



# CLASSIC MARQUE

## MARCH 2023



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### 2016 Jaguar XF X260 Portfolio 25T Petrol

Excellent condition inside and out this X260 XF comes with service history including service log, various owner manuals and spare key. 177kW 2 litre in-line 4 cylinder turbocharged petrol engine and very well optioned.

SNJ020                      47,385 km                      **\$49,990**



### 1971 Jaguar S1 XJ6 Manual Overdrive

Factory manual series 1 XJ6 with overdrive, Australian delivered car sold new by Brysons S.A. The car presents well having recently been painted and inside the seats, door cards and headlining have been re-trimmed.

SNJ042                      65,385 mi\*                      **\$21,990**



### 1967 Jaguar 420 Manual Overdrive

Very rare factory manual with overdrive, power steering and original matching numbers engine. Regularly serviced and cared for over the journey, the car comes with an extensive invoice file stretching back to 1976.

SNJ420                      85,221 mi\*                      **\$27,990**



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# Club Torque - President's Column

## President's Report March 2023

With the start to 2023 now well and truly in the rear vision mirror, Register activity has certainly gained pace with March and April full of events.

By the time you are reading this, registration for the National Rally, to be held in Hahndorf, will have closed. However, you have an opportunity to attend the Sunday display day at the National Motor Museum in Birdwood, as no registration is required and entry to the Museum is free.

You may also be interested in "Speed of the Street" outing to be held at the Bend Motor Sport Complex. Registration for this event is via the link in the National Rally registration page on the JDCSA web page. This is a private event with registration via the JDCSA only.

There is plenty of activities to be involved with in March starting with All British Day (ABD) on the first Sunday, March 5th. ABD has been well supported jointly by our car club and the JCCC with over 90 vehicle registrations. We are located on the main oval one row in from the food vans. It is hoped by moving this event into March we should experience more pleasant weather. Notwithstanding, as I write it is a 40+ day.

This year the feature vehicle manufacturers are those originating for Coventry City area. Makers such as Triumph, Standard and Rover, plus many others, evolved into other items such as Singer sewing

machines, bicycles and motorbikes, etc. In addition to the Coventry City Display another significant milestone celebration is 75 Years of the BSA Bantam.

ABD is looking to achieve the world record number of Bantam motorcycles.

Register Secretaries are reminded to forward budgetary requests for the upcoming financial year to the Treasurer. Members if you happen to be considering a possible Register function/outing that will involve expenditure please discuss with your Register Secretary. Associated costing can then be put forward for consideration in the forward club expenditure estimates; please no ambit claims. Such proposals must be supported by substance.

Don't forget the National Rally in April. If you are unable to be part of this great social activity please try and make it along to the display day at the National Motor Museum on Sunday 16 April and don't forget the day at the Bend Motor Sport Complex on the Monday.

Hoping to see you at club events through-out the year

**Safe Motoring**  
**Fred Butcher**



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Front Cover:

Craig Larkin, E-Type Series 1 4.2 FHC

Back Cover:

Advert - 50th Anniversary Dinner  
29th of July 2023 - (Now taking bookings)



## April General Meeting Relocated to Marion Hotel

The JDCSA April General Meeting to be held on the 4th of April, has had to be relocated due to a long-standing booking at the Junction Bistro.

This is unfortunate, but thanks to Vice-President Michael Pringle, as a one-off alternative, we have managed to book a suitable venue at the MARION HOTEL 849 Marion Road, Mitchell

Park. Note: this is a one-off relocation just for April.

**The MARCH General meeting will be held as normal at "The Junction", 470 Anzac Highway, Camden Park.**

**Executive Committee**

# Events Calendar 2023

MARCH

APRIL

JULY

<b>SUNDAY 5th MARCH</b>	<b>38 Years of the All British Day, Echunga - Entries closed.</b> 90 Jaguars entered. Worth going as a spectator. For more details Goto. <a href="#">All British Day Echunga</a>
<b>TUESDAY 7th MARCH</b>	<b>JDCSA General Meeting. "The Junction", 470 Anzac Highway, Camden Park.</b> <b>Registration through TidyHq is required if you intend to have a meal prior to the meeting.</b> The meeting starts at 7.30pm with meals available from 6:00pm. <a href="#">JDCSA March General Meeting</a>
<b>WEDNESDAY 8th MARCH</b>	<b>XJ, Mk10, 420G Register Meeting: 6:00pm to 9:00pm.</b> The Bartley Hotel, Bartley Terrace, West Lakes Shore. <b>For catering purposes please register on TidyHQ.</b> <a href="#">XJ Mk10 420G March Meeting</a>
<b>SUNDAY 12th MARCH</b>	<b>Moonta, Show'n'shine -Milne Terrace, Moonta. 8.30am – 3.00pm</b> Admission \$10, Children under 14 free For more information and registration GoTo: <a href="#">Moonta Show n' Shine 2023</a>
<b>WEDNESDAY 15th MARCH</b>	<b>SS, MkIV &amp; MkV Register Meeting. 6.00pm - 9.30pm.</b> 6.00pm at Gawler Arms Hotel. Then meeting Bruce & Ann Fletcher's home at Willaston. Can members please advise Brenton if they will be attending the meeting. 0419 345 775
<b>THURSDAY 16th MARCH (Lunch)</b>	<b>Jaguar Ladies Social Group Lunch. 12.30pm - 3.30pm</b> Lunch will be held at the Virginia Nursery Gawler Road, Virginia. <b>For catering purposes please register on TidyHQ.</b> <a href="#">Ladies Social Group Lunch</a>
<b>THURSDAY 16th MARCH (Evening)</b>	<b>E, F &amp; GT Register meeting. 7.30pm - 10.00pm</b> To be held at Classic Performance Servicing and Dyno, 33 Chapman Road, Hackham. Members are asked to provide a plate of supper. Alcohol may be consumed on the premises. <b>Registration through TidyHq is required.</b> <a href="#">E, F &amp; GT March Meeting 2023</a>
<b>WEDNESDAY 22nd MARCH</b>	<b>XJ, Mk10, 420G Register -Picnic in the Park: 6:00pm to 9:00pm.</b> Hazelwood Park. B.B.Q. supplied. Then we will drive to Auchendorrach House for coffee and cake (\$12.00). <b>For catering purposes please register on TidyHQ.</b> <a href="#">Picnic in the Park</a>
<b>THURSDAY 23rd MARCH</b>	<b>Multivalve Register Meeting &amp; Dinner. 6.00pm to 8.30pm</b> The Kensington Hotel, 23 Regent St, Kensington. 6:00pm for dinner with meeting at 7:30pm. <b>Please register to attend the meeting.</b> <a href="#">Register - Multivalve Register Meeting</a>
<b>TUESDAY 4th APRIL</b>	<b>JDCSA General Meeting. MARION HOTEL 849 Marion Road, Mitchell Park.</b> <b>Registration through TidyHq is required if you intend to have a meal prior to the meeting.</b> The meeting starts at 7.30pm with meals available from 6:00pm. <a href="#">JDCSA April General Meeting</a>
<b>WEDNESDAY 5th APRIL</b>	<b>XK &amp; Mk 7 8 &amp; 9 Register Meeting. From 7.00pm to 9.30pm.</b> The meeting is to be held at the home of Rod & Peggy Davis, 3 Holly Hock Ct, Craighburn Farm. Please register on TidyHQ. <a href="#">XK &amp; Mks 7 8 &amp; 9 April Meeting</a>
<b>WEDNESDAY 12th APRIL</b>	<b>XJ, Mk10, 420G Register Meeting: 6:00pm to 9:00pm.</b> The Bartley Hotel, Bartley Terrace, West Lakes Shore. For more information please contact Bob Charman. Email: <a href="mailto:charmanr161@gmail.com">charmanr161@gmail.com</a> .
<b>APRIL 14th to 21st</b>	<b>Jaguar National Rally 2023</b> Centre of operations will be at The Haus, 38A Main St, Hahndorf SA. <b>Registrations closed but specific events still open.</b> <b>More information on TidyHq and pages #35-37.</b> <a href="#">Register - National Rally 2023</a>
<b>SATURDAY 15th APRIL</b>	<b>XK &amp; Mk 7 8 &amp; 9 Register - Hosted dinner at the 2023 National Rally. From 6.30pm</b> Our Register is organising a dinner at the Handorf Inn for our interstate guests. Please register on TidyHQ. <a href="#">XK &amp; Mk 7 8 &amp; 9 Register Dinner</a>
<b>SUNDAY 16th APRIL</b>	<b>Display Day at The National Motor Museum. 10.00am to 3.00pm</b> Always a central feature of the Jaguar National Rally. A great time to show our pride and joy and present the Marque to the wider public. FREE ENTRY to the Museum. Entry via Church Street.. <b>NO REGISTRATION required. Just turn up and enjoy the day.</b>
<b>MONDAY 17th APRIL</b>	<b>E, F &amp; GT Register run, "Stray Cats at The Bend" Sports Day</b> Bookings for "Lunch and Laps" and/or "Speed off the Street" are to be made directly with 'Bend Motorsport'. Please goto TidyHQ for more details. <a href="#">"Stray Cats at The Bend"</a>
<b>WEDNESDAY 19th APRIL</b>	<b>Multivalve Register - Coorong Discovery Cruise - 11:45 am - 3:00 pm</b> Lunchtime cruise on the "Spirit of the Coorong." \$65.00 per person (discounted from \$95.00). <b>More details &amp; registration through TidyHq:</b> <a href="#">Coorong Discovery Cruise</a>
<b>SATURDAY 29th JULY</b>	<b>JDCSA 50th Anniversary Dinner. 6:00pm - 11:00pm</b> National Wine Centre of Australia, Corner of Hackney Rd &, Botanic Rd, Adelaide. Tickets at \$105.00 per head are now on sale. Tickets will be limited to 200 with a waiting list thereafter. <b>More details &amp; registration through TidyHq:</b> <a href="#">JDCSA 50th Dinner</a>

# Club Torque - Editor's Column

For those members who follow the monthly Classic Marque updates on what is happening at Jaguar, you will be pleased to know that Jaguar has opened the order books again on the Jaguar XE and XF saloons, after a long period of intermittent availability.

Also, JLR plan to shift all of its UK dealers to the so-called 'agency model' by the end of 2024. Not all dealers love the idea of shifting to this model. For example, Australian dealers for

Mercedes, one of the first to move to direct selling, are suing the company for hundreds of millions in compensation after they claimed it would leave them out of pocket. It will be interesting to see what JLR do in Australia.

There is also an alarming story about stolen Range Rovers, with the model reportedly the second most stolen vehicle type in the UK. As a consequence, owners are finding it almost impossible to insure their vehicles.

This month's Q&A is Life Member Julian Lugg together with a story about his XK, AJK 906. Also, a big thank you to new members Craig Larkin and John Torresan for their interesting stories.

There is lots more to read including the E, F & GT Register meeting at Jeremy Cordeaux's 'Workshop'. What a fantastic night that was.

Finally, there is an updated list of books that are available from our Library.

Enjoy

## Vale - Laurence Leonard

Sadly, we have lost another valued member of our club.

Laurence (Laurie) Leonard has been a member of our club for the past few years and his pride of joy was a XJ6 Series 3. Laurie also owned a pink Austin 7 Tourer.

Laurie greatly enjoyed the Register Meetings and I am told that although

he was 90 years of age, he was still very active in using his mechanic skills to help club members who needed assistance.

Our condolences go to his daughter Noela and his son Michael. We hope that they will continue to enjoy Laurie's cars.

Steve Weeks  
Welfare Officer



## MSCASA Super Sprints For 2023

### Calendar for 2023

- ◇ Round 1: March 12th at Mallala.
- ◇ Round 2: June at Tailem Bend - West Circuit.
- ◇ Round 3: August 13th at Mallala.
- ◇ Round 4: September 30th at Tailem Bend - East Circuit.
- ◇ Round 5: October 28th at Mallala.

Barry Kitts Esquire



The Marque Sports Car Association of SA (MSCASA) was formed in the early 70's to give Car Clubs of SA the opportunity to compete in Motorsport, Circuit Racing, Motorkhana's and Hill Climbs. With only a low number of members competing from each club, the individual members joined the MSCA, allowing those drivers to compete in their cars. MSCA is an association of 16 Clubs with the CAMS affiliation fee paid by the MSCA.

## New Members

### NOTICE BOARD

The following applications for membership have been lodged with the Membership Secretary and are listed in accordance with clause 6 (B-C) of the Constitution. If there are no objections, membership will be ratified one month from this March, 2023 magazine:

- ◇ Percy & Andrea Henry: 1970 E-Type 4.2L Coupe (2+2).
- ◇ David Benn: 1997 Jaguar XK8 4L Roadster.
- ◇ Gregory & Lynette Castle: 1951 Jaguar Mk V 3.2L Sedan; 1995 Jaguar XJ300 4L Sedan.
- ◇ Scott Hills: 1977 XJ6 5.7L (Chevrolet Engine) Sedan.

- ◇ Colin McEgan: 1990 Jaguar Sovereign XJ40 4L Sedan; 2001 Jaguar S-Type 3L Sedan.

The following application listed in the January 2023 Classic Marque magazine has been accepted:

- ◇ Peter & Stephen Hobson: 1997 Jaguar XK8 4L Coupe.

I particularly ask that Register Secretaries and current members make these new members welcome at meetings and functions.

Daphne Charman  
Membership Secretary



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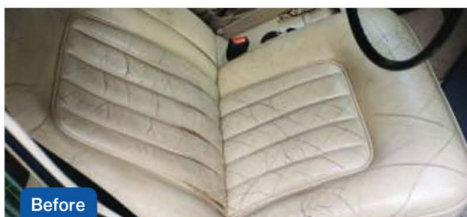
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# New Member's Story - Craig Larkin



Let's face it.

We've all blamed a mate for getting us into something we weren't necessarily expecting to, haven't we?

Be it a call for "just a couple" of quiet ales at the pub and before you know it it's last drinks; or an offer of a trip to Mount Gambier to do a fresh-water scuba dive "to see if you like it" and then getting hooked on cave-diving...

Hi. I'm Craig Larkin and my 1966 Series 1 E-Type FHC is my first foray into the world of classic car ownership and car club membership.

I'd toyed with the idea of buying a weekender some years ago. At that stage I was thinking a small German sports car for a bit of comfortable performance, as my Prado lacked the latter.

Then I managed to roll both into one when I bought my Range Rover Sport. Job done.

Or so I thought.

About 18 months ago along comes a mate, who I knew had a couple of E-Types, announcing that his cars needed to be driven.

"They need the exercise" he cried.

So, I and a few other mates heeded the call and Exercise Class was born.

Once a month, weather permitting, we were to gather and drive his cars through the glorious Adelaide Hills.

Within what seemed like two weeks of our first Class, one of the group bought himself an MGB.

Then another mate bought an MGB. And then that same bloke bought an XJS, and then another XJS. He appeared to be intent on cornering the XJS market and to be fair had a solid crack at it before then buying an XJ6. And then another XJ6. And an XF. The second-hand XJS market must have dried up I thought.

Me? I really liked the E-Type.

I had been keeping an eye on the used car websites to get a feel for the E-Type market and what was available, asking price, how long they stayed listed, etc. Meanwhile, I read a lot about them and always had lots of questions for our next Class.

I wasn't really looking to buy one as I needed to sort out a decently sized garage to keep it in. My small single-car garage/shed was, well, small.

## New Member's Story - Craig Larkin (cont)

But in September 2022 a solid-looking Series 1 4.2 FHC came online at what I considered was a good price. So, after a few calls, it was off to Hobart to have a look. Just a look mind. Only had a small garage after all.

Yeah. I bought it. And then cleared out said small garage. It fits. Just.

British Racing Green with a beige interior. Originally LHD, it was restored (from the photos I received more like resurrected) and converted in SA mid-late 2000's before heading to the Apple Isle around 2015. It's not quite matching numbers as it has a different head, although from the same series.

It's not concours. I wasn't looking for concours. I wanted something I could fang through the hills and enjoy without

worrying too much about the next stone chip. It's got a few of those which I want to get fixed just to tidy it up. New headlining is on order too.

It's just so much fun to drive. The bark from the exhaust on acceleration and snap-crackle-and-pop on over-run sound fantastic.

The looks, the waves, the thumbs-up as I drive by.

It is really cool owning a piece of motoring history. I like to think I'm more of a custodian though. Someone else will undoubtedly own it one day.

In the meantime, my role is to keep it alive. Maintain it so that it will still be driven in 20, 30 years' time.

Oh, and drive it.

So now, on to the garage. Definitely need a bigger garage. I quite like the idea of a classic British convertible as well...

Of course, I wouldn't be in this predicament if it wasn't for a mate with some cars that needed to be driven in the first place.

Thank you, Andrew. You know who you are.

**Craig Larkin**

*Editor. Thank you for the very interesting story and photos Craig. Fortunately, most Australians have never driven a Jaguar, otherwise there wouldn't be any left for us to buy. The E, F & GT Register are a friendly and active group, so hopefully you can catch up with some of their events and we can get to see the car.*





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# New Member's Story - John Torresan

I have worked most of my life in the wine industry. We started in 1960 with a vine yard at Flagstaff Hill, quickly progressing to a 500-ton winery and running bottling lines and making wine. Then in 1992 we changed to bottling, mainly for BRL Hardy, and have grown- immensely to the point of moving to McLaren Vale for more room and establishing a completely new premises with contract bottling for most wineries in South Australia.

When it comes to cars, I bought my first MGB at 18 years of age, and like most guys, sold it when I got married. I bought another MG about 2005, fully restored it, and joined the MG Car Club right up to this year, when I have switched to the JDCSA.

