the production line. At the time, with no direct replacement, JLR sacrificed its footing in the small luxury executive saloon and estate marketplace.



Ray Smithers & Judy Langdon, 2009 (2010 MY) Maroon X-Type Auto ('Facelift' model).

Jaguar Anniversary: XK8/XKR (X100) 1996

XK8/XKR (Celebrating 25 years)

When the XK first appeared to the world back in 1996 it created a whole new era for the history of Jaguar's sports cars.

When the XK8 made its debut, with its smooth, slim lines so reminiscent of the E-type, it was clear that Jaguar was heading back to its roots following 21 years of the angular XJ-S.

The car was more than simply looking back because under the bonnet was an all-new, 4.0-litre multivalve V8 that with 290bhp, resulted in a stronger performance than the XJS 4.0L. The XKR was made stronger still by the addition of an Eaton supercharger, when an extra 80bhp gave the XKR almost Supercar performance.

The platform for the XK series was derived from its predecessor, the XJ-S. From the start the car was available in either coupe or convertible form and both the XK8 and the supercharged version were immediately popular.

In 2004 all models got new wheel designs and a new nose with a deeper front bumper and a mesh grille on the XKR. Deeper side sills and rear bumper treatment complemented the changes to the front, while the XK8 benefited from larger twin tail pipes and a boot-lid spoiler, while the XKR featured new quad tailpipes plus an even larger spoiler.

These subtle changes gave the XK a more aggressive look, while retaining much of the model's original character.

With 91,406 XK's finally rolling off the Browns Lane assembly line, it went without saying that the XK8/XKR had been a phenomenal success.



The XK was launched at the Geneva Motor Show in March 1996, just like the E-type, 35 years earlier. With style, speed and heritage the XK8's and XKR's continue to draw popularity from those who appreciate its many values. (Josephine Orford, 2001 supercharged XKR).

Jaguar Anniversary: XK/XKR (X150) 2006

XK/XKR (X150) (Celebrating 15 years)

In 2006 a whole new generation of XK's were unveiled. The main design change was the introduction of an all-aluminium monocoque body.

The XK's stance was now longer, wider and taller across its two-door Coupe and Convertible forms. Inside the new XK, the interior had been totally redesigned. Fine luxurious stitched leather continued but some more high-tech trim surfaces had also been introduced.

The 4.2 litre V8 engine from its predecessor was continued and thrust out a top speed limited to 155mph. The familiar 'J' gate was replaced with a new Sequential Shift system allowing the driver to use steering wheel-mounted paddles to change gear (F1 style).

Jaguar also introduced a new feature called the "Pedestrian deployable bonnet". An imaginative design that aimed to lessen the severity of injuries to pedestrians in the event of a collision with a car.

The XK received a facelift in 2009, with minor alterations to front and rear lights and bumper designs, together with the introduction of a new 5.0-litre V8 for both the naturally aspirated XK and the supercharged XKR.

At the top of the performance tree sits the 'Jaguar XKR-S with semi-race suspension, Brembo brakes and an

emphasis on serious motoring, it's a car to dream about from a Jaguar enthusiast's point of view. For the first time with a production car, Jaguar gained entry to the exclusive '300km/h club'.

The XK (X150) won the Top Gear magazine "GT of the Year" and "Car of the Year" awards in 2006.



Peter and Trish Clarke, 2014 Dark Grey V8 5.0 litre XKR Coupe

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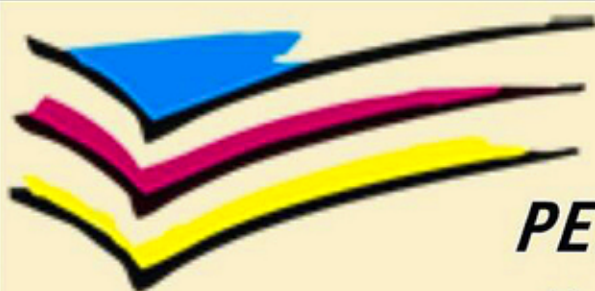
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The Racers That Stopped The World - Revisited

In September 2020 edition of Classic Marque there was a story about the development of the disc brakes and the extraordinary story of Stirling Moss and Norman Dewis.

This documentary was filmed 8 years ago but never released. When Sir Stirling sadly passed away at Easter 2020, this brand-new reworking of the project was released so that the story could be told once and for all. However, at the time of writing, the documentary was only available on Sky TV Documentaries.

Fortunately, the 30 minute video is now available on U-Tube.

Called 'The Racers That Stopped the World', the documentary cast includes Derek Bell, Sir Jackie Stewart and Murray

Walker alongside Moss and Dewis discussing the impact the Jaguar C-Type and its disc brakes made on motorsport.

It was back in 1952 that disc brakes were first used in a C-Type, Dewis testing incessantly with Dunlop over the winter and getting a car on the Goodwood grid that spring, with Moss using it to set the fastest lap - making it clear Jaguar was onto something.

In 1953 came the C-Type's crowning moment; with further Dunlop-Dewis testing, the team went to Le Mans. Not only were the C-Types lighter than '52, they had improved discs brakes. The result was a one-two for Jaguar, with Tony Rolt and Duncan Hamilton taking the victory and the second placed car



piloted by Moss and Peter Walker. It was also the first time that Le Mans had been won with an average speed of more than 100mph.

The video goes for 30 minutes, but is a must see. Goto: <https://www.youtube.com/watch?v=OVnyRa79EA0>

F-Pace SVR Crowned SUV of The Year

“Driven Women Magazine”, the only motoring magazine of its kind in the world that focuses on women and



With the F-Pace SVR you are essentially getting twice the number of seats for half the price of the F-Type SVR Coupe.

motoring culture, has awarded Jaguar's F-PACE SVR the **SUV of the Year**, stating the decision was “an easy choice”.

In the magazine's 2020 review of the car, the driver hits the start button to be greeted by a sound she is extremely fond of - the roar of the supercharged V8 engine coming to life. She says she has driven a lot of Jaguars in her life, but the F-PACE SVR is her favourite hands down.

There are three reasons the reviewer is so taken with the vehicle, the first being that incredible V8 that propels the AWD

from 0-100km in 4.3 seconds, with a top speed of 283kmh.

Secondly the spacious, comfortable cabin means she can share the amazing driving experience with her family. And finally, the price of the F-PACE SVR is the most value-for-money Jaguar you can currently buy, which makes it a win in her book.

Other highlights include a long list of standard inclusions, the cabin's luxurious look and feel is a standout, as is the 10” pro infotainment system, and the standard inclusion of Apple CarPlay and Android Auto. ■

2021 Formula E Season Kicks off

The seventh season of the Formula E kicked off on February 26/27 in Diriyah, Saudi Arabia. The Formula E is an all-electric single-seater racing series designed to push the boundaries of e-mobility.

The whole goal of Formula E is to bring racing and electric vehicle technology to the people. The series races almost exclusively on temporary street circuits in cities like Paris, Berlin and New York, which means it's a lot easier for the average population to attend an event.

The championship consists of 10 teams, each of which has two drivers. The big

difference is that practice, qualifying and racing action generally takes place, all in the one day. A few times a year there will be a double-header race format. That means that there will be one day of racing on Saturday, followed by a second on Sunday.

The Jaguar Team has previously had 6 podium finishes and two wins. This year's drivers are Sam Bird and Mitch Evans.

News Flash: It is only race 2 of 8, but Mitch Evans finished 3rd in Race 1 and Sam Bird won Race 2. Jaguar now lead the Team Standings ahead of Mercedes. ■



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Christmas Show Entertainment Groups Day Out!

On Tuesday the 23rd of February, the XJ, Mk10/420G Register's Christmas Show Entertainment Group spent a lovely Day at the Barossa. We hired a 12-seater bus and headed to Carl Lindner's car collection at Tanunda.

We were looked after by Peggy Lindner and her receptionist Robyn. Before we were to have lunch at the Clubhouse Restaurant. The girls decided we just had

enough time to do a little shopping down the main street.

