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JULY 2020



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Club Torque - President's Column

President's Column – July 2020

It has been about three months now since the COVID 19 lockdown and we are all a little impatient, wishing we could get back to normal activities. However, there is light at the end of the tunnel and as soon as we are able, we will get our Monthly General Meetings and Register Meetings underway again. In the meantime, do the right thing and stay safe, it is not over yet.

Once again, I thank the Register Secretaries for their efforts in keeping in touch and encourage you all to be in touch with your friends within the club. Classic Marque is also playing an important role in keeping us informed and giving us all some sense of interaction via the printed page. A big thanks to our editor Graham Franklin who continues to do a great job on our behalf. Don't forget he is always looking for your contribution, a story, or a photo that you can share with the rest of us.

If you are a member of Facebook don't forget the JDCSA FB Page "JDCSA – Members Group" where you can share ideas, stories, comments, links & photos. Another great way to keep in touch.



Although all Club Meetings and Register Meetings are indefinitely on hold for the time being, there are some club events between now and the end of the year we still hope we can pull off. The XJ Register is still hopeful that the Burra trip will go ahead so those interested should keep your ear to the ground for updates.

The Jaguar XJC MILDURA MUSTER is set for early October and we are keeping our engines running and fingers crossed that it will go ahead. We are very dependent on the situation in Victoria improving to enable this event to go ahead.

SA Jag Day, is booked for Sunday October 18 at Civic Park. Basic arrangements are in place so keep the date free.

Our December Christmas Meeting is being planned for Tuesday December 1st at the Maylands Hotel and we will confirm the details as we get closer to that date.

Normally our club's AGM would be held in September but it is anticipated that we will be unable to hold that meeting. This means that current elected positions will continue until we are able to have that meeting.

I commend to you the open letter from the Chairman of the Australian Council of Jaguar Clubs (ACJC), Tim White, printed in this edition of Classic Marque ([page 4](#)). It outlines some significant changes that are ahead for us in relation to Jaguar National Rallies in particular. We appreciate the leadership role of Tim and other members of the council as future directions are considered. If you have any questions or comments on this report Tim would be pleased to hear from you.

So, until we can meet again, stay safe, look after each other and please feel free to call me or your register secretary at any time.

**Philip
President JDCSA**



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Front Cover:

Bruce Fletcher's 1989 V12 XJ-S Convertible.

Rear Cover:

John Goss and Armin Hahne on their way to winning the 1985 James Hardie 1000 at Bathurst.



Jaguar National Rallies

Hello Fellow Presidents,

A number of key issues have surfaced recently and whilst your delegate would have kept you informed, I thought it appropriate as Chairperson of ACJC to also provide an update

Firstly, a big thank you to the 27 members who responded to the survey that the ACJC distributed. The results show that a change is endorsed and it confirmed the ACJC delegates thinking that we are at a crossroad. Key responses included:

- Support for a rally every two years
- The favourite part of the rally seems to be the Post Rally Tour
- 65% thought the rally should be self-funded with 90% it should be neutral funded
- 70% considered that a Concours event could be held separate from the rally
- Having the Border runs (Daimler, XJC, SS, XK etc) held on the alternative year was supported
- Whilst not part of the survey, there has been growing support for interstate members to drive over and participate at another clubs Display Day. e.g. an interstate club has 10 members who are interested in driving over the border and attending another clubs display day. The route there and back is a tour in itself. It would be coordinated with the recipient club and joint dinners/lunches would be organised. The benefit of this is that the initiating club would be responsible for the tour and this reduces the volunteer workload. A win/win all-round.

Given the current economic climate and uncertainty over health issues, NSW have withdrawn from the 2022 National Rally. Qld have also for the foreseeable future needed to withdraw from organising any National Rallies. Tasmania, subject to borders being open are still pressing ahead with their rally in March. Adelaide are still looking to run the rally in 2023 (which also happens to be their 50th Anniversary year). This is on top of WA having to close their rally at the last minute to C19 issues. In fact, a huge **congratulations** go to the WA team under Geoff Neil for putting together a fantastic agenda but then being able to wind it back returning monies to registrants and a majority of the sponsors money also.

Jaguar Land Rover Australia have made it clear that sponsorship monies will be "extremely tight" until they can achieve their new sales budgets. There has been much newspaper noise about TATA's continued involvement with Jaguar and the UK division has been seeking support from the UK Government. All-in-all tough times, which require a change in traditional thinking on our part to ensure we uphold the objectives of ACJC and our individual clubs - promotion of the Jaguar Marque.

Therefore, there should be a continued need for ACJC, as a body, to coordinate the rallies, oversee the JLRA relationship, work corroboratively with the States to create a new path of sustainability and continue to find new ways of keeping the Jaguar Marque in the public domain.

As the famous film line goes; "these are difficult times and require serious thought" plus decisions will need to be made that will benefit all the estimated 3,000+ members of Jaguar Clubs in Australia. There is a need to be more inclusive across all our events and activities to ensure that younger members (and their families) who are buying the second hand Jaguars because they are affordable. In fact, it probably time to bring into the fold the other Jaguar Clubs that exist around the country. This, I believe, is where the inclusion of Border runs and visiting of each other's display days continues the camaraderie, builds mutual respect and above all is potentially more affordable for everyone.

Organisations cycle through varying stages and the options and decisions right now would need to change in say 5 years' time dependent on the demographics and environment (social/economic) at that point in time. It has to be fluid and innovative

My phone is always on to talk to anyone about the future and discuss possible options going forward.

Keep looking after yourselves and trust we will catch up some time in the future.

Regards

Tim

Tim White, 0419 809 021

Chairman, Australian Council of Jaguar Clubs

Club Torque - Editor's Column

Editorial by Graham Franklin.

The Virus is still impacting on our lives, but Registers are still managing to carry out some non-contact events.

Included in this edition is a feature celebrating 45 years of the XJ-S (1975-2020). It wasn't possible to keep the review brief, given that it was in production for 21 years. In particular, one couldn't brush over the special edition models and the successful XJ-S racing program that Leyland and then Jaguar embarked

upon. A big thank you to Rick Luff who provided a complimentary article about his experiences owning and driving an XJ-S and also a detailed overview on how to drive a Formula 2 racing car.

Also, a big thank you to our new member Frank Napoli from Broken Hill, who kindly shared his fun and experiences owning and driving an XJ6.

There is a brief story about the possible direction that the new Design Director Julian Thomson, who took over from Ian

Callum, may take Jaguar car design into the future.

There are a number of milestones this year. Apart from the XJ-S, it is 30 years since Ford took over Jaguar ([page 45](#)) and the 30th anniversary of Jaguars finishing one-two at Le Mans ([page 31](#)).

It is also 60 years that Birmingham Small Arms Company (BSA) sold Daimler to Jaguar. A subject I will cover in detail in the next Issue. Until then - enjoy!

Cheers!

Escape From Pretoria

In the May 2019 edition of Classic Marque, there was a story written by Anne-Marie Pijanka about her Jaguar XJ6, known as the 'Green Genie', and its involvement as an 'extra' in the making of the film "Escape From Pretoria".

Based on the real-life prison break of two political captives, "Escape From Pretoria" is a race-against-time thriller set in the tumultuous apartheid days of South Africa in 1979, starring Daniel Radcliffe (Harry Potter fame) and Daniel Webber.

The film is based on the 2003 book "Inside Out: Escape from Pretoria Prison" by Tim Jenkin, one of the escapees. It was filmed in Adelaide in early 2019, both on location in the city, suburbs and in the Glenside studios of the South Australian Film Corporation.

Anne-Marie responded to the call out to car clubs for cars of the 70's era. The car was fitted with South African number



plates and left with the film crew in Pirie Street for the day (and night).

Unfortunately, coronavirus has disrupted the opportunity for the film to be seen on the big screen. However, the film has received good reviews and is available

via Pay-TV companies such as Apple TV, Foxtel and Google Play.

To view a trailer of the film, go to: [Escape From Pretoria](#). ■

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 July, 2020 magazine:

- Allan & Susan Langsford: 1962 Jaguar MKII 3.4L Sedan
- Andrew & Jeffrey Young: 1970 Jaguar FHC E-Type
- Ivan Kozuh: 1977 Jaguar XJ6 350 V8 Sedan

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

- Stuart Ferguson: 1988 Jaguar XJ40 4.2L Sovereign Sedan
- Frank Napoli: 1982 Jaguar XJ6 4.2L Sedan
- Gary Watts: 1985 Jaguar XJ6 4.2L Sedan
- Raymond Tucker: 1977 Holden HZ 308 Panel Van

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 future meetings and functions.

Daphne Charman
Membership Secretary.

Introducing Our New Members

New member article: Frank Napoli

Grace space pace. It was when I heard these words as a teenager that the penny dropped. These three words summed up Jaguar cars to a tee, and so began a lifelong admiration of a marque that I previously only viewed as a curiosity.

The Beginning

Being an avid reader of all things to do with cars I always knew that the Series 3 XJ6 was the best saloon car in the world at the time. So, when I came across a Modern Motor magazine article titled 'Manual Labour of Love' the die was cast. I had to have a Series 3 XJ6 5-speed.

On one of my trips to Adelaide in 1987 to visit family at Christmas, I was just casually admiring the Jaguars at Prestige Car Sales in Walkerville when I was approached by a salesman. I asked him did he ever see any 5 speed manuals come up for sale. I wasn't really in the market as I had not long started a new job after a long injury lay off from work.

Surprisingly, he replied I think Solitaire have got one for sale now. A quick phone call confirmed this. It was a 1982 model in Tudor White. I made an appointment

to view and take it for a test drive which led to signing on the dotted line.

Fatal Attraction

I took delivery of the Jaguar in January 1988 with 74,500 km on the clock. I am led to believe the car was originally delivered new by Dave Potter Motors on Brighton Road. That was, and still is, the most money I've ever spent on a used car, but it was a rare manual - I had to have it.

In hindsight I was naive and rushed into it, so I could not foresee the issues that followed. If I had done my homework and went into this better prepared, with a clear plan, then perhaps I wouldn't have bought that particular car and bided my time and waited until the right car came along.

But I was blinded by the allure of this car and did not notice the poor paint quality. I did not notice the rust and I certainly wasn't prepared for the copious amounts of oil this car consumed. This car was, after all, built by British Leyland.

At its worst, I calculated oil consumption at 1 litre per 100km at highway speeds, yes you read that correctly, 1 litre of oil every 100km. It became a standing

joke at work that when I went on a trip I would pull into the servo and ask the attendant (remember those) to check the fuel and top up the oil and that it would cost me more for oil than petrol. At some stage I tried running Mobil 1 synthetic oil and on long trips it actually did cost more for oil than fuel.

In 1990, I had a bare metal respray done. The paint crazing was especially severe on the horizontal surfaces of the panels. This was done by the local Ford dealer who had just installed a paint oven. They had a spray painter with a good reputation, and the job didn't disappoint.

The Need for a Reliable Car

Around that time, I bought a second car, a Datsun 240K, in the false belief that preserving the Jag would prolong it. The Datsun had an inline OHC 6-cylinder engine, 5 speed gearbox and independent rear suspension, so it was probably more Jag-like than I had realised. It even had a fake wood dash but it was certainly more reliable than the Jaguar.

French Polishing

I had been getting a bit of work done at Classic Restorations in St Marys dealing with a guy called **Walter Pischler**, or Wally as he liked to be called. Wally was right into French polishing and had some exquisite samples on display, one in particular was a beautiful Jaguar dashboard fascia. He pointed out the intricacies in the grain and rich colour compared to my dash that had all the character of a weathered floorboard.

Wally was always suggesting that I should get my car's fascia replaced with a restored one as it was showing signs of deterioration. This was to have been done on an exchange basis, where he would remove my fascia and replace it with a restored one. (Mine would be restored and used in the next car that needed a new fascia).

I was not keen on this because a Jaguar's fascia is unique like a fingerprint and I did not want to part with my car's unique 'floorboard'. One day, out of the blue, Wally offered me the beautiful fascia he had on display. I can't remember why but I think he was moving or the business was moving or something like that. I said I would have that fascia fitted but on



Frank taking delivery of his Jaguar XJ6 in 1988. [Based on the rego plates, there may have been a Bryson Industries connection (triple numerical number plate)].

Introducing Our New Members (cont)



The late Reuben Tebbett. Frank's mechanic and long term friend.

the condition that I retained my original fascia, not an exchange. He agreed, so I now have a fascia full of character fitted to my car but I still have my car's 'fingerprint' in my possession.

Engine Woes

Driving back home in the Jag in 1991, after a trip to Orange, I pulled out to pass a car, put my foot down and nothing happened except a realisation that surgery was required on the engine.

Where do you start that process? I was completely over the high service costs being charged by dealers. Surely, I wasn't staring down the barrel of an engine rebuild by a Jaguar dealer.

