

CLASSIC MARQUE

MAY 2021



FEATURE - JAGUAR XJ (X300/XKR)

THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA

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President's Column – April 2021

For some reason April seems to have gone by very quickly. Maybe it is because we are having so much fun.

I was pleased to have been responsible for the organisation of the 45th Anniversary of the Jaguar XJC and Daimler Sovereign Coupe – The MILDURA MUSTER at Mildura on the weekend of 16-19 April. What a great weekend with coupes from four states participating. A full report of the event is found later in this edition of Classic Marque.

Sue and I also enjoyed the Multivalve Register run down south to Glacier Rock Restaurant “Belicious” and Mick O’Shea’s Irish Pub. It was particularly pleasing to see the variety of Jaguar cars on the run. From memory there were the following models, XJ, XF, XE, FType, XKR, X300, Daimler 250, XJ40, represented . . . and I have probably missed others. It is a reminder that all our register events are open for participation by all members.

Other Register events during the month of April have been very well attended and reports for some of them can be found in this edition.

I know it is only May, but that means in just a few months we will be calling upon all members to seriously consider volunteering for positions at our AGM in September.

We have some people who have served in their current positions for many years and it is unrealistic to assume they will always be ready to continue in their position. We already know of some vacancies that will need to be filled. Every position however is open for election.

The positions on our Executive Committee are, President, Vice President, Secretary, Treasurer, Membership Secretary, Editor/ Events Coordinator and Web Master. In addition there is, Log Book Secretary, Regalia, Library, Technical Officer, ACJC Rep. FHMC Rep, All British Day Rep., MSCA Rep., and of course our Register Secretaries.

It is far too easy to assume that all those who have served us so well in these rolls will just continue to do so.

Please consider your own situation and the possibility of taking up one of these roles within the club. In some cases it is helpful to find out what is involved well before September arrives.

This does remind me of one of my favourite stories . . . It’s the story of four people named Everybody, Somebody, Anybody and Nobody.

“This is a story about four people named Everybody, Somebody, Anybody and Nobody. There was an important job to be done and Everybody was sure that Somebody would do it. Anybody could have done it, but Nobody did it. Somebody got angry about that, because it was Everybody’s job. Everybody thought Anybody could do it, but Nobody realized that Everybody wouldn’t do it. It ended up that Everybody blamed Somebody when Nobody did what Anybody could have done.”



**Philip
(Retiring President)**



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Front Cover:

Ken Hider, 1996 British Racing Green Supercharged 4.0 litre XJR
(member 347 - 1976)

Rear Cover:

John & Elaine Fulcher, 1995 Supercharged 4.0 litre XJR



@sajaguarclub

Events Calendar (Register events are open to all members - not car specific)

Sunday 2nd of May 2021 - British Classics Tour. From 08:30 AM (Registration closed 26th April).

The start of the event will be the Encounter Bay Oval complex, 16 Armstrong Rd, Victor Harbor.

For more information Goto: <https://britishclassicstour.com.au/>

Tuesday 4th of May 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.

Sunday 16th of May - New Members Breakfast. 09:00 AM - 11:00 AM

The Birkenhead Tavern 3/7 Riverview St, Birkenhead SA 5015, Australia. For more info Goto: [New Members Lunch](#)

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

Wednesday evening, 12th of May 2021: XJ, Mk10, 420G Register Meeting- 06:00 PM - 9.00 PM

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

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

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

Wednesday evening, 19th May: Multivalve Register Meeting. 6.30pm to 8.30pm

The Kensington Hotel, 23 Regent St, Kensington SA

For more info please contact Peter Buck. Email: Peter.buck51@bigpond.com or Goto: [Multivalve Register Meeting](#)

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

Wednesday evening, 19th May: XK 7 8 & 9 Register Meeting- 7.00pm to 9.00pm

At the home of Rod & Peggy Davis.

For more info please contact Steve Weeks on 0414 952 416 or Goto: [XK 7 8 & 9 Register Meeting](#)

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

Thursday evening, 20th of May 2021: SS, MkIV & MkV Register Meeting.

At the home of Ross & Jan Rasmus.

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.

Thursday evening, 20th of May 2021: E-Type, GT and F-Type Register Meeting.

Time and details TBA

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

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

Sunday 23rd of May: Copper Coast Classic Cavalcade of Cars & Motorcycles - 10:00 AM - 3:00 PM

Three town cruise through Wallaroo, Moonta and Kadina for vehicles built in 1985 & earlier. Entries Close 14th May 2021.

For more information: cavalcade@coppercoast.sa.gov.au or goto: <https://www.kernewek.org/classiccavalcadeofcars>

Tuesday 1st of June - 7.30pm.

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

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

Saturday 31st July: JDCSA - Annual Dinner and Presentation Night - 6.30pm till 11.00pm.

Glenelg Golf Club, James Melrose Drive, Novar Gardens.

For more information goto: [JDCSA - Annual Dinner 2021](#)

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

6th - 8th August 2021: XJ Mk10 420G Riverland Weekend (Leaving at 9.30am)

Travel to Renmark with a suitable stop for lunch. Accommodation – Renmark Country Club (do not book on line).

For more information please contact Bob Charman. Email: xj420g@jdcsa.com.au or goto: [Riverland Weekend](#)

10th - 13th September: E Type Spring Run - 60th Diamond Anniversary Event.

The Jaguar Drivers Club of SA and Jaguar Car Club of Victoria welcome you to attend a Boarder run to Mt Gambier.

Please contact Di Adamson via email di.adamson1@gmail.com of your intent to participate. [E-Type 60th Anniversary](#)

Editorial by Graham Franklin.

Another huge month of events with many stories from Register Secretaries and new and existing club members. They were all received and greatly appreciated.

Following the sad passing of Life Member Doug Harrison, we have reprinted a story that he wrote for Classic Marque in March 2014 called "Sue Wants a Mark IX". It is memorable reading.

Included is a feature on the XJ X300. In 1994 the X300 was crowned "The Most

Beautiful Luxury Car in The World". Although only produced for three years, this fifth edition of the XJ has since become one of the most respected cars in Jaguar's history. This sleek limousine was so well received that over 90,000 units were built.

A big thank you to all the X300 owners that sent in stories and photographs of their cars.

David Seidel has dug into the history books and provided another story and photographs that brings back memories.

Adverts for upcoming Border Runs have been included for the E-Type run to Mount Gambier (10-13 September) and Pushrod run to Hamilton Victoria (29-31 October).

Also the next National Rally will be held in Tasmania on the 17th March 2022. **Remember to keep the dates free.**

Finally - Happy 'Mothers Day' to all those mothers out there. I hope you all have a lovely day. **Enjoy!**

Cheers

National Rally & Trophy Winners

The Tasmanian organisers of the 2021 Jaguar National Rally had no choice but to defer the event in light of the ongoing coronavirus pandemic. The annual trophies that are normally part of the National Rally were therefore not presented.

However the 'Journalistic Award' on behalf of Paul Skilleter was still judged. This award is organised by the ACJC (The Council of Australian Jaguar Clubs). This process involves the delegates recommending one article from an affiliated ACJC club magazine during 2020. Our ACJC delegate is Tim White.

The winner was none other than Steve Weeks with his story "Adelaide F1 Grand Prix and Jaguars" published in the May 2020 Edition of Classic Marque. Huge congratulations Steve.

Steve put pen to paper and documented the early days of Adelaide's Grand Prix's, and how Jaguars were a part of it, including some of the events that caused Steve to be swept up into those glamour days.



Steve Weeks story "Adelaide F1 Grand Prix and Jaguars" has won the 2021 Paul Skilleter Journalistic Award. The story appeared in Classic Marque in May 2020. (Steve seen here in the Custom's shed carrying out repairs to the damaged door on the XJ13)

UK - SATNAV Driver Ends Up in a Canal

A UK driver ended up in a canal because that's where the Navigation App told him to go. Police commented that navigation apps are useful, but it doesn't necessarily mean that they should be trusted blindly. This Jaguar XF's owner probably knows this best, as he trusted his SATNAV so much that he steered right into a canal.

As local police explained, "while it's pretty clear that it was dark, and noticing the water probably wasn't as easy as it sounds, it was a very lucky escape for the driver". It is believed that the XF can be repaired.

Not even fully up-to-date solutions like Google Maps are flawless. Not long ago, a Russian driver followed Google Maps instructions and ended up on an abandoned road without cellular coverage and froze to death. (Story autoevolution 14 April).



New Member - Ian Trethewey (Mark VII)

As long as I can remember my brother, Ken, has had a fascination and a yearning for Jaguars, a subject I will get to later.

I started my apprenticeship at the Australian Morgan and TVR dealership, Museum Motors, in the mid-seventies and thus attracting a select client base, I worked on a couple of XJ6's and a few Mk2's. I also remember a Mk 10 floated in from outer space occasionally.

They all had a common fault, and that was that none of the bosses wanted to work on them, so it was usually left to me.

I had to take the head off an XJ6, and as we had no books, I had to work it out as I went along. Of course, the head would not come off so someone suggested we suspend the car by the head gasket overnight and see if it drops. Well as we were packing up that evening a boss backed a Volvo up to the back of the XJ and gave it a nudge just to fit the Volvo in

the door. When we opened the door in the morning the Jag had dropped and the head was through the windscreen.

Soon after that my circumstance changed and I moved to Adelaide where I finished my apprenticeship at Chateau Moteur. That was when they had Porsche, Ferrari, Saab and Citroen. I started out as the other Porsche app. but seemed to be attracted to Citroen and Saab so I crossed the floor.

I spent 13 years as the maintenance mechanic at Glenside Hospital where the atmosphere was like a big family and I worked on everything, walking frames, push bikes, electric runabouts, tractors up to a big Volvo bus. The patients used to drop in with problems that social workers and psychiatrists couldn't fix and if we could not help, they always got a cup of tea and a biscuit just the same as the over worked and underpaid managers.

We were a non-discriminating garage before it was popular. The government changed and they decided to privatise and depopulate and basically bugger up a caring refuge for people with mental problems and they shut my garage.

I used the pay out to setup my own business which I did till my back gave out about five years later when a friend asked if I had a motor bike licence and would I like to be a postie. Coincidentally I lasted there for 13 years as well. Loads of fun till the management buggered the job so it was time to move on.

I got a job working on Caterpillar machinery where I learned an enormous amount about motor mechanicing. Then I retired.

So getting back to my brother Ken and his long term passion for Jaguars. Kenno lives in Cootamundra and started out buying an XK 140, and to ensure a supply



New Member - Ian Trethewey (Mark VII)

of parts he found a couple of Mk7's locally and brought them home.

