

CLASSIC MARQUE

DECEMBER 2021



Season's Greetings



CELEBRATING 60 YEARS OF THE Mk X/420G (1961-2021)

THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA

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Jaguar Drivers Club of SA - Presidents Report

Presidents Report December 2021

With another calendar year ending we move to the festive Christmas celebrations. It is pleasing to see how the club has managed COVID and the many restrictions that have forced us to curtail some of our motoring activities.

From the beginning of December, we as a club, will need to consider the impact of the change in regulations. Certain venues may require the public to be fully vaccinated to gain entry; this may prove interesting.

There has been a hive of Register activities during November and December commencing with the Jaguar XJS Appreciation Run on Sunday, November 7. This event was well attended with I believe 14 XJS cars in attendance. It is hoped that we will continue to see a strong representation of these vehicles at future meets.

I recently attended the XJ Mk10 and 420G auction night at the Berkley hotel. Fun night with some spirited bidding at times, egged on by Auctioneer Bob. I suspect some items may continue to circulate in a similar manner? A really good fun night was had by all.

The XK 7,8 & 9 Register meeting and BBQ dinner held at 6 Walla St, Lonsdale, Peter Thomas's workshop, a most enjoyable gathering. Peter and Susanne definitely excelled with the meal followed by a general overview of Peter's current restoration projects. Of particular interest was the history behind the XJ currently undergoing assembly; definitely worth discussing with Peter.

The Multivalve run to Belvidere via Mt Barker for a coffee stop proved to be a very enjoyable drive avoiding the freeway arriving in Belvidere at the Belvidere winery complex where a delightful set

menu lunch was served. Peter and Heather do come-up with some interesting adventure trips; glad I am able to follow those who seem to know where to go!

Well, what did you think of the Zoo Twilight excursion? I found the bird aerobics fascinating. Isn't it amazing the rapport between bird and trainer? It is truly amazing what can be achieved, with dedication, between us humans and our wildlife. Staff were happy to provide additional chairs which was a plus and checking with different groups, all had a positive comment on the venue. I must thank our immediate past President Phil for his work in organising this event and your committee would welcome feedback.

On behalf of your Committee, I would like to take the opportunity to wish all a very merry Christmas and a peaceful and healthy 2022. For those travelling over the festive period please be safe. On a more personal note, thank you to committee members and particularly Register Secretaries for managing to arrange club outings while complying with COVID constraints. I can assure you your work is very much valued!

It would be remiss of me not to mention the passing of our club member William Anderson Browne, known to members as Bill. Bill joined the club in 2010 and held the position of Events Coordinator for a number of years. I recall visiting their Hindmarsh Island property with the Compact Register for a get-together and lunch on a number of occasions. Bill's son gave an interesting eulogy of his father's life at the funeral service. To the family, please accept the Club's condolences.

**Safe Motoring,
Fred Butcher**



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Front Cover:

Chris Michael, 1965 Old English White 4.2 litre Mk X.

Back Cover:

Rob & Vicki Loffler, 1968 Olive Green 420G Auto.



The Executive of the Jaguar Drivers Club of South Australia wish all Members a very Merry Christmas and a Happy, Healthy 2022.

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

Saturday 11th of December 2021: XK, Mk 7, 8, 9 - CHRISTMAS DINNER & SHOW. 5.30 pm - 11.00 pm
Glennelg Golf Club, James Melrose Rd, Novar Gardens SA. **Bookings Closed**
More info please contact Bob Charman. Email: charmanr161@gmail.com
Please note COVID-19 requirements: Members need to register that they will be attending the meeting.

Sunday 12th of December 2021: Compact Register - 2021 Finale. Oaklands Wetland & Reserve: 4.30pm to 7.30pm
End of year picnic style get together in relaxing environment. Enter Wetlands from Oaklands Road at the Hendrie St lights.
For more information SEE PAGE 32. To register goto TidyHQ: [Compact Register 2021 Finale](#)
Please note COVID-19 requirements: Members need to register that they will be attending the meeting.

Tuesday 28th of December
DEADLINE FOR ALL ARTICLES FOR CLASSIC MARQUE (Inc. Classified Adverts). Thank you.
Editor: Graham Franklin M: 0490074671 Email: editor@jdcса.com.au

Sunday 16th January 2022: SS, MkIV & MkV Register Summer BBQ 2022. From 12.00 Noon
Sunday afternoon at Malcolm Adamson's seaside retreat at Seaford.
More information TBA or contact Brenton Hobb: bmhobbs@bigpond.com.