Wally suggested I look up a man named **Reuben Tebbett**.

A Future Friend to The Rescue

I met Reuben at his home in Flagstaff Hill where his garage was his workshop. I was impressed by the man, by his knowledge and by his honesty. I'm proud to say that Reuben and I became good friends.

Reuben not only rebuilt my Jaguar's engine in 1991, but he restored my faith in the brand. Over the following years Reuben gradually sorted all the issues with my Jaguar and provided me with

the reliable car that I was expecting when I first bought it. He even tracked down and fitted a brand-new manual gearbox when the original started making expensive noises. The last service Reuben performed on the car was in May 1996.

A big thank you to the aforementioned British Leyland, a full bare metal respray, a complete engine rebuild and a brand new gearbox, all before 125,000 km on the clock, and I still haven't won the war on rust.

A Good Story

On a lighter note, both my children were born in Mildura, which is 300km from Broken Hill. One claim I wanted to be able to make is that the Jag brought them all the way home from hospital, which it eventually did.

I'm sure that one day they will say with pride, that the first car they ever rode in was Dad's Jag.

As the Years Roll On

In the years since I bought the Datsun 240K, the Jag had gone from my daily drive, to my part time drive, to almost forgotten. In 1997 I eventually let the registration run out, it is simply too expensive in New South Wales to have multiple cars registered in the one household.

In hindsight, having a Jag sitting idle was not a good idea, as they deteriorate so quickly without regular use. By the time I realised this, it was too late to put the call out to Reuben to do his magic again, as he had sadly passed away.

Reuben, was a knight in shining armour, a true defender of the faith, in a realm created by William Lyons and preserved by the people that love his cars.

I did register the car again in 1998 for a couple of years, but then let it lapse again in 2000, before registering it again from 2002 to 2005.

Come 2011, and with a bit more time on my hands, I wanted to fire the old girl up again and get her registered, but I also knew it had developed welsh plug leak and a heavy rear engine seal weep.

Where do I turn to for help?

It was well known in Broken Hill that a guy called **Paul Zammitt** was a bit of a Jaguar whisperer. Paul's son Martin had been servicing my car since 1999, but an engine out job was probably beyond the scope of his Bridgestone dealership.

So, keeping it in the family, I arranged for Paul to pull out the engine and fix the leaks, and it was a job done well.

Paul has just turned 86 and is another champion for the Jaguar cause. The Jag was back on the road but I had to rely on guesswork for fuel levels. Surely the fuel gauge floats would free up over time. Yeah right.

30th Birthday

Registration lasted for another year, but in that year my Jaguar turned 30 years old. I joined a car club in 2012 and transferred to historic plates. Historic registration has the huge benefit of lower registration and insurance costs, especially in New South Wales.

However, the only historic car club in Broken Hill did not operate with a log book system, even though they had the opportunity to do so.

I could never reconcile the fact that I had to contact somebody in the club and ask them for permission to drive my car that I have owned for going on 25 years.

(Continued page 8)

Introducing Our New Members (cont)



Photo of Paul Zammitt with Frank's XK engine. Fortunately Frank managed to find another champion of the Jaguar cause..

I was a member of that club for 5½ years, but with a faulty fuel gauge, club runs were always undertaken with fingers crossed and 20 litres of fuel in the boot.

A group of like-minded individuals who also craved the logbook system started a new motoring club, and so I am now a member of the Silver City Historic Motoring Club. This club has a register of not only cars but trailers, trucks and motorcycles. Great for the Vmax and CBX, but that's another story.

Trying to resurrect the reliability of my Jaguar over the last few years has been a labour of love (ironically, just like the title of that magazine article I read nearly 40 years ago) New fuel senders and changeover switch sorted out the blank look on the fuel gauge.

I am now at the stage where I can finally trust the old girl to go touring again and get me back home of course.

So, I'm up for a bit of adventure behind the wheel. I have just returned from a trip to Mildura to visit my daughter. It's amazing how much confidence you can get with a working fuel gauge.

JDCSA

I still have family and friends in Adelaide and what better way to meet some like-minded people than by joining the

Jaguar Drivers Club of South Australia. Just in time for South Australia to close their borders due to the Coronavirus.

I am looking forward to finally getting down to Adelaide again, for everything the city offers, especially watching the Roosters and Crows. So that's my story,

I know in the scheme of things, a white XJ6 Series III is an unremarkable car, even though it's the epitome of the classic Jaguar shape, with the classic XK engine, but it's mine and it is part of the family.

I guess the Series III XJ6 was a bit of a transitional car for Jaguar, with its William Lyons DNA and design input from Pininfarina, it gave a nod to the future direction of the marque. In other words, as a Jaguar you could tell where it came from, and at the same time see where it was heading.

Regards
Frank Napoli
Broken Hill

Editor- great story Frank. I very much enjoyed reading it, as I am sure other members will. Please make yourself known when you are next in Adelaide.

We all have a story to tell, so just like Frank, please send me some words and a photo or two. Cheers - Graham.



Frank's lovely Old English White, 5-speed manual Series 3 XJ6.

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XJ, Mk10, 420G Register - 2020 Concours d'Elegance Competition

Due to the COVID-19 restrictions, where we are not able to have our regular monthly meetings, we decided to have a bit of fun and hold a Concours d'Elegance competition via emails.

Members of our Register were asked to submit photos of their cars which would be judged on Sunday the 14th of June. We had 20 cars entered on the day which were judged by a panel of eight judges.

The judges were, Bob & Daphne Charman, Graeme & Betty Moore, Alan & Lorraine Davis and Gary & Oggi Monrad.

After much deliberation and a few red wines the judges awarded the following

- 1st Overall: Philip Prior - XJC
- 1st Daimler: Richard Chuck - XJ (Series 1)
- 1st XJS: David Cocker - XJS and Bryan O'Shaughnessy - XJS
- 1st Other Makes: Don Tamlyn - 1909 Renault
- 1st Mk 10: Chris Michael - Mk 10
- 1st XJ Series 2: Borys Potiuch - XJ (Series 2)
- 1st X300: Don Heartfield - X300
- 1st X308: Roger Harington - X308

Honourable Mentions

- Car & Dog award: Steve Weeks - XK140
- Dental award: Gary Monrad - XJ6 (Series 1)
- Race Car award: Darryl Leyton - XJ6 (Series 2)

- Flower Power award - Lorraine Davis - X Type
- Velvet seat award: Noel Thornley - XJ6 (Series 2)
- Does he fit award: Graeme Moore - Mini
- Showroom award: David Bicknell - 420
- That's nice award: Borys Potiuch - XF

Let me explain a few of those results -

- Don Tamlyn 1909 Renault - It is fitted with a Genuine Leather Jaguar Key Ring.
- Gary Monrad - Only Jag we know with teeth. But needs to see a dentist.
- Steve Weeks - The dog won it for him!
- Graeme Moore - Sticks his head out the sunroof to see the road ahead.
- David Bicknell - As it came from the showroom - never been washed since.
- Bob Charman's cars were not judged because of conflict of interest.

Thanks to all those who entered and had a bit of fun. Prizes will be given out shortly.

Bob Charman

Secretary XJ, MK10 & 420G Register

Editor: Due to a shortage of space in this edition of Classic Marque, photographs of the cars will appear in next months CM.

However, as the feature car for Julys CM is the XJ-S, Bryan & Anne O'Shaughnessy car is featured below.

1988 XJS V12 Coupe

- Built in the UK - November 1988
- Exported to Australia and received it's Australian Compliance in February 1989.
- The car has had only 3 owners.
- First owner lived in Doncaster VIC, Second lived in Bendigo VIC (purchased car in 2003), Third owner being Anne and I, purchasing the car in December 2018.
- The second owner had the car on Victorian "Historic" plates and was a member of the Veteran, Vintage & Classic Car Club of Bendigo.
- The car was driven on runs and events both around Victoria and interstate.
- In it's 32 years it has travelled 221,000 km with a full engine rebuild at around 160,000 km and a Transmission overhaul at around 163,000 km.



- The car is in original condition and given it is 32 years old, it really is in great condition.
- Given the car has always been in Australia and looked after by "enthusiast" owners it has no rust and the interior is in excellent condition.

Anne and I joined JDCSA in December 2018 and use the car for both Club and Community runs and events, as well as taking it out for country drives for our enjoyment.

Bryan & Anne O'Shaughnessy

Events Calendar - On Hold

Tuesday 28th July

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

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

Jaguar SVO - Sales Increase For 2019/20

Strong demand for JLR's widest-ever range of Special Vehicle Models has resulted in record sales.

Special Vehicle Operations retailed more than 9,500 SV vehicles in 2019/20 fiscal year – up 64% on the previous year.

The Fiscal 2019/20 Special Vehicle Operations line-up featured seven distinctive SV models:

1. Jaguar F-TYPE SVR
2. Jaguar F-PACE SVR
3. Jaguar XE SV Project 8

4. Range Rover SVAutobiography
5. Range Rover SVAutobiography Dynamic
6. Range Rover Sport SVR
7. Range Rover Velar SVAutobiography Dynamic

Best-selling SV models that amplify performance and luxury attributes of Jaguar and Land Rover vehicles are the the Jaguar F-Pace SVR and the Range Rover Sport SVR. ■



XE SV Project 8 Jaguar. Available for AUD\$325,000. Apparently 4 have been sold in Australia, but they are all LHD, and are not road-registered. However, you can ride around the Nürburgring racetrack in one for AUD\$400.00 a lap.

Jaguar XF Gets Fresh New Look

After undergoing winter testing in gruelling snow conditions in Sweden, prototype testing of the upcoming Jaguar XF has hit the road.

Styling changes expected to see when the production model debuts include sharper headlights, a new front bumper, and a redesigned grille to give the XF a fresher look.

The back is also anticipated to change with the rear bumper and rear light graphics changed to match the 'facelifted' XE.



The interior is expected to get some significant upgrades including a 30 cm digital instrument cluster, a new infotainment system with a 26 cm touchscreen, a redesigned steering wheel and more premium quality materials.

It is expected that the existing V6 engine will be replaced with JLR's 3.0 litre turbocharged in-line 6 engine, paired with a mild-hybrid system to produce close to 400 horsepower. ■

Annoying 'Auto-Stop' Feature To Stay

Many cars including some Jaguar models have the "auto-stop" feature as standard now. It can be turned off, but ultimately returns to default mode and then comes back on, to annoyance of some drivers.

However, research has shown that idling in heavy traffic and sitting at traffic lights can consume anywhere from 3% to 12% more fuel, depending, obviously, on the vehicle.

For example, while an F-Pace doesn't have appalling fuel-efficiency ratings, it is assumed that it would be somewhere in the middle of that fuel-savings number.

Therefore, while it can be annoying, it's not going away. In all likelihood, this feature will increase in use as manufacturers struggle to meet fuel economy regulations. ■



Unfortunately duct-taping the fuel gauge for better fuel economy doesn't work.

XJ-S Celebrating 45 Years (1975-2020)

QUITE POSSIBLY, THE MOST EXTRAVAGANT JAGUAR EVER BUILT

JAGUAR XJ-S



Two separate advertisements combined to highlight the external differences between the XJ-S (top) and XJ-S HE

XJ-S Celebrating 45 Years (1975-2020)

Overview

The Jaguar XJ-S (later called XJS), is a luxury grand tourer built from 1975 to 1996, in coupé, fixed-profile and full convertible body-styles. There were three distinct variations, with a final production total of 115,413 units over 20 years and seven months.

Design

There was a considerable delay in finalising the XJ-S design. Although everyone on the design team was happy with the front and middle of the car, the problem was the back.

Sir William Lyons was notorious for micro-managing the design details of his beloved Jaguars and no matter how many different approaches and designs were suggested by the drawing office, the 'Old Man' didn't like any of them.

Sir William wanted to know 'what was selling' and 'whose cars had captured the public imagination'. The Ferrari Dino was considered top of the pops at the time and Sir William requested that he wanted a good look at one. One was "borrowed" from a Ferrari dealer for several hours whilst Sir William looked over the car with a sketch pad. If you have

ever wondered where those distinctive 'flying buttress' features at the back of the XJS came from, have a look at a Dino.

XJ-S (1975-1981)

Designed to move the air as efficiently as possible, gone were the elegant curves and delicate 60's detailing of earlier Jaguar models. Chrome bumpers were replaced by plain black plastic, and internally there wasn't a sliver of wood to be seen.

Inside there was welcoming leather, and the facia was very modern in its elegant use of black plastic with aluminium infills and vertical instruments for the minor dials.

Power came from the Jaguar V12 engine with a choice of a manual or an automatic transmission. A manual XJ-S was able to accelerate to 100 km/h in just over 7 seconds with a top speed of 240 km/h.