So, after filling the rear of the bus with bottles of wine and a few shopping purchases we sat down to enjoy a wonderful lunch.

After lunch it was time to head home, but not before we popped into Graeme and Betty Moore's for afternoon tea.

When we finally returned home it was time to put the feet up in front of the TV and maybe a little nap.

Great day had by all - must do it again.

**Cheers
Bob Charman**



S.S. 90 - "Captain Black" Revisited

Dear Graham,

I am happy to send you my part of the story of the S.S.90 "Capt. Black" as a follow-up to your story in the April 2020 issue of Classic Marque.

I have had the jaguar virus for over 30 years. The S.S. 90 is definitely the most historic car in our small collection, which includes a very late, unrestored XK 140 (chassis 813'264, dispatched 4 days before the disastrous fire in Coventry), an E-Type 4.2 litre Series 1 (Kjell Qvale Lightweight Tribute Car), a pre-launch XJ-S (Body no. 5W 1009), an XJ6 3.4 litre saloon (series 2) and an XJ-R Sport (X351, 2017).

My friend and mechanic Georg Dönni called me on a Sunday in February 2019. He asked me if I had heard about Christian Jenny wanting to liquidate his Jaguar Sports Car Collection. Which I had, indeed... Georg knew of my interest in the SS 100. During the conversation we both consulted Christian's book "The Jaguar Sports Car Collection, a Personal Endeavor" about his collection. And my interest in the S.S. 90 was awakened.

In fact, there might very well be a SS 100 on the market every now and then. But an S.S. 90? Although an S.S. 90 had by then not been part of my financial plan, I began to taste blood.

Christian chose his buyers. He wanted his vehicles to be "in good hands". After some negotiating, the deal (via James Mitchel of Pendine) was done.

Christian and I are in close contact. We are both convinced that the history of vehicles is extremely important. That is why we are currently working on a practice-oriented interpretation of the Turin Charter.

The vehicle has a brilliant history. AVC 318 is the first S.S. 90 that became registered for the road! Thus, the first ever SS/Jaguar two-seater sports car, which was to ring in a major chapter in Jaguar history.

At the time, SS was not able to produce complete cars. They therefore resorted to custom-made, rolling chassis produced by Standard. The first owner of my car used to be Capt. John Black, then CEO of the same Standard Motors!

The mere 23 units of the S.S. 90 differ in details from the SS 100. In addition to the



Philipp Husistein with his beloved 1935 S.S. 90. The car is known as "Captain Black" and was the first production sports car ever sold by S.S. Cars Ltd. The first owner was Captain Sir John Black, joint managing director of Standard Motor Company.

side-valved engine, these are the design of the rear (which is itself different to the prototype), the installation of André Telecontrol shock absorbers, smaller headlights and a special radiator grille with the "SS One" badge. In fact, the S.S. 90 chassis was a SS-One chassis manually shortened by 15 inches. The weld seams can still be seen!

This vehicle means a lot to me. I see myself as the custodian of a cultural asset. The vehicle represents a milestone in the history of Jaguar. It is fascinating how contacts are made because the circle of S.S. 90 owners is so small. For example, with reference to Australia, I met Terry Mc Grath at the Paris Retromobile 2020, who I have been in contact only over FB.

I have been driving the vehicle extensively for the last two years, also doing rallies in the Alps. And I can say that the flathead runs wonderfully and delivers enough power to keep up with it.

In the meantime, we have fixed minor mechanical issues. We revised the kingpins, renewed the ignition wiring, replaced the hose clips (we haven't quite got the right ones yet), revised the gearbox and replaced the Ripaults bonnet locks.

The car is currently in hibernation. I'm sure times will change and give us opportunities again to pursue our hobby more easily.

With best regards from snowy Switzerland

Philipp Husistein

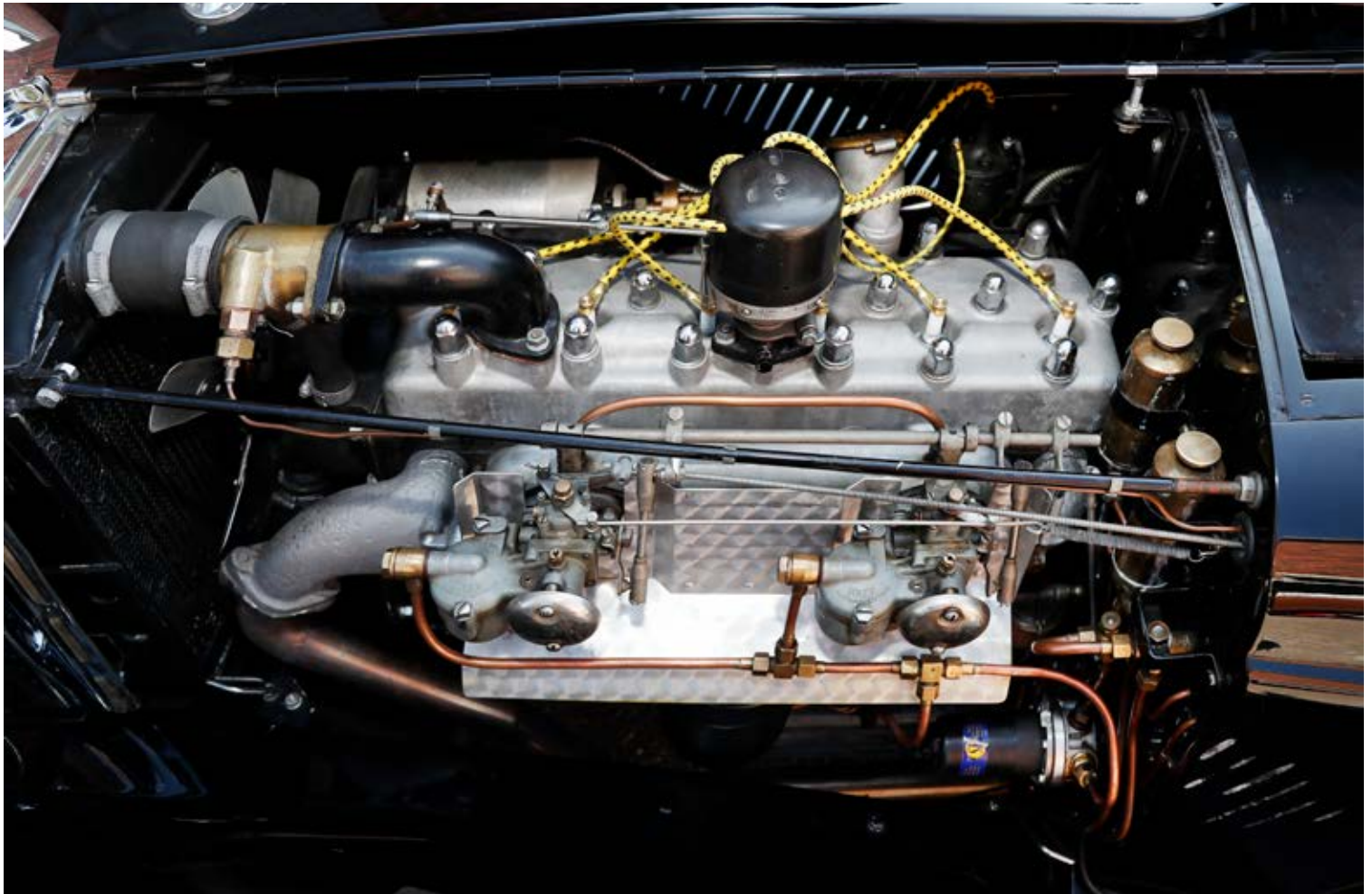
The photographs in this story were taken as part of a shooting for a Swiss automobile magazine. Credit: Vesna Eskola, auto-illustrierte.

Editor: Thank you Philipp for contacting our club and sharing this wonderful story. It is pleasing to know that this S.S.90 is in safe hands for the future.