Sunday 23rd January 2022: XJ, Mk10, 420G Register - Breakfast at the Birkenhead
Birkenhead Tavern - 7 Riverview Street (formerly 3 Elder Road), Birkenhead.
Details to be posted on Tidy HQ or contact Bob Charman. Email: charmanr161@gmail.com

Wednesday 26th of January 2022: Multivalve Register Australia Day Picnic
To be held at Jo Orford and Michael Pringles home.
Details to be posted on Tidy HQ.
For more info please contact Peter Buck. Email: Peter.buck51@bigpond.com

Tuesday 1st February 2022 - 7.30pm.
JDCSA General Meeting. Police Association Building, Carrington Street, Adelaide.
Please note COVID-19 requirements: Members need to register that they will be attending the meeting.

FUTURE EVENTS

Sunday 13th February 2022. 37th All British Day at Echunga. Entries Closed.
The event will be a celebration of the 60th year of the 'Jaguar E Type', 100 years of the 'Austin 7' and 120 years of two of Britain's great motorcycles, 'Norton and Triumph'.

Sunday 13th of March 2022: Moonta Show 'n' Shine. 8.30am to 4.00pm
Location: Moonta Oval, Milne Tce. Moonta. Cost: \$5.00 pp
For more information and bookings goto Website : <https://moontaprogress.org.au/moonta-events/moonta-show-n-shine/>

Sunday 3rd April 2022: McLaren Vale Vintage & Classic.
Bookings via website www.vintageandclassic.com.au . Entry - \$30 per vehicle (Entries close 14th March 2022).
The event will support various local charities.

Sunday 10th April 2022: 7th Annual Gawler to Barossa Veteran and Vintage Run. 8.00am to 4.00pm
Location: Gawler to Barossa Cost: \$10 pp
More information closer to the date or goto Website: Gawler to the Barossa Veteran & Vintage Run

29th April - 2nd May 2022: E Type 60th Diamond Anniversary Event.
Centre of operations will be at The Barn, Mount Gambier, SA. New Registrations will open end of January 2022.
For more information please contact Di Adamson via email di.adamson1@gmail.com

Friday 20th May to Sunday 23rd May 2022: XJS Border Round-Up to Swan Hill.
Centre of Operations will be at Murray Downs Golf & Country Club, Murray Downs. NSW.
This event is primarily for Jaguar XJ-S cars but other Jaguar cars/members most welcome.
For more information please contact Philip Prior. Email: philipprior@bigpond.com or Mobile: 0402 670 654.



This month we are celebrating the 60th anniversary of the Mark X/420G. It was interesting scrolling through Jaguar promotional material to note that the model was referred to at the time as a Mark 10 and not the more accepted Mark X.

A big thank you to Don Tyrrell, Ray Smithers, Tim White, Chris Michael and Bob Charman for providing follow up stories on their cars. Also, a well-researched XJ-S story by Phil Prior.

Included is the latest news from Jaguar and an Australian review of the XF where reports from USA indicate the “refreshed” XF is being well received over there.

More photographs of JAG Day have been included as well as coverage of recent Multivalve Register run through the hills and the XJ-S Appreciation Day. Thank you to David Rogers for some of his overhead ‘Drone’ photographs. They certainly add another dimension to photography.

Classic Jaguar Magazine has an in depth nine-page feature on the restoration of Peter and Ros Hollands 1955 Daimler Conquest. (Page 33)

Best wishes for the Festive Season and looking forward to more club activity in the New Year!

Cheers

Vale - Bill Browne (by Geoff Thomas)

William Anderson Browne (Bill)
5th August 1933 – 7th November 2021

Born in Western Australia
Joined the JDCSA on 20/2/2010

Bill was a surveyor and worked in the outback including Roxby Downs. He said he could not wear a hat too often because he had to use a theodolite and the hat obscured his vision. Unfortunately, this helped to contribute to his skin cancers later in life.

Bill also surveyed Sir Donald Campbell's land speed record at Lake Eyre (S.A.) and the water speed record at lake Bonney (SA).

Bill held a pilot's license and often flew himself around on his surveying jobs. Bill was also a professional fisherman and ran a fishing charter business at Port Victoria.

He was also member of the Veteran & Vintage Motor Cycle club and owned a Vintage Matchless

motorcycle and in his younger days he raced motorcycles.

Bill and Marg hosted a number of BBQs at their holiday house on Hindmarsh Island for various club Registers.