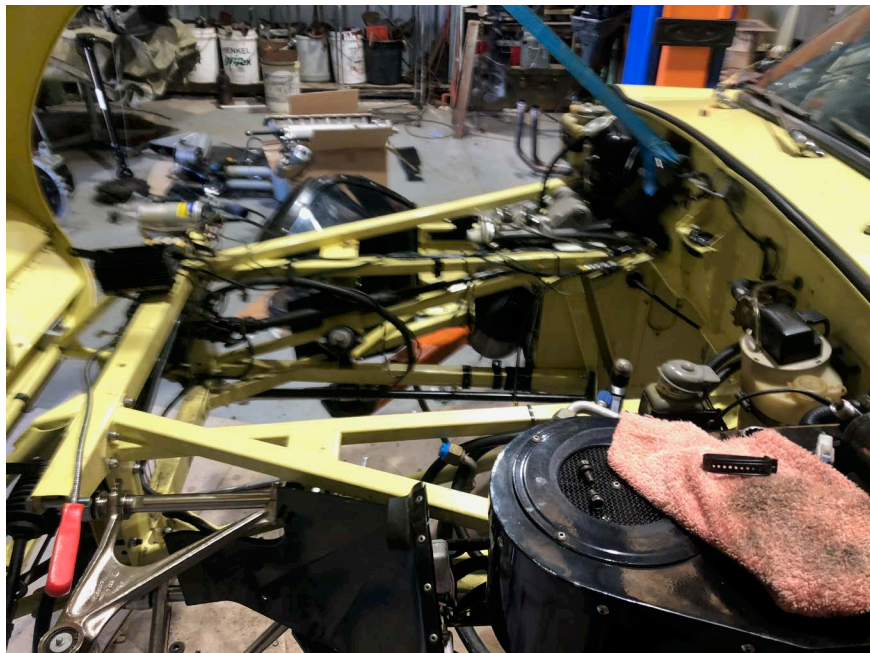
I bought my first Jaguar in 1990, an XJ40 and then progressed to an XJ8 Heritage in 2002. It was a wonderful car. Then in 2018 I bought my E-Type Series 2, primrose yellow from a Lloyds auction in Brisbane. The body was good but the rest had not been touched in 54 years.

With Alan Baker, we completed just about a full restoration including the interior from black to beige, and "now she is beautiful".

The E-Type for me was a little bit of a teenage dream.

The car was originally purchased from new by Sam Holt, son of Prime Minister Harold Holt. It then passed down to a family member and then a 3rd person in Queensland, and now John Torresan.

*Editor. Thank you, John, for the story and photos. If Alan Baker has been involved in the restoration, it will undoubtedly be as good as it looks. Ditto - hopefully you can catch up with some of the E, F & GT Register events with your E-Type.*



# New Member's Story - John Torresan



# Solitaire Jaguar

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# XF & XE Back on Sale as Chip Shortage Eases

**More good News.** JLR is gradually reopening order books on models most affected by the chip crisis, including the Jaguar XE and XF saloons, UK sales director Paddy McGillicuddy has said.

JLR in recent months has prioritised its limited chip supply for its three largest, most profitable Land Rover models.

The strategy has meant customers have been unable to order certain core JLR models, or faced delivery times stretching over 12 months. “In managing our chip supply, we had to prioritise where chips go,” McGillicuddy said.

However, JLR has opened the order books again on the Jaguar XE and XF saloons after a long period of intermittent availability. “XE and XF were shut for ordering, but we have just recently reopened them for the new model year,” McGillicuddy said.

JLR sold just 312 XEs and 399 XFs globally to dealers in the last three months of 2022, company figures show.



*Orders for the XE and XF were paused as chip supply was diverted to Land Rover models.*

Among other Jaguar models, ordering is now “widely open” for the F-Pace SUV, the I-Pace SUV and the F-Type sports car, with the E-Pace “slightly restricted”, McGillicuddy said.

Currently, six out of 12 E-Pace models are being shown as unavailable.

Restrictions and shortages due to the chip crisis will ease further in the second half of this year and into 2024, McGillicuddy said. ■

*Information for this story sourced from AUTOCAR.*

## I-Pace Recalled in US Over Lack of Pedestrian Warning

JLR North America is recalling 1,072 2021-2022 Jaguar I-Pace vehicles because “the vehicles fail to make sufficient pedestrian warning sounds when stationary and in reverse”.

“As such, these vehicles fail to comply with the requirements of Federal Motor Vehicle Safety Standard number 141 “Minimum Sound Requirements for Hybrid and Electric Vehicles,” the regulator said in its weekly recall bulletin.

“Dealers will update the audio amplifier software, free of charge.”

JLR is also recalling 2020-2021 Range Rover PHEV and 2020-2022 Range Rover Sport PHEVs that are also on the NHTSA recall list for the same defect. ■

*Editor: Information for this story sourced from Just Auto.*



## JLR Move To An Agency Model In The UK By 2025

Jaguar Land Rover’s plan to shift all of its UK dealers to the so-called ‘agency model’ by the end of 2024 will include a reorganisation of its showrooms as a “house of brands” where Jaguar, Range Rover, Discovery and Defender will all have their discrete area.

The most radical change, however, will be the shift to agency itself, under which JLR will take control of the buying process, whether online or via

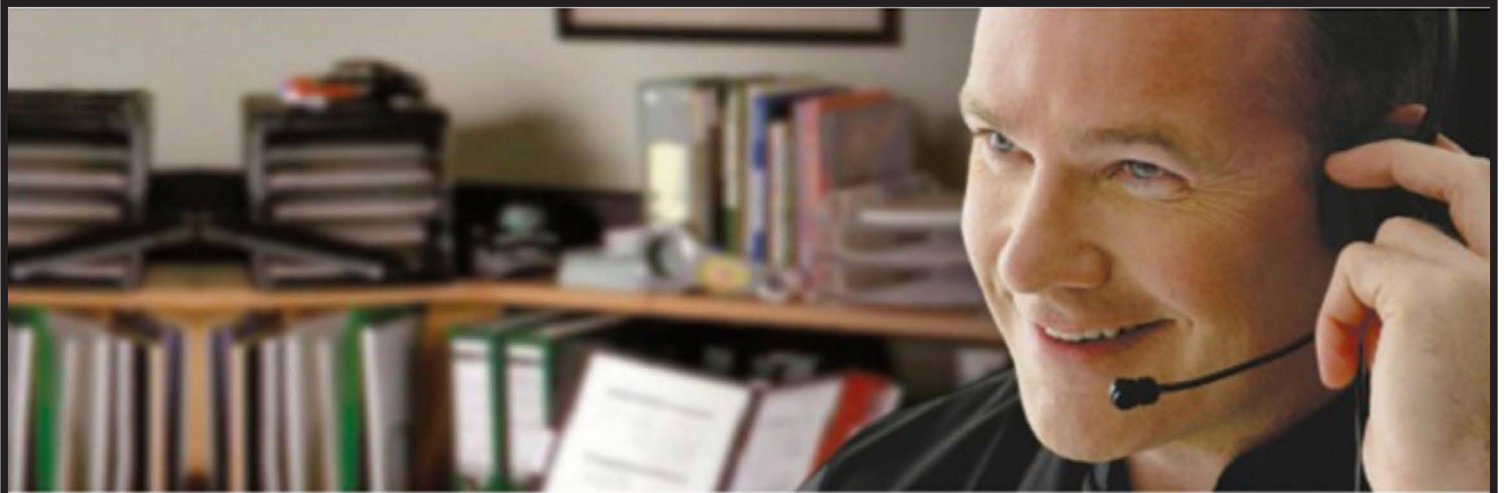
the showroom, with the dealers paid an agent fee for handling each sale.

That’s a big departure from the current wholesale model, whereby JLR sells cars to their dealer network.

That works well in that JLR recoups its money quickly, but it also hands the dealer responsibility for the final sale price – and ultimately, it becomes them and not the car company that forms a bond with the buyers.

Not all dealers love the idea of shifting to agency. For example, Australian dealers for Mercedes, one of the first to move to direct selling, are suing the company for hundreds of millions in compensation after they claimed it would leave them out of pocket. ■

*Information for this story sourced from AUTOCAR.*



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# JLR To Open Three European Self-Driving Tech Hubs

Jaguar Land Rover is accelerating work on autonomous driving systems with the opening of three new tech hubs.

The new sites will open in Germany, Italy and Spain and will be used to develop driver assistance systems and artificial intelligence (AI) for the carmakers' self-driving cars of the future.

The hubs, part of a strategic tie-up with American tech company Nvidia, will augment the existing six JLR tech hubs in the USA, Hungary, Ireland, UK, China and India.

All nine global engineering hubs will provide services and feed data into the Advanced Product Creation Centre in Gaydon, UK, to create Jaguar Land Rover's next-generation vehicles.

The new locations at Bologna, Madrid and Munich were chosen because of the availability of digital engineering skills in the area. JLR is on a recruitment drive to fill around 100 positions.

Thomas Müller, product engineering director at Jaguar Land Rover, said:



“Software is essential for us to deliver a fully connected experience for our clients and creating global engineering hubs will enable seamless hybrid working across several locations and ensure we harness the best talent for our business.”

The carmaker announced in February 2022 that it had formed a multi-year strategic partnership with Nvidia to jointly develop and deliver next-generation automated driving systems plus AI-enabled services and experiences for its customers.

Starting in 2025, all new Jaguar and Land Rover vehicles will be built on the Nvidia Drive software-defined platform, delivering a wide array of active safety, automated driving and parking systems as well as driver assistance systems.

Inside the vehicle, the system will deliver AI features, including driver and occupant monitoring as well as advanced visualisation of the vehicle's environment. ■

*Information for this story sourced from Automotive News.*

## London Range Rover Owners Can't Get Insurance Cover

Range Rover owners who live in London are finding it almost impossible to insure their vehicles.

Last year, more than 5,200 Range Rovers were stolen in the UK, with many taken in London. It was reportedly the second-most stolen vehicle type nationwide.

That has led to a lot of insurers refusing to offer cover or massively increasing premiums, as a result of a rising number of claims.

A specialist broker told Autocar that Range Rovers were alone among prestige cars in having extremely high insurance premium quotes. ‘With cars such as Volvo XC90s or Porsches there is no problem,’ he said.

Neil Thomas, who is the director of investigation services at vehicle tracking firm AX, told the publication that Range Rovers were profitable for thieves. It quoted him as saying: ‘The problem for Range Rovers is not their security; instead, it's their huge popularity here and abroad. A thief knows they can dispose of one very easily and for a good price, so will invest in the technology they need to steal them.’

‘We haven't yet encountered a stolen new-shape Range Rover, but when the thieves' technology catches up, we expect to.’

Autocar said that when it tried insuring a nearly-new £209,786 Range Rover SV P510E with a £1,250 excess on a fully comprehensive policy while pretending to be a central London resident, it received only seven quotes from Comparethemarket.com and they ranged from £4,351 to £5,952.

When it tried again for a nearly-new £209,950 Bentley Bentayga 4.0 V8 S with the same excess, there were 11 quotes, with most of them around £2,000.

The quotes were calculated on the market value of the cars, which for the Range Rover was judged by the insurers to be £149,270.

As a result, if there was a claim – for example, if the car had been stolen – the policies would pay at least £60,000 less than the Range Rover's purchase price.

Land Rover stopped offering insurance for its models last November after its partnership with insurance provider Verex ended by mutual agreement, said

Autocar.

Autocar was told by JLR that the issue of vehicle theft was taken very seriously by the manufacturer.

‘We recommend that clients use all available measures to protect their vehicle, including activating our “Remote” app and its suite of security features including “Guardian Mode”, which monitors the vehicle and provides an alert if the car has been unlocked.’ ■

*Information for this story sourced from AUTOCAR.*



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# 2023 Cape Town E-Prix (27th February)

Formula E raced on the streets of South Africa for the first time, hosting the inaugural Cape Town E-Prix. It was certainly an unforgettable event with edge-of-your-seat racing, championship rivals in trouble and the fastest lap in Formula E history. Only 13 cars finished the race.

The poor luck for the Jaguar TCS Racing team didn't let up. Sam Bird failed to make the grid after a crash in qualifying damaged the chassis of his car, which couldn't be repaired in time. The crash, which occurred after the chequered

flag had been waved during the Group B qualifying session, saw the Maserati MSG Racing of Edoardo Mortara and Bird make contact with the wall. The crash, which happened at Turn 9 of the high-speed street circuit, was at the same location Envision-Jaguar Racing's Sebastien Buemi destroyed his GEN3 machine during Friday's Free Practice 1. Both drivers were unhurt.

Mitch Evans in the other Jaguar qualified in 4th position, but during the race Mitch was slapped with a drive-through penalty for an overpower violation,

dropping him out of a strong fourth spot at the time, early in the race.

On a brighter note, the Envision-Jaguar team drivers finished third and fifth and now the team lies in second place in the championship.

There are 12 races to go with next in Sao Paulo on 25 March. This will be a third new venue in a row for Formula E. ■

*Editor: Information for this story sourced from Jaguar and the official ABB FIA Formula E World Championship site.*

## Jaguar I-TYPE 6 Wins 'eRacing Car of The Year'

Fifteen years on from GQ's first Car Awards, and the automotive power shift from internal combustion to electric is now full steam ahead. With all mainstream manufacturers not only fully behind the relentless charge of EVs and hybrids but excited by the prospect, GQ and Michelin have joined forces to celebrate the best plug-in vehicles on the planet.

Among the award winners, Jaguar's Formula-E race car received the prestigious title at a ceremony in

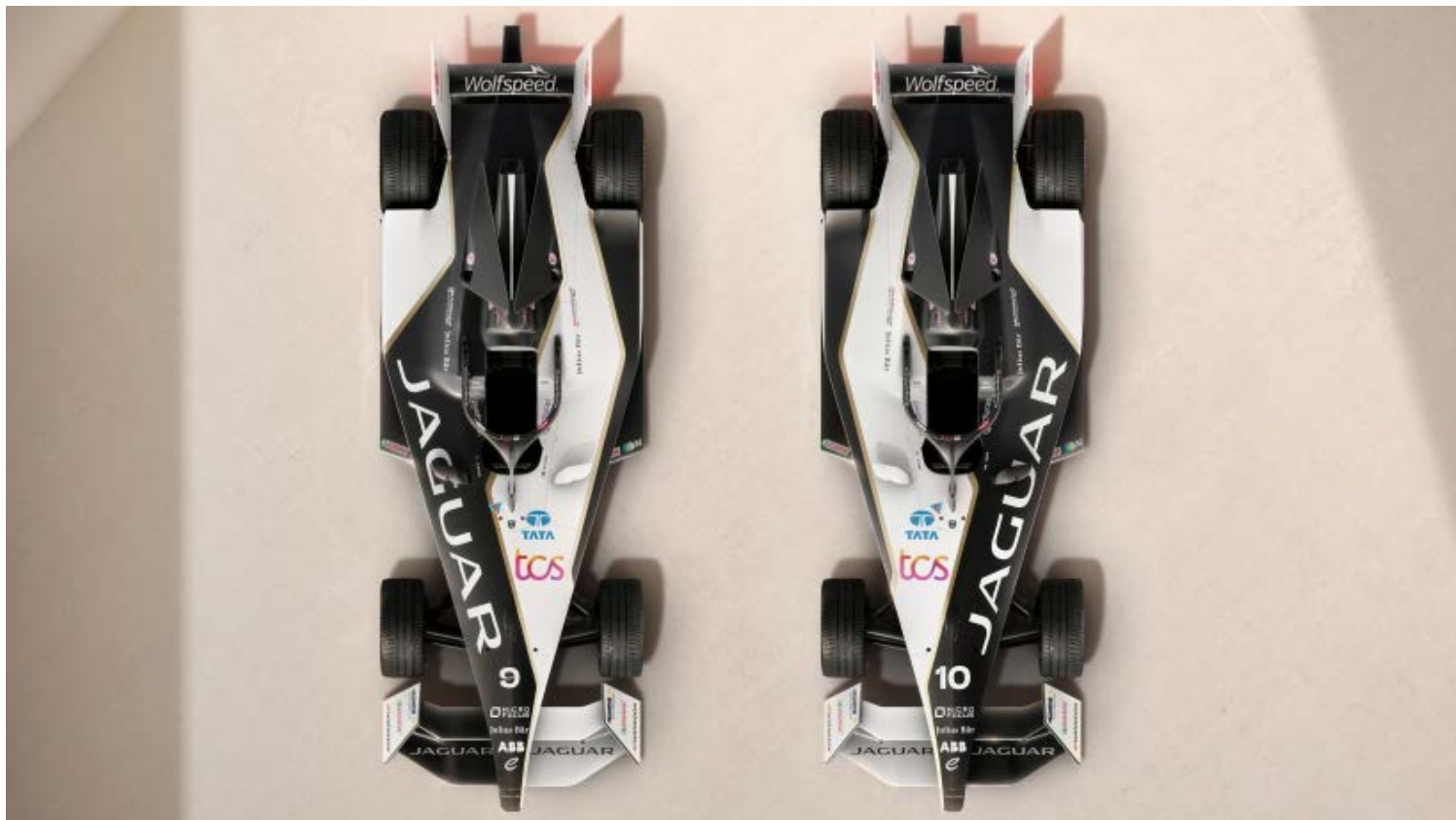
London, hosted by GQ, one of the world's leading men's lifestyle magazines, after impressing judges with its strong calibre of credentials.

GQ said: "Not only is the new Jaguar TCS Racing Gen3 car the fastest racing car the series has ever seen (top speed of 200mph), but it is also lighter, more efficient and capable of ultra-high-speed charging.

Even more important is Formula E's ongoing commitment to maintaining

its net-zero carbon footprint. The Gen3 car is also the first to be aligned to 'life-cycle thinking' – the commitment to a sustainable approach to reducing waste by ensuring a second life (or end of life) for tyres, broken parts and old battery cells." ■

*Editor: Information for this story sourced from GQ UK and the official ABB FIA Formula E World Championship site.*



*Jaguar I-Type 6 wins "E-Racing Car of The Year" at GQ awards.*



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# Jaguar Daimler Heritage Trust - On This Day (March)

**On 1 March 1950** the Trust's rally winning XK120, NUB 120, was built.

NUB 120 was not a works car, but was privately owned and campaigned by Ian Appleyard, with his wife Patricia, William Lyons' daughter, acting as navigator.