S.S. 90 - "Captain Black" Revisited



S.S. 90 - "Captain Black" Revisited



S.S. 90 - "Captain Black" Revisited



Jaguar Daimler Heritage Trust - On this Day (February)

On 2 February 1923 two Brough Superior SS80 motorbikes were delivered to Swallow so they could attach Sidecars for the 1923 Motor Cycle Show in London.

The Model 4 Super Sports sidecar was the most popular of all the sidecars produced by the company during the Blackpool years. The pointed tail was unique to the Model 4 but like the earlier Model 2, was made from aluminium panels on an ash frame. Weight was kept down to about 80 lbs, which William Lyons thought was important, as many of their competitor's sidecars were too heavy for the motorbikes of the day.

Both Walmsley and Lyons were keen motorcyclists in their youth and owned a variety of machines, but the Brough Superior was their favourite. A Brough, originally owned by Lyons, is reported to be still in existence. These bikes, often known as 'the Rolls-Royce of motorcycles', were the products of George Brough of Nottingham. ■



William Walmsley on SS80 Brough Superior motorbike, and William Lyons in the Swallow side car. King Edward Avenue, Blackpool 1923.



On 8 February 1985 Sir William Lyons died at his home (Wappenbury Hall) aged 83. His wife Greta, Lady Lyons, died the following year.

Jaguar Daimler Heritage Trust - On this Day (February)

This car was found in a very sorry state in 1994 by Gavin Head who, understanding its importance as a Swallow bodied Wolseley, bought it and started its restoration. In 2003 the Jaguar Daimler Heritage Trust managed to convince Gavin to part with the car and finished the restoration to fill a gap in the history of the evolution of the Swallow cars.

The Wolseley Hornet and later the Hornet Special with Swallow bodies were a milestone in Swallow history. These were the first true sports cars that William Lyons of Swallow had offered, and were also his first six-cylinder cars.

Two Swallow bodies were offered, a boat-tailed two-seater, and this four-seater costing £225. Both were very stylish and came in a wide variety of bright colour schemes. Around 324 Hornets and 206 Hornet Specials were bodied by Swallow. ■



On 10 February 1932 the Trust's 1932 Wolseley Hornet Swallow Tourer was built.

[On the evening of 12 February 1957](#), a ferocious fire broke out at Browns Lane Jaguar Plant destroying hundreds of cars.

The majority of cars destroyed included XK140's, Mark VIII's, Mark I's and nine of the twenty-five XKSS that had already been completed or were semi-completed. (Most of the surviving 16 XKSS's were exported and sold in the US).

Almost 3.5 million pounds worth of damage occurred and nearly half the main factory destroyed. Fortunately,

no heavy plant had been lost as the fire had mainly effected the service, trim and final test areas. Had the fire reached machinery, it may have taken months or even years to replace.

Jaguar were inundated with offers of help from suppliers, building contractors, and fellow manufacturers including loans of plant and equipment. Employees rallied to the cause with shovels and anything they could lay their hands on to clean up the mess.

The task of rebuilding started within 48 hours of the fire and tarpaulins were erected to provide temporary protection for employees. Within 9 days production on a limited scale had recommenced, and within six-weeks the lines were humming again as the firm struggled to meet demand. The fire did however delay the release of the XK150.

All vehicles and components damaged in the fire were totally destroyed to prevent any items being sold to the public. ■



On 12 February 1957 a ferocious fire broke out at Browns Lane damaging half the factory. Goto video: [Jaguars Come Back Fighting \(1957\)](#).

Jaguar Daimler Heritage Trust - On this Day (February)

After a period of great expectation, the X-TYPE was unveiled to an international audience at the Geneva Motor Show in March 2001. The X-TYPE was the youngest member of the expanding Jaguar family. It was Jaguar's first entry into the compact sports saloon market. The X-TYPE was the smallest-engined Jaguar for thirty years, since the classic 2.4 litre and Mark 2 models of the 1950s and 1960s.

The X-TYPE featured an innovative technical specification. There were five different versions available including the all-wheel drive model which offered agile handling and sure-footed road holding. The car was built in Jaguar's totally refurbished Halewood plant, located on Merseyside in the north-west of England, the result of an investment of £300 million.

With the X-TYPE, Jaguar connected with a new and different type of customer. ■



On 15 February 2001 the first production X-TYPE was built (X1 TYP). The car was delivered to the Jaguar Daimler Heritage Trust for preservation.



On 15 February 1978 this Squadron Blue car was the very last XJ12 2-door XJ Coupé to be built. This car is now part of the Jaguar Daimler Heritage Trust.

The idea of making a two-door pillarless version of the XJ saloon had surfaced very early in the car's development as Jaguar became aware of the growing American market for hardtop cars in the 1960s. Indeed, early XJ6 styling models were all two-door cars.

Built on the short wheelbase floorpan from the original Series 1 saloon, the distinguishing feature of the two-door coupé was the pillarless window style with no doorframe or B-post. The doors were four inches longer than the standard saloon front doors. Further changes included folding front seats to allow access to the rear. All production coupés featured a black vinyl roof covering, and the XJC badging on the boot lid.

At that time the Jaguar XJ 5.3C cost £11,755, with an extra £321 for the Kent light alloy wheels. ■

This SS Airline is one of the best-known and most well-preserved remaining examples. It was delivered new in March 1935 to a Captain S Clough. After passing to a second owner in 1948, the car was bought in 1984 by the History of Jaguar Museum who had the car fully restored. The car was subsequently purchased by Jaguar Daimler Heritage Trust.

Like many other cars of the period, the Airline paid lip service to the then current fashion of streamlining and also reflected the Art Deco style.

It has been said that William Lyons did not personally like the model, and the Airline has been attributed to the influence of William Walmsley, Lyons's original partner, who would soon leave the Company.

Whatever, it is without doubt the most striking of all the different SS1 body styles, with many unique features, such as the twin wing mounted spare wheels. ■



On 16 February 1935 The Trust's SS1 20hp Airline, AWR 564, was built. The Airline was only in production for two years from 1934-36, during which time 624 were built. Now only a handful exist including Malcolm Adamson's car (currently under restoration).

Jaguar Daimler Heritage Trust - On this Day (February)

WHP 205J was one of the earliest E-type V12 cars built. It was the tenth right-hand drive 2+2 coupé by its chassis number and was registered on 19th February 1971.

The car was originally part of Jaguar's press fleet. It had its moment of fame when it was used with a Jaguar jet fighter to create some dramatic photos! It has been retained as part of the Jaguar Daimler Heritage Trust collection ever since.

Early in 2020 the Jaguar driver, Tony Bell, from the Jaguar fighter photoshoot came in to see us at the Collection Centre and told us about his day out filming. He was just told to take the car to an airfield for a photo call and follow the instructions. After various passes and photographs Tony asked the pilot how close he could get to the roof of the car. "How thick is the paint?" came the reply! ■



On 19 February 1971 The Trust's Series 3 E-type V12 2+2, was registered WHP 205J. The car was used for a promotional photo shoot with a RAF Supercat JAGUAR Fighter.



On 22 February 1989 The Trust's 4x4 turbo prototype XJ-S was registered.

This is one of three development XJ-S's built with four-wheel drive. This one has a turbo-charged engine and was used as a test bed for the ill-fated XJ41/42 (F-Type) planned to replace the XJ-S.

The XJ41 had a protracted gestation period, and one of the problems was that the weight continued to increase. So it was decided to use a turbocharged AJ6 engine instead of the V12. The next problem was that the power was generating too much wheel spin, so it was decided to adopt four-wheel drive.

Three different XJ-S four-wheel drive cars were built including this manual car with twin Garrett turbochargers and an alleged 400 bhp. The conversion was very complicated and inevitably involved many changes to the car. Sadly, in 1990 it was decided to cancel the XJ41/42 project, so this intriguing XJS development car was made instantly redundant. ■

At the launch of the E-type at the Geneva Motor Show in March 1961, two cars served as press demonstrators. One of them was this car, 77 RW, built in February 1961 as the first production open two-seater.