One was in pretty good nick for being under a collapsed shed and covered in hay bales for 50 years, and so he decided to rip it apart and rebuild it from the wheels up.

After a year or so he decided to buy another Mk 7 that was for sale in Melbourne. Turns out this one is a very early model with an A motor and correct engine, head, gearbox and chassis numbers and a great car to drive, having been restored about 20 years back.

Now you need to know that as a working mechanic, Jaguars generate a level of fear and loathing in the trade, you are either for them or against them and I was firmly in the avoid camp. But then I went for a ride with Kenno in the XK and really enjoyed it. We pottered about putting the body back on his Mk 7 and

a few other jobs and afterwards it didn't seem too scary working on Jaguars once there was no time pressure exerted.

Well time goes on, and his fire burns bright, and he is supported by a very active and very knowledgeable Cootamundra Antique Car Club and his Mk7 nears completion, it came to me that he probably doesn't need two Mk7's, so I made him an offer he could not refuse.

I got a ride from Adelaide to Cootamundra with a friend going through to Sydney to pick up the spare Mk 7. After checking the oil and the tire pressure I drove it back to Adelaide. The trip was uneventful until I reached Renmark where clear blue skies closed in with an apocalyptic threat that would gladden the four horsemen to their exposed back teeth. It hammered down and the wind was ripping the water off the bridge over the Murray and the

modern cars ahead of me were being thrown about like twisties packets from a leaf blower.

But my Mk 7 did not move. Not wind or water or tempest could disturb the stately confidence of that car. It was like it put out its claws into the road and said "don't worry son, I'll look after you". It was at that point I became a convert.

Since then, I have happily replaced the crank pulley when I found it was broken while I had the radiator out for a recore. My attitude has changed completely and I owe it all to my brother's passionate affair with Jaguars that I have only just found.

Glad I did.

All the best, Ian

Editor - Thank you Ian. I have seen the car including your recent drive around the Tailem Bend racetrack, and it is a beauty.



New Member - Jim Bailey (Jaguar XJ40)

I am joining the Jaguar Drivers Club for the first time, and this is the first classic car I have owned for approximately 17 years.

I still work and I am currently head of Percussion Studies at the The Elder Conservatorium of Music, whose Percussion Ensemble has been associated with many events in Adelaide and overseas.

My career has taken me into many parts of the world, performing and teaching

in Australia, the United States, South Africa, Hong Kong and Indonesia including performances with the Hong Kong Philharmonic and the Durban Symphony Orchestra.

I also toured South Africa with the world music group Warkala, performing and conducting master-classes and workshops for the Australian High Commission in Pretoria and in fund-raising concerts for the relief of AIDS in children in South Africa.

Originally from the UK I always had a soft spot for the Jag and when the opportunity arose, I was glad to be able to buy one. The model I have is a 1990 XJ6 4.0 Litre.

Kind Regards
Jim

Editor. Again it is terrific to receive stories from new members. Thank you, Jim. In the February edition of Classic Marque there is a feature on the XJ40 that you may find interesting. Hope to catch up at a future meeting or event.



New Member - Joe Agresta (Jaguar XJC)

I have not previously been a member of a club. However, I crossed paths with Phil Prior, and after seeing his coupe, that was it for me. I bought one soon after.

I am now the proud owner of a 1977 yellow gold XJC 6 cylinder 4.2. The only other classic I have owned is 1977

Triumph Stag which I enjoyed for a few years.

I have had a soft spot for Jags since I went for a ride in a XJ12 Series 1. It was the best ride I have ever had, I remember it just glided down the road.

Now I have my own Jaguar which I'm restoring slowly. I hope to catch up as we go along personally or electronically.

Kind Regards
Joe

Editor - Thank you for your story Joe. It will be great to catch up.



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 May, 2021 magazine:

- Scott Shearman: To be advised.
- Susan & Malcolm Barrett: 1985 Jaguar XJ6 4.2L Sedan
- Cindy & Noel Schmidt: 1973 Jaguar E-Type S3 5.3L Roadster

- Heath Gustafsson 1973 Jaguar XJ6 4.2L Sedan.

The following applications listed in the March, 2021 Classic Marque magazine have been accepted:

- Giuseppe (Joe) Agresta: 1977 Jaguar XJC 4.2L Coupe
- Nick Grevelis: 1998 Jaguar XJ8 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

Sue Wants A Mark IX

Editor - In memory of Doug Harrison, we have reprinted the following article that appeared in Classic Marque, March 2014 called "Sue Wants a Mark IX".

The cry went out to the four corners of the country in early 1995. We even advertised but none was forthcoming. One day whilst out driving she saw one stopped at a intersection. "Follow that car" said Sue but it turned out to belong to Club Member Noel Courtin and he wasn't parting with his at that stage. We even bid sight unseen by phone for a car in Shannon's auction in Melbourne.

When the March 1995 issue of Australian Jaguar was delivered, the phone started ringing, "hey Doug, there's a Mk IX for sale in Queensland somewhere, it's advertised in Australian Jaguar". I still have kind memories of all the people who thought of us when they read the ad and took the trouble to make sure we read it. Several of the calls came from interstate.

I contacted the owner who lived in Bundaberg, 300 Km north of Brisbane and asked if he was going to the National Rally in Brisbane, he was. I asked if he would be taking the Mk IX so I could have friends check it out for me. No, he wasn't, it was too far to take his family in a car without seatbelts, but he would send photos to us.

They duly arrived, showing a very tidy car, nice wood, good carpets, etc., one shot in full wedding trim. With the photos a note saying that he had been



advised that the price he had been asking at our last phone conversation was far too little, but he would stand by it.

Eventually Sue and I decided we could take a week in July to go up and see the car and if we liked it, drive it back.

Friday, we caught the Red Eye to Brisbane via Sydney, giving Sue time to visit her firm's Brisbane office and while she was doing that, I explored the second-hand bookstores, (no luck).

In the afternoon we explored the South Bank Parklands, previously the site of the 1988 World Expo. This is a place well worth at least half a day going through the Tropical rainforest, the Butterfly house and the Maritime museum.

After a long day, a lot of it on our feet we were exhausted but I went to find a restaurant. I came back and told Sue that there was a great place only 760 paces away. I did not tell her that the last 600 were straight up! It was Alexanders Restaurant at the Metropolitan Motor Inn and I can recommend it for excellent food and efficient cheerful service.

Next morning, we caught the Spirit of Capricorn to Bundaberg and were met at the station by the Mk IX. John, the owner, drove us to the Botanical Gardens then let us have a look at the car, but seemed reluctant to let us have a test drive. He finally agreed when I offered to put petrol in the tank. Here's a funny bit, one of the first questions I had asked was, were both tanks and pumps OK, "yes" he said. When I pulled into the Service Station, left side to the pumps, he jumped out and dragged a nozzle across to the right-hand tank, "why?" I asked "habit" he said. We later found that you could not open the left tank flap. The right pump was not working so the left pump was connected to the right tank.

After the test drive we said we wanted to put it in for a RACQ inspection. He was somewhat reluctant to let us have the car and dropped us at our motel and said to give him a ring the next day when he had thought about it. We were a little stunned to say the least, we had travelled several thousand kilometres to see him and his car and we were not even invited in for a cuppa.



Sue Wants A Mark IX

Next, we rented a “roughy” and on Sunday headed off to Hervey Bay for a day on Fraser Island. That is must for anyone’s visit to Queensland, we only had a day there and barely scratched the surface of one small part of the island. Hiring a plane to pick you up off the beach and take a scenic flight can give you an idea of the continual reshaping of the island.

First thing Monday morning we booked the car in at the RACQ in Bundaberg, the first available appointment being noon Tuesday. We called John who after some hesitation agreed to let us have the car for the inspection.

The inspection showed that the car was not as fit for the drive back to Adelaide as John said it was. We had noticed that the car was prone to wander and it confirmed that the front suspension was in poor condition. It would have been an exhausting job keeping the car pointed straight over that distance, particularly on the NSW roads. Also, there was only one usable tank. Apart from that the car was basically in very good condition with woodwork, headlining, door trims, carpet and front seat re-done and only minor rust in one panel and the over-riders.

The RAA in Adelaide recommended a couple of car transporters, Finemores had a truck leaving Brisbane on Wednesday. We worked it out that the cost of transporting was about equal to fuel and accommodation and we had return airfares anyway, so the RACQ report did not affect us.

After the inspection we contacted John and made him an offer which he turned down, he wasn’t budging one cent from his asking price and he would accept cash only. (The original advert said “urgent sale - any reasonable offer accepted”).

For the last five days I had been walking around with my hand in my pocket clasping a \$14,000 wad of notes, it

was a relief to hand it over. Now we were offered a cuppa.

We then hit the road for the drive south even though it was late in the afternoon. Stopping for the night at a new motel at Childers, the owner admired the Jag but put plastic under it. He was German but he knew his Jaguars! I still think it was a bit of cheek.

Next day driving down to Brisbane we started to relax and consider we had done all right after all, she was purring along without fuss and we were comfortable, when all of a sudden, the temperature gauge which had been rock steady began to move, within seconds it had gone off the scale. I switched off and coasted into the verge thinking “oh bother oh dash”. We were three hours and about a hundred Ks from the truck’s deadline. I finally flagged down an obliging type who phoned the RACQ on his mobile phone, (in those days he was one of the few who had a mobile) luckily there was a depot only a few Ks down the road. The operator who came along appreciated that he was picking up a real lady and was very careful loading her onto his flatbed. The problem turned out to be very simple, there is an in-line filter in the top radiator hose, this had been blocked by loose shale caused by a recent flushing of the cooling system. A quick cleanout and we were on the road again.

No more dramas occurred and the Mk IX was put on the truck in time. That left us

a couple of days to look around Brisbane before our flight back to Adelaide.