In his book on "Jaguar Sports Cars" Paul Skilleter believes that the XK 120 Jaguar roadster NUB 120 is the most famous XK120 of them all, and few would argue with him. This alloy-bodied XK120 open two-seater first appeared in competition in 1950, driven by Ian Appleyard and achieved instant fame by completing the arduous Alpine Rally without losing a single mark.

In 1951 the Appleyards and NUB 120 won the Alpine Rally again and also won the Tulip Rally and the RAC Rally.

In 1952 NUB 120 was fitted with centre-lock wire wheels in place of the bolt-on disc wheels to help cool the drum brakes

which were hidden away inside the disc wheels and were prone to over-heating.

Appleyard finished the Alpine Rally unpenalized three times in a row from 1950 to 1952, becoming the first driver to win the coveted Coupe d'Or (Gold

Cup). Only two drivers would match this feat; Stirling Moss in 1954 and Jean Vinatier in 1971.

At the end of its active career in 1953, NUB 120 came back to Jaguar and has been with them ever since. ■



**On 2 March 1897** The Daimler Company's first vehicle to be assembled at the Motor Mills in Coventry, made its maiden run - evoking great pride and joy among the Company's 60-odd employees

The Daimler Company Limited was an independent British motor vehicle manufacturer founded in London by H. J. Lawson in 1896, which set up its manufacturing base in Coventry. The company bought the right to the use of the Daimler name simultaneously from Gottlieb Daimler and Daimler-Motoren-Gesellschaft of Cannstatt, Germany.

The Daimler Motor Company was purchased by Birmingham Small Arms Company (BSA) which in turn sold Daimler to Jaguar Cars in 1960. ■

**On 15 March** the E-type was launched at the Geneva Motor Show. (Photo: Sir William Lyons and the press with 9600 HP).

9600 HP, the first E-type FHC, was unveiled to the press at the Parc des Eaux Vives, Geneva. This caused a sensation with people pushing for demonstration rides and the police were called to keep order.

Demand was so high that Sir William Lyons phoned the factory and told Norman Dewis to drive 77 RW, the first E-type Roadster, to Geneva. He drove through the night arriving in Geneva 11 hours later just in time to get ready for the demonstration drives. ■





## Q and A Julian Lugg

Member No. 41

Questions; Graham Franklin  
Answers: Julian Lugg

### Interview

**G:** Let's start. Both you and your brother Chris were foundation members of the Club. Do you recall what your first cars were?

**J:** My first car was a Peugeot 403 and not long after it was a 3.5 litre Mark V. My brother had a Mark VII and an Austin Healy 100/4 which he raced.

**G:** Can you tell us a bit about the Mk V?

**J:** I thought it was a Mark IV. I was told about it from a friend, but when I got there it was actually a Mark V. It was in a yard overgrown with grass and the tyres were flat. The owner said he wanted it gone and sold it to me for about \$50.00. He had an A-Frame that I borrowed and then I pumped up the tyres and towed it away with the Peugeot.

I managed to rent a garage in a house near where I was staying and put it in there while I fixed the brakes and other things until I got it going. I kept it for a time, and Moira used to drive it.

**G:** I must say for a teenager to take on the task of buying an abandoned car that clearly needed mechanical work is quite something. Even in those days most people would have considered that it was too big a challenge and walked away?

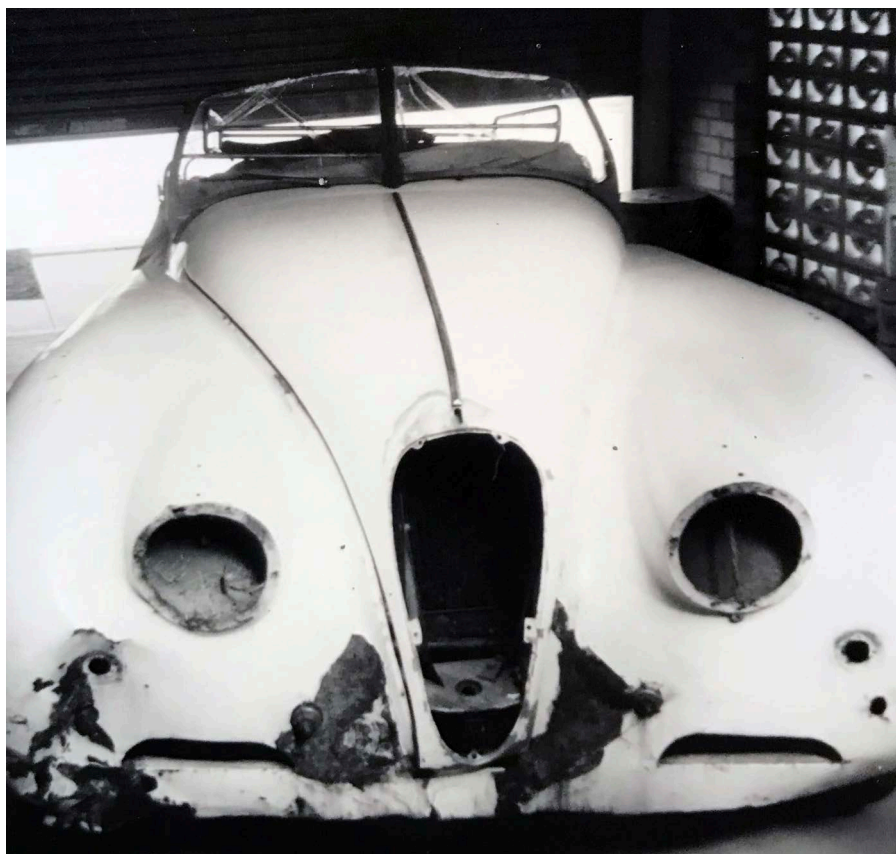
**J:** I guess it depends on your background. My brothers and I were brought up with cars. My father was in the Sporting Car Club and had a MG TC and a rear-engine special ERJ. He raced them at Port Wakefield, Collingrove Hill Climb, Mallala and elsewhere. We all used to help Dad pulling things apart and putting them back together; it was something we just learnt to do.

**G:** Why were you looking to buy a Jaguar?

**J:** My dad owned a Mark VII that he used to tow the race car. I just always had an attraction to Jaguars. All that history of them winning Le Mans, major races, hill climbs, etc.

**G:** Is that what drew you towards the XK120?

**J:** Yes definitely. Again, all that history. XK120's racing all over the World including Australia. The Appleyard's winning the Alpine Rally, Stirling Moss, etc.



*Only the brave tackle projects like this. Fortunately, restorations like this have been completed by other members. If they hadn't, more Jaguars would have been lost.*



## Interview - Julian Lugg (cont)

**G:** So, you were looking for one and got one from Melbourne?

**J:** Yes, that was an interesting story. The owner imported an XK120, XK140, XK150 and a couple of Rolls Royce's. They apparently all needed a bit of work and he decided to keep the Rolls and sell the Jaguars. The 140 and 150 were apparently in better condition than the 120, but that was the one I was after. We heard about it from Victorian Car club member Heinz Schendzielorz.

**G:** That's a name from the past. Peter Holland and I were in regular contact with Heinz in those days and I remember that we told him that you were looking for an XK120. When it arrived, it was in a bad state. Were you surprised or disappointed?

**J:** No. I knew it would need a complete nut & bolt restoration so it didn't really matter. Peter and yourself helped and we initially took it to your parent's place. Then we put some petrol in the carbies and it started straight away and ran with no 'funny' noises or exhaust smoke. That was a bonus. If you remember, we added an extra dent to one of the front mudguards.

**G:** Yes, that was my fault. I towed you from the transport yard to my parent's place behind the Mark I and forgot you were there. I went too fast and when I braked all you had was hand-brake and your car hit one of my rear bumpers. (We both had a laugh and then continued with the questions).

**G:** It was a slow restoration?

**J:** Yes. I bought it just after our club started and finished it 42 years later. One of the problems back then was getting XK parts, especially after Bryson's closed. One had to scrounge around any wrecked cars and if necessary, make parts and swap parts with club members. It is different now with suppliers like Guy Broad Spares in the UK.

**G:** Yes, the Pushrod Register had to do the same thing. (And still do).

**G:** And you managed to track down the history of the car and found out a few surprises?

**J:** Yes. Fortunately, the car still had the original UK registration plate and a previous owner in England and others contacted me when they saw an article and recognised the plate number. It turned out the car had a racing history that reportedly included being a reserve car for Le Mans.

**G:** I will move on from the XK because it is a long story within itself and instead, I will include a separate article about AJK-906.

**G:** Have you owned any other Jaguars?

**J:** I bought a 3.4 Mk II from my brother. It had wire wheels and needed a lot of work. I also bought a 1979 XJ6 Series 3 that I still own.



*AJK 906 being loaded onto a trailer for the trip to Julian's house.*



*Restoring the interior of the car was also a huge task.*



*Julian helped to formalise a Register in the SE called the "Green Triangle Register".*

## Interview - Julian Lugg (cont)

**G: Do you know the fate of any of these cars?**

**J:** Well, I still have the XJ6 and the XK120. Not sure what happened to the Mk II. I sold it locally. The Mark V was sold locally and I saw it advertised for sale a few years ago for \$100.00 and I tried to buy it, but it had already been sold.

**G: You Joined the JDCSA in 1973. What do you remember in particular about those early days of the club?**

**J:** We were all young with young families and little money. There was no option but to do the work on the cars by ourselves or with the help of other club members; but we had fun. I entered the Mk V in our first Concours d'Elegance thinking that I would go for "Most Improved" the following year.

Because our XK120 was in pieces fellow members would let me drive their cars in motokanas, etc. There was great friendship. I helped other members where I could. On one occasion I lent the front of the XK120 to David Seidel who was repairing a badly damaged XK120.

**G: At some point you and Moira moved to Mt Gambier and helped formalise our first and only Regional Register. Can you tell us a bit about the history of that Register?**

**J:** We moved to Mt Gambier in 1986 and joined a local group of Jaguar enthusiasts in the South East. Liaising with Steve Weeks, who was Club President at the time, we formalised the Green Triangle Register and had about 20 members from all over the SE. We met regularly rotating around members' homes and hosted the first XK border run in 1986. When we left the SE, Tony Pulford became the Register Secretary. Over time members relocated and the Register closed.

**G: You have held a number of positions in the Club over the years. Do you recall what they all were?**

**J:** My first position on the Executive Committee was as Minute Secretary from 1983 until 1986. I held various positions as Vice President; Secretary; Log Book Secretary; Register Secretary (Green Triangle and XK, Mk 7,8,9) and President from 2016-2019. In addition, there were a number of non-executive positions such as on the National Rally Committees, Jag Day Convener.

**G: For clarification, up until 2004, Register Secretary positions were not part of the Executive as they are now.**



*The restoration started with a bare chassis rebuild.*



*All mechanicals were stripped and painstakingly rebuilt too almost new.*



*The XK120 mechanically completed and ready for the paint shop.*

## Interview - Julian Lugg (cont)

**G: In those early days of the club, SA and Vic clubs were very close. Do you recall some of that interaction?**

**J:** When I purchased the XK120 in 1974 I had support from Victorian club members and there were a number of Victorian members involved through the Green Triangle Register. And of course, the various Border Runs held between SA and Victoria.

**G: Attendance at Interstate National Concours events were also common. Any special memories?**

**J:** I remember flying to Canberra one year as our car was in pieces. I also helped with SA run National Rallies. A full-time job and work commitments restricted greater involvement.

I did try to go to WA for the National Rally in 2020. I put the XK120 in a container and sent it ahead, only to have the event cancelled by COVID-19. So, the XK120 and 5 other cars went to Perth and came back without turning a wheel.

**G: Yes my XJRS was one of those. \$1,500 down the drain if I recall. (Again, we had a big laugh).**

**G: As I understand the XK Register Border Runs also involved a trip over to NZ. Any details?**

**J:** Our club had regular Border Runs with Victoria, each hosting alternate years. Broken Hill 2002, Kangaroo Island 2004, Tasmania 2006 and New Zealand 2008. Richard Smith did most of the organising for the NZ trip. The cars were loaded on a ship in Adelaide and over to NZ and back. When we got to NZ, Ray Larsen lent us an XK8 convertible to use. Extremely generous of him. It was a fantastic trip.

**G: When did you and Moira start a family? Did that effect your involvement with club?**

**J:** We were married in 1974. Jaguar wedding cars of course – they attracted other Jaguars driving by and they parked to have a look. We had two children and Moira and I joked that as the XK120 only had 2 seats we would have to hire a baby sitter when we got the XK going. 42 years later they were both grown up so no need for a baby sitter. Many club members had young children at the time and we used to have a number of family events for the children. At our Christmas Parties, Barry Kitts used to dress up as Father Christmas.

**G: A number of those early club members are no longer with us. Did you have any special bond or memories with any of those (deceased) members?**

**J:** There was great fellowship with club members and we all felt a great loss when any members passed away. In cases where their



*The XK 120 was fully restored in time for Moira & Julian's daughter's wedding.*



*Comparing the before & after photographs - it is hard to believe it is the same car.*

## Interview - Julian Lugg (cont)

cars needed work to get them back on the road for sale, special efforts were made by fellow members to make this happen.

**G: I have to ask this. Of all the Jaguars you have owned, which was your favourite?**

**J:** The XK120 no doubt as we are still enjoying it. Over the years our son helped me restore the car. The XK Register used to have shed nights where we would go to each other's houses and work on each other's cars. This was great and we were all able to tap into a lot of knowledge and experience.

**G: Your fondest memories owning a Jaguar or classic car?**

**J:** As previously mentioned, getting and seeing the XK120 arrive from Melbourne and the never forgettable tow back to your parents' house. The other was using the XK for our daughter's wedding in 2016.

**G: Any interesting or special 'Jaguar' experiences?**

**J:** Participating regularly in SA Jag Days, All British Day, Bay to Birdwood, McLaren Vale Vintage and Victor Harbour Classic. On top of that the 2018 National Rally and the whole time I was President.

**G: Perhaps a funny motoring or club experience?**

**J:** One incidence I recall was on the Broken Hill Border run where one member had his XK on its first major outing since it went through significant work. The car blew a welch plug just north of Gawler. Rob Smith found an iron dropper which we bent into a 'special tool' on the tow-bar of our XJ6. The owner of the XK was not worried as he had a pocket full of spare welch plugs and we managed to get a new one to fit with the 'special tool'. Another one blew on the way back and when it was also fixed with the "special tool", all members had to hunt around and contribute all their drinking water to fill the radiator again. We all had fun.

On another run, members followed the wrong car and rocked up at someone's private house with a line of Jaguars behind. It



*Julian's son Mike was a great help with the car's restoration.*

doesn't sound funny now, but was at the time.

**G: Can you think of anything else to add?**

**J:** Just a big thank you to club members for the support and friendship over the last 50 years.

**G: Thank you Julian very much for your time and photographs and a big thank you to Moira and yourself for your contributions to the club over the past 50 years.**



*As far as restorations go - they don't come much better than this.*





*AJK 906 (far right) at Brighton Speed Trials. From new, the XK120 was driven in circuit races, rallies and hill climbs.*

There are as many tales of XK120 Jaguars as there are spokes in a set of Borrani wheels - but not many with the history of AJK 906.

Ear-marked for Le Mans, it was later sent to Australia, where it slipped into disrepair before being saved by former JDCSA President Julian Lugg.

A Mr MG Mackey bought AJK 906 new for £1,250 on 7 April 1952, from Jaguar dealer Willetts Limited.

A punishing calendar of rallies, hill climbs and sprints including the Brighton Rally, a similar event in Eastbourne, and the Bentley Driver's Club 1952 Firle Hill Climb awaited the XK120.

Seen in practice at Goodwood, it caught a photographer's eye there, because at one time its picture held pride of place in the **showrooms of Jaguar in London.**

## **Second Owner**

In 1959, Robert Kisch came across the car in a Jaguar showroom and he thought it would make a wonderful present for his wife, Margaret Baldock. Kisch struck a deal with the salesman, and paid £950, plus a free lunch. The salesman's story that it had once been a back-up for the works team at Le Mans must have helped the sale, too.

Kisch owned a diesel engine research and development company and his engineers, headed by two R&D men, Tony Turner and Eddie Godden, soon took more than a passing interest in the new acquisition. The car was fitted with an updated XK 150 cylinder head, RB needles in older SU carburettors, wire ties for many components and, probably the most important of all, front disc brakes. The car was tested on the Ashford bypass (under police supervision) and clocked at 124mph.

Kisch's son, Christopher, says that his mother, Margaret, loved the car. "She would pick me up each day from school and back home. It was a 40-mile round trip and she enjoyed every mile in the XK," he says.



*The second owner of the car was Margaret Baldock. Margaret contacted Julian when she was made aware of the car and recognised the plate number. Margaret loved the car and was dismayed to learn that the car had fallen into disrepair.*



*AJK 906 at the start line of a British hill climb.*

Christopher relished four years of those memorable rides in the eye catching, black, XK 120 before the car was sold on and was again raced.

### **12,000 Mile Trip Down Under**

Then another chapter opened up. Along with two other XKs and a Rolls-Royce, AJK 906 sailed 12,000 miles to the state of Victoria, Australia. Its new owner was ID Bennet of Mount Eliza on the Mornington Peninsula.

Once off-loaded at Melbourne docks, AJK 906 went into storage. The year is thought to be 1965.

At some point the car was painted in Old English White, but little is known of the car during this time.

### **AJK 906 Bound for Adelaide**

Fast forward to 1974 when Julian was alerted by a fellow member to a number of Jaguars that were suitable for restoration in a garage 600 miles away in Victoria.

Julian & Moira owned a maroon Mk V at the time. Julian's ears pricked up to hear that one was an XK 120. When his contact checked out the car and gave

it the thumbs up, Julian snapped it up, unseen.

### **He finally had a project XK 120.**

Says Julian, "I appreciated the support of fellow club members, family and friends, especially Graham Franklin, Peter Holland and Steve Weeks, who were on hand when the car was delivered to Adelaide by truck transport. We got it to Graham's parent's home and then onto a trailer where we wheeled it into the carport of our Adelaide home."