In his garage was a vintage Matchless motorcycle and a 1962 3.8 Mark 2 Jaguar and a 200S 3.0 litre S-Type Jaguar. Tied up at the jetty was a cabin cruiser for running around the lagoons.

Bill & Margaret were keen travellers and enjoyed many overseas trips. He and Margaret enjoyed walking their dogs on the beach near their home each day and they often brought them to car club events.

Bill will be missed at the JDCSA.
He was a true gentleman.

Geoff Thomas
Life Member

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 December, 2021 magazine:

- Daryle Hughes: 1974 Jaguar XJ6 4.2L Sedan
- Richard Pash: 1960 Jaguar Mk II 3.4L Sedan
- Nicolas & Haley Groeneberg: 1992 Jaguar XJ40 (Sovereign) Sedan
- David Misan: 2007 Jaguar XKR Convertible; 2019 Jaguar E-Pace Wagon; 1972 C-Type Replica 1953 Convertible
- Darren Hewitt & Tina Benbow: 1968 Daimler 250 V8 Sedan
- Andrew Sinclair: 1964 Jaguar E-Type Coupe
- Catherine & Hugh Cardle: 2017 XF Saloon

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

- Lara & Gary Farr: 1969 Jaguar E-Type (S2) Coupe
- Kim Justice & Karen Watkins: 1973 Jaguar XJR 6-cylinder Sedan
- Geoffrey Richards & Jarrad Rogers: 1975 Jaguar XJ6 (S2) Sedan
- Steve Hutchison & Helen Galdes: 1973 Jaguar E-Type (S3) OT Tourer

We hope you will take advantage of the benefits available, and that you will contribute in your own way to make this a better club for everyone.

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

Daphne Charman
Membership Secretary

Vale - Bill Browne (by Tony Browne)

Bill Browne recently passed away at the age of 87. He was a secretary and long-term member of the club and he loved serving the members and becoming friends with many of you.

Bill was born and schooled in Perth before moving with his family to Adelaide in 1950 where he completed National Service and participated in all forms of motorcycle racing.

He bought a 500 AJS from British Motorcycle Sales in May 1952 and joined the Ariel Motor Cycle Club where he took part in trials, road racing and motocross. A friend, Alan Wallis built alloy guards and struts on the AJS for competition works.

In 1955 Bill was invited to ride a 55' 350 compo AJS prepared in England for the 1955 trials season. Together with John Toolan and Ken Darwin's sidecar, they won all major trials and team trophies in that season. At the end of that season, he toyed with the idea of going to London to ride motorbikes with a mate. He chose to devote his time to studying and working and married Margaret White in 1957.

His mate did go and went by boat taking over 3 months to get there and working onboard to pay for his ticket. He eventually became a session rider for Japanese companies like Honda, Kawasaki etc.

Bill Graduated in 1958 as a licensed surveyor and was involved in many projects including the creation of many irrigated fruit blocks along the Murray River and the Pichie Richie Rail Pass

Bill moved in to his own practice, Mosel Browne and Associates for 26 years during which time he was responsible for surveying the land of Port Stanvac Oil refinery (now the desal plant), Chrysler Factory at Tonsley (was Mitsubishi) and their foundry at Lonsdale. Also, the Olympic Dam mining precinct and the township of Roxby Downs amongst numerous other major landmarks around SA.

Perhaps his crowning moments came when he was asked to be Donald Campell's surveyor for his 2 attempts at the world land speed record on Lake Eyre.

Bill had previously assisted Mel McEwan in his Australian land speed record on Lake Eyre and created the track that was to become so famous with Donald Campbell.



Bill riding in The Advertiser 24-hour Trial on Menglers Hill in 1955



Bill in 1953 on an Ariel Club Run with what is believed to be AJS bikes and a Fiat

Vale - Bill Browne (cont)

Unfortunately, Donald's first attempt in 1962 was eventually washed out with the first rains in that area for over 10 years but on return in 1964 he was successful in achieving an average mile speed of 403.1 mph (648.7kph).

During his time in surveying the course, Bill became good friends with Donald and was even allowed to drive his test vehicle at times. (See adjacent photo).

He was also allowed to stay on the salt on occasions in Donald's personal caravan and became his trusted co-pilot while flying in from their base at a nearby station each day.

It was this experience that encouraged Bill to obtain his light aircraft pilot's licence which he used extensively around SA to run his business as mentioned previously.