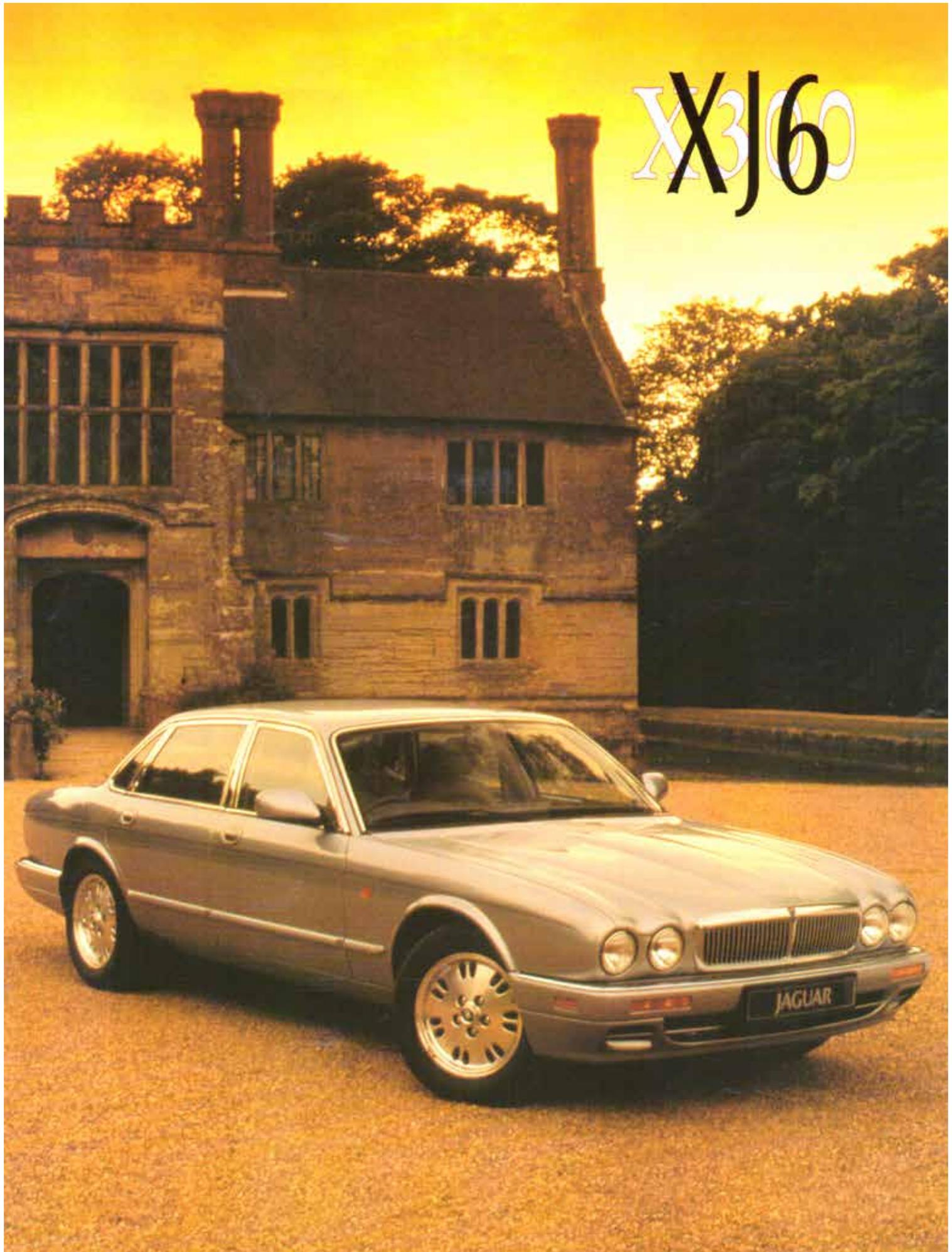
I rebuilt the front suspension and on the advice of our well-respected Tech Sec of the time, (who no longer lives in SA) I used Nylothane instead of Metalastic, bad move. I was taking Professor Jim Randle (of Randle Handle fame) on a tour of the Barossa when he commented on the front suspension and how well the seat springs compensated. (a bit tongue in cheek I thought) I told him of my error then started to explain to him the benefits of Metalastic. Oh! the embarrassment, me explaining Jaguar suspension to Jim Randle. He took it well though.

The car is a November 1960 build, Old English White, with all original numbers. It had only one owner until 1989 and we have a fairly comprehensive history including most receipts for expenses since new. It had only 82,000 miles on the clock in 1995 and has still only 96,049 miles at time of writing 18½ years later. It is a real head turner and wherever we go we must be prepared to give time to talk to admirers even though some mistake it for a Bentley or a Rolls!

It is amazing that wherever you go, you meet people who had an Uncle who owned a MK VII, VIII or IX.

Doug Harrison
Member No. 1492





X300, XJ Classic in The Making

Although only produced for a few years, the XJ X300 has since become one of the most respected cars in Jaguar's history.

The XJ6 was launched in 1968 and 26 years later the world was introduced to the 5th edition of this model. This sleek limousine was built from the end of 1994 to the end of 1997 with over 90,000 built.

Design

Although the XJ40 was technically advanced, it never aroused the same emotions as the previous three generations of the XJ saloon. What the company needed was a car that would appeal to both the traditional Jaguar buyer, many of whom had been alienated by the XJ40, while still appealing to the younger, more sporting driver. The X300 did all this and more, achieving that rare feat of a facelift proving more cohesive and elegant than the original design. With good proportions, proven underpinnings and near bulletproof engines, the basic idea

was stunningly simple; re-skin the XJ40 in the style similar to that of the Series 3 XJ6, refine the powertrain even further and, for the younger market, provide a sporting variant with real performance. In practice a huge amount of work was needed to get the detailing right and ensure that the new car developed an identity and character of its own rather than becoming a mere caricature of the past.

Below the curvaceous new lines lay a largely unmodified late XJ40 body structure. The biggest changes were at the front and rear to accept the new lamp housings. One small but important difference is the smooth transition from the rear pillar to the top of the rear wing (instead of the awkward plastic trim piece needed on the XJ40 – a clear example of the advances in manufacturing processes between 1986 and 1994). Other new features were the use of colour matched oval door handles in place of the earlier square edged chrome type. The door

mirrors too were more flowing, with painted or chrome covers according to model, while the leak prone recess between the rear lamps for the number plates was replaced with a shallow depression in the boot lid and a much simpler plinth. The roof, door structures, floorpan, sills and glass, all expensive to redesign remain essentially unchanged from the XJ40.

Exterior

The mostly flat bonnet of the XJ40 was replaced with a fluted, curvaceous design that accentuated the four separate round headlamps. Rear wings were reshaped to accommodate the new wrap-around rear light clusters. Also, the separate black-rubber bumper bar of the XJ40 is gone and replaced with a fully integrated body-coloured bumper.

The Jaguar "leaper" hood mascot was installed only on cars for non-European markets.

(continued page 14)



The late Geoff Lawson in 1994 with an XJ12 X300 after the model was crowned 'The Most Beautiful Luxury Car in The World' by Italian Judges assembled in Milan for the 'L' Automobile più Bella del Mondo awards. The body lines chosen by Design Director Geoff Lawson and Stylist Keith Helfet strongly resemble the architecture of the predecessor (XJ40), but the new car looked more conservative with its low and long streamlined body and curvaceous new lines. (Geoff Lawson won numerous awards for his designs at Jaguar). Photo: Jaguar Cars.

Engine – AJ16

Both the 3.2 and 4.0 AJ6 engines used in the XJ40 were substantially revised for the XJ X300 saloon. Designated the “AJ16”, both featuring a revised fuel injection system, coil-on-plug distributorless ignition, new engine management systems, revised piston design (that eliminated some vibration) and an almost completely redesigned head featuring a stiffer casting, thinner, lighter valves, new camshafts and a lightweight magnesium cam cover. The engine was overall more efficient and quieter together with a rise in power and torque.

Although the more powerful 4.0 litre engine produced 250bhp, the 3.2 litre was no slouch with a credible 220bhp, ensuring a top speed of around 225kmh (140mph).

The big news however was the Eaton supercharged 4.0-litre engine fitted to the XJR, now a mainstream model and with the emphasis firmly on performance rather than classic luxury. The XJR boasted enough performance to eclipse even the mighty V12. The 4.0 litre XJR was tuned more for low down torque than outright power but its 6.6 second 0-60 acceleration time was still only one tenth of a second behind the hand built TWR XJR-S of only a few years before.



1995 XJR supercharged AJ16 engine producing 326 hp (243 kW; 331 PS) and 378 lb-ft (512 N-m) with the use of an Eaton M90 supercharger and an air-water intercooler.

The AJ16 engines have proved overtime to be almost bullet proof and easily handle the extra load incurred by the supercharger. With proper maintenance, they easily run 400 to 500,000 km.

Engine – V12 6.0 Litre

The V12 cars did continue though for those customers who preferred near silent acceleration to the turbine like whine of a supercharger and could afford the increased running costs.

The V12 engine was also updated with a revised cylinder head and distributorless electronic engine management system. The top aluminium cover in the engine's

valley was redesigned to house two packs of three coils each, with each coil having two high-tension terminals for a total of twelve. These coil-packs were driven by two Denso ignition modules. The crankshaft in the V12 was switched from a forging to a chill casting.

A visibly significant chromed pipe connecting the left and the right banks of the V12 in the XJ40 platform (intended to vent and route the crankcase blow-by gas to the intake plenum) was changed to an almost invisible design at the top centre of the engine underneath a plastic cover that also hides fuel rails and coil-packs.



This Carnival Red XJ Sports rolled off the line on July 2nd 1997 and is the very last X300 built. It was immediately transferred to the Jaguar Daimler Heritage Trust. In 2020 the UK “Classic Jaguar” magazine took the car for a test drive to see what an almost new (1,039km) X300 felt like. Although a 3.2 litre model, they commented that it was no slouch and was capable of 140mph (220kmh). Photo “Classic Jaguar”.

Transmission

The six-cylinder X300 cars used either a ZF four-speed automatic gearbox (4HP-22 on the 3.2 L and 4HP-24 on the 4.0 L), or a Getrag 290 five-speed manual. The 4HP-22 automatic is mechanically controlled while the 4HP-24 is electronically controlled, allowing 4.0-litre models to offer 'normal' and 'sport' modes on a switch by the gear lever.

All V12-equipped cars were built with the GM 4L80-E automatic.

Although the Getrag manual gearbox was standard on the supercharged six-cylinder, almost all XJRs were built with the optional GM 4L80-E four-speed automatic transmission.

Suspension and Brakes.

Underneath, the suspension layout remained basically unchanged, given that the new cast iron rear wishbones were introduced on the last XJ40's.

Self-levelling rear suspension was no longer available, but there were new bespoke Bilstein dampers for the sporting models. Brakes reverted to vacuum boosting, and while the calipers remained ATE, the rear discs became ventilated with larger discs fitted to the front of V12 and supercharged cars.



The 6.0L V12 engine was updated for the X300 and fitted with distributorless electronic engine management systems. Between 1971-1997 the V12 engine bay became progressively 'tidier'.

A new traction control system, fitted to the XJR and V12 cars used the ABS system to brake a slipping wheel while an electric motor simultaneously pulled back on the accelerator cable to reduce throttle.

Interior

A good deal of late XJ40 structure remained, with similar seats, only slightly modified door trims and standardisation of the Daimler dash casing with its deeper wood panelling. The seats were updated to have a more rounded profile, wood trim was updated with bevelled edges, and the steering wheel was redesigned.