The first automatic XJ-S cars had a BorgWarner Model 12 transmission. In 1977, General Motors Turbo-Hydramatic 400 transmissions were fitted.

With the XJ-S, Jaguar didn't try to recreate or replace the E-Type, but move the game in a completely new direction.

The original XJ-S in all its 15 mpg V12 glory is a very different beast from the later XJS cars. It began life with thoroughly modern styling and became progressively more traditional as the years passed.

XJ-S HE (1981-1991)

The effortless V12 suited the character of the original XJ-S perfectly, capable of hitting 150mph with little fuss. Unfortunately, the XJ-S was launched in the wake of a fuel crisis, and as time went on, the fuel economy of the V12 became more of an issue.

From July 1981, the XJ-S was renamed the XJ-S HE and received the new High-Efficiency V12 engine designed by Swiss Engineer Michael May. Fuel efficiency improved by 58% from approx 15 to 22 mpg.

At the same time, the XJ-S HE received changes to its exterior and interior. These changes included body-coloured boot trim in place of the standard previous black; new five-spoke (starfish) alloy wheels; chrome inserts on the upper part of the bumpers; burlled timber elm inserts on dashboard and door capping's.

(Continued page 14)



Ivan and Janine Cooke's 1984 XJ-S HE. Obvious changes over a pre-HE model include chrome inserts on the upper part of the bumpers, five-spoke (starfish) alloy wheels and the HE badge on the boot. (Photograph taken SA Jag Day 2010).

XJ-S Celebrating 45 Years (cont)

(XJ-S HE continued from page 13)

Other changes included higher gearing (2.88 diff' ratio against 3.07) and a move from 6.0in to 6.5in x 15in wheels. The suspension was revised and the steering was sharpened up.

Reviews at the time noted that the interior was now a more traditional Jaguar place to be, with the traditional round dials and wood veneer.

XJ- SC Cabriolet (1983-1988)

In 1983, a Cabriolet model known as the XJ-SC was released. The coupe's small rear seats were removed in order to make space for the removable soft top, making it a 2-seat car.

The XJ-SC model wasn't a full convertible, but rather a targa topped Cabriolet model with a roll bar and a fold down hood for the rear.

Initially the Cabriolet conversions were undertaken by Tickford. The almost complete XJ-S Coupe (without it's roof fitted) was taken from Jaguar's Castle Bromwich site, to Tickford's premises. Here the buttresses were cut off and further modification work undertaken including under body strengthening, installing the roll bar over the driver and passenger area and modifying/replacing the rear wing panels. Once this work was complete, the near Cabriolet was then returned for final finishing work.

The multi-site method of construction was not efficient and after about 100 XJ-SC Cabriolets were built, the end-to-end Cabriolet production was brought in-house at Jaguar.

The two Targa Panels over the driver and passenger area can be removed either one at a time, or both together.

The XJ-SC also had an optional hardtop section for the rear of the car. This came complete with heated glass rear window, unlike the canvas hood, which was plastic.

Six-cylinder AJ6

Also in 1983, the new 3.6 litre Jaguar AJ6 straight-six engine was introduced. The six-cylinder cars can be identified by a raised bonnet centre section.

Between 1983 and 1987, the six-cylinder engined cars were only available with a five-speed manual gearbox (Getrag 265), with a four-speed automatic (ZF 4HP22) offered from 1987 onwards along with improved fuel injection.

5.3 V12 Convertible (1988-1991)

Some serious re-engineering was required to convert the Coupe into a Convertible. A special rear bulkhead was needed and steel tubing was built into both sills areas, running the full length of the wheelbase, supported by new cross bracing.

To allow for the canvas hood to fully retract, two separate fuel tanks would have been required. This in turn would have caused other problems, and so the existing fuel tank position was retained, resulting in the hood sitting high on the rear deck when folded. There also wasn't room for a hinged panel to cover the folded hood, and the fabric tonneau cover had to be manually fitted.

Despite this, the final result was well received and was an instant success.

In total, 30,946 convertibles of all varieties were built, making it a major force in the XJ-S resurgence during the final 8 years of production.

XJS Facelift (1991-1996)

Although Jaguar had tried to keep the XJ-S fresh with new alloy wheels and trim updates the model was beginning to look dated.

The XJS was relaunched in its final form in May 1991 under Ford Motor Company's new ownership, dropping the model name's hyphen, marketing it as the XJS. This facelift cost Jaguar £50m,

To look at a Facelift XJS, the changes don't appear that dramatic, but in fact around 180 of the cars's 490 panels were changed. The most obvious exterior changes are the pillar-less doors, the restyled rear lights that featured more



Timothy Telfer 1985 3.6 litre XJ-SC Cabriolet (left) and Rodney Lovell 1986 5.3 litre XJ-SC Cabriolet. Instead of the complicated bracing required to convert the Coupe into a Convertible, rigidity in the Cabriolet was retained by using a central structural bracing hoop over the driver and passenger. The Cabriolet design was a clever low-tech solution.

XJ-S Celebrating 45 Years (cont)



Phillip Prior's 1992 4.0 litre XJS Facelift convertible, fitted with a Euro twin headlight conversion.

modern rectangular lights and a broad chrome strip across the boot edge.

The rear windows were extended and the front quarter lights removed. At the front, the grille reverted back to black and a new chrome strip was inserted along the front of the bonnet. The shape of the fuel filler cap was also changed.

Inside, the famous barrel dials were replaced with traditional, circular versions and there were redesigned front and rear seats.

The 3.6 litre also made way for the new 4.0-litre version of the AJ6 straight-six that had already made its debut with the XJ40 in 1989. The cars were also fitted with the ABS brake system.

Initially the Facelift appeared only in Coupe form, the convertible not arriving until April 1992.

The V12 engine's capacity was enlarged to 6.0 litres in September 1993 with a power output of 227 kW (304 hp).

Once Jaguar started updating the XJS there was no stopping it and in 1993 the car received further changes. These included new colour-keyed bumpers, while the convertible became a four seater. At the same time, the car received more aerodynamic front/rear bumpers.

Outboard rear brakes replaced the more complicated inboard brakes of previous models. With the introduction of the 6.0-litre V12, the transmission was also updated to a GM 4L80E with a fourth-gear overdrive, whilst the automatic 4.0-litre models continued with the electronic ZF4HP24E transmission.

In April 1994, the AJ6 engine gave way to the AJ16. Still with 4.0 litres, it featured substantial revisions and now equipped with coil-on-plug ignition.

In 1995, the final specification changes were made and the car was referred to as the Celebration model to celebrate the 60th year of Jaguar Cars. Celebration cars feature diamond turned wheels, and more luxurious interior.

These final cars were finely developed, and now regarded as the best of the lot.

Aftermarket/Inhouse Modifications

A number of XJ-S's were modified by coach-builders including Lynx and Lister. Jaguar also manufactured a modified XJ-S in conjunction with Tom Walkinshaw Racing. [See separate story page 21.](#)

Motor Racing

XJ-S had a successful racing career in the 70's/ 80's and continues to be campaigned at club level. [See separate story page 22.](#)

XJS Reaches Classic Status

The XJ-S was not only a nimble road racer, it was a brilliant grand tourer.

[Like the Mini, the XJS managed to reach classic status while it was still in production](#), with a new generation of journalists drooling over its combination of refinement and handling.

The XJS was a member of a very exclusive club, a BL car whose reputation survived the bad times. Initially underdeveloped, unfashionable, out of favour with the press, it shrugged off two recessions and being badly-built on outdated facilities to flourish and become [one of the most successful cars to ever wear the Jaguar badge.](#)

Production

115,413 cars were produced between 1975 and 1996.

The XJ-S remained in production for more than 20 years – the longest run of any Jaguar – and went on to become a financial success for the company, with the last car coming off the line in April 1996.

The XJS was discontinued in 1996, after 21 years in production, superseded by the XK8.

(Continued page 21)

XJ-S Celebrating 45 Years (cont)



While living in California, Sir Patrick Stewart owned a 1989 5.3 litre convertible. When he moved back to the UK in 2004, he could not part with the XJ-S and had it shipped back home. By 2017 the car was getting a little tired and he had it fully restored. Being a Californian spec car, the XJ-S is fitted with oversized bumpers, large side indicators, high level stop light and quad lamps, along with the left-hand drive steering and optional bolt on wire wheels



Princess Diana's XJS Cabriolet was custom made with two small rear seats fitted in the back so that her young sons Prince William and Prince Harry could ride with her, while their bodyguard sat in the front. The car featured a permanently fixed, rear hard top to ensure that William and Harry could not bump their heads on the solid targa roof bar in the event of an accident. The XJS-C was fitted with personalised leather and Harris Tweed seat trims and finished in British Racing Green. Diana owned the car from 1987 to 1991. When William and Harry outgrew the rear seats, the Princess sold the XJS-C to the Jaguar Heritage Trust in exchange for a contribution to one of her charitable causes.

XJ-S Celebrating 45 Years (cont)



Singer Tom Petty bought his then girlfriend (and subsequent wife), this 1996 champagne XJS (Facelift) convertible, the day after asking her what her favourite car was. In 2012 the XJR-S was auctioned, with all proceeds going to 'Doctors Without Borders' (a medical humanitarian organization), only to subsequently miss the car and describe it as his favourite car ever. Tom died from an accidental drug overdose, aged 66.



Sarah, the Duchess of York with her 1988 Jaguar XJS V12 convertible. The car was sold in 2013 for £13,800 (AUD\$25,044).

XJ-S Celebrating 45 Years (cont)



Jaguar prepared a police car for demonstration in the hope of achieving sales. They used a XJ-S fitted with a 3.6 litre engine and manual 5-speed gearbox, painted white with generic roof light bar and markings. The car was lent to several police forces for trial. Although favourable feedback, there was considered a lack of space in the boot for equipment and in the rear seat (for prisoners). So, there were no orders and the single prototype now belongs to the Jaguar Heritage Collection.



In the above scene from the film "Crazy People", Dudley Moore is explaining to Paul Reiser that this proposed ad tells the Jaguar owner to always have his pride and joy buffed and polished by hand to minimize swirl marks, preferably by a woman with a soft touch. That way, he will have no worries about his Jaguar's paint and will be able to sleep well at night. The ad is rejected and Dudley Moore's character (Emory) is sent to a psychiatric hospital to 'recover'. The ad is accidentally sent to the printers and is a huge success, but now Emory has fallen for another patient (Daryl Hannah), and so he doesn't want to leave.

XJ-S Celebrating 45 Years (cont)



Musician Bryan Ferry with his XJ-S. Jerry Hall and Bryan met on the set while Jerry was posing for the cover of 'Roxy Music's' 1975 album 'Siren'. She left Bryan in 1977 for Mick Jagger. Her long blonde hair and height of six feet quickly made her one of the most photographed models of all time.



Estonian supermodel Carmen Kass sitting on XJ-S convertible for a Jaguar advert in 'Harper's Bazaar' magazine. The picture was taken by the famous photographer, Patrick Demarchelier.



Ian Ogilvy pictured in 'The Return of Saint' (1978-79). In what was probably Jaguar's biggest-ever marketing blunder, in 1961 a British television company reached out to Jaguar to obtain an XKE for use in a new show that was about to begin production (The Saint). The folks at Jaguar declined as the XKE was proving so successful that they considered that no additional marketing support was needed - especially one that involved giving away cars.

Roger Moore ended up driving a Volvo in the series from 1962 to 1969.

V. Fast.



THE XJR-6, 6.0 LITRE V.12. MAXIMUM SPEED, 230 MPH. AVAILABLE ONLY TO JOHN WATSON, EDDIE CHEEVER, RAUL BOESEL, MARTIN BRUNDEL, AND JAN LAMMERS

V. Cool.



THE XJ-SC CABRIOLET.
3.6 LITRE 24 VALVE 5 SPEED MANUAL, OR 5.3 LITRE V.12 AUTOMATIC

V.12.



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The XJ-S range of sports and grand touring cars. Four choices. No alternative.



JaguarSport XJR-S (1988 - 1993)

The XJR-S is no ordinary XJ-S, and in fact you may never have ever heard of an XJR-S.

From 1988, a special high performance XJ-S version of the V12 5.3-litre car was produced by JaguarSport, a separate company owned 50:50 by Jaguar and TWR (Tom Walkinshaw Racing). This car had a distinctive body kit, special alloy wheels and suspension, handling and performance improvements.

Between 1988-1993, there were continual design changes with owners even able to have their own cars retrofitted. As a result, the following is an overview of the design changes during this period.

The first 100 cars were named "Celebration Le Mans", to commemorate Jaguar's 1988 win at the 24 Hours of Le Mans. They were only sold in the UK and despite the price tag, all 100 sold in 4 days.

Between 1988 and 1989, a total of 326 XJR-S cars were produced with the 5.3 litres (5,344 cc) engine with a power output of 237 kW (318 hp).