### **Restoration Part 1**

Julian's intention was to return the car to the original Jaguar black with two tone, red-and-biscuit-coloured interior, just as Lyons had intended. But that was a long way off says Julian.

"One of the first things we did was to try to start the engine - and, to my relief, it fired up - a beautiful sound."

The first task was to dismantle the car bit by bit. Julian removed its parts, being careful to record everything as he did so. He says that the exterior could only be described as "Untidy, at very best." There was damage to body panels and the front

mudguard, plus a cracked windshield, but mechanically the car was relatively intact and original. Even the seats were leather, as originally supplied.

With work and family, a priority, the restoration could only happen when spare time allowed, and time for the Jaguar was in short supply. But, says Julian, "Shed nights became a regular part of the routine with friends and other club members coming around to help whenever they could."

In the early days of the restoration work, spare parts had to be obtained to replace those that were either missing or in a condition that rendered them past saving, and weekends regularly found him searching car wreckers or Jaguar dealers that might still hold a limited stock of parts.

Adds Julian, "My work had to come first, which didn't help the XK 120 project, especially when I had to take up roles at different locations across the State. We moved home twice in Mount Gambier, in the south of the State, and then more than 300 miles away to the Riverland region of South Australia, at Waikerie.

# AJK 906 (cont)

The Jaguar, in bits, came with us every time."

## Restoration Part 2

It wasn't until retirement beckoned that Julian could devote more time to the XK 120 and start to make real progress.

Steve Weeks, in particular, was a great help to Julian. Steve stripped the engine and was pleased to report little wear, as consistent with the car having covered just 70,000 miles since new, despite being raced.

The complete body had already been removed, so he could gain access to the chassis and deal with areas of rust.

Julian retained the repairable parts or had replacements fashioned. By borrowing original parts from other XK 120 owners to copy, they were able to manufacture replacements to original specification. Julian's son Mike also helped work on the car over the years.

"Towards the end of the project, reproduction parts started to become available worldwide; one supplier being Guy Broad (UK) of Coventry, England.

For the interior trim kit, we turned to OSJI (Original Specification Jaguar Interiors) in the United States. It was painstaking work, but enjoyable as the car started to come together."

Eventually, the day arrived when Julian was able to return the body to the chassis. Although some detail work was outstanding, the XK 120 Jaguar returned to the road, still proudly wearing its original number plate. The year was 2014, more than 60 years after it had first given motoring pleasure to its UK owner. It was an epic moment.

Edwardstown Custom & Crash Repairs undertook the final paintwork in black, while fitting of the interior trim was carried out with the expertise of Allan Smith Motor Trimmer.

By this time, Julian had taken over presidency of the South Australian Jaguar Drivers' Club and could stand back and say, "Look what we have achieved." It was also with great pride that the car - along with two other XK 120's - performed at his daughter Zoe's wedding. "Until then, our daughter had only known it as bits and pieces in the back yard," says Julian.

The car's first long road trip was in December 2016. Along with fellow club members and 30 XKs, Julian took part in a rally to Canberra - a round trip of more than 1,500 miles.

In 2018 the XK 120 participated in the Jaguar National Rally in South Australia, to celebrate 70 years of the iconic XK 120. Along with more than 40 fine examples of XKs, the car - still carrying the original number AJK 906 was displayed in all its former glory.

Chassis 660982 never did make it to Le Mans, but now it is back to pristine condition, and Julian couldn't be happier. ■

*Information for this story from Jaguar World. Words by Richard Holdsworth. Photography Christopher Kisch, Julian Lugg, Bob Taylor and Sam Lacey.*

*The XK 120 returned to the road, still proudly wearing its original numberplate*



# Jeremy Cordeaux's 'Workshop'

**E, F & GT Register meeting on the 16th February, 2023 at Jeremy Cordeaux's 'Workshop'.**

As one traversed along the brick-paved driveway entrance at Jeremy Cordeaux's home, there was just a hint of the magic awaiting with the ferns and trees creating a slightly darkened arbour. A minute later, the cave entrance was revealed and the first few steps inside left one wondering what to look at first.

There were E-Types, Ferraris, MGs, a Volvo, Rolls Royce's, a Mustang, A Thunderbird, an Alfa and a Morris Minor. Looking beyond cars however revealed another world. One was in awe of a lifetime of collections – books, artwork, antiques, carvings, model aircraft and posters just to name a few. This eclectic display was superbly arranged with a variety of objects to entertain for hours if not days and enhanced by discreet lighting.

It was such an inviting atmosphere and it would be easy to start the day off with a coffee and a book, occasionally looking up to admire a particular car then moving through chapters until nightfall.

Shortly after all members were present, the business of the register was dealt with and Suzanne handed over to Jeremy for a briefing on the various cars.

Jeremy described how as an office boy at the start of his career, he was inspired by the car's media personalities drove and remembered seeing Digby Wolfe driving a white E-Type, a moment that was to be inspirational. John Laws also drove a red E-Type.

Eventually Jeremy drove his Volvo to Adelaide and became extremely busy with his work in radio with no time to start a collection.

That was to change as the years went by and like all car collections, there are stories to be told.

The white Series III E-Type was once owned by Dolly Parton who bought the car new and retained it for 10 or so years. It has since had a ground-up restoration and steering conversion. Jeremy mentioned that initially, he was nervous of V12s.

His Rolls Royce Corniche just so happened to be the last ever made. Fifty-Six were to be manufactured but the number stopped at 45.

Jeremy also told members that some of his purchases were on impulse. A few heads could be seen downward looking in complete understanding.

Cars Jeremy would have liked to own but have alluded him to date are a Morgan and an Austin Healey.

The night ended with a supper brought by members. Thanks to Jeremy for his generosity, eloquent and amusing description of his collection and opening up his garage for a truly memorable night.

**By: Peter Thomas**



*Jeremy and his Rolls Royce Corniche – unfortunately about to be bombed by a fighter jet.*

## Jeremy Cordeaux's 'Workshop' (cont)



*The first and lasting impression of Jeremy's 'workshop' (as he likes to call it)!*



*Like all good workshops, cars can be a place to store things – this MG fulfilling the task perfectly*



*A knight quite rightly guarding a rack of wine.*

## Jeremy Cordeaux's 'Workshop' (cont)



*A beautiful XK150 blocking the runway and a Volvo P1800 alongside.*



*Jeremy Cordeaux giving an overview of some of his cars and collection to club members. In the foreground is a Series 3 E-Type V12 that previously belonged to American singer and actress Dolly Parton.*

# E, F & GT Register Report (March 2023)

## Upcoming Events

1. E, F & GT March Register Meeting at Classic Performance Servicing and Dyno, Thursday, 16th March.

Members are invited to register and attend the workshops of Classic Performance Servicing and Dyno, 33 Chapman Road, Hackham on Thursday, 16th March, 2023.

The team at Classic Dyno are looking forward to showcasing the Dyno (Dynamometer) - how it works and results to be achieved for both old and new cars.

Members are requested to come prepared with questions regarding the business. Manager, Pat and the team will provide soft drinks and nibbles. Members are asked to provide a plate of supper and alcohol may be consumed on the premises.

If you have not already done so, please register here E, F & GT Register meeting - Classic Performance Servicing and Dyno, Thursday, 16th March, 2023 | Jaguar Drivers Club of SA | TidyHQ

2. E, F & GT Register run, "Stray Cats at The Bend" Sports Day, Monday 17th April, 2023

In support of the Jaguar National Rally, E, F & GT Register members are invited for a run to and participation in, the "Stray Cats at The Bend" Sports Day at The Bend Motorsport Park, 543 Dukes Highway, Elwomple, on Monday, 17th April, 2023.

"Stray Cats at The Bend" is being run by The Bend Motorsport Park on behalf of the JDCSA and includes two levels of participation on the track, details of which are provided on TidyHQ.

Registration for either or both levels must be made through The Bend booking system. However, it will be greatly appreciated if members also register on TidyHQ so I may know the number of Register members attending.

Please be aware registration for "Stray Cats at The Bend" Sports Day does not include or require registration for the Jaguar National Rally.

If you have not already done so, please register here for E, F & GT Register run, "Stray Cats at The Bend" Sports Day. ["Stray Cats at The Bend"](#)

3. Jaguar National Rally 2023

Formal registration for the Jaguar National Rally is closed.

However, events still open for South Australian members include the [Monarto Safari Park Tour](#) on Saturday, 15th April; the [Display Day at The National Motor Museum](#), Birdwood on Sunday, 16th April; the [Sporting Day Event at The Bend Motorsport Park](#) on Monday, 17th April and the [Post Rally Tour](#).

Full instructions for registration for all events can be found in Classic Marque.

Please take advantage of these opportunities to participate in the Jaguar National Rally 2023 and enjoy meeting Jaguar drivers from across the country.

4. JDCSA 50th Anniversary Dinner, Saturday, 29th July, 2023

Members are invited to attend the Club's 50th Anniversary Dinner celebrations to be held in the Hickinbotham Room, National Wine

Centre, Corner Botanic and Hackney Roads, Adelaide, on Saturday, 29th July, 2023 beginning 6:00pm.

The 50th Anniversary Dinner is an evening of celebrating achievements over the Club's 50-year history. A milestone worthy of formal recognition and commendation.

Dress code is formal and tickets will go on sale through TidyHQ from Wednesday, 1st March, 2023.

## Future Events

Plans are being made for a run to Hindmarsh Island on Saturday, 20th May, 2023 and a visit to the workshop of Peter Thomas on Thursday, 15th June, 2023, details of which will be sent to members as they are finalised. Please note these dates in your diaries.

I look forward to seeing members at future events.

Suzanne Jarvis  
E, F & GT Register Secretary



*Jeremy Cordeaux's collection included a huge brass Jaguar on a heavy marble stand.*

# Road Test - Jaguar C-Type Continuation

Jaguar has painstakingly recreated the car with which won the 1953 Le Mans 24 Hours and has built 16 of them.

The secret behind glory of the car we drove emerges the instant that you slow it down and press the shiny black metal middle pedal and the Jaguar C-Type decelerates with surprising strength, so effective are its discs and their Dunlop hydraulic calipers.

It was this mighty ability to shed speed that helped it to win the 1953 Le Mans 24 Hours race. Jaguar also won in 1951; and at the first time of trying, then running with drum brakes.

Jaguar has for the first time allowed a drive in one of its so-called Continuation C-Types, a 21st-century, forensic recreation of the special-bodied Competition version (hence C-Type) of the XK120 sports car.

The trigger for this new build was the 70th anniversary of that first Le Mans victory, although this recreated C-Type is far from the first Jaguar Continuation model, with new versions of the XKSS, D-Type, E-Type Lightweight and the standard E-Type, all having been produced in tiny quantities.

In the C-Type's case, the run is of 16 cars, and if you have a loose £1.8 million you can have one of the final eight cars. It's an absurd price on one level of course, less so if you consider that one of the original 53 cars will cost you a lot, lot more.

When you learn of the work that has gone into the recreation of this car you begin to realise how a seven-digit price tag develops. The 3.4-litre XK engine block has been retooled. The complex Dunlop disc brake system, developed out of early-1950s aviation technology, has been reverse-engineered. Intensive detail work followed the recreation of



*Jaguar has recreated the C-Type which won the 1953 Le Mans 24 Hour race. It has built 16 and has 8 left at £1.8 million (A\$3.14 million). The only problem is this 2021 C-Type can't legally be driven on the road or entered in most historic racing events.*

the car in digital form from original blueprints and the measurement of original cars.

As it weighs only 1063kg, this C-Type goes rather well - and feels appealingly odd, too. The oddness stems from the car's newness. Even aboard an expensively restored old car, you're likely to find components that hint at its age. Not so in this Jaguar, where every old-fashioned-looking item is new and consistently so. That extends to the physical experience, too, this car feeling taut, tight, strong and rattle-free, just as a new car should.

Although it isn't quiet. The exhaust roars and occasionally pops explosively. Yet you can easily detect the XK engine's occasional pick-up stumble, reminding you that it's carburettor-fed.

Stumbles are more likely from you, the driver, until you're familiar, the synchromesh-free gearbox requiring deft footwork, as does the sudden clutch.

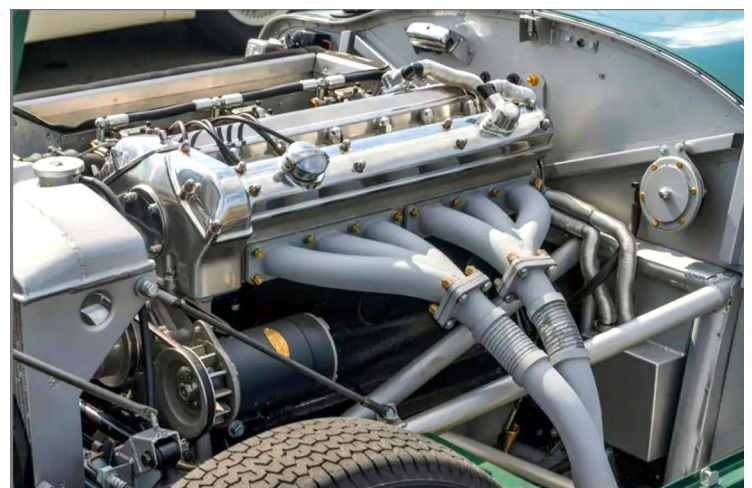
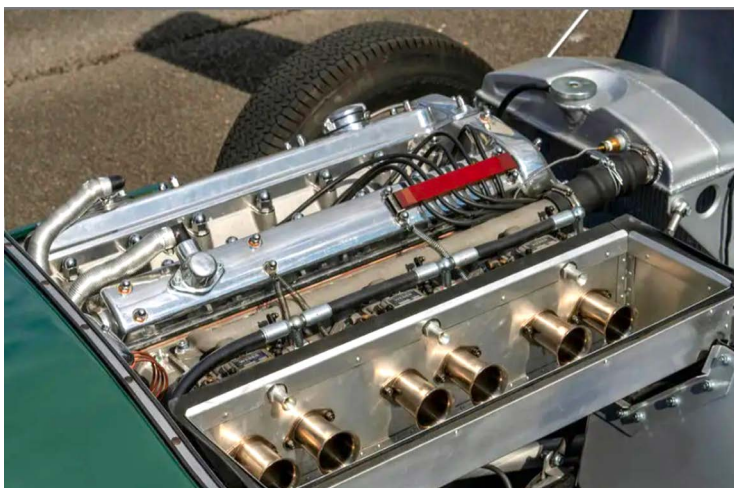
Still, the rack-and-pinion steering is far superior to the recirculating-ball variety

of the standard XK120, which feels like you're pushing against a very heavy item of furniture. It's much lighter in the C-Type.

This is a car that can be made to dance in four-wheel drifts, although not by this driver, despite the steering's accuracy and the line-tightening that a closed throttle will induce. It's three-figure brisk - and impressively stable - on the test track's straights and quick through corners once mastered. And a track is the best place for it, not only because that's what the original was built for but also because this 2021 C-Type can't legally be driven on the road.

It's (very) expensive, but as an historical track day tool or a period racer, it's a joy - as is merely looking at it, admiring its quality and marvelling at the fact that what appears to be 70 years old is in fact new. ■

*Editor: Information for this story sourced from AUTOCAR*





# Copycat: Jaguar Mk 2 Inspired Toyota Yaris

A Japanese custom car maker that has been making retro-inspired mainstream Japanese cars based on a 1963 Jaguar Mark 2 for the past 30 years, has just released its new model.

The company, Mitsuoka has called its new model a “Viewt Story” and it is based on a Toyota Yaris hatchback.

## K11 Viewt (1993–2003)

The first Viewt was introduced in January 1993 and was based on a Nissan Micra. The hatchback on the Micra was replaced by a fixed rear window and rounded boot, and the front grille and headlamp assembly was replaced by one closely resembling that of the Jaguar Mark II. In standard form, the interior was much the same as the Nissan, but leather seats and wood trim were available at an extra cost.

After the Nissan convertible was introduced in 1997, Mitsuoka developed a Viewt convertible which used the Jaguar-style front but had a unique built-up rear.

## K12 Viewt (2005–2012)

When the Nissan Micra was updated in 2005, Mitsuoka produced a new Viewt, which first appeared in September that year. The changes in the style of the Nissan were evident in the new Viewt.

They also made a two-door version based on the Nissan Micra 12SR.

## K13 Viewt (2012–2023)

The third generation Viewt was based on the K13 Nissan Micra and first appeared in May 2012. The hatchback version called Viewt Nadeshiko with tailgate and tail lamps first appeared in July 2015.



*A Toyota Yaris retro-fit based on a Mark 2 Jaguar by Japanese firm Mitsuoka*

## XP210 Viewt Story (2023–Present)

The “Viewt Story” is based on the Toyota Yaris (XP210) hatchback and was introduced on 17 February 2023.

The makeover is similar to the previous Micra-based Viewt with a new bulbous nose featuring a Jaguar-like vertical grille and round Jaguar-like headlights and driving lights, with plenty of chrome on the nose and wings. The hatchback rear-end is as per the Yaris but with round LED taillights and more chrome.

Inside it is pretty much Yaris, although retrimmed in light materials and with a Mitsuoka badge on the steering wheel.

Moving with the times, the Mitsuoka Viewt Story has managed to maintain the advanced safety systems from the donor car – including a bespoke radar sensor in the middle of the vertical Jaguar-like grille.

Four exterior colors and 14-inch steel wheels come standard, and buyers can unlock eight additional colors and 15-inch alloy wheels at an extra cost. Mitsuoka also includes a long list of electronic driving aids including adaptive cruise control and lane-keeping assist.

It is unclear how many of these conversions are completed by Mitsuoka in Japan each year, but there is apparently enough demand to warrant this new model.

Prices for the Mitsuoka “Viewt Story” in Japan start at ¥3,008,000 (A\$32,000) for the entry-level 1.0-litre model, rising to ¥4,202,000 (A\$45,000) for the range-topping hybrid.