It was famously driven out to Geneva in a dramatic 17 hour overnight run by Norman Dewis, then Jaguar's Test and Development Engineer. 77 RW was later used by The Motor for their road test, published 22 March 1961 and it is now the oldest surviving open E-type.

Originally the E-type was available either as an open two-seater, or as a fastback fixed head coupé. Both cars shared the same basic structure, a monocoque with a front subframe, and were powered by a 3.8 litre version of the proven Jaguar XK engine, developing 265 bhp. ■

The E-type's looks were sensational, and it quickly became a symbol of the 1960s. Thanks to its unbeatable combination of price and performance, offering a top speed of close to 150 mph (241 km/h) at little more than £2,000, it became an instant success, particularly in the vital American market.

In 2000, Mr Michael Kilgannon, the long-term owner of this historic car, kindly put 77 RW on permanent loan to the Jaguar Daimler Heritage Trust. The car was then completely restored with the generous assistance of the Martin Robey Group (manufacture of parts for Classic and Modern Jaguars). ■



On 24 February 1961 the first production E-type roadster 77 RW was registered.

Compact Register - South Coast Drive

The Compact Register enjoyed a mystery day out, beginning at Marion before a quick pick up stop at Sellicks Beach and then morning tea at the Yankalilla Bakery.

It was only after morning tea that the drivers were told where 'Lunch With A View' was. Through the pretty Inman Valley to the Victor Harbor Golf Club, with many members saying they had never been through that way before.

Lunch certainly came with a spectacular view of the Bluff and Granite Island and a number of people playing golf. The food was delicious and the company very friendly and it was lovely to welcome some visitors.

Of course, there had to be at least an obligatory look under a bonnet (even though there was nothing wrong).

It was great to see a variety of cars, including three Daimlers.

David and Angela Rogers



Club members had a good run Victor Harbor. Nice to see all the compacts out together.



Compact Register - South Coast Drive



It makes that funny sound. You know....like when you put a pair of tennis shoes in the clothes drier.



“Coffee & Chrome” Mannum



The Jaguar Drivers Club has a surprising number of members who reside in the delightful river town of Mannum.

So “On Any Given Sunday” (to borrow a line from the movies) you can see Jaguar motor cars cruising the area, especially on the last Sunday of the month where not just our Jag club members but other enthusiasts have organised a *COFFEE & CHROME* at Arnold Park.

This is a good location with shade if your quick, you can watch the ferry cross the river and admire the fabulous paddle wheelers berthed at the bank.

Background

Now a bit of background as to how the Jaguar Drivers Club came to invade Mannum on Sunday 31st January this year.

While enjoying a meal at the Police Club one first Tuesday in the month last year I mentioned to Roland if it was possible to engineer my XJ 6 which had been made gas only to dual fuel.

His answer “we can do that” the we being his mates Don and David. These guys have a lot of skill and are generous to a fault and my Series 3 XJ6 is now dual fuel.

Whilst in Mannum one afternoon the Coffee & Chrome event was discussed, the last event had fielded a large contingent of Holdens.

The thought was at a future day could we get some Jags to Mannum with any luck maybe ten from Adelaide together with our Mannum cars possibly we could field fifteen.

The Planning

We ran the plan past Bob our register secretary who gave us the green light then the planning began.

Paul and I were to organise a route from Adelaide to Mannum, which we did avoiding the beaten track of the twisting Chain of Ponds road. Some of the girls indicated this was not their bag, and I always listen to women.

(Continued on page 33)



“Coffee & Chrome” Mannum



(Continued from page 32)

Roland, Don and David sorted the Mannum end, with a value plus lunch at the Mannum Club and a visit to Aussie Apricots where we were to learn about apricots and look at a great collection of muscle cars together with some outstanding veteran and vintage vehicles.

The Run to Mannum

Talk about veteran cars. Don Tamblyn drove his 1904 Renault to Arnold Park where the girls had their pictures taken, looking resplendent wearing a fox fur I had borrowed from a friend in Adelaide.

As we keep telling the girls it's not all about cars.

To say we were delighted when fifty plus Jaguars parked in Arnold Park would be an understatement, XK 120's 40's, 50's, E-Types, XJ-S and the faithful XJ6's

JDCSA flags flying, the Mannum boys could not stop smiling.

My thanks to Steve Weeks who got right behind us and led twenty cars from Balhannah, thanks mate.

Local Support

The JDCSA had an impact on Mannum, given our visit to the coffee shops, a happy group of 109 people at lunch in the Mannum Club and the tills ringing at Aussie Apricots.

I am sure the business's caught a break after difficult times last year.

The best part for me was to enjoy a coffee and a drink with our members, a lot of laughs, guess that's what it's all about.

Look forward to catching up again at Phil's Presidents Picnic in March.

Trevor Norley.

PS – Still a lot to do in Mannum. Plans on the drawing board - stay tuned.

Editor- thank you Trevor. Sounds like another great day in paradise.



British at the Bend

Adelaide Exotic Spotting (20,000+ members) wrote the following article on the first British at the Bend event and mentions the great display JDCSA put on. Whilst many missed the casual, relaxed atmosphere of All British Day at Echunga the opportunity to see E Types, F Type, S Type, XJ-S and an XJ6 (sprinter), at full noise on the track was a great replacement.

Adelaide Exotic Spotting

Due to the cancellation of All British Day, The Bend Motorsport Park picked up the pieces and hosted their own version of the event, a version where attendees could hit the track as well as the usual Show and Shine.

The Show and Shine area took place in the general paddock area behind the pits. In this space, maybe 100 cars were on display, much smaller than the 800 or so cars that All British Day attracts but a very nice selection none the less.

Among these, a range of modern and classic vehicles from the likes of Jaguar, Bentley, Lotus, MG and many more. Of the highlights, this newly finished Jaguar C-Type recreation; taking part in what I believe was its first event since completion.

You can't have a British automotive show without the great Jaguar E-Type. Several E-Types made the trip, with multiple in both the Show and Shine as well as competing on track. Always a special sight but made even more special on this occasion with the E-Type celebrating 60 years next month!

One of the more common faces of the event was the Jaguar XJS. Generally, a rare sight on the roads, they were almost at Commodore levels at the Bend.

Another rare beauty was the first-generation Aston Martin Vanquish S. Sitting alongside the new Vantage, it provided a good perspective of how design at Aston Martin has evolved without changing their iconic shape. Later on, in the day, a stunning Aston Martin DB6 rocked up!

In terms of modern British cars, a Lotus Exige 410 S was one of the highlights. Finished in Lotus's stunning yellow, it was hard to not be mesmerised by it.

Inside the Welcome Centre, the British themed continued. Sitting centre stage, the stunning Jaguar XJ220. Once the world's fastest car, the iconic beast is

capable of 542 horsepower and a top speed of 341 km/h. Interestingly, the car got its '220' name as it was anticipated to reach 220 miles per hour. However, the final car was only able to reach 213 miles per hour; enough for the Fastest Production Car title but not the number they were aiming for.

Lurking behind the 220, lay another British beast, the McLaren Senna GTR! Part of The Bend's new Pit Lane Garage which essentially acts as a trading house for rare exotic cars, it is one of just 75 GTRs produced and one of two that made it to Australia.

Also, in the Welcome Centre, another McLaren Senna, an Aston Martin DB6, Mercedes-Benz SLS AMG, Aston Martin Vanquish and a whole lot more.

It was a good first-time event and good to see some older British cars hitting the track. It would have been good if some of the Welcome Centre cars went out for some demonstration laps, watching the Senna GTR and XJ220 on track would have been an incredible addition to a good event.



Yes! There is now a Jaguar XJ220 on display in South Australia (The Bend). It's been over 15 years since we last saw a XJ220 here. That was during the 2005 Classic Adelaide.

British at the Bend

Here's a list of Jaguars that registered for the event.