The centre console was however completely redesigned to house the digital controls for the new Nippondenso climate control system, while, for trip computer operation, the keypad alongside the steering wheel disappeared in favour of a much simpler push button on the end of the indicator stalk.

The X300 was the first Jaguar saloon to include an industry standard OBD2 (on board diagnostics) connector beneath the dashboard, a full six years before they became mandatory.

(continued page 16)



P60-SOV was the very last V12 engined car built (17 April 1997). From 1971 a total of 161,583 V12-engined cars were made. For many years, Jaguar was the only company in the world to offer a four-door saloon car with a V12 engine. (Photo from "Jaguar World" Spring 2019).

Long Wheel Base (X330)

While in its later years a stretched XJ40 had become available to special order, for the X300 the longer wheelbase became a regular option in mid-1995, with the cars built on the main production line and available with every engine except the supercharged 4.0 litre, with many 3.2 litre LWBs built for the chauffeur trade.

The LWB added an extra 6 inches (150 mm) for rear seat occupants and an extra inch (25mm) of headroom. There were two X330 variants, one with five seats and one with four, which featured a raised centre console between the two adjustable rear seats.

Safety Equipment

Standard safety equipment for the XJ range included dual front airbags and ABS, while the XJR model was further equipped with traction control.

1997 - XJ upgrades

From February 1997, the XJ range was fitted with a security system which included an engine immobiliser, remote control alarm, glass breaking and odometer sensor, battery tamper protection and security shielded locks. Inside, the rear seat bench was restyled and the centre rear seat gained a three-point, inertia reel seatbelt.



Early X300 cars were built without a front passenger glove-box and pockets on the front of the seats, due to space constraints caused by the introduction of a front-passenger airbag.

Models

◇ XJ6

The base model in the range was the XJ6, which featured the 3.2 litre version of the AJ16 with steel wheels and hub caps.

The model came with electric window, mirrors and antennas, glass heating, windshield and front headlights, audio system with eight speakers, central lock, remote control of the boot and fuel lid, driver's seat with electrical adjustments, velour salon (with leather sidewall seats), finished with wood.

Alloy wheels, leather upholstery and air conditioning were all extra-cost options. Later, the 4.0 L version of the AJ16 was offered in the XJ6.

Externally, the XJ6 can be distinguished by a combination of chrome edging windows and black racks.

◇ Sovereign

The Sovereign model also used the AJ16 engine (in either capacity) and came equipped with luxury features as per the XJ6 - plus alloy wheels, cruise control, Nippon Denso air conditioning,



This particular car was built as a one off to demonstrate a possible successor to the outgoing Daimler DS 420 limo. The car was stretched by eight inches in the front doors, and five inches in the rear doors, with the roof being approximately two inches higher in the crown area, to maintain the proportions of the car. Mechanically, the car was identical to the standard 4.0L Daimler Six. It got as far as a fully road-going prototype and used frequently by Chief Executive of Jaguar, Nick Scheele until shelved as it was too big to be assembled efficiently.

leather cabin, front seats with electric adjustments, with memory in three positions for seats and for external mirrors, electric steering column and heated mirrors.

The Sovereign came with chromed trim in various locations: on the radiator grille, rear light cluster surrounds, windscreen and rear window surrounds, rain gutters, window frames and boot-lid plinth.

◇ Sport

To attract younger buyers, Jaguar offered a "Sport" model with wider 8-inch 'Dimple' alloy wheels, revised seats, and stiffer suspension. The Sport kept the matte-black window surrounds from the base model, and is identified by "Sport" badges on the B-pillars and "XJ Sport" badging on the rear. It was offered with either the 3.2 litre or 4.0 litre engine.

The sports suspension and wider wheels were also available as an option on the XJ6 and Sovereign SWB/LWB models.

◇ Executive

Aimed at a younger market segment, the Executive model was introduced for the 1997 model year and featured leather trim, a wood/leather steering wheel, wide wheels (similar to the "Sport" model), and air conditioning. It was treated as a run-out specification for the XJ6.



4.0 litre AJ16 engine with 10% more power than its AJ6 predecessor. Also showing is the built in toolkit - the first since the 1951 Mark V. Photo: Club Member Andrew Byles.

◇ XJR (X306)

The XJR was introduced as a high-performance sport model, and it was Jaguar's first-ever supercharged road car.

Compared to the XJ6, the XJR was distinguished by its 17-inch alloy wheels, firmer suspension, climate control air conditioning, leather upholstery, front fog lights, driver's seat memory settings and alarm. The XJR was also fitted with a limited slip rear differential.

Cosmetically, the XJR differed from the standard cars with a body-coloured grille surround, mesh grille insert, body-

coloured boot-lid plinth, larger exhaust outlets, special five-spoke "Sport" alloy wheels, and "XJR" badging. Rain gutters and window surrounds were matte black.

◇ XJ12 and Daimler Double Six

The XJ12 model featured the same trim level of the Sovereign with leather upholstery and front fog lights. It was visually differentiated by the rear boot-lid "XJ12" badge, a "V12" badge on the passenger-side dashboard wood trim, a "V12" badge on each B-pillar, and a gold-coloured Jaguar crest at the top of the radiator grille surround.

(continued page 18)



This one-off Daimler Corsica convertible, named after a 1931 Daimler drophead coupe, was built in 1996 to commemorate the Centenary of the Daimler motor car in 1996. It was as based on the SWB Daimler Double-Six saloon and seats four. The Daimler Corsica prototype is owned by the Jaguar Daimler Heritage Trust, who commissioned it to operate as a fully functional road-legal car.

Feature - XJ (X300/XJR) 1994-1997

While the similar Daimler Double Six came with 225/60-16 tyres on 7-inch wheels and comfort suspension as standard, the XJ12 came with 225/55-16 tyres on 8-inch-wide wheels and sports suspension, which explains the height difference between the two models.

◇ Daimler Century

In 1996, the Century model was introduced to commemorate the centennial of the Daimler name. The Century was equipped with all features and upgrades available on the X300 cars, plus chromed wheels, special exterior paint, and electrically adjustable rear seats. Only a 100 of each were built (Century Six & Century Double Six).

X300 Review - *Auto Express*

Verdict - If looks alone influence your car buying decisions, the XJ's curves will have already seduced you. It's a stunner. Inside, there's still a fight between traditional and modern, but leg and headroom are improved - although both are cramped for a car of this size, as is the boot. But on the road, the X300 is

a delight. The steering has more weight and precision than before, while the ride is unsurpassed. What's more, the handling is much improved. In terms of value for money, you can't beat it. You'll get a lot of car for the money.

Sales Price (New)

The X300 was keenly priced when new. In the UK, in the final year of sale the range started just shy of £30,000 - a sum that would have bought an entry level XJ6 back in 1968. The XJR topped the Jaguar badged model at £47,500 while the Daimlers ranged from £52,000 for the Six to a staggering £66,500 for the long-wheelbase Double-Six, more than twice the cost of the entry level Jaguar!.

In Australia the XJR sold for \$165,000.

Collectability

These days the X300 is revered by many enthusiasts as one of today's top modern-classic buys, renowned for its value for money as well as being one of the most durable Jaguars of the last

thirty years. However, there is still a need to buy carefully - high mileage isn't necessarily a problem, but a service history is a must. Low-mileage cars do come onto the market and inevitably command a premium, especially the XJR and Daimler models.

Sales & Production

The X300 sold readily with new and returning customers flocking to get their hands on what BBC's *Top Gear* had described as, "Probably the best car in the World" - praise that led to more than 92,038 examples being built, despite such a short career, as by 1997 the aesthetically similar XJ8 was waiting in the wings, bringing eight-cylinder power to the XJ line-up for the first time ever.

If you own an XJ X300, or thinking of buying one, spare the time and watch the following 7-minute video: [Jaguar XJ \(X300\) Promo Video 1995.](#) ■

Editor- Thank you to club members for providing photographs for this feature.



Jaguar's Browns Lane production line. Here a Daimler Double-Six XJ X300 is receiving its final check prior to distribution.

Feature - XJ (X300/XJR) 1994-1997



Allan Dunsford, 1996 Platinum 4.0 litre XJ X300 Auto. The car was a one owner vehicle and purchased from Barbagello Jaguar in Perth. (The car is fitted with XK8 10 spoke alloy wheels).



Andrew Byles, 4.0 litre XJ X300. The car is finished in the spectacular Morocco Red.



Andrew Byles, 1994 Maroon 4.0 litre XJ X300 early model (without a glovebox). The car has been fitted with XJR 5 Slot alloy wheels.

Fatal attraction

Once I realised that Jaguar had manufactured a supercharged vehicle, I had a longing to own one. A used XJR was very rare in SA and so I managed to locate one in Melbourne. Elaine joined me on the trip and we soon became the new owners of a nice two-year-old XJR that had previously been owned by an executive in Melbourne.

Some things not right!

I was a little disappointed in the performance as it did not seem to be that quick, so after a few months I decided to try to improve acceleration by adding firstly a cold air intake and then a sports exhaust system. Both those additions helped, but it still was too slow for my liking so I added a larger crankshaft pulley to make the supercharger pump a little harder.

A few years later I learnt about a crankshaft bracket, known on the "Jaguar Forums" site as the 'Andy Bracket'*, that had been manufactured by the engineer who first programmed the XJR computers and he stated that it would improve fuel economy and increase acceleration.

Once again there was an improvement but it still didn't seem right.



The sporty grille on the XJR was inspired by the S.S. 100.

Problem solved

I eventually purchased an OBD2 (*On-Board Diagnostics*) code reader and to my surprise it showed that at WOT (*Wide Open Throttle*) I was only getting 53% opening!!! To cut a long story a little shorter, I resolved that issue and now I had an XJR that would fly if it had wings.

In the 23-24 years that I have owned the XJR it has been totally reliable and the only repairs I have made are a new thermostat and a top radiator hose "just in case". I should mention that apart from the first a couple of years, when I

was too busy running my own business, I have maintained the vehicle myself, which has just basically been oil changes and brake pads.

John Fulcher

Editor - thank you John for sharing your story. Perseverance finally prevailed.

**According to "Jaguar Forums" the 'Andy Bracket', designed by Andy Stodart, is a modified Crank Sensor Bracket designed to advance the timing by 5 deg. It is claimed that it makes a huge performance gain by transforming the engine character completely and making it more responsive.*



The rear of the XJR can be identified by the body-coloured boot-lid plinth, larger exhaust outlets, rear boot badge and special five-spoke "Sport" alloy wheels. The X300 XJR model is sometimes referred to as the "XJR6" to differentiate it from the later V8-engined X308 XJR.



The new Jaguar XJ6 Sport. 95% luxury car, 5% racing car.