Nothing suggests the hatchback will be sold here in Australia. ■

*Information for this story sourced from AUTOBLOG and Wikipedia.*



*2005 Nissan Micra K12 Viewt. Mitsuoka has been modifying Japanese cars to ‘mimic’ the Jaguar Mk 2 for the past 30 years,*

55 years of the Series 2 E-Type

# JAGUAR WORLD

MARCH 2023 THE WORLD'S BEST-SELLING INDEPENDENT JAGUAR MAGAZINE

BUYING X-TYPE THE ESSENTIAL INFO

## Forgotten F-Type

Driving the Sport 400

ON PATROL IN THE XJ-S

Modernised MkIX

WORKSHOP E-Type brake service | XF door locks

JAGUAR ESTATE CARS

The March 2023 edition of Jaguar World includes the following feature stories:

- ◇ **Police XJ-S:** We go on patrol in the car Jaguar once hoped the nation's police forces would adopt for high-speed pursuit work.
- ◇ **F-Type 400 Sport:** This short-lived special edition used the equally short-lived supercharged V6 and is an intriguing alternative to the V8.
- ◇ **55 Years of S2 E-Type:** For so long in second place behind the original, does the S2 make for a more usable option today?
- ◇ **Uprated Mk 1:** The combination of Mk1 bodyshell and 3.8-litre XK wasn't offered from the factory but as we discover, it makes for an entertaining drive.
- ◇ **Modernised Mk IX:** A handful of carefully chosen updates makes this stately Fifties saloon easy to live with in modern traffic.
- ◇ **History: Jaguar Estates:** Tracing the development of load-lugging Jaguars from curious Moggy-bodied XK150 to XJ40 concepts, the X-Type and Sportbrake.
- ◇ **Buying X-Type:** Will this very capable sports saloon ever be any more affordable? Here's what you need to know.
- ◇ **Workshop - XF Locks:** Replacing the locking motors on the X250.
- ◇ **Workshop E-type Brakes:** Tackling the common problems.
- ◇ **Q & A:** Ceramic brakes, LED's and S-Type stalling.
- ◇ **From the Archives** (See below) ■



### From the Archives

Snapshots from 100 years of Jaguar.

This month's dip into the archives discovers a case of quite literally reinventing the wheel as a Jaguar XJ6 is used to demonstrate a prototype of the Avon Safety Wheel. The Avon design was an attempt to prevent the tendency of the tyre to come off the rim during a blowout, something which the firm attributed to the deep well in road wheels of the time which had largely been designed to accommodate cross-ply tyres with inner tubes and which allowed a deflated tyre sufficient movement to wriggle free of the bead.

The Safety Wheel employed a much shallower well inside the wheel, providing only a narrow groove to allow tyre fitting and removal which was then covered by a metal band after the tyre was mounted. As we can see from the photo, the idea worked well and eventually did enter production, but was never popular with tyre fitters since the locking band proved fiddly to fit. As wheel designs changed, other tyre safety concepts became more popular, notably the Dunlop Denovo run-flat rim and the Michelin T RX tyres with their super stiff sidewalls.

For period promotional footage of the Avon Safety Wheel, head to <https://youtu.be/90vi19TtNJo>.

# Jaguar National Rally 2023



## JAGUAR NATIONAL RALLY

April 15—21, 2023

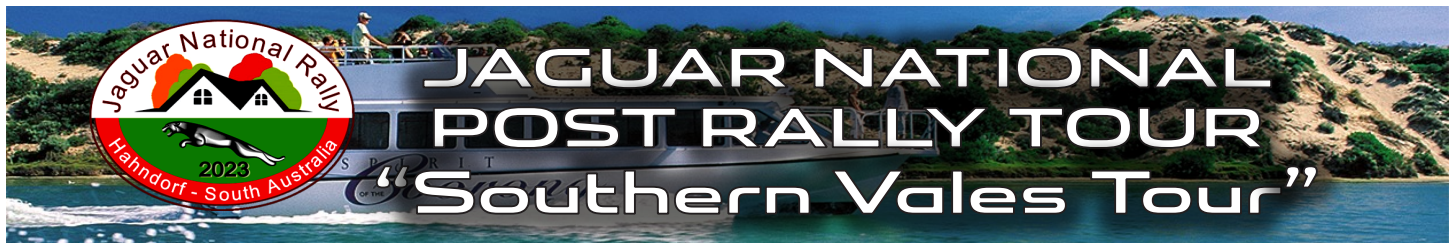
**FORMAL REGISTRATIONS ARE NOW CLOSED**

**BUT THERE IS GOOD NEWS!** We are able to announce some great opportunities for JDCSA members to participate in some of the rally events as outlined in the following pages. Please review your options.

- ♦ **Jaguar National Post Rally Tour — April 18-21.**—Full details below. Registration required via this link.
- ♦ **Optional Day Tour — Monarto Safari Park— Saturday 16 April**— Registration required via this link.

<https://jdcsa.tidyhq.com/public/schedule/events/41485-jaguar-national-rally-2023>

- ♦ **Jaguar National Rally Sporting Day—The BEND MOTORSPORT PARK**— Full details on following pages . . . **Registration can ONLY be made direct with The BEND via the private links on the following pages.**
- ♦ **Jaguar National Rally Display Day— Sunday 16 April** — Full details following pages. (No Registration required.)



REGISTRATION FOR the JAGUAR NATIONAL RALLY main program is still available, albeit some events are full.

However, JDCSA members may now REGISTER for the POST RALLY TOUR as a stand alone event.

We appreciate that JDCSA members may not wish to book accommodation and may not wish to participate in all events.

However, the REGISTRATION FEE (\$40) is mandatory as is registering on TidyHQ via the link below.

The Southern Vales Tour will commence Tues 18 April and conclude Friday 21 April.

Our interstate visitors who have registered for this event will have booked their accommodation at one of these two venues.

1. **McLaren Vale Motel and Apartments**, Cnr. Main Rd & Caffrey St, McLaren Vale SA. (Tour Base)
2. **Serafino Wines**, 39 Kangarilla Rd, McLaren Vale SA.

### Tuesday 18 April—On our way to McLaren Vale

- 10.00 am.** We depart from the Manna Haus carpark, Hahndorf, with a stop for coffee at the **Oasis Restaurant**—726 Langhorne Creek Rd, Belvidere
- 11.40 am.** Travel via an interesting route to Mount Compass
- 12.40 pm.** Lunch, at **The Range Restaurant** - George Francis Dr, Mount Compass SA
- 3.00 pm.** Check in at our accommodation at McLaren Vale
- 5.30 pm.** Happy Hour at McLaren Vale Motel
- 6.30 pm.** Evening Meal together at McLaren Vale Motel

### Wednesday 19 April—Goolwa and lower Lakes

- 10.00 am.** We leave the McLaren Vale Motel for Goolwa
- 10.50 am.** You have the opportunity to drive or wander around Goolwa before joining in the options you will have chosen at the time of Registration..

### Wednesday —Goolwa and lower Lakes (Cont.)

- Option One:** “Spirit of The Murray Cruise” (including Lunch.)  
**12.00pm.** Time to board . . . Main Wharf, Goolwa SA .
- Option Two :** “Cockle Train to Victor Harbor” (PAYG lunch.)  
**12.15 pm** Leaves Goolwa Railway Station,  
**1.00pm.** Enjoy Lunch together at Hotel Victor.  
**2.00pm** Spend some time exploring Victor Harbor.  
**3.45pm** Catch the train back to Goolwa,  
**4.15pm.** Return to McLaren Vale,  
**5.30pm** Happy Hour at McLaren Vale Motel.  
**6.30pm** Dinner together at Carmel’s Café Bar & Grill

### Thursday 20 April—Exploring the Southern Vales

- 9.30 am.** Leave the Motel for Auchendarroch House Mount Barker for coffee and cake.,
- 11.30am** Leave for **Lady Bay Resort**. Normanville.
- 1.00 pm.** A light lunch - Lady Bay Resort Normanville
- 3.00pm** A drive back to McLaren Vale via Myponga Reservoir
- 5.30 pm.** Happy Hour at McLaren Vale Motel
- 6.30 pm.** Farewell Meal together at the McLaren Vale Motel

**REGISTER HERE** and Select your options

<https://jdcsa.tidyhq.com/public/schedule/events/41485-jaguar-national-rally-2023>

# Jaguar National Rally 2023



**The National Motor Museum - Sunday April 16, 2023, 10.00am—3.00pm**

**Here is an opportunity for our local JDCSA members to join our interstate Jaguar club visitors for the National Jaguar Display Day**

**NO REGISTRATION REQUIRED — All Jaguar and Daimler cars INVITED!**

The Display Day is always a central feature of the Jaguar National Rally. A great time to show our pride and joy and present the Marque to the wider public.

We can expect in the vicinity of 200 Jaguar and Daimler cars to be on display in the beautiful grounds of the National Motor Museum in Birdwood, South Australia.

A great bonus is that you can also enjoy **FREE ENTRY** to the Museum itself with its ever changing display of Australia's motoring history.

**Food and drink** vendors will be on site and local restaurants and cafes can be found in the main street.

**Please Note:**

**ENTRY TO THE PARK / OVAL - Will be from Church Street Birdwood, not from the main car park.**

It is fitting that as the JDCSA celebrates its 50th Anniversary that the celebrated model for this year's display will be the **Jaguar XJ Series 2**, . . . . also celebrating its 50th Anniversary. This will include Daimler Sovereign, Jaguar XJC and Daimler Sovereign Coupe variants.

**Trophies** will be awarded in the following categories:

- **Furthest Distanced Travelled . . . . . (JNR entries ONLY)**
- **Best Jaguar or Daimler Series 2 . . . . . (JNR entries ONLY)**
- **Car of The Day . . . . . (JNR entries ONLY)**
- **People's Choice Award . . . . .**

**Please plan your arrival between 9.00am and 10.00am.**

We advise that **all cars must remain in position once parked until 3.00pm**. Marshalls will assist in parking, please respect their directions at all times.



**OPTIONAL TOUR— Monarto Safari Park (Saturday 15 April 2023)**

**Here is what you need to know:**

**8.45 am.** Meet at the Carl Nitschke Public Carpark, 108A Mount Barker Rd, Hahndorf SA . Approximately 800 m north on the main street from The Haus Restaurant.

– where you will collect your tickets and boxed lunch.

**9:00 am.** Depart Hahndorf to Monarto Safari Park.

**9:40 am** Arrive Monarto Safari Park (ample car parking), enjoy a coffee at the café in the amazing new Visitor Centre.

**10:00 am approx.** The day is yours. Board the hop-on, hop-off bus (buses run every 15-20 mins approx. – eating and drinking is not allowed on the bus)

Hop-on or off as many times as you like. A full sight seeing circuit option (no getting off) takes about 90 minutes; however, there are five recommended viewing stops – Cheetah, The

Outpost, The Waterhole, The Bomas and Windara. At each of these stops there are keeper presentations (refer to times in your brochure/map). It can take 4 – 5 hours to fully explore the park and experience all the animal exhibits.

There are picnic facilities and toilets at the Visitor Centre and The Outpost where you can enjoy your boxed lunch and get additional refreshments.

The last bus tour departs the visitor centre at 2:45 pm. You can choose your departure time

**Your Hosts: Michael Pringle 0418 311 422 and Jo Orford**

**You must REGISTER for this day tour on The Jaguar National Rally event in TidyHQ. (\$60 Includes your boxed Lunch/drink)**

<https://jdcsa.tidyhq.com/public/schedule/events/41485-jaguar-national-rally-2023>

# Jaguar National Rally 2023



**REGISTRATION for the JAGUAR NATIONAL RALLY is not required for entry!**

The Jaguar Drivers Club of SA is delighted to be hosting the 1st JAGUAR NATIONAL RALLY in 2023. As a part of the rally program we have been able to secure a full day event at the **BEND MOTORSPORT PARK**.

This event is a private event being run entirely by The Bend Motorsport Park on our behalf.

We need as many cars as possible to ensure this event is the very best we could hope for. We are therefore inviting everyone to join us for the event.

**You have the option of participating at two different levels . . . . .**

- ◆ You can register for **LEVEL ONE** only (incl. lunch) - "Lunch and Laps"
- ◆ or for **LEVEL TWO** only (without lunch) - "Speed off the Street"
- ◆ or for **both, LEVEL ONE and LEVEL TWO**.

Or be a spectator for the day— **FREE!** No lunch provided , on-site Café for light refreshments is available

<b>LEVEL ONE "Lunch and Laps" (\$49 pp)</b>	<b>LEVEL TWO "Speed off the Street" (\$150)</b>
<b>10.00am.—10.15am.</b> Sign in at The BEND.	<b>10.00am.—10.15am.</b> Sign in at The BEND
<b>10.45am—11.00am</b> "Lunch and Laps" Driver Briefing	<b>10.15am—11.00am</b> Scrutineering of all cars participating in "Speed off the Street"
<b>11.00am—11.30am</b> Half an hour cruising 'The Bend' in your own car, behind a pace car. No special licence needed. Just for fun.	<b>NOTE: If you are only registering for Speed off the Street. You must be available at 10.00am for Sign In and for the scrutineering of your car at 10.15 am.</b>
<b>11.40am.—12.30pm.</b> Enjoy lunch in the APEX Bar X Restaurant (Included in the fee)	
<p><b>FULL DETAILS and REGISTRATION is ONLY via</b> <b>The Bend Web Site.</b></p> <p><b><a href="https://thebend.rezdy.com/449451/lunch-and-laps-private-session">REGISTRATION LINK HERE</a></b> <a href="https://thebend.rezdy.com/449451/lunch-and-laps-private-session">https://thebend.rezdy.com/449451/lunch-and-laps-private-session</a></p>	<p><b>12.30pm.—12.45pm.</b> Driver Briefing (Mandatory). <b>1.00pm—4.00pm.</b> Track time, no speed limit.</p> <p><b>NOT A RACE—JUST FOR FUN!</b></p> <ul style="list-style-type: none"><li>• Legal road drivers licence. No racing licence required.</li><li>• Minimum standard - AS1698 Helmet (Can be hired on site).</li><li>• Full length clothing (pants and shirt) / enclosed shoes.</li></ul> <p><b>FULL DETAILS and REGISTRATION is ONLY via</b> <b>The Bend Web Site.</b></p> <p><b><a href="https://thebend.rezdy.com/532756/speed-off-the-street-private-session">REGISTRATION LINK HERE</a></b> <a href="https://thebend.rezdy.com/532756/speed-off-the-street-private-session">https://thebend.rezdy.com/532756/speed-off-the-street-private-session</a></p>
<p><b><u>IMPORTANT NOTE:</u></b></p> <p><b>You will receive an email from The BEND, confirming your registration. It will include a Waiver that must be signed by all participants and returned before the event.</b></p>	

# “Cars & Coffee” In and Around S.A.

## SUNDAY Morning ‘CARS & COFFEE’ Themed Events

DATE	EVENT NAME + <i>Facebook Name/Page Link</i>	SUBURB / TOWN (South Australia)	TIME
<b>1st SUNDAY</b>	<a href="#">Cars &amp; Coffee Barossa</a>	NURIOOTPA – Bean Addiction, 18-28 Tanunda Road	0800-1030
“ “	<a href="#">Cars &amp; Coffee Blackwood</a>	BLACKWOOD – Montagna Café (Woolworths Car Park)	0800-1000
“ “	<a href="#">Cars &amp; Coffee Murray Bridge</a>	MURRAY BRIDGE – Wharf Precinct Car Park, Clark Street	0800-1000
“ “	<a href="#">Coffee &amp; Classics</a>	GEPPS X <b>ON HOLD AWAITING NEW LOCATION</b>	0830-1030
“ “	<a href="#">Coffee &amp; Machines</a>	ABERFOYLE PARK – The Hub Cafe, 5/130-150 Hub Drive	0800-1000
“ “	<a href="#">Coffee n Cars in the Vale</a>	McLAREN VALE – 130 Main Road	0800-1030
“ “	<a href="#">Hot Rod Haven</a> (Hot Rods & pre-65 customs)	WEST BEACH – Henley Sailing Club, 1 Seaview Road	0800-1030
<b>2nd SUNDAY</b>	<a href="#">Cars on the Coast</a>	PORT NOARLUNGA – Beck’s Bakehouse	0800-1030
“ “	<a href="#">Victor Harbor Cars &amp; Coffee</a>	VICTOR HARBOR – Corner Hindmarsh & Seaview Roads	0800-1030
“ “	<a href="#">Coffee &amp; Cars Riverland</a>	BERRI – Senior Citizens Carpark, 9/12 Crawford Terrace	0900-1100
“ “	<a href="#">Coffeed Classics &amp; Chrome</a>	ABERFOYLE PARK – Village Shopping Ctr, 142 Hub Drive	0800-1000
“ “	<a href="#">Machines and Caffeine</a>	MT BARKER – Homemaker Ctr / Laratinga Café, 6 Dutton Rd	0800-1000
“ “	<a href="#">Northside Coffee &amp; Classics</a>	GOLDEN GROVE – The Grove Shopping Ctr, The Golden Way	0800-1030
<b>3rd SUNDAY</b>	<a href="#">Breakfast with the Devils</a>	GREEN FIELDS – Whiteline Transport, 1 Belfree Drive	0730-1030
“ “	<a href="#">Cars And Coffee Hahndorf</a>	HAHNDORF – Fruit & Veg Market, 182 Mt Barker Road	from 0800
“ “	<a href="#">Cars and Coffee Tonsley</a>	TONSLEY – MAB Circuit, Tonsley	0700-0930
“ “	<a href="#">Chrome in the Valley</a>	HAPPY VALLEY – Shopping Centre, 50 Kenihans Road	0800-1000
“ “	<a href="#">Compass Cars n Coffee</a>	MT COMPASS – BP Service Station in Main Street	0800-1000
“ “	<a href="#">Super Sunday Get Together</a>	ANGLE VALE – Shopping Centre, Heaslip Rd	0800-1030
<b>4th Saturday</b>	<a href="#">Coffee N Chrome</a>	MILE END SOUTH – Mile End Home	from 6.00pm
<b>Last SUNDAY</b>	<a href="#">Cars &amp; Coffee on the River</a>	MANNUM – Ferry Landing	from 0830
	<a href="#">Cars &amp; Coffee at Port Pirie</a>	PORT PIRIE – Domino’s Car Park, 10 Main Road	from 1000

NOTE: Check with each event/host’s Facebook page as details can change.  
Compiled by Grant Zippel. Updated: 18/01/2023



Actress Blanca Suarez at the launch of the E-Pace in London, 13th July 2017. Blanca is known for her performance in the TV series “Jaguar.” (Which has nothing to do with Jaguar cars!). Blanca was previously named as the “Woman of the Year” by the Spanish edition of GQ.