- Aaron Smith: 1992 Jaguar XJS Red
- Andrew Fraser: 1962 Jaguar E Type Red
- Bryan O'Shaughnessy: 1988 Jaguar XJS V12 Coupe Burgundy
- David Appelbee: 1988 Jaguar XJS Black
- David Cocker: 1986 Jaguar XJSC Cobalt Blue
- David Stewart: 1935 Jaguar Special Blue
- Donald Tamblyn: 1967 Jaguar Mk 2 Blue
- Evan Denning: 1969 Jaguar E-type Opalescent Silver Grey
- Fred Butcher: 1961 Daimler SP250
- Garry Beck: 1992 Jaguar XJS Coupe White
- Gary Dodd: 2018 Jaguar F-Type R-Dynamic Black
- Gordon Thorpe: 1976 Jaguar XJ6 Maroon

- Graham Franklin: 1992 Jaguar XJR-S Flamingo Red Metallic
- Ian Trethewey: 1951 Jaguar Mk 7 Black
- Ian Wilson: 1982 Jaguar XJS White
- John Whittaker: 1969 Jaguar E Type Blue
- Mal Jonas: 2015 Jaguar F Type Roadster White
- Martin Dane: 2000 Jaguar XKR Green
- Michael Wilding: 1947 Jaguar Mk 4 black
- Paul Duncalf: 1969 Jaguar XJ6 Series 1 Blue
- Paul Harrland: 1969 Jaguar E Type Blue
- Paul Kuhlmann: 2003 Jaguar S-Type V8 Silver
- Peter Beaumont: 1967 Jaguar E Type Roadster British Racing Green
- Peter Bell: 1969 Jaguar E Type White
- Peter Shurven: 1947 Jaguar Mark 4 Maroon

- Prue Boland-Appelbee: 1976 Jaguar Red
- Ray Finch: 1952 Jaguar C Type (Recreation), British Racing Green
- Richard Smith: 1954 Jaguar XK120 Red
- Robert Stewart: 1998 Jaguar XKR 100 Meteorite
- Robert Welch: 2019 Jaguar F-Type Caldera Red
- Roland Donders: 1983 Jaguar XJS Blue
- Steven Connell: 1971 Jaguar XJ6 White
- Thomas Herraman: 1966 Jaguar E-Type Gunmetal Grey
- Tim Appelbee: 1971 Jaguar XJ6 White
- Vinicio Piscino :1965 Jaguar E Type Red

Editor - More photographs are included on the following pages. Cars on display were not spread out as well as they could have been and getting good photographs was not easy. Apologies if your car has not been included.



L-R: Vin Piscino, 1965 E Type Series 1, Evan Denning 1969 E-Type Series 2, Tom Herraman, 1966 E-Type Series 1. Not surprisingly the E-Types looked and sounded terrific whizzing around the tight circuit. Also driving the red E-Type was Vin's son Justin. The car was successfully driven across 8 sessions! All three cars successfully drove to the track, completed the track day and come home safely. Jaguar reliability.

British at the Bend



Roland Donders, 1983 XJS HE 5.3 Litre V12 Coupe



Peter & Pamela Beaumont, 1967 Green 4.2 litre E-Type (S1.5)

British at the Bend



Mal Jonas and Annie Lowe, 2015 Jaguar F Type Roadster



Peter Drake, 2011 Jaguar XF 3L Diesel Sedan



Richard & Carla Smith, 1954 Jaguar XK120 SE Drop Head Coupe



Robert Stewart, 1998 Jaguar XKR 100 Coupe



David Stewart, 1935 Jaguar Special

British at the Bend



Ray Finch with his newly finished 1952 Jaguar C-Type recreation



Vin and Justin Piscino, 1965 Series 1 E Type



David & Robyn Cocker, 1986 Cobalt Blue 5.3 litre V12 XJ-SC Cabriolet



Donald Tamblyn and Bronte Elliott, 1967 Jaguar Mark II



Paul and Julia Harrland, 1969 Jaguar E Type Series II Roadster.

British at the Bend



Charles Bodman-Rae, 2001 Silver 4.0 litre XK8 Convertible

Robert and Robyn Welch, 2019 Jaguar F-Type Caldera Red Coupe



John and Robyn Whittaker, 1969 Jaguar E Type Series II Coupe



Gordon Thorpe, 1976 Maroon Jaguar XJ6 Series II



Fred Butcher, 1961 Daimler SP250 V8

Andrew Butcher, 1977 Green Sand Daimler Sovereign XJ-C

British at the Bend



David Appelbee, 1988 beautifully prepared and modified XJ-S V12 manual.



Evan Denning, 1969 Series 2 E-Type. Evan participated the "Track Option" for four 20 minutes sessions around the 3.41km circuit.



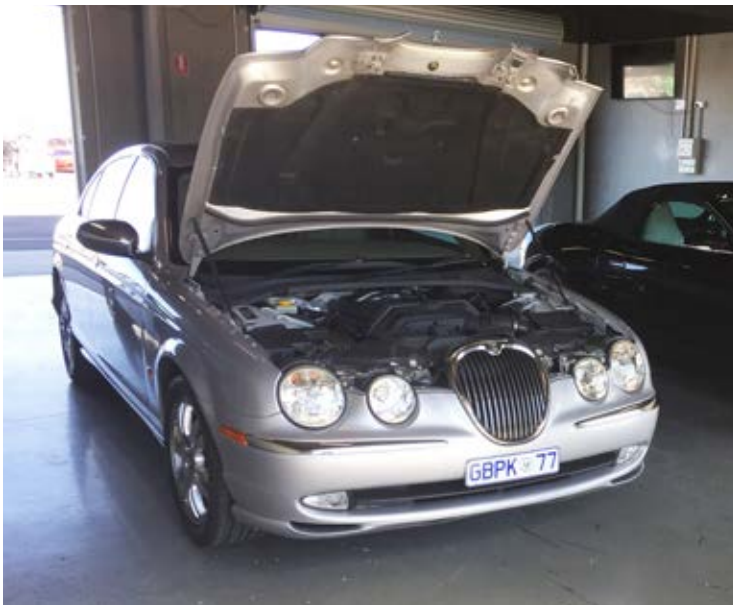
Peter Bell, 1969 Jaguar E Type Series 2 Coupe.

British at the Bend



Richard & Aaron Smith, 1992 Jaguar XJS "Facelift" 5.3 litre V12

Bryan & Anne O'Shaughness, 1989 Burgundy XJS V12 5.3 Litre Auto



Paul Kuhlmann, 2003 V8 S-Type



Robert Beaumont, 2013 F-Type, 5.0 litre Supercharged V8



Ian Trethewey immaculate 1951 Jaguar Mk VII looked terrific driving around the race track during his "Track Cruise".



British at the Bend

Apart from the “Show & Shine Vehicle Display”, some of the cars also participated in a “Track Cruise” that included drivers (and passengers) on a controlled drive on 7.77km GT circuit.

There was also a “Track Option” for 4 x 20 minutes sessions around their 3.41km West Circuit, in a non-competition format. Jaguars included Robert Beaumont in his F-Type, Paul Duncalf from Victoria in his 1969 XJ6 Series 1 race car, Paul Kuhlmann in his 2003 V8 S-Type, and E-Types of Vin and Justin Piscino, Tom Herraman and Evan Denning.



Tom Herraman in his 1966 Series 1 E-Type followed by Paul Kuhlmann in his very quick V8 S-Type.



Vin and Justin Piscino in their 1965 Series 1 E Type and Robert Beaumont in his F-Type about to go out on the track. Robert reached 235km down the main straight in his 5.0 litre supercharged V8 F-Type.

British at the Bend



Paul Duncalf from Victoria with his 1969 XJ6 Series 1 race car. Just before the event the SA Govt. announced that the border was closing with Victoria, and so Paul loaded up the car on his enclosed trailer and headed over, just in the nick of time. The car sounded magnificent.



Father and son, Vin & Justin Piscino shared the race track in their red 1965 E Type Series 1, successfully driving eight 20 minute sessions! Vin and Justin will be participating in the car again at next month's Adelaide Rally.