There are perhaps a handful of cars that are worth rising early in the morning for, just for the fun of driving them.

As a rule, they tend to be cramped two seaters, with noisy engines.

But now, you can add the new XJ6 Sport to the list.

A refined, elegant saloon, with a power unit that whispers rather than wails.

However, this is one luxury car that's

just as enjoyable to drive on winding roads as it is on the freeway.

The credit for the Sport's race-bred handling goes, not surprisingly, to a team of racing car engineers.

The Jaguar Sport engineers responsible for the Jaguars that won the 1991 World Sport Car Championship.

Consequently, the Sport boasts updated springs and dampers, a stronger front anti-

roll bar, with recalibrated power steering that provides more road 'feel'

Standard equipment also includes attractive Jaguar Sport forged alloy wheels and low profile, 225/55ZR16 tyres.

Finally, there's a distinctly business-like matt black grille, four headlights, Jaguar Sport steering wheel and gear knob.

If you really enjoy driving, we suggest you take the new XJ6 Sport for a test drive. Preferably, as early in the morning as possible.

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Only a Handful of Jaguars Left in Australian Showrooms



If you're wanting a new Jaguar you may have to wait until 2022. Not even Wonder Woman can help you! (Jaguar Ambassador, Actress (Wonder Woman) and former Miss Israel Gal Gadot),

An article in *CarsGuide* has reported that there are less than 100 new Jaguars left in dealerships across the country, with the effects of COVID-19 and Brexit combining to cut off the supply of vehicles, according to JLR's Australian boss.

Speaking at the launch of the new 'facelift' Jaguar F-Pace, Managing Director, Mark Cameron, said the company's lacklustre sales results were not due to the brand underperforming but came down to vehicle availability out of Europe.

"If you think about it, we have 41 retailers, so there's barely enough cars to fill the showroom, let alone supply and register to customers in large numbers. Pretty much everything that is coming through, and supply is improving, is going straight out to customers. What is reassuring for us is that over the last year and certainly over the last three months, the level of demand has almost hit historic highs for us when you look at the orders our retailers are recording."

Jaguar told *CarsGuide* the typical wait time once an order has been made by a customer is now up to eight months depending on the model.

However, some dealerships around the country still have the F-Type in stock. So, unless it's an F-Type, customers will have to join the queue, but with dealers' order banks already full, customers could be waiting until 2022 to take delivery of their new Jaguar. ■

Second-Hand Jaguars Are Getting Scarce Too!

Editor- Included in the October 2019 CM was a used car 'market watch'. At that time there were over 2,000 Jaguars for sale.

As the months have gone by, the numbers of used Jaguars for sale have progressively declined. At the end of April 2021 there were collectively just over 700 Jaguars for sale on Carsales.

The reduction of numbers from 2,000+ to 700 (almost two-thirds) in 2 years is massive - and I have no idea why.

Very few Jaguars built before 1970 are currently for sale and models like the XJ-S, especially the early models, are getting harder to find. There is also a strong demand for second-hand F-types (try getting a used S/C V8 convertible).

The only assumption can be that either more people are buying Jaguars, or Jaguar owners are not selling their cars (or adding more to their collections).

I spoke to Les Hughes from *Jaguar Magazine* and he wasn't sure either, but

thought that COVID-19 was a factor together with the difficulty in the last 12 months in importing, not just new cars, but second-hand ones as well. He also commented that there seemed to be a lot more Jaguars on the road, especially saloons.

CarsGuide also reported that a new study from Moody's Analytics has revealed that used-car prices are at an all-time high.

It will be interesting to see what happens over the next 12 months! ■

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New F-Type R-Dynamic Black Collector's Edition

Jaguar has unveiled a new special edition F-Type R-Dynamic Black model.

The Jaguar F-Type is still one of the best looking modern sports cars out there, despite being around since 2013.

To keep things fresh, Jaguar's UK arm has announced the new F-Type R-Dynamic Black, which gives this iconic car an even more distinctive look both on the exterior and interior with new wheels, upholstery, and other intriguing details.

After the successful launch of the Heritage 60 Edition, the R-Dynamic Black package breathes new life into the F-Type with new exterior features such as a unique Black Exterior Pack and exclusive 20-inch, five split-spoke wheels with gloss black finish.

Three exterior paint colors are available: Santorini Black, Eiger Grey, or Firenze Red. The interior of the F-Type R-Dynamic Black is treated to Windsor leather upholstery with your choice of Ebony with Light Oyster contrast stitching, or Mars with Flame Red stitch. Even the 12.3-inch interactive driver display gets an embossed suede cloth wrap, and the gear shift paddles are finished in satin aluminum. The headliner is finished in Ebony, and the treadplates get illuminated Jaguar script.

This package is available on both the four cylinder Turbo 2.0 litre and Supercharged V8 models, but is currently only on sale in the UK. ■



New I-Pace Black - Special Edition

Jaguar has unveiled a new special edition I-Pace that features some sporty styling enhancements and new standard equipment usually reserved for S, SE or HSE trims.

Simply called the I-Pace Black, the special-edition electric SUV is distinguished by a gloss black finish applied to the door mirror caps, grille, grille surround, side window surrounds, and rear badges. As standard, the Jaguar I-Pace Black edition rides on 20-inch wheels finished in gloss black and comes equipped with a panoramic roof and privacy glass.

Inside, the cabin is appointed with features like Ebony leather sports seats, gloss black trim, and an Ebony headlining.

"The I-Pace's dramatic, cab-forward profile, short overhangs and taut, muscular haunches give it a sense of drama which sets it apart from other SUVs. Creating the exclusive I-Pace Black gave us the opportunity to subtly enhance the design, making it look even

more dynamic, distinctive and desirable," said Julian Thomson, Design Director at Jaguar.

Like the regular model, the I-Pace Black utilizes a dual electric motor setup producing a combined 394 horsepower and 512 lb-ft of torque.

Thanks to its larger wheels, Jaguar claims the I-Pace Black will last 450km (280 miles) on a single charge.

In the UK, the I-Pace Black is already available to order, but no details are available at this stage as to if or when the model will be available in Australia. ■



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Memories From David Seidel

This old club photo shows David Seidel as a passenger in the C-type driven by Gavin Sandford-Morgan.

It came about because Gavin overheard David rubbishing the car. David had commented that the landed imported cost was only a little more than a brand new XJ6 at the time, so why wouldn't you buy a new XJ6? The next thing Gavin beckoned David over to the car and told him to get into the passenger seat and took David for a very spirited lap or two around the Birdwood Mill grounds.

David claimed it was just the best Jaguar experience he had ever had - but looking back, he didn't truly appreciate it as a once-in-a-lifetime opportunity. ■



Birdwood Mill early club run. The first car is David's first XJ6



Birdwood Mill early club run. Part of the line-up of Mk1 and Mk2s, the first being Len Cardnell's Mk1 with David's Mk2 next to it.

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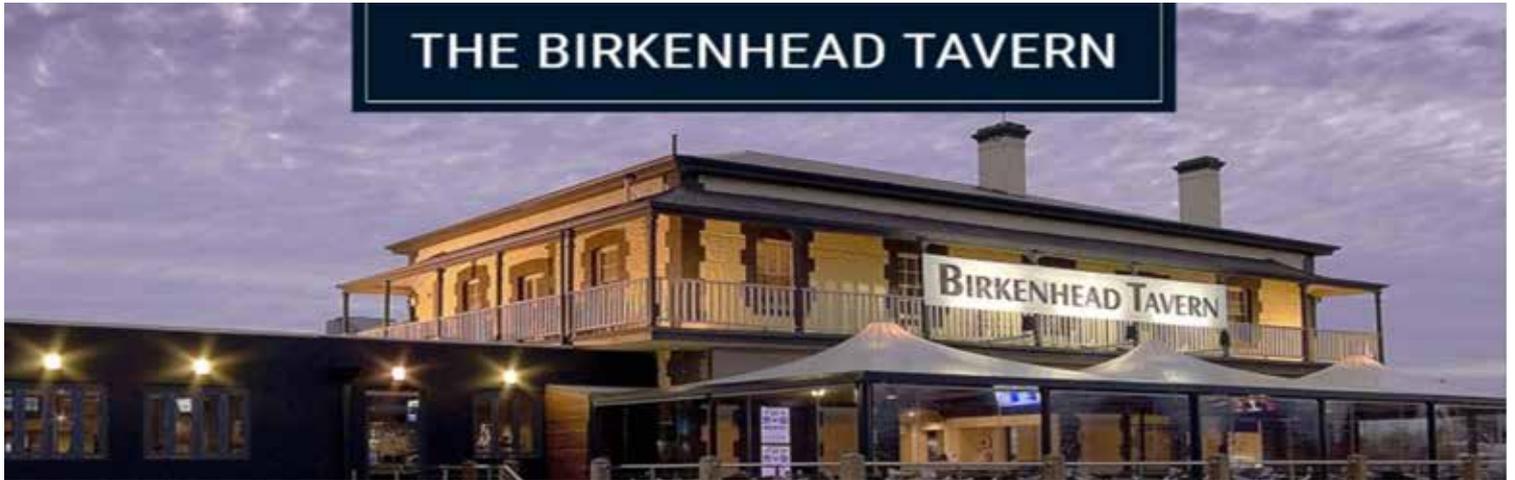
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Invitation - New Members Breakfast (May 16th)

THE BIRKENHEAD TAVERN



2021 - New Members Breakfast

Sunday 16th May 2021 (9.00 am - 11.00 am)

The Birkenhead Tavern - 3/7 Riverview St, Birkenhead

Annually we seek to have a special lunch or breakfast for our new members and partners. So to all our new members, please come along, meet other new members and catch up with our Executive Committee members and Register Secretaries. NOTE: Registrations will close on May 10, 2021.

For more information please contact Philip Prior (President) Mobile: 0402670654

**THIS MEETING REMAINS SUBJECT TO CHANGES IN COVID19 RESTRICTIONS.
YOUR REGISTRATION IS MANDATORY FOR ATTENDANCE**

[Register](#)



JDCSA REGALIA

NEWS FLASH!

JDCSA members can now order club regalia online.

There is a significant selection of garments, (28 different items) short sleeve, long sleeve, men, women, shirts and polos as well as vests, jackets, caps and hats to choose from.

Selection of colours and logos including JDCSA Logo, Daimler Logo and the popular Jaguar Leaper Logo.

Orders placed before the 15th day of the month will be available for pick-up at the next JDCSA General Meeting. Orders will not be posted or delivered.

Go to the club web site. Under "**Membership**" on the main menu bar, select "**Club Regalia**" - Follow the instructions. The first time you visit this site you will be asked to open a personal password protected account.