# Around the Market

The following is a mixed collection of early model Jaguars advertised for sale during February. The adverts are provided for information only, are not endorsed by our club, and the cars may no longer be available for sale.



**1947 Mark IV 1.5 litre. Lots of history and receipts. \$35,990**



**1950 Mark V 3.5L. Extensive mechanical work completed. \$30,000**



**1950 Mark V 3.5L. V/Good condition with air conditioning. \$35,000**



**1949 Mark V. Ford 6 cylinder engine & gearbox. \$40,000**



**1950 Mark V 3.5L Drophead Coupe. Early restoration. \$78,000.**



**1950 Mark V 3.5L Drophead Coupe. A truly superb car. \$125,000.**



**1958 XK150 3.8L 5-speed manual DHC. \$140,000.**



**1956 XK140 Manual O/D. Full restoration & upgrade. \$159,000.**

# Club Library

**Please find a list of books that our club library has available for loan. There are also copies of various magazines and workshop manuals available. If you would like to borrow a book, please contact Tom Brindle: Phone (08) 8387 0051 to arrange a pick up at a General Meeting (or other arrangement).**

- 1- Powered by Jaguar (Doug Nye) 1980
- 2- Jaguar since 1945 (Alan Harper)
- 3- Jaguar E-Type (Denis Jenkinson)
- 4- Jaguar - The Complete Illustrated History- (Philip Porter)
- 5- Jaguar XJ- S (Rivers Fletcher)
- 6- Jaguar Sports- (Autocar)
- 7- The Jaguar Tradition- (Frostick)
- 8- Jaguar under the Southern Cross- (Hughes)
- 9- Jaguar - The Enduring Legend- (Nicky Wright)
- 10- Jaguar - Buyers Guide- (Hoehn)
- 11- Jaguar D-Type and XK-SS Jaguar Super Profile (Andrew Whyte)
- 12- Classic Cars "Jaguar" - (Roger Hicks)
- 13- "Jaguar" Great Marques- (Chris Harvey)
- 14- Jaguar XK in Australia- (McGrath & Elmgreen)
- 15- Jaguar Complete Illustrated History- (Bron Kowal)
- 17- Jaguars in Competition- (Chris Harvey)
- 18- Jaguar XJ- (Chris Harvey)
- 19- E-Type - End of an era- (Chris Harvey)
- 23- The Jaguar E-Type- (Paul Skilleter)
- 24- Jaguar Saloon Cars - (Paul Skilleter & Andrew Whyte)
- 25- Jaguar Sports Cars- (Paul Skilleter)
- 26- Mk 2 Saloon- (Paul Skilleter)
- 28- Jaguar Drivers Year Book 1978- (Paul Skilleter)
- 29- Jaguar Drivers Year Book 1979-1980 (Paul Skilleter)
- 30- Jaguar Drivers Year Book 1980-1981 (Paul Skilleter)
- 31- Jaguar - History of a Great British Car- (Andrew Whyte)
- 32- Jaguar - Definitive History of a Great British Car (Andrew Whyte)
- 35- Jaguar (Montague of Beaulieu)
- 40- Jaguar Project XJ40 (Philip Porter)
- 41- Jaguar E-Type 1961-1966 (Brooklands)
- 43- Jaguar E-Type 1971-1975 (Brooklands)
- 44- Road & Track on Jaguar 1974-1982 (Brooklands)
- 45- Jaguar XJ6/XJ12 1979-1985 Series III (Brooklands)
- 46- Jaguar XKE - A Source Book (Sass)
- 47- Bathurst 1985 (Barry Naismith)
- 49- Jaguar Cars 1948-1951 (Brooklands)
- 50- Jaguar 1951-1953 (Brooklands)
- 51- Jaguar 1954-1955 (Brooklands)
- 54- Mk 1 & Mk 2 - Complete Companion (Nigel Thorley)
- 56- Jaguar XK - (40 years on) (Andrew Whyte)
- 58- The Cat Pounces- (Cotton/Briggs)
- 59- Jaguar - Rebirth of a Legend (Ken Clayton)
- 60- Jaguar - (4th edition) (Montague of Beaulieu)
- 61- Jaguar XJR Group C & GTP (Carlan Bamsey)
- 62- The Jaguar Scrapbook (Philip Porter)
- 63- Original Jaguar MkI/MkII Restorers Guide
- 64- Mk 2 Jaguar Restoration (Practical Classics)
- 65- Jaguar Mk 2 (Duncan Wherrett)
- 66- Jaguar Drivers Book (James Ruppert)
- 67- Jaguar Sports Racing & Works Competition Cars from 1954 (Andrew Whyte)
- 68- Ayrton Senna (Christopher Hilton)
- 69- Ayrton Senna- Prince of Formula One (Ken Ryan)
- 70- Great Aust. Motor Racing Pictures (Brian Hanrahan)
- 71- Jaguar Cars 1961-1964 (Brooklands)
- 72- Practical Aust. Motorist Illustrated (Advertiser 1974)
- 73- Jaguar Mk VII to 420G. The Complete Companion (Nigel Thorley)
- 74- Road & Track on Jaguar 1950-1960 (Road and Track)
- 75- Road & Track on Jaguar 1961 - 1968- (Road and Track)
- 76- Jaguar XJ220 - (Philip Porter, Peter Burns)
- 77- Climax in Coventry- (Walter Hassan)
- 78- Jaguar XJS- (Duncan Wherrett)
- 79- Inside 100 Great Cars- (Hodges 1994)
- 80- Miller's Collectors Cars Price Guide Volume IV 1994/95 (Miller)
- 81- JAGUAR An Illustrated History of the World's Most Elegant Car (Hicks)
- 82- The Illustrated Encyclopaedia of WORLD MOTOR RACING (Ed. Coulter)
- 83- Jaguar/Daimler XJ6 Restoration (Jaguar Enthusiasts Club)
- 85- Jaguar E-Type 3.8, 4.2, 5.3 Litre Super Profile (Andrew Whyte)
- 86- Jaguar E-Type 6 Cylinder Restoration & Originality Guide (Dr Thomas F Haddock)



- 87- Jaguar XK120, XK140, XK150 Gold Portfolio 1948- 1960 (Brooklands)
- 88- Jaguar XJS Gold Portfolio 1975-1988 ( Brooklands)
- 89- Jaguar XJS Gold Portfolio 1988-1995 (Brooklands)
- 90- Jaguar E type Colour Library (Matthew I Stone)
- 91- Sports Racing Cars (C- Type, D- Type, XKSS, Lwt E- Type.) (Philip Porter)
- 92- Jaguar 6 Cylinder Engine Overhaul 1948-86 (Jaguar World)
- 93- Jaguar XJS. A Collectors Guide (Paul Skilleter)
- 94- Jaguar XK Series. The Complete Story (Jeremy Boyce)
- 95- Jaguar XK8. The Authorised Biography (Philip Porter)
- 96- Jaguar S-Type & 420. The Complete Story (James Taylor)
- 97- Jaguar S-Type & 420 (Road Test Limited Edition)
- 98- Jaguar Cars 1957-1961 (Brooklands)
- 99- Jaguar & SS 1931-1951 (Gold Portfolio) (Brooklands)
- 100- Jaguar Mk VII, VIII, IX, X, 420G. 1950-1970 (Gold Portfolio) (Brooklands)
- 101- Jaguar Saloons. Grace Space & Pace (Chris Harvey)
- 102- Jaguar - An Illustrated History (Patrick Mennem)
- 103- Jaguar World Champions - GP3 & TWR (Andrew Whyte)
- 104- Jaguar 7th edition. (Montague of Beaulieu)
- 105- Practical Jaguar Ownership (Martin Cross)
- 107- Jaguar XJ6 Purchase & Restoration Guide (Dave Pollard)
- 108- Essential Jaguar XK. XK120/140/150 (Mike Lawrence)
- 109- Jaguar. History of a Classic Marque (Philip Porter)
- 110- Original Jaguar XK Restorer's Guide (Philip Porter)
- 111- Jaguar E-Type 6 and 12 Cylinder Restoration Guide (T.F.Haddock)
- 112- Jaguar 6 cylinder Engine Overhaul (Jim Patten)
- 113- Jaguar E-Type. 1961-1971 Gold Portfolio (Brooklands)
- 114- Jaguar XJ40 (Piero Casucci)
- 115- The complete guide to JAGUAR COLLECTIBLES (Ian Cooling)
- 116- The Jaguar File (Eric Dymock)
- 117- Jaguar XK Engine (David Pollard)
- 118- The Big Jaguars 3½ Litre to 420G (Graham Robson)
- 119- The Illustrated Motorcar Legends - JAGUAR (Roy Bacon 1996)
- 120- Jaguar E-Type File. Classic & Sports car (Martin Buckley)
- 125 - The Record Breakers (Leo Villers)
- 126- The Great Racing Cars and Drivers (Charles Fox)
- 127- Grand Prix Mercedes (Arco)
- 128- Lotus 49 (Arco)
- 129- Ferrari V12 1946-1956 (Arco)
- 130- Rolls Royce 75 Years (Eves)
- 131- Encyclopaedia of the Motor Car (Phil Drackett 1979)
- 132- Cars in Colour (Galley Press)
- 133- Everyone's Book of Classic Cars (Peter Roberts)
- 134- Contemporary Classics (Rich Taylor)
- 135- Vintage Cars in Colour (P.Drackett 1980)
- 136- Best Loved Cars of the World (J.Plummer)
- 137- Vintage Cars (P.Drackett)
- 138- Sports Cars (L.Cade)
- 139- First & Fastest (R.Hough Ed.)
- 140- The Great Road Races 1894-1914 (H.S.Villard)
- 141- Competition Cars of Europe (A.Pritchard 1970)
- 142- Like Father Like Son. M&D Campbell (P.Drackett 1969)
- 143- Anatomy of a Grand Prix Driver (R.Garrett 1969)
- 144- Modern Motor Sport (L.E.Bradford 1964)
- 145- Man & the Automobile (J.Jackson 1979)
- 146- Anatomy of the Automobile (D.Clark Ed.)
- 147- Skills & Tactics (P. Wherrett 1975)
- 148- The Ford GT40 (D.Hodges 1970 Arco)
- 149- The Ferrari V12 Sports Cars 1946-1956 Anthony Pritchard
- 150- Ken Purdy's Book of the Automobile (K.N.Purdy 1972)
- 151- Jaguar An Illustrated History (J.Collins 1998)
- 152- The Illustrated Motor Car Legends. Jaguar (R.Bacon 1996)
- 153- On Jaguar 1974-1982 (Road and Track)
- 154- Jaguar XJ6 1968-1972 (Brooklands)
- 155- Jaguar XJ6 1973-1980 (Brooklands)
- 156- Jaguar E-Type 1966-1971 (Brooklands)
- 157- Jaguar E-Type V12 1971-1975 (Brooklands)
- 158- Jaguar Cars 1955-1957 (Brooklands)
- 159- Jaguar Sports Cars 1957-1960 (Brooklands)
- 160- Daimler Dart & V8 250. 1959-1969 (Brooklands)

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| <p>161- Daimler SP250 &amp; V8 250. Gold Portfolio (Brooklands)</p> <p>162- Jaguar XJS 1975-1980. (Brooklands)</p> <p>163- Jaguar XKE 1961- 1974 (3.8, 4.2, V12 &amp; 2+2 Coupe) (Brooklands)</p> <p>164- My Championship year Damon Hill (Damon Hill 1997)</p> <p>165- Original Jaguar XJ (Nigel Thorley)</p> <p>166- American Racing (1950s &amp; 1960s) Burnside &amp; McCluggage</p> <p>167- Original Jaguar MkI &amp; MkII (Nigel Thorley)</p> <p>168- Classic Cars (Encyclopaedia) (Martin Buckley)</p> <p>169- How to build and power tune S.U. Carburettors (Des Hammill 2000)</p> <p>170- How to power tune Jaguar XK Engines (Des Hammill)</p> <p>171- How to choose camshafts &amp; time them (Des Hammill)</p> <p>172- Jaguar XK 120-150 (Cream of the Cats) (Osprey) Duncan Wherrett</p> <p>173- Jaguar XK8 - XKR (Stefano Pasini) 1998</p> <p>174- Jaguar XJ12 1972-1980. (R. M. Clarke) 1981</p> <p>175- Jaguar (Sutton's Photographic History Of Transport) (Nigel Thorley) 2003</p> <p>176- The Jaguar XK's. A Collectors Guide (Paul Skilleter) 2001</p> <p>177- Stirling Moss. The Authorised Biography 2004</p> <p>178- Jaguar. The Engineering Story (Jeff Daniels) 2004</p> <p>179- The Jaguar File. All Models since 1922 (Eric Dymock) 2001</p> <p>180 - Jaguar XJS (Nigel Thorley) 2001</p> <p>181- Jaguar in Coventry. Building the Legend (Nigel Thorley 2003)</p> <p>182- Jaguar The Sporting Heritage. (Paul Skilleter) 2003</p> <p>183- Jaguar Since 1945 (Richard Busenkell) 1970</p> <p>184- Jaguar M1 &amp; M2 (Nigel Thorley) 2005</p> <p>185- The Rise of Jaguar. 1928 to 1950 (Barrie Price) 2004</p> <p>186- The Sound and the Fury. 100 years of Motor Sport in Australia (Bill Tuckey) 2004</p> <p>187- Jaguar XJ40. Buying, Enjoying, Maintaining, Modifying (Nigel Thorley) 2003</p> <p>188- Sir William Lyons. The Official Biography (Phillip Porter &amp; Paul Skilleter) 2001</p> <p>189- The Essential Buyer's Guide. Jaguar E-Type 3.8 and 4.2 litre (Peter Crespin)</p> | <p>190- Jaguar Marketing The Marque (Nigel Thorley)</p> <p>191- You and Your Jaguar XJS. Buying, Enjoying, Maintaining (Nigel Thorley)</p> <p>192- Jaguar XK 120 In Detail. 1958-1954 (Anders Ditlev Clausager) 2006</p> <p>193- Cat Out Of The Bag. The Competition Dept. 1961-1966 (Peter D Wilson) 2008</p> <p>194- Jaguar XJ40. Jaguar Monthly, Buying &amp; Maintaining (Peter Simpson) 2001</p> <p>195- Jaguar XJ40 Engineering. Jaguar Monthly (Phil Weeden) 2002</p> <p>196- Jaguar XF. Promotional Booklet (Jaguar)</p> <p>197- The Jaguar Tradition (Michael Frostick) 1973</p> <p>198- Jaguar Sports Cars (Paul Skilleter) 1978</p> <p>199- Jaguar World Champions (Andrew Whyte) 1988</p> <p>200- A different Breed Of Cat. 50th Anniversary Book (Jaguar Coventry 1972)</p> <p>201- Rolls Royce (George Bishop) 1982</p> <p>202- Jaguar The Complete Story (Heiner Stertkamp) 2008</p> <p>203- Jaguar XK. A Celebration of Jaguar's 1950's Classic (Nigel Thorley) 2008</p> <p>204- Jaguar E-Type. Collectors originality guide (Philip Porter)</p> <p>205- Jaguar XK8. The Complete Story (Graham Robson) 2009</p> <p>206- Jaguar XK 140/150 In Detail (Anders Ditlev Clausager) 2008</p> <p>207- Jaguar/Daimler XJ40. The Essential Buyer's Guide (Peter Crespin) 2008</p> <p>208- Jaguar/ Daimler XJ 1994 to 2003. The Essential Buyer's Guide (Peter Crespin) 2009</p> <p>209- Original Jaguar XJ. The Restorer's Guide (Nigel Thorley) 2006</p> <p>210- Jaguar Speed &amp; Style. 3rd Edition (Martin Buckley)</p> <p>211- Legend of Lobethal (Tony Parkinson) 2008</p> <p>212- Jaguar. New Car Brochures (Jaguar UK) 2009</p> <p>213- Jaguar. All the Cars 2nd Edition (Nigel Thorley) 2009</p> <p>214- The Jaguar XK 120 In the Southern Hemisphere (John Elmgreen &amp; Terry McGrath) 2009</p> <p>215- Jaguar XK 140 Explored (Bernard Viart) 2010</p> <p>216- Jaguar Mk 1 &amp; Mk 2 Saloons (Andrea &amp; David Sparrow)</p> <p>217- E-Type. 50 Fifty Years of Design Icon (Jaguar Publications)</p> |
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- 218- Jaguar E-Type. A Celebration of the World's favourite 60's Icon (Nigel Thorley) 2011
- 219- Jaguar XJ 220. The Inside Story (Mike Moreton) 2010
- 220- Ultimate E-Type. The Competition Cars (Philip Porter) 2011
- 221- E-Type Jaguar DIY. Restoration & Maintenance (Chris Rooke 2010)
- 222- Jaguar XJS. The Complete Story (Graham Robson) 2007
- 223- Jaguar Mascots (Paul Skilleter) 2010
- 224- TWR & Jaguars. Inside Tom Walkinshaw's Group A Racing Team (Allan Scott) 2012
- 225- TWR Jaguar. Prototype Racers (Leslie F Thurston) 2003
- 226- SS & Jaguar Cars 1936-1951 (Allan Crouch)
- 227- The Essential Buyers Guide Jaguar (Daimler) XJ all models 1994-2003 (Peter Crispin)
- 228- Jaguar Monthly. Jaguar XK8/XKR (Phil Weeden) 2002
- 229- Jaguar X300/X308. A Complete Practical Guide (Phil Weeden)
- 230- Keith Martin On Collecting Jaguar (Keith Martin) 2005
- 231- You and Your Jaguar XK/XKR (Nigel Thorley) 2015
- 232- Jaguar XK8/XKR/XKR-S (Colin Howard) 2013
- 233- Jaguar Mk 1 & 2, S-Type & 420 (James Taylor) 2016
- 234- Jaguar XK8/XKR+XK180 & F-Type Concept (John Blunsden) 2000
- 235- Haynes Restoration Manual. Jaguar XJ6 Series 1, 2, & 3 (Dave Pollard) 2009
- 236- Jaguar Mk VII, VIII, IX, X & 420G (RM Clarke) 2014
- 237- Jaguar Cars (James Mann) 2015
- 238- The Essential Buyers Guide. Jaguar S-Type 1999-2007 (Nigel Thorley) 2012
- 239- Jaguar (Graham Robson) 2012
- 240- The Essential Buyers Guide. Jaguar XK8 & XKR 1996-2005 (Nigel Thorley) 2015
- 241- The Essential Buyers Guide. Jaguar Mk 1 & 2. All Models + Daimler 2.5 litre V8 1995-1969 (Nigel Thorley) 2011
- 242- The Essential Buyers Guide Jaguars XJ6, XJ8, & XJR All 2003 to 2009 (X- 350) Models including Daimler (Nigel Thorley) 2012
- 243- The Essential Buyers Guide. Jaguar XK 120, 140, 150; 1948-1961 (Nigel Thorley) 2013
- 244- The Essential Buyers Guide. Jaguar New XK 2005-2014 (Nigel Thorley) 2015
- 245- Original Jaguar XK. The Restorer's Guide 3rd Edition (Philip Porter) 2012
- 246- Jaguar XJ-S. The Complete Story 1st Edition 2019 (James Taylor) 2019
- 247- Jaguar XJ Series Wiring Diagrams (Bradley McLean)
- 248- Jaguar E-Type (Nigel Thorley) 2017 Edition
- 249- Jaguar E-Type. Factory and Private Competition Cars (Peter Griffiths) 2018
- 250- Jaguar From the Shop Floor. 1949 to 1978 (Brian James Martin) 2018
- 251- Saving Jaguar – John Egan (Porter Press) 2015
- 252- Jaguar XK. A Celebration of Jaguar's 1950 Classic (Nigel Thorley) 2018
- 253- Jaguar A Living Legend (Anders Ditlev Clausager) 1990
- 254- A Cat to Kill For (G W Miller) Veloce Books 2019
- 255- Jaguar X- Type (2001-2011). Owners Workshop Manual (Haynes) 2014
- 256- The Essential Buyers Guide. Jaguar X-Type 2001-2009. (Nigel Thorley) Veloce Books 2012
- 257- Jaguar XJS 1975-1980 Brooklands (R.M. Clarke)
- 258- Jaguar XJS 1975-1990 Brooklands (R.M Clarke)
- 259- Jaguar XJS 1988-1995 Brooklands (R.M. Clarke)
- 260- On Jaguar 1974-1982 Brooklands (Road and Track)
- 261- Jaguar XK8. The Authorised Biography (Philip Porter) 1996
- 262- Jaguar - An illustrated History of the World's Most Elegant Car (Roger Hicks) 1989
- 263- Factory Original Jaguar E- Type (Anders Ditlev Clausager) 2011