Around the Market - D Type Replica's For Sale

Editor- I have no idea how many Replica D-Type's there are, but I recently read an article stating that Worldwide, there have been more than 1,500 "Replica C-Type's" built! Goodness knows then, how many Replica SS-100's and D-Type's have been fabricated? One would deduce - lots more. Many commentators believe it has got out of hand and understand why Jaguar, Ferrari, Mercedes and the like are clamping down on what they consider to be a breach of copyright. It is probably about 30 years too late. Anyway, if you are looking for a Replica D-Type, there are currently two for sale in Australia via Carsales



1984 Jaguar D Type Replica. 4 speed manual (moss box) 3.4 litre, 3,220 km. \$199,990 (Dealer - Victoria).

Built by Tempero New Zealand in 1984 under instruction by an Auckland businessman. The car has had two other owners, the last having the vehicle in storage for the past 20 years. This Replica has competed in various historic racing meets around New Zealand before being placed in storage. The body is hand formed all aluminium which replicates the style of the short nose cars. The car has full Smiths instrumentation as well as a tool roll and matching spare wheel.



Jaguar D Type Replica. 4 speed O/D manual 4.2 litre, 1,630 km. \$335,000 (Private seller - Victoria).

Built by Tempero NZ. Build date not supplied. Fitted with 4.2 litre XK engine with 4 speed + overdrive gearbox. Correct Dunlop styled 'knock-off' wheels with spare tucked neatly away in the rear compartment. Faithful hand made aluminium body with Smiths instrumentation, authentically represented in miles (not km). The car is registered on Club plates and with all paperwork and documentation in order. Same owner for last ten years, driven sparingly, not raced but setup to be enjoyed at the best vintage racing and club events.

Around the Market - Shannons Auction

2021 Shannons Summer Timed Online Auction (closed 23rd February)



1993 Jaguar XJ-S V12 6.0L Coupe. Australian delivered, only 2 owners. 63,039 km. Estimate \$44,000 - \$52,000. **Sold for \$66,500**



2002 Jaguar XKR 4.0L V8 'Supercharged' Convertible. Stunning condition throughout. Estimate \$44,000 - \$50,000. **Sold for \$65,000**



1983 Jaguar XJ-6 S3 Sovereign. Unused for past five years. Ready for refurbishment. No reserve. Estimate \$8,000 - \$10,000. **Sold for \$5,200**



1980 Jaguar XJ-S V12. Built as replica of 1985 Bathurst racer. Built around a 1980 road car. Estimate \$34,000 - \$42,000. **(Passed In)**



1966 Jaguar Mark II 3.8 manual o/d. Australian delivered. Early restoration. No reserve. Estimate \$40,000 - \$50,000. **Sold for \$50,000**



1969 E-Type S2. Australian delivered. British racing green. 4,000km since restoration. Estimate \$180,000 - \$240,000. **Sold for \$244,000**



Tool Box - Jaguar MKII In-Wheel Tool Box. No reserve. Estimate \$800- \$1,000. **Sold for \$1,500**



1936 Bentley 4¼ Litre 'Barker' Saloon. Remarkable original condition. Interesting history. Estimate \$90,000 - \$110,000. **Sold for \$115,000**

1st Sunday

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

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

Gepps Cross “Coffee and Classics” - 8.30am to 10.30am, Gepps Cross Homemaker Centre.

Murray Bridge “Coffee and Cars” - 8.00am to 10.00am, Coles Carpark, Murray Bridge.

McLaren Vale “Coffee n Cars in the Vale” - 8.00am to 10.30am, Central Shopping Centre, Main Road.

2nd Sunday

Golden Grove - “Northside Coffee & Classics”, 8.00am to 10.30am, Grove Shopping Centre, opposite Ultra Tune.

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

Victor Harbor - “Cars and Coffee” 8am to 10.30am, McDonalds, Hindmarsh Road Victor Harbor.

Mt Barker - “Cars and Coffee” - 8.00am to 10.00am, Homemaker Centre, 6 Dutton Road, Mt Barker.

Gawler - “Machines & Caffeine” - 8.00am to 10.30am, Hudson Coffee, Commercial Lane Gawler.

3rd Sunday

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

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

Modbury Triangle ‘Pancake & Chrome’, 7.30am to 10.30am, The Pancake Kitchen, Modbury.

Angle Vale “Super Sunday Get Together”, 8.00am to 10.30am, Angle Vale Shopping Centre, Heaslip Road.

4th Sunday

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

Last Sunday of Each Month

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



Jaguar Ambassador Ash Barty and 2019 French Open Tennis Champion with a Jaguar F-PACE ([Watch the video](#)).

FOR SALE: 1948 Mark 4 Saloon

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

Price: \$52,250 ONO

Please contact Joanne Mawett on 0419 866 637



FOR SALE: 1973 XJ6 4.2L Saloon

- ◇ Fitted with a 1976 Daimler motor.
- ◇ The car was previously restored.
- ◇ Fitted with genuine Simmons wheels.
- ◇ The owner is not a mechanic and so when he had problems he retired the car to his back yard.
- ◇ More photos available

Price: Has been offered \$1,500 from a wrecker.

Please contact Kim Webster on 0410 052 202



FOR SALE: 1984 XJS Jagua

- ◇ Owned for 17 years. 184000km and is totally original.
- ◇ Has been stored in a garage for 6 years and was running perfectly with good oil pressure and no issues prior to storage. Have service history & manuals.
- ◇ Body is excellent with no rust. Never been involved in an accident. Interior & woodwork is in near perfect condition.

Price: \$11,000

Contact Rob Kennedy 0466 362 816



FOR SALE: 1963 S-Type Auto

- ◇ Owned for 25 years, drives very well..
- ◇ Mechanically very good. BW65 gearbox. Maintained by Geoff Mockford. No expense spared in maintenance.
- ◇ Original paint, some rust in rear RH door. Original interior, rear seat almost pristine. Near new headlining.
- ◇ Engine overhauled when I purchased the car. Travelled reliably for 50,000 miles in my ownership. Ideal to drive as is, or as a rolling restoration.

Price: Best Offer

Contact Stephen Wade on 8388 5582



FOR SALE: 1951 Mark 7

- ◇ Commenced restoration but can no longer continue.
- ◇ I am a motor body builder by trade. The body and chassis have been sand blasted and etched.
- ◇ Rust in the lower quarter panels and roof have been repaired. Sill panels Replaced.
- ◇ There many spares - 4 doors; 4 front mudguards; 2 bonnets; 2 boots plus others. (No photographs).

Price: Negotiable.

Please contact John Lueders on 0405 605 566

FOR SALE: 1986 XJ6 Engine & Transmission

- ◇ 120,000 km.

Price: \$500 for the lot.

Phone Desmond on 0411 781 880 or 08 8556 3354

60th Anniversary Celebration - Sunday 21st March

60th Anniversary Celebration - Sunday 21st March, 2021

Hello E & F and GT Register Members.

Firstly, thank you to all those who attended our Summer BBQ in January. It was great to see so many members in their Jaguars. I believe it was the largest turnout at a Register event since the E-Type's 50th Anniversary which was ten years ago!

XK's, F-Types, E-Types, XJ-S's and V12's were all well represented and shows the diversity of our Register. A special thank you to Geoff Mockford for providing what many people have described as the perfect venue.

I would also like to thank those who masked and gloved up to responsibly

serve our lunch. Thank you to those members who contributed with their homemade desserts which were very popular. I was very pleased to see our Club Patron Mr Peter Holland and his wife Ros attend our function.

March 2021 represents the 60th Anniversary of the Jaguar E-Type type which was introduced to the world at the 1961 Geneva Motor Show.

To celebrate this milestone all South Australian E-Type owners are invited to bring their cars to the Torrens Parade Ground (entering off on Victoria Drive Adelaide) on the morning of the 21st of March 2021. This will be a leisurely catch up with other E-type owners and the cars will be placed in a display to take a commemorative photo.

Mid-morning, we will depart the Torrens Parade Ground in a convoy heading to the JDCSA President's Picnic at the National Motor Museum.

In the coming weeks we will be releasing event timings and the route, so stay tuned. You will also need to register for this event and separately for the "President's Picnic" via tidyHQ Events.