Our Regalia Secretary

Ron Palmer:

Mobile: 0418 855 597

Email: ron@palmersadelaide.com

Presidents Picnic

What a glorious day and a magnificent turnout of Jaguar and Daimler cars at the President's Picnic. We had 96 cars on the oval at the National Motor Museum and appreciated the Museum's hospitality and support in the organisation of the event. Many thanks to Dane Wilden who was our man on the ground and did a great job making sure everything was in order for the day. Equally a thank you to those who assisted as Marshals on the day and to Ron and Claire for once again managing the regalia stall. A brilliant turnout of E Types proudly celebrating the models 60th Anniversary added a little extra to the occasion. Unfortunately it was not possible to show photographs of all of the cars on display. Apologies if your car has not been included. Thank you to Angela Rogers for the great photographs.



Presidents Picnic



Presidents Picnic



Presidents Picnic



Presidents Picnic



Presidents Picnic



Presidents Picnic



Presidents Picnic

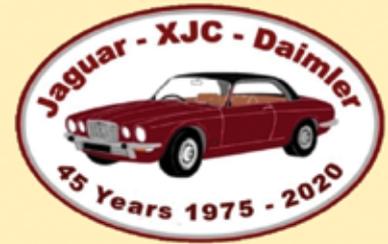




JAGUAR XJC

"Mildura Muster 2.0"

April 16-19, 2021



The 45th Anniversary of the Jaguar XJC and the Daimler Sovereign Coupe was aborted last October due to the COVID 19 Border restrictions with Victoria. Originally we planned to move the event to October 2021 but due to the much improved situation in Australia it was moved forward to the weekend of 16-19 April 2021. Now that has proved to have been a great decision and a magnificent weekend was enjoyed by all at Mildura.

The Official Australian launch of the Jaguar XJC was held at the National Rally in 1976 in Mildura. This event was organised by the JDCSA and is well documented in the publication "The first Ten Years"

Based at the Mildura Golf Resort in Mildura we were delighted to have 47 registrations for the event with 17 Coupes from four states, SA, VIC, TAS and NSW. Many had been part of the inaugural Jaguar XJC Muster held in Echucca in October 2015 to celebrate the 40th Anniversary where we gathered together 35 Coupes for the occasion.. But it was also pleasing to have a number of new members join us for us for the first time.

This unofficial group is fostered and kept in touch with all things XJC via a designated Facebook Page, the "Australian & New Zealand, Jaguar XJC & Daimler Coupe—Owners Group" now with 215 members and growing. This page has assisted us in developing the national interest and encouraging owners of these desirable Jaguar cars.



The weekend got underway as people arrived and checked in at the Golf Club Resort. Old friends met up and new friends joined in as the carpark began to be adorned with Jaguar XJCs of all colours and variants. Signal Red, Blue, Yellow Gold, Primrose, Old English White, Green Sand, Regency Red and an array of customised colours that has suited the fancy of owners who have chosen to do things a little differently.

"The weekend was deliberately planned with lots of time to catch up and relax in fine company."



A Happy Hour at 5.30pm led to the first official function which was dinner in the Balcony Room over-looking the golf course. Our hosts looked after us superbly with bottles of free local wine for us to enjoy. Thank you Karl. The conversations were animated and the catching up and the celebration had begun.

Saturday, was set aside for a local tourist drive. Our first stop being a look at and photo shoot with BIG LIZZIE at Red Cliffs. Big Lizzie is now 100 years old and we remember the important part she played in the clearing of the land for the establishment of Red Cliffs. In early 1915 Frank Bottrill commenced construction of Big Lizzie to replace the camel trains which carried wool and other heavy loads in the sandy terrain.

It was then to a visit to the Rio Vista House and Art Gallery. George Chaffey and his brother William Benjamin arrived in

Mildura in 1886, where they established the first irrigation scheme in Australia. Following great success with irrigation in California, the Chaffey brothers, originally from Canada, had been approached by Victorian Premier Alfred Deakin, who was under pressure to open up more land for farming and settlement.

The Chaffey families relocated to Mildura Station Homestead. Following the success of early irrigation development work, William began construction of Rio Vista in 1889. The Spanish style name Rio Vista (River View) reflects the Californian influences found in the Queen Anne style house. We enjoyed a nice cup of coffee, a tour of the magnificent Rio Vista House



and associated Art Gallery. Of course it was also a great opportunity for a photo shoot in front of the Historic Homestead.

Then it was off to lunch. A short drive over the Great Murray River into NSW took us to Trentham Wines Estate. A beautiful setting on the banks of the river where we sat under the outside veranda and enjoyed fine food and good wine. This was a bit of a highlight of the weekend thoroughly enjoyed by all. The rest of the afternoon and evening was left for folk to do as they pleased. Some enjoying a meal in a local restaurant others sitting around informally at the Golf Club Resort with pizza.

Coffee and Cars seemed to be a good idea for Sunday. The local car clubs were invited to join us at Nowinge Place, again of course on the banks of the Murray. The pop-up café, Bobby & Me, adjacent was well patronised and coffee and light refreshments enjoyed. Not many local cars joined us but we did appreciate a visit by a number of local Jaguar enthusiasts who have a small informal Jaguar club locally. The 17 coupes looked magnificent lined up in the park in front of the main stage. Bonnets up and lots of discussion about modifications, customisation, restoration and discussion was appreciated attracting significant local interest.

The big wrap-up was the evening dinner together as the weekend came to a close all too soon for some. Ideas and comments were thrown around about a 50th Anniversary Celebration in 2025. Maybe in Bathurst NSW. . . . Who knows, we will all be 5 years older and a little wiser by then but the lure of another gathering of Jaguar XJCs and Daimler Coupes will be too much to resist.

Philip Prior (Event Coordinator)





McLaren Vale Vintage & Classic 2021

The McLaren Vale Vintage & Classic was held on Sunday 18th April. The Main Street was closed off to mainstream traffic for over an hour while the public lined the streets to watch the cavalcade of hundreds of vehicles pass by. Many participants dressed in the era of their vehicles/motorcycles - and they all looked terrific.

Over 30 Jaguars participated in the parade and afterwards they headed to Paxtons Vineyard where a number of club members had already gathered to welcome them.

It turned out another great day with a great mix of food, wine and music.

The 2021 event raised money to support the McLaren Vale & District War Memorial Hospital, the local CFS brigades of McLaren Vale and McLaren Flat and Southern Koala Rescue.

We can't wait for next Year! ■



McLaren Vale Vintage & Classic 2021



McLaren Vale Vintage & Classic 2021



Stan Grafton, 1949 Olde English White Mark V DHC



Trevor Norley, 1980 Olde English White Series 3 XJ6



Roland Donders, 1983 XJS HE 5.3 Litre V12 Coupe



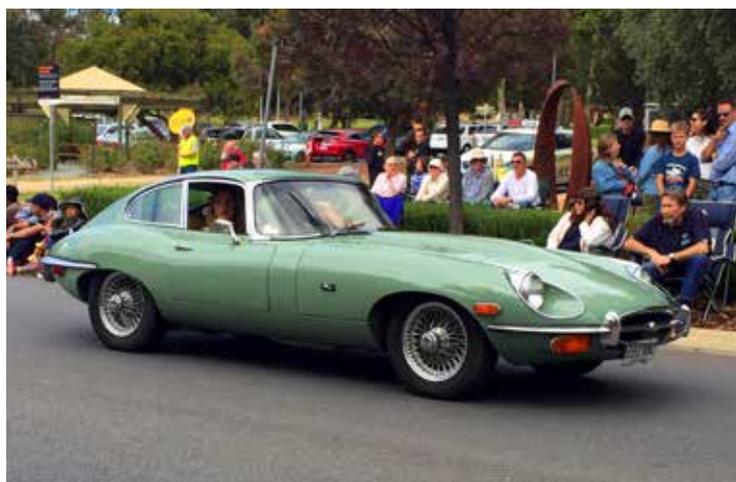
Rodney Taverner & Shena McGrane, 1986 Red XJ-SC Cabriolet



Edmund McCaul, 1966 Olde English White Mark II (4.2 litre)



Steve & Val Weeks, 2006 Dark Blue X-Type



Noel & Cindy Schmidt, 1973 Regency Red V12 E-Type S3 roadster.

McLaren Vale Vintage & Classic 2021



Malcolm Adamson, 1948 Mark IV Drop Head Coupe (3.5 Litre)



Dave Adamson, 1946 Mark IV Saloon (1.5 Litre)



Mario Siciliano, 1968 Daimler DS420 Limousine



Don Heartfield, 1986 Sage Green Series 3 XJ6



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



Geoff and Margaret Thomas, 1975 Silver XJ6 Series 2



Jim & Arcadia Komaromi, 2007 Mistral Blue 3.0 litre Modern S-Type



Steven Connell, 1971 Cream 4.2 litre Series 1 XJ6

McLaren Vale Vintage & Classic 2021



Murray & Marianna De Laine, 5.3 Litre V12 XJ-S Convertible



Angela & Raffaele Villarosa, 1994 Morocco Red 6.0 litre V12 XJ-S



Alan & Kathryn Bartram, 1966 OEW 4.2 litre E-Type (S1) 2+2



David & Margaret Bicknell, 1985 Green 4.2 litre XJ6 Series 3



Ron & Claire Palmer, 2014 Ultimate Black XF Sedan



Bob & Daphne Charman, 2004 Slate Grey Modern S-Type 4.2 litre V8



David & Angela Rogers, 1966 Olde English White S-Type



Ray & Ruth Thomas, 1966 Brunswick Green Mark II (4.2 litre)

McLaren Vale Vintage & Classic 2021



Drivers, passengers and spectators were encouraged to dress in vintage fashion consistent with the era of their motor vehicle. Congratulations to Noel and Cindy Schmidt who won first prize for best dressed. Seen here with in their Series 3 V12 roadster.



Pictures photograph of some of the beautiful scenery around Paxtons Winery (Bob & Daff's Modern V8 S-Type).

Multivalve Register Lunch Run



Multivalve Run – 22nd April 2021

On a cool 15 degree morning, 31 members and 16 cars gathered at the Marion Hotel at 9.30am and we were delighted to welcome members from other Registers. At 9:45am we set off on part one of the trip to the Belicious Café on Inman Valley Road next to Glacier Rock, going via the southern expressway. Our route took us on the Victor Harbor, Pages Flat and Hindmarsh Tiers Roads, after which we turned on to Sawpit Road – a narrow, scenic run with tight turns and poor signage which made life interesting but we didn't lose a single car! We arrived at the Belicious Café for a pitstop where we were joined by Ian & Jenny Rowley from Aldinga.