The TWR body kit involved a reinforced moulded front air dam and spoiler, matching rear panel, side skirts, and a discreet rear wing, large enough to do the job without making the Jaguar look too racy. Wind tunnel tests have shown these body parts reduced front-end lift by 60% at high speed and rear lift by no less than 88%, whilst the drag figure is lowered by 12.7%.

In September 1989, TWR developed a more powerful 5,993 cc (6.0 litre) engine



now equipped with a Zytex fuel injection and engine management system with a modified air intake system. This was different from the standard 6.0 litre engine used in the late XJS models, and was unique to this model.

Tom Walkinshaw developed the XJS in such a way as to enhance its good points without spoiling engines flexibility or any of its creature comforts. The engine modifications which, together with a heavy-duty stainless-steel dual exhaust system, accounted for a power increase of around 10%.

The suspension was extensively reworked and lowered resulting in a noticeably firmer ride, but more controllable in high speed bends or tighter corners, improved turn-in and less roll being the prime features.

1992 Facelift XJR-S (6.0L V12)

The Facelift cars were fitted with special cast alloy wheels, 8-inch section of 16 in diameter. This allowed larger and thicker ventilated discs to be fitted with TWR designed alloy callipers.

Completing the transformation was a new interior with sports seats and high-grade leather, replacing the original seat materials, together with a XJ220 steering wheel.

The XJR-S stayed in the line until 1993. A total of 787 coupes and 50 convertible cars were built, the majority including all the convertibles, exported to America.

As the F-TypeR is the most extreme version of Jaguar's current sports car, so was the XJR-S, a generation earlier. ■



Robert Bell's very rare XJR-S "Celebration Le Mans". The first one hundred cars celebrated the LeMans victory and were painted in a special Tungsten Grey exterior colour scheme with matching interior. Each car has a unique build number stamped on the doorsill.

XJ-S and Motor Racing

Motorsport

After covering a story about the evolution of the XJ-S it wasn't really possible to exclude the successful racing career achieved by the XJ-S in the 70's and 80's.

Today the XJS continues to be extensively campaigned in club level motorsport, both in the United Kingdom and overseas.

USA - Group 44

For 1977, the "Group 44" racing team had a very successful season in Trans Am with a race car based on the actual production XJ-S chassis and running gear.

The team won the series' 1977 drivers' championship cup for Bob Tullius but missed winning the manufacturer's title by two points (only 1 Jaguar competed in the Trans-Am series compared to many more Porsche entrants).

In 1978, a purpose-built tube-frame "silhouette" style XJ-S race car was constructed which greatly reduced the weight compared to the full production chassis car campaigned in 1977.

Group 44 succeeded in again capturing the driver's championship for Bob Tullius and also captured the manufacturer's title as well, by entering the 1977 car at some venues to gain additional manufacturer's points for Jaguar.

USA - Cannonball Race

In April 1979 a XJ-S driven by Dave Heinz and Dave Yarborough was entered into the very illegal "Cannonball Run".

They won the 4,608 kilometres (2,863 mi) event from New York to Los Angeles in a record time of 32 hours and 51 minutes, a record that stood for 4 years. They averaged almost 90 mph, when the maximum speed limit in most USA States was 55 mph. The win was a huge publicity success for Jaguar.

Tom Walkinshaw Racing (TWR)

Jaguar saw the benefit in racing in the European Touring Car Championship (ETCC) but had no money. They agreed to supply cars and components and pay TWR £200,000 for every victory.

In 1982, TWR entered one XJ-S into the ETCC. Tom won 4 of the 11 races that season to finish a credible 3rd overall and validating TWR's decision to take the XJ-S racing.

With Jaguar becoming an official sponsor in 1983, the team became a two-car entry, taking 5 victories and finishing second in both the driver's and manufacturer's championship.

With more money coming from Brown's Lane, new lighter cars were built with more powerful engines, 5-speed gearboxes and 17 inch wheels allowed massive 14 inch diameter brakes.

In 1984 TWR Jaguars won 7 races (including the prestigious Spa 24 Hour race), to win the driver's and manufacturer's championship.

These on-track successes had a huge effect on the image of the XJ-S and increased sales throughout TWR ETCC campaign.

Bathurst

In 1985 the three TWR XJS Jaguars were brought out of retirement for the James-Hardie 1000. The cars were clearly the class of the field, qualifying in 1st, 2nd and 6th.

Walkinshaw and Percy dominated most of the race, only losing the lead to the Goss/Hahne car during pit stops. Goss and Hahne (car #10) had to battle a broken seat, held loosely in place by straps and cable ties for well over 100 laps. They sat in second most of the way until a split oil line late in the race cost the Walkinshaw/Percy car 3 laps and any chance of victory.

Goss/Hahne won the "Great Race" while Walkinshaw finished to make a Jaguar 1-3 victory with Walkinshaw following Goss across the finish line in a formation finish. The cars were entered in the 1986 Bathurst 1000, but ultimately did not race due to a lack of funding from Jaguar Rover Australia. ■



Despite being heavier and having less engine displacement than most of its competitors, Bob Tullius and the Jaguar saw the checkered flag 7 times in a row tying Mark Donohue for the most consecutive Trans-Am wins. The program was aimed to boost the corporate image of British Leyland, not the Jaguar marque as such, but Jaguars 1978 Manufacturers win over Chevrolet was sweet.

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On the road the Jaguar XJ-S H.F. is now joined by the XJ-S 3.6 Coupe and the XJ-SC 3.6 Cabriolet. Each powered by the new generation 3.6, six-cylinder, 24 valve, twin-cam engine. Fuel injected and coupled to a 5-speed manual gear box. Stunning performance with

absolute refinement in the finest Jaguar tradition.

On the track the XJ-S legend grows with Jaguar's continuing domination of the 1984 European Touring Car championship. Following their spectacular successes of the past two years, the Jaguar XJ-S Racing Team's V12-engined cars are again powering onto victory after victory.

On road or race-track the Jaguar XJ-S means power and performance. Effortlessly achieved.

XJ-S H.F. £23,385.00. Automatic transmission only.

XJ-S 3.6 Coupe £19,249.00. Manual transmission only.

XJ-SC 3.6 Cabriolet £20,756.00. Manual transmission only.

Prices include VAT, dealer's RPI and exclude all other charges. *As at 1st July 1984. **As at 1st July 1985. †As at 1st July 1986. ‡As at 1st July 1987.

- 1st Monza, Italy. 1st April
- 1st, 2nd, 3rd Rome, Czechoslovakia. 10th June
- 1st Donington, Derby, UK. 29th April
- 1st, 2nd Zeloweg, Czech, Austria. 17th June
- 1st, 2nd, 3rd Pergusa, Fiume, Sicily. 13th May
- 1st, 2nd Salzburg, Austria. 1st July
- 1st, *24 Hours†, Spa, Belgium. 28th & 29th July

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2007 Classic Adelaide Rally by Rick Luff

When I was asked if I'd like to enter my XJ-S in the 2007 "Classic Adelaide Rally" I had to think about it ...

Did I want to drive at high speed on closed roads using both sides of the white line? Did I want to be amongst a smorgasbord of new and historic fast cars in a carnival atmosphere? Did I want to put stickers all over my car and pretend to be a racing driver? Did I want to do all of this for free?

After a careful and thorough deliberation that lasted somewhere between two and three nanoseconds the polite version of my answer was an emphatic 'yes, please!' (actual version unprintable).

What is the Classic Adelaide?

Ask anyone not in, the know' what the Classic Adelaide is and you'll no doubt be met with a blank stare. Those slightly better informed will tell you, with absolute authority, that it involves cars. Those still better informed will offer the suggestion that checkered flags and pots of money are in there somewhere. All true enough. If, like most of us, you are still not sure, here's my, back of the envelope' attempt at a description.

Think of an off-road World Rally Championship without dirt roads. And instead of being run a hundred kilometres from the capital of Upper Volta, it's held in Adelaide. Indeed, each of the four days of touring and competition driving starts from and finishes at the front door of the Adelaide Hilton.

The other major difference is that instead of tarted-up four bangers from the major manufacturers of shopping carts, this event parades a range of classic and stunning creations from the likes of Porsche, Ferrari, Aston Martin and of course Jaguar. Starting to get the picture?

So how did I get to play in the big league? Well, the Jaguar Drivers Club of South Australia, hereafter known as my benefactor, makes available to the organizers a number of club cars each year that are used to take sponsors, as passengers, on a day's event. Four days, four sponsors. Your fearless correspondent was lucky enough to get the gig along with nine other club members. These comprised of E-Types, an XK 120, XK 150, a Mk 2 and several XJ-S's.

Day 1 - The Corkscrew

In the Paddock on the first day I fully expected to be tapped on the shoulder by a security guard and asked what I thought I was doing there. I was certain that the event polo shirt and the ID tags around my neck and wrist weren't going to fool anyone. It took until day three before I was able to nonchalantly stroll amongst the other cars, nodding to other drivers and joking with officials.

I know it seems incongruous, but despite the suitably stickered car and debonair charm, I am not a racing driver. Which is why it was so surprising that those corporate sponsors chosen to be passengers, or navigators as we now seasoned veterans prefer to call them, showed almost no fear and had an implicit faith in our driving abilities. I wonder who had been lying to them? Anyway, I expect the silk scarf, driving goggles and pencilled on moustache did the trick.

Each day started at the front of the Hilton by passing through the arched 'START' platform, which was a meter or so off the ground and almost as wide as the track



2007 Classic Adelaide Rally by Rick Luff (cont)



width of my car. If the daily compulsory breath test didn't get your heart pumping then the string bridge starting gate would. Made a great photo though.

From there it was a leisurely drive to the first Competitive Stage at Upper Hermitage. The Day Book lists the stage as being 7.7km long with an average speed of 132 kph. This, dear readers, is on a winding uphill track. Some of the competitors may have averaged those numbers but I was just happy to have kept my two-tonne beast on the black stuff.

The day's 245 km course, which ran north east to the Barossa Valley and back, alternated between Touring and 45 km of Competitive Stages, with morning tea and lunch in there somewhere. The seventh and final stage of the day was the aptly named 'Corkscrew'. (Pause for dramatic effect).

With tyres howling like wolves on a full moon, we ran the gauntlet. It was such a twisty road that the lid of my water bottle undid itself then put itself back on. Left, right, left, straight for a bit then a cliff-hugging U-turn around an invisible corner. No pranged cars ahead so I might

just make this bit. Right, right again, road goes left and tightens, left and tightens again, narrow bridge. Big blue thing on side of road. Must be reservoir. No time to look. Floorboard accelerator, brake hard, turn in, flat out again. I can hear a roar. From the exhaust or from me? Not sure. No time. Short straight, blue thing again, road goes right, left onto bridge, tight left and tightens. Throttle on, brake hard, danger rocks, narrow bridge, power on, hairpin right, hairpin left, hairpin right, hairpin left, flying finish. Recommence breathing.

That, dear readers, was the Corkscrew.

Day 2 - Willunga Hill

The second day took us on a 295 km run south via Willunga Hill, Myponga Dam, Victor Harbour and then back through Strathalbyn and Macclesfield, with the nine competitive stages totalling 65 kms.

My two favourite stages were Willunga Hill, because on previous outings I'd never had the bad sense to use the full width of the road and in doing so I felt well, naughty, but with a clear conscience.

The other stage was Myponga. This stage started on the spillway of the Myponga

Dam. Two feet down into the water on the right, one hundred and fifty feet down into the parched valley on the left. I fully expected to look out of my window to see a Lancaster dropping bouncing bombs along the lake's surface, but seeing as we're in a drought I suppose the organizers thought it would be bad form to blow up the dam. Pity.

Hard left off the dam wall, climbing U turn to the right and then up and along the spine of the hills. Revs quickly built to levels not previously experienced, limited only by the lack of straight road and personal fortitude; the latter usually arriving first. Despite this being a rally, there were maximum safety speed limits on the competitive stages that were enforced by laser guns and massive fines, so naturally we all limited ourselves to allowable maximum (or the pace of the car in front).

Technically still Spring, the countryside was lush and yet to fully brown up and the view down the coast was spectacular. I know this to be true from post-race photographs, as the front window is the only one in use when flogging along a stage.

2007 Classic Adelaide Rally by Rick Luff (cont)



Possibly spurred on by this 2007 adventure, Rick subsequently built this racing XJ-S.

As the sun set, exotic cars lined both kerbs of Gouger Street like an opened zipper. Patrons overflowed onto the footpaths from the nearby restaurants while the girls did the same from their outfits. The rally street party was in full swing. Unlike other mardis-gras like parties, this one ended early as the cars had to be put to bed in the paddock at 9:30.