# UK Silverstone Auction Results (24th-25th Feb)

## UK Silverstone 2023 Race Retro Classic and Competition Car Sale (24th & 25th February)



1962 Mark II 3.8 Litre Manual O/D. Total upgrade. Priced at a fraction of what it cost from JD Classics. **Sold for £67,500 (A\$120,000).**



1963 Mk2 3.8-Litre. Total rebuild from a bare shell. Getrag 5-speed manual gearbox. Central locking. **Sold for £57,600 (A\$102,000).**



1982 Kougou Jaguar 3.8 Litre. Built by Crosthwaite and Gardiner and further developed by Robin Beech. **Sold for £37,850 (A\$67,000).**



1983 Daimler Sovereign 4.2L Vanden Plas. Only 7,700 miles. Finest example auctioneer has ever seen. **Sold for £37,850 (A\$67,000).**



1991 Jaguar XJ-S Le Mans V12 Coupé. 1 of of 280 special edition XJ-S Le Mans with 2,804 miles from new, **Sold for £77,000 (A\$137,000).**



1990 Jaguar Sport XJR-S. 6.0 litre TWR XJR. Only 115 right-hand drive (pre-facelift) cars were built. **Sold for £32,062 (A\$57,000).**



1968 E-Type Series 2 4.2-Litre Roadster (LHD). One private owner from new and just 45,000 miles. **Sold for £86,250 (A\$153,000).**



1959 Jaguar XK150 Coupé. Nut & bolt restoration and upgrade to 3.8 litre 'S' specification, **Sold for £46,125 (A\$82,000)**

# UK - Prototype 1990 XJR-S "Monaco" Sold



*Only 12 special bodied XJ-S Monaco's were built. Sold at Silverstone Auctions for £24,750 (A\$44,000).*

## History:

Between 1992 and the early 2000s, Bristol-based company, PBB Design, offered a series of modifications for the XJ-S under the name "Monaco", completely changing the car's look and character. Built in tiny numbers, it was one of the better-designed, modified examples of Jaguar's big GT that were prevalent at the time.

The car was the brainchild of Paul Bailey, a former aircraft engineer. It came about one day when he found himself doodling to what he considered to be a more attractive version of the XJS,

Although he initially got in touch with Park Sheet Metal, the same shop that helped produce the Jaguar XJ220 concept, to create steel body panels, he eventually decided to make the add-ons out of fiberglass.

## Design

His design included a longer, rounder nose that featured a down-turned oval grille, and much wider wheel-arches front and back to cover wider wheels. The glass-fibre panels simply bonded to the car's bodywork, requiring no structural changes.

The bonnet was also new, again made from composite, and required a redesign of its hinge mounting due to the lower rake of the front. The body-kit also included brake vents above the sill.

The design is now considered forward looking with many of the design elements that would come to define the Jaguar XK8 several years later.

## Cost

However, it wasn't a cheap conversion, at £24,500 (A\$43,000) plus a car. The cost included a body-kit, 17" split rims from Compomotive, a suspension package and a totally bespoke interior that featured better-quality leather for the seats, a suede-covered dashboard and plush carpets.

Unsurprisingly, the business only lasted long enough to produce a total of 12 vehicles (though there is some dispute about that number), with the first two allegedly being sold to the Sultan of Brunei. The general consensus is 12, mixed between coupes and convertibles, V12s and straight-sixes.

## This Monaco

The car for sale started life as the original prototype and was used as the company's

poster car, appearing in magazines such as EVO.

Originally sold to a Scottish oil executive, it then made its way into the hands of the current owner. In 1999, longing for a little extra power, he turned to another Jaguar expert, Paul Hands, for some help. Together, they decided to take all the PBB Design parts off the car, and install them on a later model 1992 JaguarSport XJR-S.

That means that the car now has a bigger 6.0-liter V12 that was originally rated for 318 hp (237 kW/322 PS). It also has a modified intake system, dual exhausts, and TWR-developed suspension with Bilstein shocks.

This car was auctioned for sale through Silverstone Auctions on 25th February 2023 with estimates between £18,000 - £24,000 (\$31,000 to \$42,000 AUD).

**The car sold for £24,750 (A\$44,000). ■**

*Editor: Information for this story sourced from CarScoops and Drives Today.*

# Upcoming Events



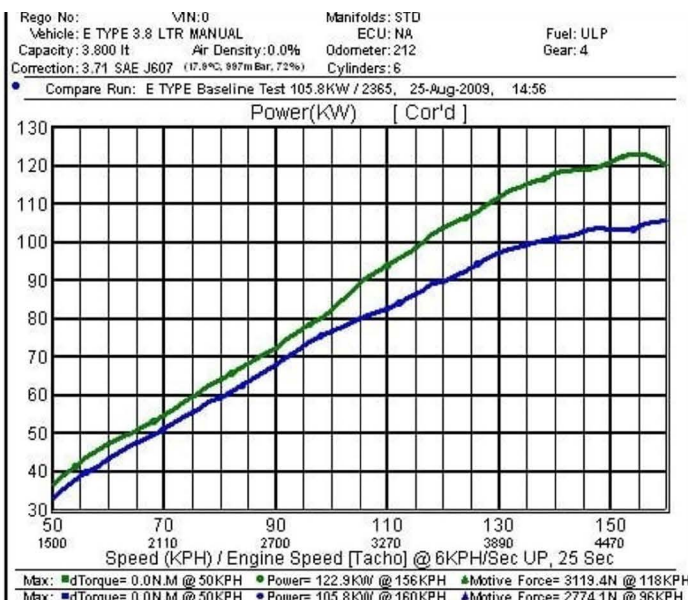
## Jaguar Ladies Group - Visit to Virginia Nursery Thursday, 16th March 2023: 12.30pm - 3.30pm

Come along and join us for our visit to the Virginia Nursery, 99 Gawler Road, Virginia.

This nursery is one of Australia's largest retail garden centres with a gift shop and café. It has also received some very good reviews on the internet. Well worth the drive and the north south motorway and southern expressway certainly helps make short work of the trip. We will meet in the café at 12.30 for a light lunch. You can choose to come early and browse the centre first or save that until after lunch. Look forward to seeing you all there for some lovely girl time, lots of laughs and chit chat.

**Please register by Thursday 9th March on Tidyhq. Please Goto: [Jaguar Ladies Group](#)**

For further information please contact Tricia Clarke 0422 128 066 or triciacclarke\_1@hotmail.com



## E, F & GT March Register Meeting.

Thursday, 16th March 2023: 7.30pm - 10.00pm

Meeting at Classic Performance Servicing and Dyno, 33 Chapman Road, Hackham.

The team at Classic Performance Servicing and Dyno will showcase the Dyno (Dynamometer) - how it works and results to be achieved for both old and new cars as well as emissions testing.

The team will provide soft drinks and nibbles. Members are asked to provide a plate of supper.

Alcohol may be consumed on the premises.

**Members must pre-register. Please Goto: [E,F&GT March Register Meeting](#)**

For further information please contact Suzanne Jarvis on 0478 717 775

# Upcoming Events



## Multivalve Register - Coorong Discovery Lunch Cruise Wednesday, 19th April 2023: 11:45am - 3:00pm

All members are invited to join us for a lunchtime cruise on the "Spirit of the Coorong" at a discounted rate of \$65.00 per person (down from \$95.00). We will assemble at the Boarding Station on Goolwa Wharf (Cutting Road, Goolwa) Lunch will be served on board as we cruise downstream from the port of Goolwa. Beautiful scenery, bird-life, seals and expert commentary along the way, this 3-hour cruise is the perfect way to see the wondrous wetlands of the Coorong. Afternoon tea is served on the meandering return journey to Goolwa.

More information is on TidyHq. **Please-register by going to:** [Coorong Discovery Cruise](#)  
If you need further information please contact Peter Buck (Register Secretary) on 0421 061 883



**McLaren Vale  
Vintage & Classic 2023**  
**When: Sunday, 23 April 2023**  
**Time: 8am – 5pm**  
**(Grand Parade 11am)**  
**Where: Main Road, McLaren Vale**  
Vehicle registrations are now open and entries can be completed by filling out the online form, with an entry fee of \$35 per vehicle. Entries will close on 20th March 2023.  
Register your vehicle: <https://www.trybooking.com/events/landing?eid=989315&>

# Classified Adverts

## 1961 Mark II, 4.2 litre Manual

- ◇ Currently Registered
- ◇ Lots of spare parts and body panels.
- ◇ More photographs available

**PRICE - \$45,000 ONO**  
Contact Leith 0421 136 664

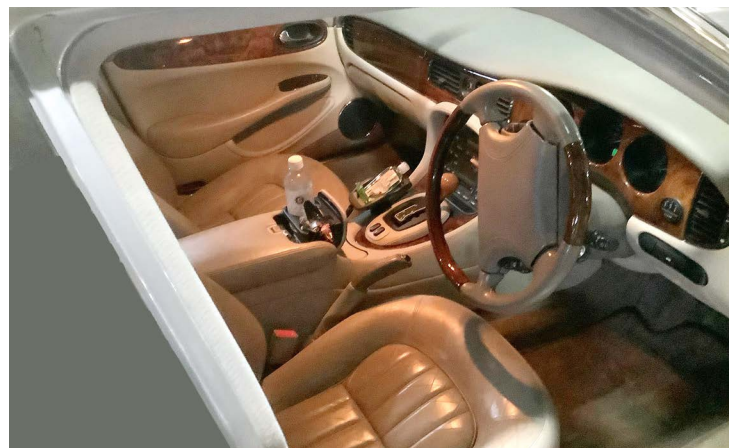


## 2000 XJ8 (x308) Sovereign 3.2 V8.

- ◇ 144,200 kilometres. One owner since new.
- ◇ Full service history by Sovereign of Kent Town.
- ◇ New tyres and superb condition inside and out.
- ◇ Selling on behalf of elderly gentleman. More photos available.

Phone Peter Buck, 0421 061 883 to arrange viewing.

**\$19,000 Negotiable**



## 1955 Mark VIIM Automatic

Requires total restoration.  
Has a motor in pieces minus cylinder head.  
Has Mk9 disc brake front end.  
Personal circumstances force this sale

**PRICE - \$2,500**  
Contact Rob Devolle - 0420 272 288



## 1956 Jaguar Mark 1 2.4 litre Manual

- ◇ This is a restoration project.
- ◇ The engine runs well and the gear box and diff are good.
- ◇ The brakes and clutch are not working.
- ◇ The body and interior need restoration.
- ◇ More photos are posted on Gumtree.

**PRICE - \$6,500 negotiable**  
Contact John Richardson - 0400284116





# Classified Adverts

## For Sale 1967 4.2 Litre E-Type 2+2 Auto

- ◇ Purchased by the owner in July 1975 (47 years).
- ◇ Fully registered and well maintained.
- ◇ In excellent original condition, inside and out.
- ◇ Engine No. 7E515759; Chassis No. 1E 50287 BW
- ◇ Number Plates sold separately.
- ◇ Excellent opportunity to own an E-Type that you can just drive.

**\$115,500 Negotiable**

*Email [peacockblack35@gmail.com](mailto:peacockblack35@gmail.com)*



## 1977 XJ Complete Car with 350 Chev & T350 Transmission.

- ◇ The car is in almost perfect condition, very straight & almost rust free - tiniest rust in bottom of fender.
- ◇ Paint average. Have 4 litres of paint for a respray.
- ◇ Interior very good condition. Re-upholstered in 2001.

**PRICE - \$14,000**

**Contact Clint Press**

**E-mail: [oneclintpress@hotmail.com](mailto:oneclintpress@hotmail.com)**

## FOR SALE:

**1970 JAGUAR XJ6 4.2 Auto**

Adelaide car with books.

Currently on Historic Registration

**PRICE: \$19,000**

Please contact David Seidel

**0411 380 388**



## WANTED

XK150 right angled tachometer drive  
(most probably the same as a Mark 1 or Mark 9)

**Please call Steve Weeks on 0414 952 416**

## WANTED

To suit Jaguar Series 3 6 cylinder with pepperpot wheels  
- tools, especially wheel brace and any loose spanners,  
plus an original steering wheel and horn centre.

**Please contact David Seidel 0411 380 388**

# SS, Mk IV, Mk V - Register Minutes (February)

## SS, Mk IV, Mk V Register



*Currently meeting the 3rd Wednesday of each month.*

Minutes of the meeting held at the home of Margaret Evans - Wednesday 15th February 2023

### Previous Minutes:

The Minutes of 16th November 2022 as issued were accepted as a true record of the meeting.

### Present:

Bruce Fletcher, Des Brown, Brenton Hobbs, Bob Kretschmer, John Lewis, Malcolm Adamson, Graham Franklin, David Rogers, Ross Rasmus, Jack Richardson, Fred Butcher.

### Apologies:

Warren Foreman, Ian Sholl, Daniel Adamson, Antony Veale, Andrew Hayes, Alan Miller, Rob Paterson.

**New Member:** Greg and Lyn Castle

### Correspondence:

Nil

**Welfare:** All good.

### SA/VIC Border Run 2023: Mt Gambier.

- The run will be 3-6th November 2023
- Bruce and Malcolm travelled to Mt Gambier to check out accommodation and meals.
- Bruce is waiting to hear back from a preferred Motel on prices.
- Events co-ordinator at the council stated that Public Liability insurance is required and this has been arranged through the club.
- Excellent car museum at Pt McDonnell that can be visited.

### JDCSA:

1. General Meetings are now being held at "The Junction" 470 Anzac Highway Camden Pk and the preferred car park for this site is on the western side. (Glenelg side)
2. Executive of the Jaguar Drivers Club of South Australia proudly invites all members of the Club to attend the official 50th anniversary dinner to be held on Saturday, 29th July 2023.

To be held in the Hickinbotham Room of the National Wine Centre, corner Botanic and Hackney Roads, Adelaide. Starting at 6:00pm and continuing through until 11:00pm.

Tickets at \$105:00 per person will go on sale Wednesday, 1st March, 2023. Tickets are limited to 200 with a waiting list thereafter.

### Technical & Parts:

- David has driven the MkV. He has taken back to the painter for a few touch ups.

David is still fine tuning the brakes on the MkV as the pedal has too much travel.

- Ross has installed the reconditioned steering box on the 1.5 but when he went for a test drive there was a loud clunk. Ross investigated and found the gearbox the problem.

Luckily Ross had a spare box so that is getting checked out before he installs that gearbox.

- A very nice X300 was for sale near Bruce, and you guessed it, Bruce brought it.

Bruce is after a workshop manual for an X300.

- Bob has a complete set of UNF-UNC taps and dies for sale. \$200 please contact Bob.

Bob also has a DVD of the master parts catalogue for lucas1945-1960.

Bob showed some spanners he recently acquired which are correct for his car.