I look forward to seeing many of you next month.

Regards
Tom



Jaguar E Type 60th Celebration - Sunday 21 March 2021

Sun, 21 Mar 2021

08:00 AM - 10:30 AM

THIS MEETING REMAINS SUBJECT TO ANY CHANGES IN COVID - 19 RESTRICTIONS

YOUR REGISTRATION BY "TICKET" IS MANDATORY FOR ATTENDANCE

Once you have read all information below including the COVID 19 Club Guidelines

please [GET TICKET](#) to register for this event.

(YOU DO NOT NEED TO PRINT YOUR TICKET)

All Jaguar E-Type custodians in South Australia are invited to celebrate the Jaguar E Type 60th anniversary.

Unfortunately due to Covid restrictions this is a private event and we can not accomodate general public spectators.

8.00am to 10.00am Muster at the Torrens Parade Ground via Victoria Drive. Please have your phone ready to scan the QR Covidsafe Code on arrival.

10.00 am Commemorative photo of all E-types in attendance

10.00 am to 10.30 am Depart - Route to be provided on the day

11.00 am to 11.30 Arrival at the National Motor Museum Birdwood for the JDCSA President's picnic. Please register for this event separately.

[GET TICKETS](#)



Torrens Parade Ground, Victoria Drive, Adelaide SA

Torrens Parade Ground, Victoria Drive, Adelaide SA

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

A fantastic turn out in the warm conditions for our February E, F & GT Register meeting. Thanks to Gary Scalamera for once again opening up his warehouse. And yes, the last photo is a Tesla with a group of Jaguar enthusiasts looking over it! A sign of things to come with Jaguars announcement about moving to a full EV range.

I now have a huge appreciation for the time and patience it takes to prepare a car for a track day. Well done to all our register members who participated on the track and in the "Show and Shine". The Bend also put an XJ220 on display which was an amazing surprise. It's been over 15 years since we last saw a XJ220. (Here (during the 2005 Classic Adelaide).

My three years as register secretary is coming to an end in a few months. If you have any interest in taking on the role for the next three years please speak to me.

See you next month for the E Type 60th Celebrations.

Tom Herraman - etyp@jdcsa.com.au - 0428616423



SS, Mk IV, Mk V Register



Minutes of meeting held at the home of Bruce and Ann Fletcher Wednesday 17th February 2021.

Previous Minutes:

The Minutes of 28th of October 2020 were accepted as a true record of the meeting. The December 2020 Newsletter was Noted.

Present:

Bruce Fletcher, Bob Kretschmer, Malcolm Adamson, Jack Richardson, Des Brown, John Lewis, Brenton Hobbs, and Antony Veale,

The meeting was preceded by a meal at the Gawler Arms Hotel where we were accompanied by Ann Fletcher, Bronnie Veale & Mary-Anne Hobbs.

Apologies:

David Rogers, David Adamson and Robert Paterson.

Special Note: The event was another Trial Evening Meeting, 3rd Wednesday of the month. See also Clause 7 below.

Correspondence:

- Bob received a direct email request from a person claiming to be a JDCSA member, seeking help for seating in a MkV. The Club Membership Secretary advised that the person concerned is not a member. The matter was dropped.
- A long email was received via the Club 'daimlers@jdcsa.com.au' from Sweden re a "Shock Court Ruling - Jaguar Land Rover wins rights to the 1951 C-type - far reaching consequences for the whole replica community". Because of the alleged consequences the message was copied to Register President Bruce.
- The CM Editor Graham counted with a copy of an Announcement from Jaguar Land Rover refuting the Claims & identified many mistakes in the original Statement.

SA/Vic Border Run 2022:

Responsibility is Victoria, normally November, no further news, stay tuned. We hope Ross's 1 ½ L restoration will be ready!

Combined States Border Run 2022:

No further news - stay tuned for advice re Cowra NSW, September 2022.

Welfare:

- Des Brown is having new troubles with his legs.
- Jack Richardson has recovered from a recent hospital stay.
- Bruce & Ann will be caravanning all of March.

JDCSA:

- See the new CM issue for details.
- Resumption of General Meetings, especially the Club requirements for COVID social behaviour.
- The Executive has relieved the SS Register from the General Meeting Supper Roster.
- CM Editor Graham issued an email to our Register dated 17 Feb. 21. Because of the pertinence, the message is quoted in its entirety-

Hi Bruce, I mentioned to Bob that there are a number of car events coming up that Register members may decide to attend. I have attached details. My suggestion is that if a number of Register members are attending an event, the Register could make a club event out of it by organizing a meeting point (for possible coffee/breakfast/or not and then driving in convoy to the event. By advertising it as an event, Phil would as normal send out an upcoming event email to all SS/Mk1V & MkV owners of which there are about 30 members. It may encourage more of these Register members to become involved. Also, if other members were going to attend the event anyway, they could and probably join in. The Register could do the same for other Club Events such as the President's picnic. Just a suggestion. Have a good meeting. Kind Regards, Graham.

Attachments: Copper Coast Classic Cavalcade Sunday 23rd May; The Gawler Veteran, Vintage & Classic Vehicle Run Sunday 11th April; JDCSA Events Calendar For March & April; Vintage & Classic McLaren Vale Sunday 18th April. All Very Relevant - Thank You Graham.

Additional Comments. Regarding the concept of members attending an event, meet at pre-arranged place for coffee etc, then convoy drive to say a lunch, picnic or hotel. All of the active SS Register members are also members of the JCCC & that is what actually happens for the monthly outings & caters for most of our social needs. 2 members do not have a qualifying vehicle but do have other Jaguar (s). 6 members have a qualifying car plus other Jaguars & also participate with other Registers. There is scope for SS Register members to join another Register for a social outing. Several members also belong to Clubs other than Jaguar. At least one member also attends motor cycle Runs. Graham mentions that the Club has about 30 members having an SS, Mk1V or a MkV vehicle. Register

Secretary Bob K list of Active members has 11! Bob K will contact the Club Membership Secretary for a list of the 'missing people'.

5. Technical & Parts:

◇ 1. Restoration Projects:

SS Airline; Malcolm Adamson:

The team was invited to Bruce's No.1 workshop to inspect the recent important advances. The body has been fitted to the chassis & the combined unit is presently with the upholsterers. Work in progress - dashboard instruments fitted & electrical wiring advanced. Malcolm had just taken delivery of the grill & radiator shell from the chrome-platers. Very impressive.

1 ½ Litre Sedan; Ross Rasmus:

Work on the 1 ½ Litre has been put on temporary hold while repair work on his MkV cooling system is carried out. Several brake rod connection rubber gaiters have failed prematurely.

MkV David Rogers

Report not received at time of meeting

◇ 2. General

- Antony Veale is having the old-style trafficators made operational with new electric components. Antony said that he would like to see a Booklet prepared which included all the helpful ideas developed by members over the years.
- Several members would like to see a recent summary of tyres as fitted to several local & one Vic. 1 ½ L vehicles by Bob Kretschmer. (see addendum to July 2018 Meeting Minutes)
- Brenton mentioned some difficulty with steering on his 1 ½ L. Discussion ensued.

6. General Business:

Malcolm tabled Brochures / Entry Forms for the same Events mentioned in Cls. 4 above. Secretary Bob has copies available.

7. SS Register Meeting Dates:

After considerable discussion (again) it was decided to take each month at a time to try and include as many members as possible. The following dates were decided-

- March: Thursday 18th, evening at the home of Bob & Marg Kretschmer. [Bruce will be away so night driving will not be a problem]
- April: Thursday 15th, evening at the home of Antony & Bronnie Veale

Meeting closed at 9.00 pm.