Day 3 - Gorge Road

Nine stages spread out over 275 kms awaited us the next day. The route went through Kersbrook, north east of town all the way south to Strathalbyn. While the 11-kilometre stage through Basket Range looked like a tormented paper clip, the 13.5 kilometres of Gorge Road wriggled across the map like a skewered worm. 68 competitive kilometres in all, which once again ended back at the Hilton.

Day 4 - Paris Creek

The last day. The car holding out and so is the driver. A 230 km run including 83 km of competition driving spread over eight stages. A big loop via Mount Lofty, Piccadilly and Echunga down

to Strathalbyn once again. All the competitive stages were terrific but the 25 km long SS30 was special.

The Rally Day Book describes the Paris Creek stage best. 'Paris Creek is legend. In order to maintain the average speed limitations (131.15 km/h) it now has 4 double and 2 single chicanes. The road surface is excellent, the corners are relatively easy to read and this stage is unquestionably one of the most exhilarating you will experience in a tarmac rally anywhere in the world.'

In order to calm us down after such a, 'petrol head' of a stage, the roughly 50 km run in to McLaren Vale was simple and quite cathartic. Dry scrubby paddocks gave way to the more manicured plots of the wine region as wave upon wave of vines, trellised with the precision of a Japanese stone garden rolled by.

After a hasty 4 o'clock lunch we toddled off to our last few stages. The Clarendon and Windy Point stages were quite familiar to me, and having the entire road to ourselves with no speed restraint added a new dimension to what is for me, usually a commuter drive.

No Air-Conditioning

We had been treated to Goldilocks weather for the entire event. Not too hot and not too cold. This was just as well really as my air conditioner had selected the previous week to pack up, and at such short notice I wasn't able to arrange for the proceeds of the sale of my children to pay the repair bill. Still, with the windows down we had felt more a part of the goings on.

What Fast Cars are Designed For!!!

Four fabulous days and nights seeing our own back yard from a different perspective. 1045 kms of which 261 were hard and fast motoring, the likes of which I'd never before experienced. Fast cars used how they were designed to be used, yet infrequently are.

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Jaguar Needs to Appeal to Younger Buyers and More Women

From a design perspective, Jaguar have done well over the last few years. Under the leadership of Design Director Ian Callum, Jaguar have gone from producing only a couple of vehicles to a period of expansion with the addition of SUVs and more saloon cars.

However good Callum's work was, Jaguar still hasn't shaken its 'old man' image.

In recent interviews with Julian Thomson, who succeeded Ian last year, he indicated he would like to make the cars more individual – really turn up the wick on elements of Jaguar character, be it the beauty, the luxurious interiors, the sense of specialness.

Thomson promises a new design reinvention at Jaguar. There will be cars created with female buyers and more youthful appeal ("I guess everyone wants young cars, even if they're 60," says Thomson), and plenty more rules will be broken, not least with Thomson open to the prospect of creating smaller Jaguars.

In fact, Thompson not only owns Jaguars but a Renault Clio Trophy 182, and stated that "he loves little hot hatchbacks".

The recent June edition of Autocar UK stated that Jaguar were weighing up a number of options for replacing its slow-

selling XE and XF saloons including a radical electrified saloon and a smaller, hatchback-style model.

Autocar stated that Jaguar are searching for a formula that will deliver at least one more big-volume new vehicle to boost profits. "I'd love to do some smaller cars," Thomson told Autocar, "and it feels as though the time is right. Jaguar needs a global product that could appeal to younger buyers and more females".

Autocar understands that one possible influence for future design is Jaguar's 2003 concept compact hatchback, the RD-6.

Due to the three-year or so lead times of new cars, it'll be a couple of years yet before we see a beginning-to-end design from Thomson. It'll be some day when it comes. ■



Ian Callum's RD-6 concept compact hatch-back unveiled to the public at the 2003 Frankfurt Motor Show may provide an insight into a new global product that Jaguar needs to appeal to younger buyers, including more women.



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30th Anniversary - Jaguar Wins Le Mans for 7th Time

With five victories in seven years Jaguars reigned supreme at Le Mans in the 1950s, but rule changes left the highly successful D-Type unable to compete after the 1957 season.

Thirty-one years later, Jaguar's 1988 victory remains one of the most celebrated and emotional moments in the company's history.

Yet the win two years later in 1990, was as hard fought as any of the 7 wins, but this victory is often overlooked when compared to previous wins.

Le Mans 1988

In 1988, with a 7-year reign at Le Mans, the favourite to win the race was again Porsche with 17 cars out of a field of 52.

Five V12 XJR-9 Jaguars were fielded as well as a number of Sauber-Mercedes, Nissan-March, Mazda's and Toyota's.

During the race, the Jaguars gradually fought their way to the lead but tragedy almost struck when the leading XJR-9 suffered from gearbox problems near the end of the race. Driving in only fourth gear, the car was able to complete the race, two minutes ahead of the fastest Porsche. Jan Lammers took the win with Andy Wallace and John Dumfries.

Australian Larry Perkins finished 4th in the second XJR-9. Porsche filled the remaining top-ten positions.

Le Mans 1990

Two chicanes were introduced along the Mulsanne Straight prior to the race. This was done to reduce the maximum speed of the cars after a Sauber C9 reached 400 km/h (249 mph) the previous year (1989).

FISA refused to renew the licence for the track unless the chicanes were installed. This caused a lot of controversy as it put a far greater strain on suspensions, brakes, transmissions and on the drivers themselves. However, all the talk drew one of the largest crowds in recent memory including a vast army of 50,000 motor racing supporters from across the channel.

With Jaguar only managing to finish 4th and 8th in 1989, Jaguar remained the underdog as it went into the 1990 event.

Porsche was clearly the favourite with 19 of its 962's entered. Nissan also became a main contender for an overall win when Mark Blundell's Nissan R90CK took pole position. Jaguar entered four of its 7.0 litre V12 XJR-12's, an update of the 1988 winning XJR-9.

Porsche and Nissan were able to turn up the turbo boost and qualified in the top spots. However, in the race, with these cars now in normal race configuration turbo boost, the Jaguars caught the leading field and after four-hours a pair of Jaguars topped the leader-board.

The new chicanes caused problems for the drivers, with all manufacturers having mechanical problems and accidents to contend with.

Jaguars had their problems as well with two of the Jaguars succumbing to engine troubles, but the two leading Jaguars kept going to the end.

Car No 3, with Nielsen/Brundle/Cobb finished a whopping 7 laps ahead of the 3rd placed Porsche, with Jaguar No 2 finishing second to claim the first a 1-2 victory since 1957.

Jaguar's victory, their seventh at Le Mans, made a fitting farewell gift to Sir John Egan, leaving the company after a ten-year tenure.

In 1991, a lone Mazda robbed Jaguar of an 8th victory with 7.4 litre XJR-12's finishing 2nd, 3rd and 4th. ■

Le Mans Race for 2020 has been rescheduled from June to the 19-20th September 2020.



Jaguar entered four of its 7.0 litre V12 XJR-12's (an update of the 1988 winning XJR-9) for the 1990 Le Mans race. Car No 3, with Nielsen/Brundle/Cobb finished 7 laps ahead of the 3rd placed Porsche, with Jaguar No 2 finishing second to claim the first a 1-2 victory for Jaguar since 1957. Car No 3 (chassis N°1090) is the only sports car to have won both Daytona (1988) and Le Mans (1990) 24hr race.

JAGUAR XJC

“Mildura Muster”

October, 9–12, 2020

The Jaguar XJC—‘Then and Now’

The story of the Jaguar XJC is relatively well known.

The XJC is a two door version of the XJ6 four door saloon. When Sir William Lyons began styling exercises for the new XJ models in the mid 1960’s, it was obvious that he had notions of a two door coupe in mind for eventual production. Many of these early styling mock-ups were based on the coupe theme in various shapes, forms and sizes, and the XJC was the last Jaguar car to be designed by Sir William Lyons.

In the UK, Europe, South Africa, New Zealand and Australia they were offered in four versions: Jaguar XJ4.2C, Jaguar XJ5.3C, Daimler Sovereign and the Daimler Double Six.

Sadly the production of the XJC was all too short. After commencement in 1975 the last of these great vehicles rolled off the line in November 1977 the last of them being sold as 1978 models.

Paradoxically this has helped the XJC to become the rare collectible classic it is today, although prices have never reached the dizzy heights achieved by the E Type. It remains one of, if not the best value for money amongst classic cars available today. Prices have shown real appreciation with the best cars in Australia achieving prices in the \$50,000 plus range.



The Jaguar XJC at the German motor show October 1973

The Jaguar XJC in Australia

The number of XJCs which were imported by Jaguar in Australia was only a small percentage of the total production figures. Taking into account that quite a few of the original 241 cars imported are unaccounted for, the total number of XJCs in Australia has been supplemented over the years by privately imported coupes. So that today it is estimated that approximately 300 coupes live in Australia.

Australia is the home of some rare XJCs, for example: the very unique and beautiful 1969 Series I XJC prototype. One of the

genuine Broadspeed Racing Coupes was resident in Sydney for some years, but has since returned to the UK. For more detailed information on the XJC in Australia you can visit the dedicated web site.—www.xjc.com.au

JDCSA and the Jaguar XJC

AS many of the older, or should I more politely refer to them as original members of the JDCSA will be able to tell you, our very young club at that time, played a significant part in the Australian launch and initial promotion of the Jaguar XJC at Mildura in 1976.

The occasion was the National Jaguar Concours, as it was called in those days, later to be called the Jaguar National Rally. The JDCSA was invited to host the national event on the Queen’s Birthday weekend, 13th June 1976. An extract written by Paul Evison, for our clubs publication “The First Ten Years” is enlightening.....

“The preparation for the Concours began in 1975 with the formation of a large sub-committee of three. The next step as to organise extensive sponsorship and in this regard South Australia was indeed fortunate to have Mr. Don Smith as State Manager of Leyland Australia. He was supportive, enthusiastic and more importantly very generous. A lavish glossy brochure was approved and paid for by Leyland and the publicity began. In addition the company agreed to provide all printing, the transportation of rare vehicles and to launch the long awaited XJS and XJC at the concours.”

The National Concours was officially opened by the Lord Mayor of Mildura and the XJS and the XJC cars were officially unveiled by the General Manager of Leyland, Mr. Frank Andrew. I was not a member of the club at that time but I suspect it was a “coming of age” event for the young South Australian Club.



The unveiling of the Jaguar XJC in Mildura, June 1976. The person with his back to the camera is Phil Smart, inaugural President of the JDCSA

[JAGUAR XJC ‘Mildura Muster’ Brochure](#)

10 Greatest V6 Engines Ever Made

In a recent edition of MOTOR Magazine Australia, the magazine provided a review of what they considered as the "10 Greatest V6 Engines Ever Made".

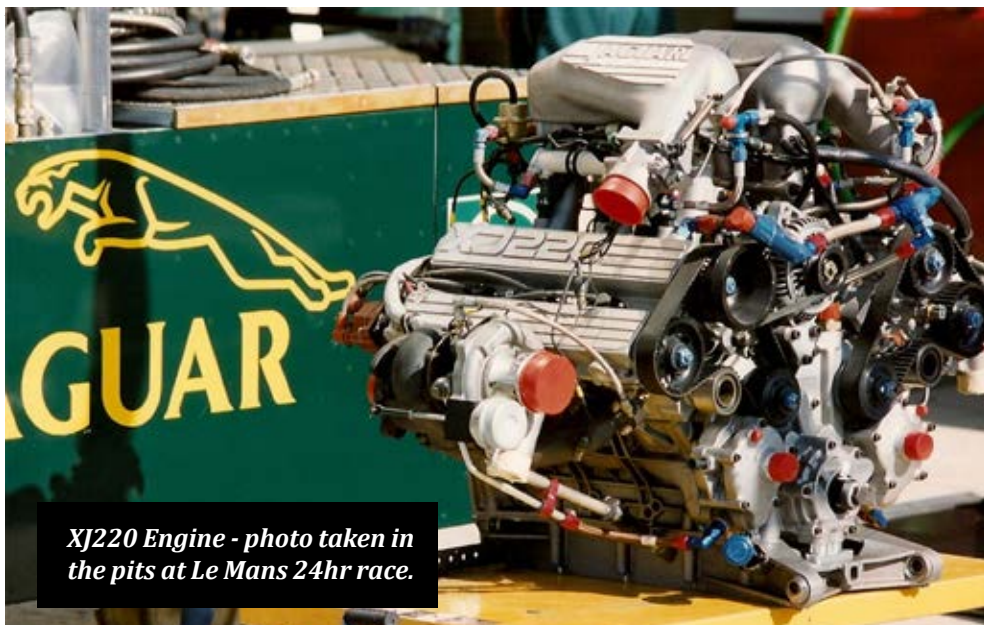
The article did not attempt to compare engines, as the engineering is varied and complex, with 5 out of 10 still in production. The engines were therefore listed in order of production, starting with the 1973 Lancia Stratos fitted with a 24 valve, 2.4 litre Ferrari built engine.