Coffee and cake were enjoyed by all under a beautiful, warm and mostly sunny sky (for those outside). The café did a great job in getting us all served by 11.30, as they had other customers to deal with as well. Several members wandered to the viewing platform to get a better look at the rock, known as Selwyn's Rock (named after the geologist who first described it). The striations in the rock are dated around 270 million years ago and the granite itself is some 450 million years old.

We left at 12.00 on part two of our run, continuing on Inman Valley Road towards Yankalilla then turning towards Myponga and Aldinga on Main South Road arriving at Mick O'Shea's Irish

pub at 1:00pm, where we stopped for an excellent lunch. The pub did us proud with very quick service and lovely food and a certain Register Secretary was in seventh heaven as they have Guinness on tap, the best in Adelaide apparently!

Everyone enjoyed the run immensely and we had a lot of laughs. I would like to thank all those members who turned out for the day and made it such a great success, especially to those who came a long way to be with us.

Peter Buck
Multivalve Register Secretary



Multivalve Register Lunch Run



Jaguar Drivers Club of South Australia



Annual Dinner and Presentation Night

Saturday July 31, 2021

6.30—7.00pm for pre dinner drinks

Glenelg Golf Club

James Melrose Drive, Novar Gardens

\$65.00 each

Register and pay on TidyHQ by 23rd July 2021

[GET YOUR TICKET](#)

Marg Thomas (08) 8374-3228 - Daf Charman (08) 8248-4111

Ros Holland (08) 82710048

SS, Mk IV, Mk V Border Run to Hamilton (October 2021)



SS Register Border Run to Swan Hill in 1975.

After not holding a Border Run last year, the Victorian Jaguar Car Club (SS, Mk IV, Mk V Register) recently conferred with our South Australian Register and it was decided that Victoria will organise this year's Border Run, that way they do not disrupt the cycle of States organising the Runs.

The 47th Border Run for 2021 will be held in Hamilton, commencing on Friday the 29th of October and finishing on Sunday the 31st.

If you are thinking of coming, and they are a great weekend away, keep the dates clear on your calendar. All members and non-pushrod Jaguars very welcome.

HISTORY

For 47 years the South Australian & Victorian SS, MkIV & MkV Clubs/Registers have been meeting for their annual Border Runs taking turns to organise the event generally involving about 35-40 vehicles.

In 2004 Queensland joined the group by organising a combined Run to Parkes NSW & it was decided to have Tri-State Run every three years meeting in central NSW being near-equal distance to travel for each State with turn-about responsibility for organisation.

In 2019 the Tri-State Run was organised by SA and held in Forbes with 39 entries. The 46th Annual border Run in 2020 was also organised by SA, but cancelled due to COVID 19.

E-Type Border Run to Mount Gambier (September 2021)



E-Type Border Run to Mount Gambier - 60th Anniversary Event

The Jaguar Drivers Club of SA and Jaguar Car Club of Victoria welcome you to attend a Boarder run to Mt Gambier in September 2021. The event is expected to run over three or four days and include daily tours and a gala dinner event. All Jaguars welcome.

Thank you to Di Adamson who will be the coordinator of this event for the JDCSA.

Bookings are open for The Barn, Mount Gambier, SA, (Do not book online - go to link - "Register" for details).

For more information please contact Di Adamson: 0407 862 758 or di.adamson1@gmail.com

THIS MEETING REMAINS SUBJECT TO ANY CHANGES IN COVID19 RESTRICTIONS. YOUR REGISTRATION IS MANDATORY FOR ATTENDANCE

[Register](#)



FOR SALE: XJ6 - Series 3

Local car, bought about 6 years ago and in that time has completely overhauled all mechanical, cooling, and transmission systems. Interior in good condition.

Includes spare set of rust free panels which require sanding, painting, and fitment to finish off. Perfect project 90% of the work complete! Walk-in SA rego. (inc. countless spare parts).

Price: \$10,000 - Offers Invited
Contact: Contact Dane Wilden
0431 058 951



FOR SALE: 1970 E-Type S2

- ◇ Australian delivered 1970 2+2, 4.2L
- ◇ All original new paintwork with guarantee of no rust by the painter.
- ◇ On historic rego with JDCSA

Looking for sensible offers but not expecting top dollars
Contact: Adrian Lund 0405 742 910



FOR SALE: 2005 S-Type 3.0L V6.

- ◇ Owned for past 10 years.
- ◇ Reluctant sale due to age/health.
- ◇ Car is in immaculate condition. 163,000 km
- ◇ Regularly serviced & maintained.

Price: \$15,000 ONO
Contact: Bill Brown
0447 554 535 (car is at Tennyson)



FOR SALE: 1975 XJ6 4.2 Auto

- ◇ The car belongs to a long time club member and is in good sound original condition.
- ◇ Air conditioner recently overhauled at a cost of \$2,500.
- ◇ Velour upholstery. Currently on Club Registration

Price: \$7,500 ONO
Contact: Rowan on behalf of owner -
0401 275 276



FOR SALE: 1963 S-Type Auto

- ◇ Mechanically very good. BW65 gearbox. Maintained by Geoff Mockford. No expense spared.
- ◇ 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.

Price: Best Offer
Contact Stephen Wade on 8388 5582

FOR SALE: Jaguar/Daimler Parts

On behalf of Josephine Orford (parts that belonged to her late husband).

See list below. No prices set but any reasonable offer will be considered.

Phone Michael Pringle
0418 311 422

Suit Daimler 2.5L or V8250 or SP250			
No.	Item	Part No	Comment
2	Cylinder heads		corroded waterways - repairable (?)
4	Tappet covers	136769 or 136404	vg condition - need polishing
1	Tappet block & bush assembly	C22079 or C20982	
3	Rocker shaft assembly		
1	Inlet manifold	C22412 or 307372	
1	Water pump inlet pipe	C20842 +	
1	Water pump body	C20913	
2	Water outlet pipe (thermostat housing)	C20848	
1	Camshaft	C27413 or C21282	or 135873 OK condition
1	Torque converter drive plate	C22144	
1	Gearbox support plate	C22665	
1	Timing chain cover	C21042	
1	Oil pump assembly	C21975	
1	Oil cleaner filter head	9670	
1	Air cleaner assembly	Plate 7: 1,2,5,11/12	
2	SU HD6 carburetors		No needles
1	Throttle & mixture control bracket assembly	C23453	
1	Tie rod & tube assembly		
1	Steering box		unknown condition
Suit Jaguar MKII or Daimler V8			
1	Set interior wood trim		mostly complete - fair condition
1	Set interior wood trim		incomplete - needs restoration
1	Collection of various chrome body trim pieces		good/fair condition
Other			
2	P100 headlights (MKIV?) inc brackets		fair condition
1	Shell motor spirit can		2 gal embossed
1	Golden Fleece motor spirit can		2 gal embossed
1	Castrol petrol can		
1	Shell sign		
	And other "garagenalia"		

FOR SALE: 1951 Mark 7

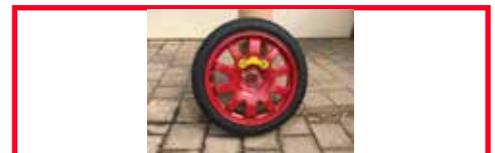
- ◇ Commenced restoration but can no longer continue.
- ◇ I am a motor body builder by trade. The body and chassis have been sand blasted and etched.
- ◇ Rust in the lower quarter panels and roof repaired. Sill panels replaced.
- ◇ There many spares - 4 doors; 4 front mudguards; 2 bonnets; 2 boots plus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

Price: Negotiable.
John Lueders on 0405 605 566

FOR SALE: X-Type Brake Parts

I am selling new brake parts for a mate. Jaguar X-type 2.1 litre. Set of new unopened disc rotors, brake pads & seals. Suit 2001-04

\$330 negotiable to reasonable offers
Contact: Kevin McEvoy: 8297 5976
or 0414 951 919



FOR SALE: F-Type Spare Wheel
As new - \$180
Contact Tony Human on 412466503

FOR SALE: 1986 XJ6 Engine & Transmission 120,000 km.

Price: \$500 for the lot.
Phone Desmond 0411 781 880

Around the Market - Shannons Auction Results

2021 Shannons Autumn Timed Online Auction (Closed 20th April)



1963 Mark II 3.4 manual. Well-presented, extensively refurbished (engine, brakes, interior, A/C). Estimate \$28,000 - \$34,000. (Sold \$36,000)



1968 E-Type 4.2 Series 2 (2+2) Coupe. Estimate \$140,000 - \$170,000. Ground up restoration. Multiple concours winner. (Sold \$221,000)



1950 XK120 roadster. Australian-delivered. Older restoration, five-speed gearbox. Estimate \$115,000 - \$135,000. (Sold \$100,001)



1951 Daimler DB18 Special Sports. Only 1,000 miles since restoration in 2004. 62,214 miles. Estimate \$35,000 - \$50,000. (Sold \$40,500)



Set of 3 Grand Prix International Grill Decanters. Jaguar, Ford and Mercedes. (205mm x 130mm) Estimate \$300 - \$400. (Sold \$405)



Original E-Type 16" Wood Rim Steering Wheel as fitted to 1961 to 1970 S1 - S2 cars. (Restored). Estimate \$300 - \$500. (Sold \$750)

1st Sunday

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

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

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

Murray Bridge "Coffee and Cars" - 8.00am to 10.00am, ***MOVED to Wharf Precinct, Wharf Rd down by the river.***

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

2nd Sunday

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

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

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

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

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

3rd Sunday

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

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

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

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

4th Sunday

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



1994 Jaguar XJ Sovereign X300 and unknown model

SS, Mk IV, Mk V Register



Minutes of meeting held at the home of Antony & Bronnie Veal Thursday 15th April 2021.

Previous Minutes:

The March 2021 Minutes were adopted.

Present:

Bruce Fletcher, Bob Kretschmer, Jack Richardson, Des Brown, John Lewis, Robert Paterson, David Rogers, Antony Veale, Ross Rasmus.

Guests:

Bronnie Veale & Rosemary Hill Ling

Apologies:

David Adamson, Malcolm Adamson, Brenton Hobbs.

Special Note: The event was another Trial Evening Meeting being the 3rd. Thursday in lieu of the traditional last Wednesday. See also Cls. 7 below.

Correspondence: None

1. SA/Vic Border Run 2021:

Bob & Marg Kretschmer have indicated their intention to attend. No other JDCSA starters yet to be involved See later Clause 4. Bob will contact the regular JCCC members

2. Combined States Border Run 2022:

No indications of interest yet.

3. Welfare:

Bruce is receiving treatment for his eyes that affect his driving at night & reports improvement.

4. JDCSA:

Re the combined XK, 7 8 9 Register with the SS, MkIV & MkV Register Friday 30th April, there was no further notice of interest apart from Marg & Bob.