- David mentioned Classic Fasteners are now selling Lucas gear.

### General Business:

- ◇ Graham advised that the SS, MkIV & MkV register will be 50 in 2024.

We need to look at what celebrations we want to do for the register's 50th so we can get any money needed included in the 2023-2024 budget. The register started in March 1974.

Some suggestions were a picnic, going to a winery/pub.

Malcolm showed a badge for the car that the SS Register in Vic had commissioned for their 50 years. Malcolm is going to contact Vic to find out who did this badge as it maybe cheaper from there as the badge will only need minimal change to suit SA.

- ◇ Fred mentioned a MKV drophead is sitting in a Kent Town storage site. Nobody at the meeting knew of this car. Car looks to be in good condition.

- ◇ General Car Talk

### SS Register Meeting Dates:

- 15th March – Bruce Fletcher
- 19th April – Bob Kretschmer
- 17th May – Ross Rasmus

If you can host a meeting for other months, can you please advise Brenton Hobbs

### Meeting closed at 9.00pm.

A huge thank you to Margaret for hosting this meeting and supplying an excellent super.

**Brenton Hobbs**  
Register Secretary



# XJ, Mk10, 420G - Register Minutes (February)

## XJ, Mk 10 & 420G Register



*XJ Series 1 & 2 celebrating 50 years*

**Minutes of meeting held at 7.30pm on Wednesday 8th February 2023, at the Bartley Hotel, West Lakes Shore.**

### Present

Steve Arthur, Ron & Rosie Bailey, David Bicknell, David & Teresa Brady, Tom & Marj Brindle, Peter & Heather Buck, Walter & Beryl Bullock, Fred Butcher, Robert Cain, Bob & Daphne Charman, Richard & Dianne Chuck, Alan & Lorraine Davis & Ken Davis, John & Claire Evans, Graham Franklin, Don & Toni Heartfield, Darryl & Fay Leyton, Bob & Sandy Mack, Chris Michael, Trevor Norley, Gary Monrad & Oggi Stojanovich, Paul Moore, Graeme & Betty Moore, Borys Potiuch, Phil Prior, Louis Marafioti, Evan Spartalis and Don Tyrrell.

### Apologies

Don & Elaine Cardone, Jeannie DeYoung, Ian & Jenny Rowley.

### Tonight's Lucky Draw

1st Oggi Stajonivich, 2nd Steve Arthur, 3rd Ron Bailey.

2nd & 3rd prizes donated by Ken Davis.

### Welcome

Spoke about our Xmas show in December. Excellent night. This year's event will be held on Saturday 2nd December.

- 5th March: All British Day.
- 12th March: Moonta show and shine.
- 16th March: Ladies day at Virginia Nursery.
- April National Rally: Sunday 16th display of all cars at Birdwood - all welcome.

- 29th July. 50th Anniversary Dinner.
- 12 - 16th September: Multi Valve run to Broken Hill all booked out..
- Possible trip to Martindale Hall and Claire later in year?

### Car Talk

- **Steve Arthur:** The stag is fine.
- **Ron & Rosie Bailey:** XJ6 going well.
- **David Bicknell:** 420 needs new fuel filter. X Type OK. XJ6 needs new battery. Gertie is OK.
- **Tom & Marj Brindle:** XJ40 OK needs few minor repairs.Mk2 is good.
- **Pete & Heather Buck:** The X308 is sweet. Has another X308 to sell.
- **Walter & Beryl Bullock:** XJ40 going well.
- **Fred Butcher:** XJS job in progress. Adelaide festival of speed. Victoria Park. Plenty of room.
- **Robert Cain:** Series 3 runs well - has oil leak.
- **Bob & Daff Charman:** Waiting for new compressor for the XF.
- **Richard Chuck:** Ser 1and the X Type both good.
- **Alan & Lorraine Davis:** X Type is all good.
- **Ken Davis:** Still knocking out a few new tunes.
- **John & Claire Evans:** S Type is every day driver - all good.

- **Graham Franklin:** XJRS is fine.
- **Don Heartfield:** The two XJ's are fine. Mark 1 okay.
- **Darryl & Fay Leyton:** XJ6 going well.
- **Bob & Sandy Mack:** XJ8 new spark plugs.
- **Louis Marafioti:** XJ8 going OK.
- **Chris Michael:** Mk10 is fine.
- **Trevor Norley:** Ser3 Petrol tank repaired. X Type daily drive.
- **Borys Potiuch:** XJ small short circuit somewhere.
- **Phil Prior:** N.T.R.
- **Evan Spartalis:** Put gearbox in Mk 2. Still not on the road.
- **Graeme Moore:** N.T.R.
- **Paul Moore:** Not driving at the moment.
- **Gary Monrad & Oggi Stojanovich:** Sold shaggy. Still has Series 1 with the 350 chev motor.
- **Don Tyrrell:** Mk10 is a gem. X258 is going OK.

### Next Meeting:

Our next Register meeting will be at the Bartley Hotel on Wednesday 8th March, 2023.

Meeting closed at 9.00pm.

**Bob Charman**  
Register Secretary



### XJ, Mk 10 & 420G Register - Picnic in the Park, Thursday 22nd of March.

Meeting at 6.00pm at Hazelwood Park situated Cnr. Greenhill Road & Howard Terrace. Access at rear of Davenport Terrace. B.B.Q. in the park will be supplied - sausages/patties, bread and tomato sauce. Members will need to provide folding chairs and their drinks. After the B.B.Q. we will drive to Auchendorrach House, Mt Barker where Michelle and her staff will provide Barista coffee and cake for \$12.00. All club members welcome

# XK, Mk 7, 8, 9 - Register Minutes (February)

## XK, Mk 7, 8, 9 Register



*XK120 - celebrating 75 years*

**Minutes of the XK & Marks 7, 8 & 9 Register Meeting on February 15th @ the home of Ossie & Rayeena Petrucco.**

*Prior to our meeting we were treated to a roast pork meal, courtesy of Ossie & Rayeena, which was enjoyed by all.*

### Apologies:

Rod Davis, Rayeena Petrucco, Lindsey Williams, Dinu Wijesinha, Rob & Vicki Loffler, Fiona Schultz.

### Present:

Steve & Val Weeks, Julian & Moira Lugg, Peter & Judy Goodale, Ossie Petrucco, Richard & Carla Smith, Peggy Davis, John Williams and Onslow & Wendy Billingham.

### Welfare:

Rod Davis okay but not able to walk very well.

Fiona Schultz is still recovering from a back injury; we wish them all a speedy recovery.

### Club Business:

National Rally 2023: Steve gave an overview of the event; at this point in time, the main points were: -

We are almost up to 110 registrations.

- We will need to supply parking marshals for the display day at Birdwood on the Sunday. Di Adamson is arranging a training evening for any members, who would like to become an accredited marshal.
- More entries are required for the 2 events at The Bend (a number present are considering nominating for this).

- The Saturday night is a free night, so a dinner has been organised at the Hahndorf Inn. So far, we have over 50 attending, including the interstate registrants, who are attending. Moira Lugg will contact the Inn to increase the numbers.

- A Register Meeting is planned for the week prior to the Rally so that we can finalise our Register's involvement.

### Border Run:

It was decided that we should have a Border Run later in the year in the Strathalbyn area. Julian & Moira will prepare an itinerary for this.

### Register Events:

There were a number of events that those present would like to see, from weekday breakfast/lunch runs to visits to farms and galleries. Steve and some of our members will follow up with details.

### Next Register Meeting:

This will be held at the home of Rod & Peggy Davis on the 5th of April.

### New Business

General Meetings: There was a question from the floor asking why the General Meetings are being held at the Junction Sports Bar. Steve explained.

### Car/Technical

**Peter Goodale:** The power steering system is now in the XK140 and working well.

**Peggy Davis:** The XK140 is in the garage at present as Rod is unable to drive it.

**Julian Lugg:** The XK120 is running well. He recently took some overseas visitors for a ride in the 120.

**Onslow Billingham:** The XK150 is "sitting nicely".

**Ossie Petrucco:** Ossie recently tried to purchase an XK150 from the USA. Unfortunately, the deal did not eventuate. Ossie also thanked Peter Holland for helping him to fit a car radio with the correct polarity.

**Steve Weeks:** Managed to reverse the XK150 through the back fence (no brakes) but not a scratch.

**Robin Ide:** Robin is waiting for the weather to improve before venturing out with the Mark 9.

**Richard Smith:** The V12 XJS became a 6 cylinder causing Richard to replace a few components to restore it back to all 12.

### The meeting closed at 8.45pm.

A huge THANK YOU to Ossie & Rayeena for hosting the meeting.

Steve Weeks  
Register Secretary



*The Q&A interview for this month is Julian Lugg. See page 20.*



Laurie Leonard & Noela\_Adi, 1986 4.2 litre Series 3 XJ6. With sad news, Laurie has recently passed away. (See Vale page 5).



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## Club Notices

### GENERAL MEETING ROSTER 2022/23

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

### CLASSIC MARQUE

Classic Marque is the official magazine of the Jaguar Drivers Club of South Australia (JDCSA). The opinions and views expressed in published articles are wholly those of the respective authors, and are not necessarily those of Jaguar, the Editor, the Club, or its members.

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

# JDCSA February 2023 General Meeting Minutes

Minutes of the Jaguar Drivers Club of South Australia Inc General Meeting held at The Junction Sports Bar on Tuesday the 7th of February 2023.

**Chairperson:** Fred Butcher

**Meeting commenced at 7.30pm**

## Apologies:

Tony & Gabriel Human, Bob Charman, Roland Donders, Di Adamson, Ros Holland, Steve Arthur.

## New Members/Visitors:

Paul & Deborah Coligan (XJ40); Daniele & David Mobbs (XJSC); Ben D'Andrea (1981 Series 3 XJ6 1981).

**Welfare:** No Report

**Previous Minutes:** Moved for acceptance by Heather Buck & seconded by Suzanne Jarvis.

## Business Arising:

**50th Anniversary Book:** Tim White reported that the draft is now with the publisher. It has a good size font and the cover has been designed by Noel Smidt. The exact cost is yet to be determined.

**50th Dinner:** Suzanne Jarvis:

Tickets will go on sale on the 1st of March, please note that it is a black tie dress code.

**President's Report:** Fred Butcher

The President's report is in Classic marque for all to read.

**Vice President's Report:** Michael Pringle is still pursuing various sponsors and grants for the 2023 National Rally.

There may be a problem with having the April General Meeting at The Junction. Michael will advise when a venue has been found.

**Secretary's Report:** Steve Weeks

There are 3 letters received: -

1. The Salvation Army thanking the club for the donations on SA Jag Day.
2. A letter from the Adelaide Motorsport Festival offering the club a number of packages for the event.
3. A letter to The Public Officer from The Associations Dept of SA, seeking clarification of our Constitutional changes.

**Treasurer's Report:** Heather Buck

Heather said that club finances were OK. Register Secretary's are required to get their budgets to Heather.

**Membership Secretary:** Daphne

Daphne said that we have 3 new members and she has sent out 7 membership packs.

**Editor/Events Coordinator:** Graham

Graham has an All British Day pass to give away and was congratulated on the February issue.

**National Rally 2023:** Phil Prior:

- Phil showed a promotional video during the dinner and at the meeting gave a detailed report on the Rally. Phil urged all to register as soon as possible (remember that it will be 6 years before the next one).
- The sporting event at The Bend still required more entries.
- Both the bus trip (Adelaide Hills) and the red hen train to Strathalbyn are booked out, but Monarto can still be booked.
- The E, F & GT Register is making the Monday of the Rally a sporting event at The Bend.
- The Post Rally Tour will soon be made available to club members.

**Logbooks:** Bob Charman.

In Bobs absence Daphne said that Bob is progressing well with a logbook system on TidyHQ. Log books are very quiet at present.

**Regalia:** Graeme Brown:

Graeme modelled a National Rally shirt. Regalia items can be viewed and purchased on TidyHQ.

**M.S.C.A:** Barry Kitts

There are no upcoming MSCA events coming up, however the Sporting Car Club has an event at Mallala next week.

**Library:** Tom Brindle:

Tom now has a number of new books available for loan to club members.

**Compact Register:** Phil Prior spoke about the recent winery run was a great success with a number of compacts attending.

**Jaguar Ladies Social Group:**

Tricia Clarke informed that the next lunch will be at Virginia on the 16th of March.

**XJ Mk10 420G Register:** No Report.

**Multi-Valve:** Peter Buck

There will be a Register Meeting in March at the Kensington Hotel.

Peter Clarke then gave an update on the run to Broken Hill later in the year. The run is sold out with 47 going.

**E.F.& GT:** Suzanne Jarvis

There are several runs planned. The Jeremy Cordeaux evening is booked out and there is also a run planned to Hindmarsh Island to the home of Chris & Christine Waldock. All other events are listed in TidyHQ.

**SS/ Pushrod:** Brenton Hobbs:

Graham Franklin attended the last register meeting and said that it was well attended.

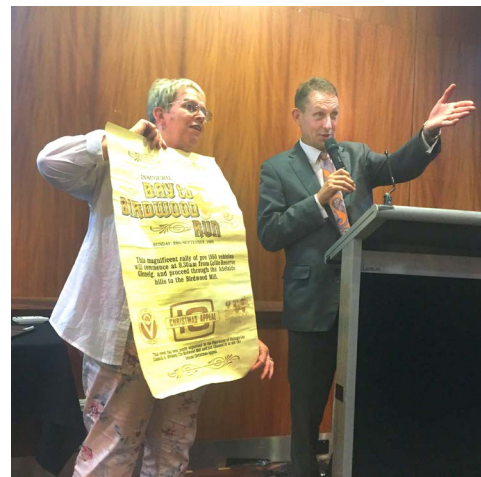
**XK & Marks 7 8 & 9:** Steve Weeks

Steve Weeks: The Register Christmas lunch resulted in over 30 members attending. The next event will be a Register meeting on the 15th of February.

**Guest Speaker.**

Fred then welcomed our guest speaker, Michael Neale, who gave a very enthusiastic talk on the Bay to Birdwood and EV conversions of historic motor vehicles.

**Meeting Closed at 9.15 pm.**



*Michael Neale with long term club member and former 'Club Person of the Year' Claire Evans, holding a poster produced for the very first Bay to Birdwood event held in 1980.*

# JDCSA - Club Directory 2022 -2023

## Club Postal Address:

PO Box 6020, Halifax Street, Adelaide SA 5000

## Club Web Site / Email

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

Email: [jdcsa@mail.tidyhq.com](mailto:jdcsa@mail.tidyhq.com)

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

7.30pm at "The Junction", 470 Anzac Highway, Camden Park. (Near the Morphettville Racecourse).

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

## Your Committee

### President: Fred Butcher

Mobile: 0428 272 863

Email: [fmbutcher@bigpond.com](mailto:fmbutcher@bigpond.com)

### Vice President: Michael Pringle

Mobile: 0418 311 422 (Home) (08) 8277 2717

Email: [mlp7516@icloud.com](mailto:mlp7516@icloud.com)

### Treasurer: Heather Buck

Mobile: 0432 549 086

Email: [treasurer@jdcsa.com.au](mailto:treasurer@jdcsa.com.au)

### Secretary/Public Officer: Steve Weeks

Mobile: 0414 952 416

Email: [valsteve47@outlook.com](mailto:valsteve47@outlook.com)

### Membership Secretary: Daphne Charman

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

Email: [membership@jdcsa.com.au](mailto:membership@jdcsa.com.au)

### Editor/Events Coordinator: Graham Franklin

Mobile: 0490 074 671

Email: [editor.jdcsa@mail.tidyhq.com](mailto:editor.jdcsa@mail.tidyhq.com)

## Register Secretaries/Committee members

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

Brenton Hobb. Email: [bmhobbs@bigpond.com](mailto:bmhobbs@bigpond.com)

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

Steve Weeks: 0414 952 416

Email: [valsteve47@outlook.com](mailto:valsteve47@outlook.com)

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

Currently Vacant

Email: [jdcsa@mail.tidyhq.com](mailto:jdcsa@mail.tidyhq.com)

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

Bob Charman Phone: (08) 8248 4111

Email: [charmanr161@gmail.com](mailto:charmanr161@gmail.com)

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

Suzanne Jarvis. 0478 717 775

Email: [jdcsa@mail.tidyhq.com](mailto:jdcsa@mail.tidyhq.com)

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

Peter Buck Mobile: 0421 061 883

Email: [Peter.buck51@bigpond.com](mailto:Peter.buck51@bigpond.com)

## Club Services/Club Representatives

### Club Patron: Mr Peter Holland

Phone: 0408 810 884

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

Email: [charmanr161@gmail.com](mailto:charmanr161@gmail.com)

### Jaguar Ladies Social Group:

Tricia Clarke. Email: [triciaclarke\\_1@hotmail.com](mailto:triciaclarke_1@hotmail.com)

### Regalia: Graeme & Betty Moore.

Mobile: 0467 066 797. Email: [graemekmoore@bigpond.com](mailto:graemekmoore@bigpond.com)

### Librarian Tom Brindle

Phone (08) 8387 0051

### Web Master: Tom Herraman: Mobile: 0423 214 644

Email: [jdcsa@mail.tidyhq.com](mailto:jdcsa@mail.tidyhq.com)

### TidyHQ Administrator: Tim White: 0419 809 021

Email: [casuti3bigpond.com](mailto:casuti3bigpond.com)

### Australian Council of Jaguar Clubs (ACJC)

Club Representative: **Phil Prior.**

Mobile: 0402 670 654. Email: [philipprior@bigpond.com](mailto:philipprior@bigpond.com)

### Federation of Historic Motoring Clubs (FHMC)

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

### Marque Sports Car Association (MSCA)

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

### All British Day

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

### Technical Officer: Geoff Mockford

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

### Club Registration (For MR334 Application Form)

- Geoff Mockford 0438 768 770
- Evan Spartalis (08) 8362 8116 M: 0408 827 919
- Bob Charman (08) 8248 4111 M: 0421 482 007
- Tim White 0419 809 021

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