The 10 included the XJ220's V6, noting that the car was a huge disappointment, especially by the 1,500 people who paid £50,000 deposit for what they thought was going to be an all-wheel drive quad-cam 500 hp 6.2 litre V12.

But when it came to engineering and emissions requirements, the V12 engine was too big, too long and too heavy. (Bridgestone, making the tyres for the XJ220, explained that there was no tyre that could handle a car that heavy that could go at its targeted 220 mph top speed. If the car was going to work, it would need to be lighter and smaller).

A 3.5 litre all-aluminium V6 solved all those problems. In fact, with the twin-turbos, it produced more power than the 48 valve V12.

The engine was loosely based on the engine used in the MG Rover 6R4 Group B race car. Tipping the scales at just 143 kg, this was a thoroughly modern V6



XJ220 Engine - photo taken in the pits at Le Mans 24hr race.

with twin overhead camshafts and four valves per cylinder. Added to the lightweight unit were two Garrett turbochargers.

The redesigned engine (re-designated Jaguar JRV-6), was initially used in the XJR-10 & XJR-11 endurance race cars. In race form the engine produced around 750 bhp, depending on the level of boost. For the XJ220's, the engines were detuned, to a still substantial, 542 hp.

The engine pushed the XJ220 to over 200 mph (340 km), despite having just five-gears. The car was also excellent on the racetrack and won its class at Le Mans in 1993, before being disqualified on a technicality.

Despite being capable of over 100 km/h in first gear, buyers didn't care for it with some XJ220's taking almost a decade to sell. This lack of interest was despite its superb looks and design - it all got back to the disappointment of no V12 engine.

In 2009 the British auto magazine *Evo*, writing a head-to-head test between a XJ220 and a Lamborghini Murciélago, noted that the decision to change the V12 engine for a turbocharged V6 engine "would garner more acceptance now".

It's ironic, that the much maligned V6 engine that powered the XJ220, is now being judged as one of the greatest V6 engines ever made. ■



The XJ220 used a road-legal version of the turbocharged V6 racing engine used in the XJR-10 and XJR-11 race cars. This V6 engine was considered in a review by MOTOR Magazine Australia as one of the 10 greatest V6 engines ever made.

Advertorial - Sovereign Auto Services & Britparts

Financial supporters of our magazine were invited to provide an advertorial for inclusion in future editions of Classic Marque. Sovereign Auto Services & Britparts has kindly provided the following.



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Racing Driver John Bowe and his E-Type Jaguar

'Shannons Club' recently provided a feature on racing driver John Bowe and his 3.8 E-Type.

No one has raced more often and won more races in Australian motoring history than John Bowe. Growing up in Tasmania, his career took him to racetracks all over Australia where he began competing at just 15 years of age.

With a passion for fast European cars, none has taken his eye quite like his 1962 Jaguar E-Type Roadster.

"At the moment I have too many cars in my life, but my sweet favourite is a 1962 Jaguar 3.8 E-Type roadster - one of only about 800 produced before they updated almost everything."

"I always wanted one as a boy. I dreamed about them, in fact. It was one of the most beautifully shaped cars and still is, in my opinion".

As well as driving the E-Type on special occasions, JB reckons it's a blast to use on the open road, but he's not so sure about its credentials in modern traffic.

And he's a realist about the classic car ownership experience. "The E-Type had a lot of money spent on it before I bought it. But I'll tell you what, it's had a lot spent on it since then, too," he grins.

"These things cost money, even when they're just sitting there."



"Imagine this back in 1961! Holden had just given us the FB and Ford's first Falcon was on the market. The E-Type must have seemed like a vehicle from outer space by comparison."

"The gear ratios are delightful, but the change needs care and good feel to operate properly. Once mastered, though, it's easy."

"The 1964 update included a 4.2-litre engine and more cockpit room, with flatter, wider seats and an in-house all-syncro 'box, but in the world of significant collector cars, the 3.8-litre Series One was the ground breaker, the famous first-born, the rarest and the most valuable."

"This is my own car and I am very proud to be its custodian; it is amazing and mostly, I love it."

Career highlights: Won Bathurst 1000 in 1989 and 1994; won the 1995 Australian Touring Car Championship; chalked up a record 225 V8 Supercar race starts and was inducted into the V8 Supercar Hall of Fame in 2009.

To see Shannons video featuring JB go: to [Shannons-John Bowe 3.8 E-Type](#) ■



"Apparently the new guy didn't know that you don't park close to Phil's Jaguar"



"That Jaguar dealership has offered to pay for your counselling. Apparently, they saw you hugging and caressing one of their cars on the lot"

TO WATCH THEIR PROMOTIONAL VIDEO - GO TO [Jaguar National Rally 2021](#)



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How to Drive a Formula 2 Car

How to Drive a Formula 2 Car by Rick Luff

My first taste of real speed on the road was when I was fortunate to be asked to enter my XJ-S in the Classic Adelaide Rally for 2007. The deal was that our Navigator would be from one of the companies that sponsor the event, so I had the pleasure of spending the time with a different person each day. My original article on that event has recently been resurrected for CM, so have a pause here if you haven't read it then come back and we will carry on. ([See page 22](#))

The Racing Bug

I entered again in 2008, but was feeling somewhat frustrated as my category was limited to the posted speed limit, which I naturally adhered to religiously. The reasons were fair enough though, as we weren't driving rally prepared racing cars with all the associated safety equipment. We weren't racing drivers ourselves and were likely to wrap ourselves around a gum tree when the 'red mist' got the better of us. So, I thought I'd ask someone if I could borrow a priceless classic race car. Mmm, perhaps not. Okay then, if I can't borrow one, I'll just have to build one, and that's what I did, with the help of club members and my son.

The XJ-S

I purchased a late 70's Jaguar XJ-S and set about stripping the inside out, fitting racing seats, a tiny steering wheel and a 5-point harness. Removing the bumpers and other unnecessary stuff dropped 250kg from the car. Safety first of course, so I found an old plank of wood to serve as a back bumper (it looked like I had backed into somebody's fence), and I was off.

I flogged it around the track for a bit and had the inspiration that I might paint the car my-self, after all it was only a racing car so it didn't have to look that good. But what colour? How about the same colours as the TWR XJ-S that won Bathurst in 1985? So, I bought the best spray gun on eBay that you could get for \$16.38 (yes, that's what it really cost) and shortly the car and parts of my car port were both resplendent in a rather fetching green with white stripes. Stickers were brilliantly done by a professional from



our club and the result turned out quite well. In fact, I recently saw a metal XJ-S placard for sale on eBay purporting to show the real car (now owned by Mike Roddy). The car on the metal plate was actually my one, so it fooled at least one person.

The Formula 2 Race Car

So, there is a bit of background, but real purpose of this article is to describe what it feels like to own and drive the car that replaced my TWR XJ-S. And that car was a yellow and black historic Formula 2 race car from England. I called the team (ie, me) Wasp Racing on account of that's what the car looked like.

It would take an entire book to detail the story and technology behind this car, so I'll be as brief as I can. One other thing to state before I carry on is that I don't set myself up to be a super-doooper racing driver. I'm just a guy who wanted to go fast and, in the process, learned a lot about the techniques you need to drive quickly, and in the process became a better driver, both on and off the track. You could do this too.

Okay, so what makes this an F2 rather than an F3 or an F1 car. Basically, F3 cars are limited to 1300cc, F2 cars are limited to 1600cc and F1 cars are limited by your budget - a huge budget.

Car's History

The exact history of my car is a bit hazy, but it was built by Argo Racing in the British Mid-lands to a design by Swiss engineer Jean Marquet. While officially that is recorded as 1984, my research suggests it was closer to 1980.

It was so crap that it was returned to the manufacturer, who sold it on to John Raffo and John Bradshaw, and it is from there that it gets the name of Argo Raffo. The Mk 8/9b part springs from the various revisions to the chassis over the next few years. The tub was lengthened to add torsional stiffness, but it still wasn't a winner. Engine was increased to 1600cc, but still no cigar. It was when the deck was reshaped and RALT RT-4 ground effect side pods were added that the winning combination was found and it won its class in the UK and two here in Australia.

Design Features

Let's talk about the chassis and various aerodynamic features, which is what differentiates this formula car with other race cars, even Formula Fords which while similar in appearance, don't have the benefit or baggage of aerodynamics.

When air goes over an aircraft wing there is resultant force, which is upwards. On a race car the wing or wings are upside down, so instead of lifting the car up it pushed it down onto the road. Think of lightly drawing circles on a piece of paper with a pencil rubber. Now push harder and see what happens. More grip (and torn paper). For a car it means it can brake better and turn into a corner quicker than without aerodynamic aids. Races are won by how fast you can corner, not so much how fast you can go in the straights. My car has two wings at the front either side of the nose and a two-piece rear wing. Also, out of view in the side pods are venturies that work like inverted wings in boxes.

How to Drive a Formula 2 Car (cont)

You can't feel downforce as such, but to give you an idea, I have had a man stand on each corner of the chassis and the springs compressed far less than on the track when the aero is working. In slow corners the aero does nothing and is just a bunch of junk you are dragging along with you. But get the lift/drag balance right then it's worth the extra weight.

Now onto The Car Itself

The first thing you'll notice is that there is only one seat, and it raced in the Mono Posto class, which means just that. The Italians call the driver Piloti and we do it all in a Cockpit (best to leave that one alone I think). This car has a seat, albeit very thin, but some cars have you sitting literally on the floor. This is not a car you get into, rather you put it on like a coat. The six-point harness connects you with the chassis so that you feel everything it and the suspension and tyres are doing. Why six-point and not five? Well there

are two straps between your legs rather than one so as to better accommodate your Gentleman's Bits. A good idea in sudden frontal decelerations such as hard braking or contact with concrete walls.

Right, so now you are seated and strapped in, the HANS (head and neck support) is on your shoulders under the straps and clipped to your helmet. You will be wearing up to three layers of FIA approved Nomex fire resistant suit, fire resistant Long John under-wear, Nomex socks, shoes, gloves and balaclava. This is quite toasty when the weather is 15 degrees, more so when it is 38 and you are held in Form-Up for 20 minutes in the hot sun.

Behind the Driver's Seat

But what can you see from where you are sitting? Firstly, you can't see the front of the car and its wings, but you need to know exactly where they are. What you

can see are two fat tyres uncomfortably close to your face. Your side mirrors, which you have to move your head to use, show two more tyres way down the back, and that's it for outside. It's like sitting in the middle of a large spider. And you must be very aware of the perimeter of your car, not only on the track but also driving out the paddock gates. It would be embarrassing to tear a corner off your car at 7kph!

Instruments

What's inside the car varies according to the car, but some things are fundamental. Front and centre is the Tachometer. This tells you the engine revs and is important for a variety of reasons. My red line arrow is set for 7000 rpm. Power and torque drop off quickly after that in this engine, so there is not point going past there and risk bending something in the motor. (We will talk about the motor shortly).

(Continued page 34)



How to Drive a Formula 2 Car (cont)

Oil pressure and water temperature gauges nestle either side and there are an array of switches including ignition, fuel pump, start button, bar fridge, digital engine block temperature, rain light, and fire system test and arm. I have changed the original circular steering wheel for an open top one so that I can see the entire range of the gauges. Unlike when using our domestic cars, all the instruments need to be scanned regularly and by that, I mean each lap. I pick a point on the track where there is slightly less driver effort needed, say passing the grandstand on a long straight, and make that part of my routine.

But wait, there's more. To the left inside the cockpit there is a knob to adjust the front/rear brake bias and another to adjust the front anti-sway bar. I leave these alone as the car set up feels good as it is and I don't know what I'm doing anyway. Besides I find it beneficial to look outside the cockpit when I'm doing 220kph. There is also a toggle that is connected by a cable to the master electrical cut off switch. The car has no fuse box.

To the right is the stubby gear lever which selects five forward and one reverse gear using an 'H' pattern similar to, but not the same as a normal car. On the floor under your thighs is the fire extinguisher bottle which, when activated, sprays foam into the cockpit and onto the carburettor side of the engine, putting out the fire and making a helluva mess. Best not to leave the system armed when the car is on displays as the big red button would be an irresistible magnet to a child. Clutch, brake and throttle pedals are where you

would expect them to be, but left foot braking is not possible in this car due to the steering column getting in the way.