CM Editor Graham has advised that he is preparing a feature on the Border Runs for the May Issue.

Bob has independently asked members to advise on & retain any information of past Border Runs especially details in addition to photographs.

5. Technical & Parts:

◇ 1. Restoration Projects:

SS Airline; Malcolm Adamson:

Bruce Fletcher still waiting for upholstery.

1 ½ Litre Sedan; Ross Rasmus:

Waiting for chromework & seeks details of a suitable battery as the post-War

vehicles have the battery on the left hand side of the scuttle. Bob K's is centrally mounted. (see the two Adamson 1½L sedans).

MkV David Rogers

Body at painter for the primer, suspension parts being zinc-plated.

There is still some interest in suitable tyres for 1½ L vehicles.

◇ 2. Member Assistance

The caller seeking MkV seating advice has not contacted David & Angela Rogers direct.

◇ 3. Parts:

John Lewis needs the worm drive for his MkV seats.

6. General Business:

1. The Mk1V belonging to Allan & Val (JCCC) previously restored by Bruce Fletcher has been sold for a satisfactory price.

2. Bruce has sent a message to his UK SS Register colleague regarding a rather special vehicle picture that appeared in the December issue of the UK JDC December Magazine. Apparently the particular vehicle was 'made' by a previous JDCSA Register member. It had a cut down Mk1V, shortened & lowered & was displayed at a couple of local Jag Days during the 1970's before going to Melbourne.

"I later had a phone call from the SS Register asking the history of the car as the new owner was told it was a Factory one-off special"

7. SS Register Meeting Dates:

It was considered that the Thursday evening date & time was successful.

May: Thursday evening 20th at the home of Ross & Jan Rasmus..

Meeting closed at 8.50 pm.

Thank you, Bronnie for the supper

Bob Kretschmer
Register Secretary



The immaculate ex Des Brown Mark IV Drophead Coupe. The car is now in Victoria. Des attended the first meeting of the club in August 1973 and has been a member (#44) ever since.

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 14th of April, at the Bartley Hotel, West Lakes Shore. Held after a lovely meal at 6.00pm

Present:

David Bicknell, Tom & Marj Brindle, Bob & Daphne Charman, Peter & Heather Buck, Richard Chuck, Fred Butcher, Alan & Lorraine Davis, Jeannie DeYoung, Don & Toni Heartfield, Ronald Lane, Laurie Leonard, Fay Leyton, Louis Marafioti, Gary Monrad & Oggi Stojanovich, Graeme & Betty Moore, Paul Moore, Trevor Norley, Geoff & Margaret Thomas, Borys Potiuch, Darryl & Fay Leyton, Evan Spartalis, Bryan O'Shaughnessy, Don Tyrrell.

New Members

Ron Lane was welcomed to the Register.

Social Secretary

Betty reports that tonight's lucky numbers was won by Louis Marafioti.

Previous Minutes:

Carried

Special Note

Rob Sbrogio reluctantly has to sell his lovely Regency Red Series 2. Unfortunately he just doesn't have the time to give the car the attention that it deserves. It is in beautiful condition inside and out. Not a penny to spend. If anyone is looking for a Series 2, then this is the car. If interested please call Bob 0421482007.

General Business

1. Sunday 18th April – McLaren Vale Vintage and Classic. Meet at the venue
2. Sunday 2nd May – Victor Harbor British Classic.
3. Saturday 31st July – Club presentation Dinner – Glenelg Golf Course.
4. 6-7-8 August – Register run to the Riverland. Details Tidy HQ.
5. Club calendar – Photos from our Register would be nice.
6. Saturday 11th December – Register Xmas Dinner & Show – Glenelg Golf Course. Well under way.
7. Possible return to Shannon's – June.
8. Looking at 60th Year anniversary next year for our Mk10 – 420G. Event planning in early stages.

Car Talk

- Tom & Marj Brindle: The XJ40 going very well.
- Pete & Heather Buck: X308 – Coolant light on and off. Check sensor.
- Fred Butcher: Going on XJC Muster in two days. All cars going well

- Bob & Daff Charman: Huge job keeping cars clean at the moment
- Richard Chuck: X Type limped home, but cleared itself and is OK
- Don & Toni Heartfield: Took XH6 for its longest run Goolwa and back. Must remember to check radiator in future.
- Fay Leyton: Darryl putting 'Derek' back on the road. Needs Front and back seats.
- Louis Marafioti: Evan found XJ8 motor from Sydney. He needs to check radiator as well.
- Gary Monrad: Looking for 357 Chevy for new XJ.
- Trevor Norley: X Type needed new battery. RAA arrived in 20 minutes and solved the problem.
- Bryan O'Shaughnessy: Small fire under bonnet of the XJS. Fuel hose. Nothing serious but annoying.
- Ron Lane: XJ6 work in progress. Too much time spent on lawn bowls. Needs good auto electrician. Don Tyrrell: Knows one.
- Don Tyrrell: Mk10 A1. Took XJ8 on long trip NSW. Averaged 5.8 litres/per 100 km..

Meeting closed at 8.30pm

Our next Register meeting will be at the Bartley Hotel on Wednesday the 12th May, 2021.

BOB CHARMAN
Secretary



Bob & Janice Moore, 1997 Heritage Green XJ (X300). As can be seen, the car is used for weddings and is kept in pristine condition.



The supercharged XJR is a popular car around club event race meetings - particularly in the UK and USA

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<p>Our thanks to First National Real Estate Lewis Prior, who generously print this monthly club magazine.</p>			

Club Notices

GENERAL MEETING ROSTER 2021

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

CLASSIC MARQUE

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

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

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

JDCSA - General Meeting Minutes

Minutes of the JDCSA Monthly Meeting Tuesday 6th of April 2021 at The Police Club, 27 Carrington St, Adelaide.

Meeting opened at 7.30pm

Welcome: President Phil Prior welcomed all to the meeting, especially new member James Bailey (1990 XJ6), and Jurgen Schusterbauer (1963 Mark 2) who has been a member since 2009 but this was his first general meeting.

Present: As per attendance sheets.

Apologies: Tom & Marj Brindle, Lesley & John Clarke, Tony Human & Gabriela Orford, Bill Browne & Margaret Piper, Malcolm Adamson.

Previous Minutes: Accepted.

Business Arising from Previous Minutes: None.

Member Welfare:

- ◇ Sadly, long-time member Doug Harrison has passed away since the last general meeting. There was a good turnout of JDCSA members at his funeral which was greatly appreciated by his wife, Sue.
- ◇ Bill Browne is out of hospital.
- ◇ Ron Biddell very ill, Peter Buck will visit again in the next week.
- ◇ John Clarke had a fall but is now out of hospital.

President (Phil Prior):

- The President's Picnic was well attended and the involvement of the E-types was appreciated. Phil gave thanks to all helpers and suggested this should be a regular fixture in the Club's calendar, a decision for the next President of the Club.
- Next month's guest speaker will be Mark Walker Roberts.
- Scott Shearman, owner of Wappenbury Hall (the estate of Sir William Lyons) was a speaker at the 2018 National Rally. He is developing Wappenbury Hall into a museum but is currently in Adelaide and it is hoped he will be the guest speaker in June.

Vice President (Fred Butcher)

- Attended the XJ Register meeting at the Bartley Hotel and the Multivalve

meeting at the Kensington Hotel, both were well attended.

- Also attended the President's Picnic which had an excellent turnout.
- The XJC Muster takes place in a few days, 7 cars are attending from the Club, 47 people are registered for the event.

Secretary (Steve Weeks)

- Passing on the usual flow of interstate magazines.
- Has had a lot of communication from the Donington Museum advertising online auctions – a show of hands indicated no interest in these.
- A lot of events happening in April.
- A further supply of 10th Anniversary booklets available for interested members.

Treasurer (Heather Buck)

Credit card facilities now available for regalia purchases.

Membership (Daphne Charman)

Membership travelling well with an average of 4 new members each month.

Editor (Graham Franklin)

- Graham was congratulated by the Club on another excellent magazine this month.
- Events for the next six months are listed in the Classic Marque and are open to members of all Registers, including the Renmark Rose Festival, the SS Register border run to Hamilton and SA Jag Day, all in October.
- Graham mentioned that Bill Browne's S-type is up for sale in this month's edition of the magazine.

Log Books (Dave Burton)

Log book renewal coming up in June/July. This will be a busy time.

ACJC (Tim White): Nothing to report.

Regalia (Ron & Claire Palmer)

The usual selection of regalia available this evening.

MSCA (Marque Sports Car Association - Barry Kitts): Nothing to report.

Librarian (Tom Brindle):

No report.

CLUB REGISTERS:

Compact (David & Angela Rogers)

Nothing to report.

XJ (Bob Charman)

The next meeting will be at the Bartley Hotel on the 14th April, but it is hoped to go back to Shannon's in June.

Multivalve (Peter Buck)

36 members attended the last Register meeting at the Kensington Hotel and this will stay as the preferred venue for the time being. Peter asked members to note that the next meeting date has changed from the 26th May to the 19th May.

A lunch run is planned for the 22nd April, meeting at the Marion Hotel at 9:00am for a 9:45 departure.

Peter asked if members knew where to source an ECU unit for a 1996 4-litre X300.

E-Type/ F-Type/ Grand Tourer (Tom Herraman): No report.

SS & Daimler (Bob Kretschmer): No report.

XK and MK 7,8,9 (Steve Weeks)

BBQ on the 30th April in Tanunda, limited to 40, almost full – register on TidyHQ.

A run together with the Riley and Rover clubs is being planned, currently looking for a lunchtime venue that can take the numbers. This will be posted on TidyHQ and open to all.

Any Other Business:

Geoff Thomas asked the Executive to consider reinstating Vale Notices in the newspaper upon the death of a member of the Club which was a practice in the past but had not been carried out for many years. Geoff also asked for a show of hands from members present, which subsequently indicated agreement with this request.

(For members' information, the next meeting of the Executive is Tuesday 20th April)

The meeting closed at 8.10pm and was followed by an interesting talk and presentation by Captain Rod Lovell, a highly trained and qualified pilot, who once ditched his passenger plane in Botany Bay.

Next Meeting: 7.30pm on 4th May.

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

Mobile: 0432 549 086

Email: treasurer@jdcsa.com.au

Secretary: Steve Weeks

Mobile: 0414 952 416

Email: xk789@jdcsa.com.au

Editor/Events Coordinator: Graham Franklin

Mobile: 0490 074 671

Email: editor@jdcsa.com.au

Membership Secretary: Daphne Charman

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

Email: membership@jdcsa.com.au

Web Master: Tom Herraman

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

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