Thank you, Ann for the supper

Bob Kretschmer
Register Secretary

Register Minutes (XJ, Mk10, 420G)

XJ, Mk 10 & 420G Register



Meet Second Wednesday of each month

Minutes of meeting held at 7.30pm on Wednesday 10th, at the Bartley Hotel, West Lakes Shore. Held after a lovely meal at 6.00pm

Present:

David Bicknell, Tom & Marj Brindle, Bob & Daphne Charman, Fred Butcher, Alan & Lorraine Davis, Jeannie DeYoung, John & Claire Evans, Don & Toni Heartfield, Laurie Leonard, Louis Marafioti, Gary Monrad & Oggi Stojanovich, Graeme & Betty Moore, Paul Moore, Trevor Norley, David & Angela Nicklin, Phil Prior, Charlie, Mary & Stacey Saliba, Geoff & Margaret Thomas, Roger Frinsdorf, Borys Potiuch, Chris Michael, Ron & Rosie Bailey and Andrew & Margaret Byles.

Apologies:

Don & Kathy Tyrrell, Peter & Heather Buck, Steve Arthur, John & Claire Evans, Ray & Barb Offe, Robin & Roseanne Bullock.

Welfare:

Bill Browne admitted to hospital for a few days. Heather Buck also in hospital for a few days.

Previous Minutes:

General Business:

1. Phil Prior spoke about the President's Picnic.
2. Moonta Show and Shine - 7th March. Contact Bob.
3. Trip to Riverlands being planned for July.
4. Annual XJ Register Xmas Dinner set for Sat. 11th Dec.2021.

Car Talk

- Roger Frinsdorf: XJ6 running well. Subaru not.
- Don Heartfield: Trouble with fuel pump.
- Charlie Saliba: Bought X300 from N.S.W. Motor U/S. Fixed and running well in 20 minutes.
- Trevor Norley: All good Series 3 air conditioning re-gassed. Thanked the

109 members who attended Mannum last week end.

- Laurie Leonard: Jag going well. Needs a Leaper - Evan has one.
- Geoff & Margaret Thomas: XJ going well thanks.
- Dave Bicknell: New head light in 420.
- Bob & Daphne Charman: New link rods in the 'S' Type. Big Red serviced.
- Phil Prior: Built XJC with Supra 5 speed gearbox. Now changing to a GMT700.
- Jeannie DeYoung: No petrol, No Rego, still on the shelf.
- Ron & Rosie Bailey: Needs driver's side mirror Ser3.
- Louis Marafioti: Off road at the moment.

Our new Social Secretary - Betty Moore drew the count the Jelly Beans in the Jar. 349, won by John Manifold.

Meeting closed 8.10pm.

Next meeting will be at the Bartley Hotel on Wednesday the 10th March 2021.

BOB CHARMAN
Secretary



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Director
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GENERAL MEETING ROSTER 2021

March	XJ, Mk 10, 420G
April	Multivalve Register
May	XK, 7, 8, 9 Register
June	E, F, GT Register
July	Compact Register
August	XJ, Mk 10, 420G

CLASSIC MARQUE

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

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

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

JDCSA - General Meeting Minutes

Minutes of the JDCSA Monthly Meeting Tuesday 2nd of February 2021 at The Police Club, 27 Carrington St, Adelaide, SA 5000

Duty Register: Compact Register

Chairperson: Phil Prior

Present : As per attendance list.

Meeting Opened 7.38pm

Welcome

Philip welcomed everyone to the meeting and reminded people to sign in on sheets in the foyer as per COVID requirements. Michael Pringle has moved to SA and has Jaguars and Daimlers.

Apologies:

Roger and Di Adamson, Peter and Kathy Taylor, Peter and Heather Buck, Gordon and Jeanette Brown, Tony Human and Gabrielle Orford, Robyn and Rosanne, Lesley and John Clarke.

Welfare:

It was reported that Rod Davis has suffered an aneurysm and Doug Harrison is in the RAH with heart issues. Bill Browne is not doing so well. We send our best wishes to them all.

November Minutes:

Unfortunately, these have not been received and therefore cannot be approved by the meeting.

Business Arising: Nil

President

Phil spoke of the COVID sign in requirements for the SA Police Club and all JDCSA events.

An additional 50 club calendars have been printed and are available for collection tonight.

In lieu of the 2020 Jag Day there will be a President's Picnic on Sunday 21st March at the National Motor Museum, with all registrations via TidyHQ. It is a full BYO day but there will be a couple of coffee and strawberry vans attending. A very relaxed day!

Jag Day will be on 24th October – please put the date in your diary.

A booklet 'The First Ten Years' of the JDCSA is available for collection tonight.

McLaren Vale Vintage and Classic is Sunday 18th April with the club attending Paxton Winery. Please register via their website.

It would be great to re-instate guest speakers at our monthly meeting – if you have any ideas please speak to Phil.

The Executive Committee have offered for the SS Register to be removed from the supper roster for general meetings.

Phil advised that he will not be re-nominating for President for the 2021-2022 year.

Vice President:

Fred spoke of the run to Mannum last Sunday. All British Day has been cancelled for this year but they are running a virtual day instead. Please visit their website for details. Shannon's British at the Bend is being held at Tailem Bend in a couple of weeks. Please visit the Bend's website for details and entry form.

Secretary:

Various magazines have been forwarded to Register Secretaries for distribution. A letter has been received from the Salvation Army thanking us for the donation that we made at the end of 2020.

Treasurer:

Provided a written report, advising that all club funds have been transferred to Westpac. Club credit card facilities will soon be available for the purchase of regalia at events.

Membership:

Seven new memberships for February. Looking to host a breakfast for new members in the next few months.

Editor:

Graham shared the contents of the February magazine which was published today. He reminded people to share stories of all our events.

Log Books: Only six books since December. We have approximately 260 books in the club.

ACJC: No report but they have a meeting next week

Event co-ordination: Graham spoke of upcoming events as highlighted in the magazine and our website. Our Web site will be altered to obtain easier access to the Club Calendar

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

MSCA: Barry advised that MSCA's first event is 21st February at The Bend.

Library: Tom & Marj advised they have magazines for people to take. He highlighted a couple of books.

Registers:

- **Compact** - Next run is Sunday 21st February, meeting at Marion and going somewhere with a view for lunch.

- **XJ** - A good start to the year with a breakfast. Last weekend was the run to Mannum with 109 people attending. Roland spoke of the event. Next Wednesday at the Bartley Hotel.

- **Multivalve** - Australia Day BBQ was held. Next meeting is 25th March with a venue to be advised.

- **E-Type/ F-Type/ Grand Tourer** - they had a lovely time at Geoff Mockford's home for a BBQ. Display day in conjunction with the President's Picnic and other events to celebrate the 60th anniversary of the E Type.

- **SS (Pushrod)** - Held a successful barbecue at Seaford recently.

- **XK and MK 7,8,9** - Steve advised that their next meeting will be in a couple of weeks' time - watch out for details.

New Business:

- Why were there cars other than Jaguars in the calendar? It is recognised that there are members who own more than just Jaguars and it was an Executive Committee to acknowledge this via the calendar.

- Arcadia spoke of the cancelled 2020 Christmas Dinner and suggested that the Executive Committee look at this for this Christmas 2021. Phil thanked Arcadia for her work in organising the event.

Guest Speaker - not this month

Thanks to Compact Register for minutes & supper tonight

Next Meeting - to be held 7.30pm Tuesday 2nd March 2021 (Supper and Minutes by XJ Register)

Meeting Closed at 8.30pm

JDCSA - Club Directory 2020 -2021

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

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Email: treasurer@jdcsa.com.au

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Web Master: Tom Herraman

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

Public Officer: Tim White

Mobile: 0419 809 021 Email: casuti3@bigpond.com

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: casuti3@bigpond.com

Federation of Historic Motoring Clubs (FHMC)

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

Marque Sports Car Association (MSCA)

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

All British Day

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

Inspectors - Club Registration

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

Register Secretaries

SS, Mk IV, & Mk V- Meet TBA.

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

Email: kretsch@internode.on.net

XK & MK 7, 8, 9 - Meet TBA

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 4th Wednesday of the odd Calendar month

Peter Buck Mobile: 0421 061 883

Email: Peter.buck51@bigpond.com

Register meeting dates and time are variable at present. Please check JDCSA Web site or directly with Register Secretary