The Engine

All this and we haven't even started the engine yet. Let's talk about the motor now. The engine is sited right behind your head, so even with a helmet on you will have no trouble hearing it. Mine is the same Ford Kent pushrod block found in the Ford Anglia or Escort, where its rated power could be as low as 39 bhp at the flywheel. While fundamentally the same, my engine has a number of modifications including two twin barrel Weber carburettors set to run on 100-102 octane racing fuel. This all ups the power to 132 bhp at the rear wheels, all on a car that weighs 490kg, so it's quite nippy. It would be even nippier if it had a lighter weight driver.

Right, so let's start the engine:

1. Master electrical switch ON
2. Fuel pump ON
3. As fuel pump primes and ticking slows turn pump OFF
4. Press throttle 4 times
5. Ensure neutral is selected
6. Press START button
7. As engine fires turn fuel pump ON
8. Ensure oil pressure builds. It should start at 80 psi and drop to around 40 psi when the engine is warmed up
9. Keep revs below 2000 until water temp reaches 40 degrees Celsius

This would have been done previously during engine check and warm up so starting a warm engine is much simpler.

The car has no alternator or thermo fan in order to save weight and not sap engine power. I plan to add a thermo fan (which would only weigh the same as a Mallala hamburger) so as to aid cooling when slowly driving back to the garage at the end of a race.

I realise this sounds complicated and needs a flight engineer to operate, but it's not. Think about all the individual actions you need to start your own car and pull out of the driveway and you will find that you are mastering a large number of things. "But it's easy", you say and you'd be right - because you've done it 25,000 times. Same with the race car and for exactly the same reason.

Start Your Engines

What follows is my description of driving the car at pace on a circuit rather than a race, situation, otherwise I'll sound like I'm calling the 3:30 from Globe Derby Park. So, let's go.

With all instruments reading okay, and on the signal from your pit crew chief (what pit crew?), you select first gear, increase you revs and try not to stall the late biting clutch. These cars don't do 'slow' and you slightly kangaroo hop along Pit Lane, so as not to go too fast. Idle revs on my car equates to over 30 kph road speed, so periodic dipping of the clutch is needed to keep the pace down.

Tyres and Brakes

You pass the Marshal at the end of the lane and you can go as fast as you like. But not yet. First let's talk about tyre and brake temperatures.

Race brakes need to be hot to work, the hotter the better within reason. We have all seen the rotors on race cars on TV glowing red hot. That's not a problem for them, so long as they are ducted for cooling. On my XJ-S I bought my cooling duct products from Bunnings (really). Alan Baker once gave me the sage advice of "I don't care how fast you can go Rick; I'm interested how fast you can stop"! Thanks Al.

You heat them up by acceleration and braking hard at slow speed in the warm up lap. The same with the tyres. This is done during the on/off braking phase



How to Drive a Formula 2 Car (cont)



and also weaving side to side. But no matter what you do, your tyres won't be warm enough for a few laps unless you have tyre warmers (F1 tyre warmers heat the tyres to nearly 100 degrees C!).

I spun my car at turn 1 at The Bend once doing a speed I can jog at (read really slow). The day was 9 degrees and so were the tyres. When they are fully warm and sticky you could push a golf ball onto the surface at the front and it would not fall off. Hot tyres are sticky tyres. Sticky tyres are grippy tyres. Grippy tyres mean fast corners.

So how do you know if your brakes and tyres are hot enough? Well it's all by feel. Remember I said earlier that you wear the car and, while trying not to sound existential, you become one with it. In more easy to understand terms, you know the tyres are warm when you can turn in to a corner harder with less understeer (that is when the car wants to go straight ahead when the direction of the front wheels are pointing somewhere else), while at the same time the rear of the car does not want to oversteer (swap ends). Having said that, if you find that the front is understeering into a corner

you can, counter-intuitively, increase the power and have the rear oversteer a bit to point you where you want to go. This is called throttle steering and is a standard skill amongst rally drivers. But on the track, it will cost you time, so a slower entry speed is a better idea or a different car set up.

As for the brakes, when up to temperature, they feel like they are biting more, so after a few laps you can brake later and harder. Based on my experience and a load of advice, here is how I brake the car, say at the end of the straight. Now ideally you are either accelerating or braking; there is no coasting. So, I lift off my foot from full throttle to the brake pedal, give it a slight pressure to let the tyres know what I'm planning, apply hard pressure which I slowly release as I enter the corner. Note that I don't take all the pressure off as I turn in. This is called trail braking and increases weight on the front tyres, enabling better grip and a tighter turn (remember the pencil rubber analogy). As I'm doing this, I dip the clutch, shift from 5th to 2nd gear, blip the throttle with the side of my foot in order to match the engine revs with the lower gear, release the clutch and the

brake pedals at the same time and feed in throttle judiciously until the car is almost straight then increase to full power. That's how it is supposed to be done, and from time to time I get it right.

After a few laps, the brakes and tyres feel good, you feel good and you haven't crashed. From here on you start to test the limits of adhesion by going faster, braking later and turning in harder. This is where you become more assertive with the car, and it borders on aggression. Faster harder tighter, you feel the g-forces on acceleration, braking and especially when you corner. You try not to tense up but it is unavoidable, as the car does not have powered clutch, brakes or steering and the car just wants to go straight ahead and you have to wrestle with the tyres and their phenomenal grip, while all the time at-tempting to do this in a smooth and relaxed manner.

And you do this until you spin; and you **'will'** spin. This is not a sign of poor driving; it is all about learning the adhesion limits of your car and this knowledge increases with seat time to the point that you can often recognise the onset of a spin and stop it before it starts. For the record, a car with this much aero

How to Drive a Formula 2 Car (cont)

holds on like you can't imagine. That is until it doesn't, and it happens so quickly that you are facing the other way before you can blink twice. Try it. Blink twice.

Eventually you will start to drive by what the car is saying to you, not what your road driving brain is saying to you. And what it is saying is "You've got to be mad to take a corner at this speed. You won't make it". And if you don't go fast enough, the aero won't work and your brain will be right. But it takes a long time to convince yourself of this and be confident enough to do it. And when you do, you feel like punching the air with your fist, but you can't 'cos you need both hands on the wheel.

The Racetrack

At this point you are flogging around the track and having learned more about the car, it's time to learn the track. I bet you are thinking "What does he mean. Surely you just follow the black stuff". Well yes and no. 'Yes' if you want to go for a dawdle, but 'No' if you want to go fast.

A track is made up of a series of corners connected by straights of various lengths. Some tracks are flat and you can see well ahead and around the corners. Some are either naturally hilly or constructed

in such a manner as to obscure this panoramic vista.

For each corner you need to work out the ideal racing line, that is the line that will allow you to get around it in the least amount of time. And this line is not necessarily the shortest distance. Added to that you need to figure out when and how hard to brake and where to do it, what gear to be in and where to be in it, and lastly when to turn the car in. You need to do all this for each and every corner in a variety of track and weather conditions. The Mallala Circuit has 8 corners. The new track at Tailem Bend West Circuit has 12. Its International Circuit has 18 and the full GT Circuit has a whopping 35! And you need to learn them all. In fact, you need to be thinking about and looking for the next corner before you finished with the current one.

It's about here that your fun starts. You know the car, you know your current abilities, you have assessed the conditions and you know the corners. From here on it's about refinement, smoothness and driving the car as fast as it can possibly be driven, which is a whisker this side of losing control. This is the Nirvana that we who drive these cars seek. It's a bit like playing golf. Most days you get the job

done ok but you were a bit ham fisted on some holes, you lacked concentration on others and the greens were just not right. But occasionally, just occasionally, the planets align and everything fall into the slots you have forged through constant practice over many years. Those days are priceless, no matter if it be golf course or race course.

Epilogue

And that, dear reader, is why you go racing.

If you feel exhausted just reading this, then I've achieved my aim. I could waffle on for hours about technical stuff but I wanted you to get a feel for what driving a race car of this type at speed is all about. So next time you are watching car racing and think "Hell, I could do that". Maybe you could. There's only one way to find out.

**Cheers
Rick Luff**



Coffee and Cars In and Around South Australia

1st Sunday

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

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

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

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

McLaren Vale "Coffee n Cars in the Vale" - 8.00am to 10.30am, McLaren Vale.

2nd Sunday

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

Port Noarlunga - "Coffee and Cars" - 8.00am to 10.30am, Decks Bakehouse, 25 Clarke Street Port Noarlunga.

Victor Harbour - "Coffee and Cars" - 8.00am to 10.30am, McDonalds, Hindmarsh Road Victor Harbour.

Mt Barker - "Coffee and Cars" - 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

Port Pirie "Cars and Coffee" - from 10.00am, Dominos Pizza Shop 2/10 Main Road, Port Pirie.

Unley, Blackwood and some other venues returning



A Jaguar XJ-S, a model and a petrol station - Jaguar advert promoting the new High Efficiency XJ-S HE

Classified Adverts



FOR SALE 1998 XJ 308, 4.0L Sport V8

- ◇ 150,000kms. Purchased in 2016 from the original owner
- ◇ Champagne silver paint, cream interior, black dashboard
- ◇ Electric sunroof
- ◇ Car is in good condition. Serviced regularly mostly at Solitaire, Stepney Auto, & Sovereign
- ◇ Never been in an accident (to my knowledge)
- ◇ Original paintwork, body in good condition, almost no fading, 3 or 4 very minor hail dents on roof & boot lid
- ◇ Runs very well with loads of power! Aircon and electrics all working well. A few minor issues (will need new tires).

Price: \$6,000 ONO

Contact Luca on 0403 900 229



FOR SALE 1998 XJ 308 4.0L Sport

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

Price: \$13,000 ONO

Contact Richard Chuck on 0408 313 848



FOR SALE 2003 Jaguar X Type 2.5 AWD Luxury

- ◇ Sports Sedan. A1 condition. New tyres, new suspension all around, Navigation system was updated in 2019.
- ◇ Also has a built in front facing camera. Beautiful inside and out, and great to drive! It has done 175,817 km, and runs perfectly. **More Photographs available.**

Price: \$9,000

Contact: Matt Coppins on 0424 370 555 or

Email: mattcoppins84@gmail.com



FOR SALE 1963 MK II 3.4 (Manual Overdrive)

- ◇ Owned since the seventies. Removed front end and power steering to commence restoration, but got no further.
- ◇ The car is complete. Everything is there including bumpers, toolbox, jack etc.

Price: Negotiable

Contact Brian Clutterham on 0419 829 233



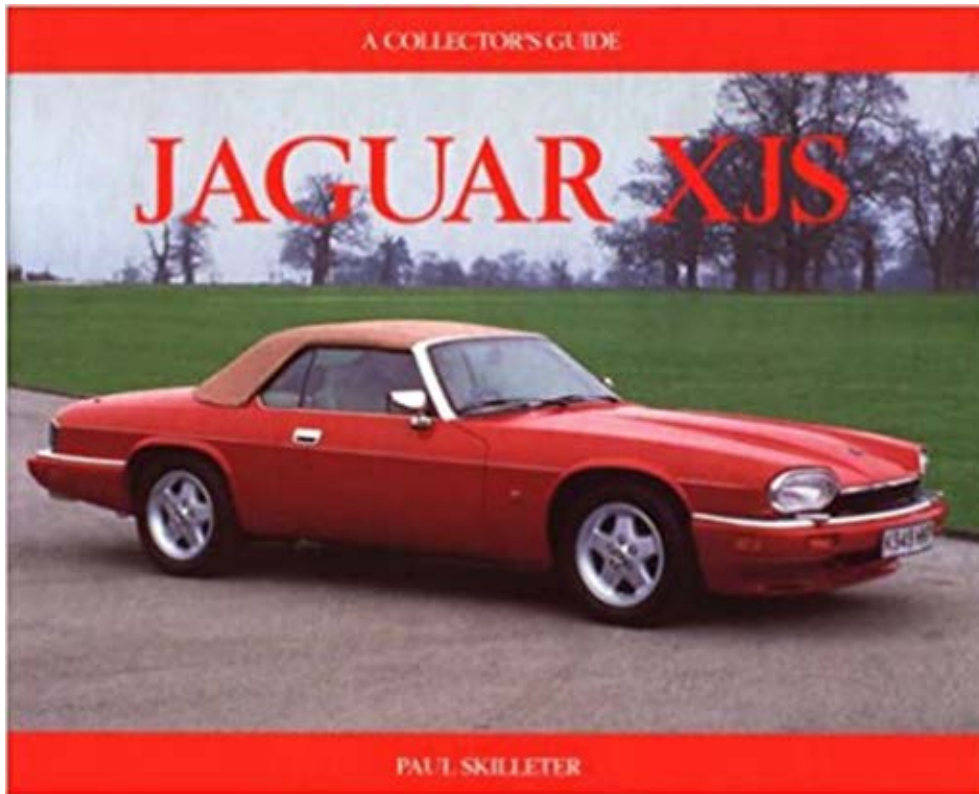
FOR SALE 1967 Daimler Sovereign 420

- ◇ Colour: Warwick Grey
- ◇ A very original car in good mechanical condition.
- ◇ Power steering, wire wheels and air conditioning
- ◇ Has the complete original Daimler tool kit.
- ◇ More photographs available.

Price: \$14,000 (reduced)

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

Jaguar XJS: A Collector's Guide - Paul Skilleter



Editor, Our library has 10 books dedicated to the XJ-S (XJS). I have read them all, but "Jaguar XJS: A Collector's Guide by Paul Skilleter" is clearly one of the best.

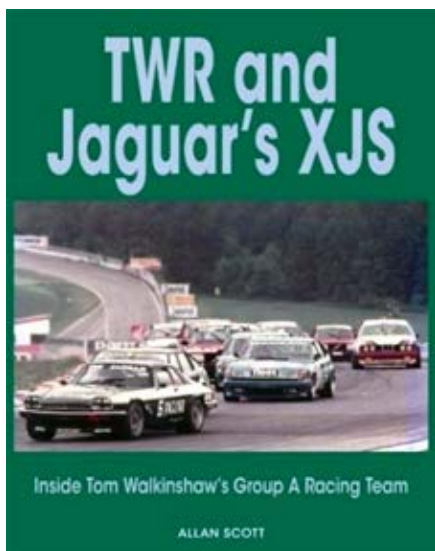
Paul Skilleter, a renowned Jaguar expert offers a comprehensive historical review of the highly collectable XJS series of coupes, cabriolets and convertibles with particular emphasis on quality evaluation, maintenance and upgrades.

Jaguar XJS takes the reader through the 21-year history of a model series which, after a lukewarm reception in 1975 by Jaguar enthusiasts who expected a replacement for the famed E-Type, matured through many evolutions into some of the most stylish cars ever to wear the Jaguar badge, earning along the way an enviable reputation on the international motor racing scene

The club has a copy for loan or it is available new in Australia via Amazon for approx. \$185.00. (Second hand copies are also available). ■

TWR and Jaguar's XJS

TWR and Jaguar's XJS: Inside Tom Walkinshaw's Group A Racing Team by Allan Scott.



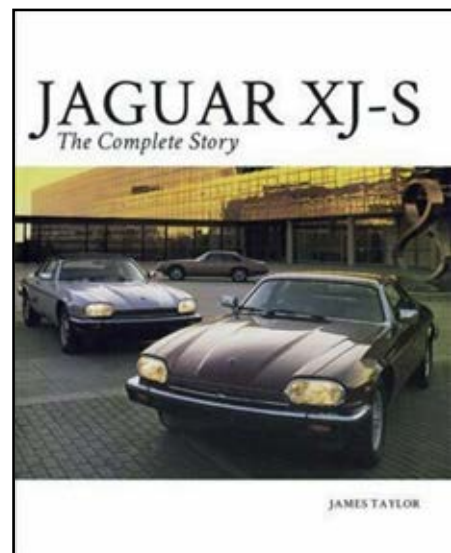
Written from an insider's point of view, Allan Scott (NZ), one of Tom Walkinshaw Racing's senior managers, reveals for the first time the intrigue and secrecy of the intense battles on and off the motor racing tracks of Europe during the 1980's.

This Group A era was fought between Rover, BMW, Jaguar and Volvo in an all-out effort to be the winning manufacturer.

The club has a copy for loan or the hardcover book is available in Australia for approx. \$73.00. ■

Jaguar XJ-S

Jaguar XJ-S: The Complete Story - 1st Edition 2019 by James Taylor

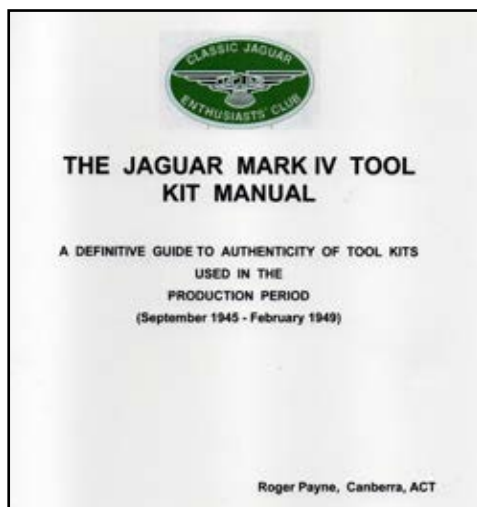


The book contains a timeline of the key events in the history of the XJ-S and an overview of the evolution of the XJ-S from the XJ27 prototype. James Taylor truly tells the complete story here of the Jaguar XJ-S in his informative style.

The book is superbly illustrated with 192 colour and black & white photos.

The club has a copy for loan or the hardcover book is available in Australia for approx. \$62.00. ■

Mk IV Tool Kits



Mk IV Tool Kits

Roger Payne from Canberra has compiled a book on Mark IV toolkits and it is available for sale to members. The book is well presented and runs to approximately 40 pages with numerous

colour photos and detailed descriptions and information. The information below regarding his new book comes from Roger:

"I have been sending copies to several people within Australia who have materially helped me with my research efforts, and also to UK, Europe and USA, but am only distributing hard-copy booklets and not electronic copies in some effort to contain the excesses/plagiarism of electronic copies, that sadly is endemic in certain quarters. I want to keep some control over distribution, as I am looking for feedback and indeed offering to help with any questions/comments in order to refine/improve my research efforts.

Although specifically covering Mark IV, there is some degree of undercut of late SS Jaguar detail, and also overlap of Mark V information.

Anyone interested in buying a copy, it's only available direct from me of course, but should contact me direct on rogerpayne@bigblue.net.au.

Cost is \$25 plus P&P of \$6 – so \$31 all up (as I was having trouble keeping package within 250g postal limit (at 255 grams), but at least now it adds Tracking, not that there is any risk in Australia, but I find also adds EXPRESS without paying for it."

For people in SA, try contacting Bob Kretschmer (Secretary SS, Mk IV, & Mk V Register) first, as he may possibly be able to help by organising a bulk deal to help with postage costs.

Bob Kretschmer
(08) 83578233 or Mobile 0427711400
Email: daimlerss@jdcса.com.au ■

Classic Jaguar Magazine (April - May 2020)

Classic Jaguar April/May edition has a feature story **"When Ford Met Jaguar"**, 30 years on: The full story of a motor industry marriage and the cars it created:

- **An Expensive Wedding.** It tells the tale of Ford's acquisition of Jaguar and the challenges faced by those involved.

- **X300: Return to Form.** The 1994 X300 marked a return to form for the XJ and they get to drive the last example.
- **The XK8 Story.** A look at the history of the XK8 and XKR, the first all new Jaguar sports car in over 20 years.
- **The S-Type Sensation.** The Writer

explains the story behind the S-Type, the Jaguar with a vital volume-boosting role.

- **Further Developments.** An overview of the remaining Jaguars models launched during the 18-year Ford-owned period. [XJS Facelift; X-Type; X350; XK(X150); and XF] ■

Retro Cars Magazine (March - April 2020)

Retro Cars March/April edition has two feature stories on Jaguar cars:

◇ **"Living withJaguar XK8." You really can run a 150mph Jaguar without going bankrupt?**

The writer explains the ups and downs of owning a second-hand XK8. He runs through some of the common problems you are likely to encounter such as the troublesome timing chain tensioners.

The writer claims that the XK8 is not the bargain it used to be, but still represents good value for money.

◇ **"Jaguar X-Type R that never was"**

The Jaguar X-Type R came so close to becoming a reality that Jaguar built a number of prototypes.



The Jaguar X-Type R that never was.



One of the prototypes has recently been put back on the road by the Heritage Division and **Retro Cars** drove the supercharged V6 and explains why the project never went ahead. ■

Around the Market - Looking at Buying an XJ-S?

The following is a collection of cars advertised for sale in recent weeks. The adverts are provided for information only, are not endorsed by our club, and the cars may no longer be available for sale. Private sales unless otherwise noted.



1985 XJ-SC Cabriolet, 5.3 litre V12, 145,275km. \$18,500



1985 XJ-SC Cabriolet, 5.3 litre V12, 101,000km. \$19,500



1977 XJS Burgundy 5.3 litre V12, 73,000km. \$19,800 (one owner)



1982 XJS HE 5.3 litre V12, 240,000km. \$19,990 (Partial restoration)



1979 XJS 5.3 litre V12, 79,000 km. \$23,950 (Partial restoration)



1989 XJS 5.3 litre V12, 179,000 km. \$27,950 (Partial restoration)



1988 XJS convertible, 5.3 litre V12, 126,000km. \$28,000



1977 XJS 5.3 litre V12, 79,000? km. \$28,000 (Partial restoration)

Looking at Buying an XJ-S?

The adverts are provided for information only, are not endorsed by our club, and the cars may no longer be available for sale. Private sales unless otherwise noted.



1989 XJS convertible, 5.3 litre V12, 99,417km. \$29,990 (car dealer)



1989 Steel Blue XJS (Manual) 4.0 litre A6. 111,500km. \$29,999



1989 XJS Grey 5.3 litre V12 coupe, 134,658km. \$33,300



1990 XJS convertible, 5.3 litre V12. 33,110 miles. \$38,950 (dealer)



1988 XJS Blue convertible, 5.3 litre V12, 56,876km. \$39,999



1988 XJS Blue convertible, 5.3 litre V12, 59,133km. \$48,000



1990 XJS (TWR) convertible, 5.3 litre V12, 111,064km. \$48,999



1989 XJS Blue convertible, 5.3 litre V12, 98,296km. \$49,800

Looking at Buying an XJ-S?

The adverts are provided for information only, are not endorsed by our club, and the cars may no longer be available for sale. Private sales unless otherwise noted.



1989 XJS White convertible, 5.3 litre V12, 140,000km. \$50,000



1993 Blue XJS 6.0 (Facelift) 6.0 litre V12, 95,000 km. \$60,000



1988 XJS Green convertible, 5.3 litre V12, 62,317km. \$79,500



TWR- 1988 Grey XJR-S (13 of 100) 5.3 litre V12, 33,000 km. \$79,900



TWR - 1991 Cherry Red XJR-S 6.0 litre V12. 94,978 km. \$85,000



1988 White XJS V12, Arden styling convertible. 70,000km. \$92,000.



1992 Red XJS (Facelift) convertible 4.0 litre A6. 41,320 km. \$92,990.



1990 Red XJS convertible, 5.3 litre V12. 60,482km. \$96,950

Around the Market - Auction Results

2020 Shannons Timed Online Auction held on the 3rd June



1936 SS Jaguar 1 1/2 Litre Saloon (\$15-\$20,000). Sold \$18,500



1948 Jaguar MKIV 1 1/2 Litre Saloon. (\$25-\$30,000) Sold \$25,000



1950 Jaguar MKV. Holden engine (\$22-\$28,000) Sold \$20,500



1953 Jaguar XK120 SE Roadster (\$90-\$110,000) Sold \$151,000



1956 Jaguar XK140 Fixed Head Coupe (\$80-\$95,000) Sold \$125,000



1960 Jaguar MKII 3.8 manual. Upgraded (\$40-\$50,000) Withdrawn



1965 Jaguar S-Type 3.8 Saloon. Upgrade (\$15-\$20,000) Sold \$23,000



1970 E-type 4.2 S2 Coupe. Upgraded (\$80-\$100,000) Sold \$83,000



1983 Jaguar XJ-S HE Coupe. Rebuilt (\$16-\$22,000) Sold \$18,000



1986 Jaguar XJS-C V12 Cabriolet. (\$20-\$25,000) Sold \$27,000



Brett Lewis
0412 843 771



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Philip Prior
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Find out what your home is worth FREE!

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

When a woman wears leather clothing, a man's heart beats quicker, his throat gets dry, he goes weak in the knees, and he begins to think irrationally .

Ever wonder why?

she smells like a new Jag

Club Notices

GENERAL MEETING ROSTER 2019/20

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

CLASSIC MARQUE

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

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

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

Club Directory

JDCSA - Club Directory 2019 -2020

Club Postal Address:

PO Box 6020, Halifax Street, Adelaide SA 5000

Club Web Site / Email

Web: www.jdcsa.com.au

Email: info@jdcsa.com.au

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

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

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

Club meetings are currently on hold!

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

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Club Patron Mr Peter Holland

Phone: (08) 8271 0048

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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 (08) 8391 1759**

All British Day

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

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

Register Secretaries

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

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

Email: daimlerss@jdcsa.com.au

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

Steve Weeks: 0414 952 416

Email: xk789@jdcsa.com.au

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

Angela & David Rogers

Email: compacts@jdcsa.com.au

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

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

Bob Charman Phone: (08) 8248 4111

Email: xj420g@jdcsa.com.au

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

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

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

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

Peter Buck Mobile: 0421 061 883

Email: multivalve@jdcsa.com.au



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