Upon retiring in 1986 and remarrying, he and Margaret went into property development and built a two-story home and apartment and started the Blue Fin Apartments at Port Hughes as well as the Blue Fin Fishing Charters which was only the second fishing charter operator in SA at the time. Both were very successful and Port Hughes is now a bustling centre of fishing and fishing charters.

As Marg became ill, they sold the businesses and moved to Coobowie for a quiet life but Marg passed away in 2001 and he eventually rekindled an old friendship with Margaret Piper who he married in 2003.

Margaret sourced a 1965 Matchless motorcycle which he lovingly restored over many years using only original parts and rode in rallies for many years until his health failed him.

The bike was displayed in the Birdwood Motor Museum for some time and there is a photo of the bike (adjacent) with his 1962 Jag behind.

Bill is survived by Margaret, his 2 children Tony and Marianne as well as 5 step children and 9 grandchildren.

Any person who came into contact with Bill became a friend for life and he valued the friendships from all areas of life.

Tony Browne

Bill's 2005 S-Type 3.0 litre V6 that he owned for 10 years and that he had to reluctantly sell due to declining health.



Bill taking Donald Campbells test vehicle for a drive on the Land Speed Record Course



Bills fully restored 1965 Matchless motorcycle together with his 1962 Mark II Jaguar.



Bill Browne—Jaguar MK 2 3.8.

My interest in Jaguars started in 1951, my last year at school, one of my class mates was allowed to drive the family Jag MK IV Drophead to school on occasions.

WE would pile into the Jag after school and drive from South Perth over the Causeway and down St Georges Terrace—pure luxury.

Over the years I have yearned to own a Mark 2 and after I retired a 1955 Twin Matchless Motor Cycle. When that was completed, Margaret decided I needed another project to keep me out of her hair and so the search for a suitable Jag began.

After driving and looking at many Mark 2s we finally found this one that was beautifully restored inside and outside but needed some TLC underneath.

The car was originally owned by a woman living in Heidelberg, Victoria and was acquired by Max Gransden who lived at Brighton, Victoria and then at Somerton Park South Australia. Max did a lot of restoration and eventually sold it to Trevor Merkel of Happy Valley, South Australia.

After it changed hands a couple more times we eventually purchased our pride and joy.

Trevor Merkel contacted us some time later to see if we would like the history file with all receipts dating back to the 1980's which we were very pleased to have.

The car has been in the Jaguar Car Club of Victoria and also the Sporting Car Club of SA.

Bill and Margaret also own a lovely S TYPE seen in the photo below—Ed.



JDCSA - "Twilight at the Zoo"

What a Great Evening.

"Twilight at the Zoo" Christmas get-together was held on Sunday 28th of November 2021 in place of our December Tuesday night General Meeting.

Last year we were forced to cancel our December Christmas Meeting due to COVID-19 and then our planned Dolphin Cruise for 2021 had to be cancelled due to the sale of the boat. And so, it was off to the Adelaide Zoo.

After the zoo had closed, and the Public had left, approx. 100 of us were able to enter the Zoo grounds.

We assembled into two groups. The first assembled outside the main entrance of the Zoo at 5.00pm for a walk on the "Wild Walk". This involved groups of 10 accompanied with Zoo staff who escorted us on a walk around to different enclosures, pointing out highlights of the zoo while at the same time providing us with a commentary and history of some of their animals and exhibits.

The second group met at 5.30pm and were escorted into the Zoo grounds to the Rotunda. When we were altogether, we were entertained with a spectacular "Free Flight Demonstration" on the lawns

where some beautiful and magnificent 'birds of prey' flew amongst us. It was very special.

We then settled in for some cocktail style finger food and drinks from the bar. The open seating arrangement provided a great opportunity for everyone to move around and mix while the children and teenagers entertained themselves.

A big thank you to our club organisers, the Zoo employees and voluntary staff for making it such an enjoyable evening and one to remember.

Graham Franklin
Events Coordinator



Celebrating 60 Years of The Mark X/420G (1961-1971)



A special kind of motoring . . .

The Mark 10 Jaguar is a truly fine possession. At rest or at speed it is distinctive in even the most distinguished company and it provides a combination of high performance and supreme safety that is almost inimitable. Powered by the XK 3.8 litre engine with 3 carburettors and available with automatic or manual transmission, it has fully independent suspension, disc brakes on all four wheels, power assisted steering, luxurious furnishings, reclining front seats and high efficiency dual control heating.



JAGUAR

Mark Ten

SALOON

Celebrating 60 Years of The Mark X/420G

The Jaguar Mark TEN, later renamed the Jaguar 420G succeeded the Mark IX as Jaguar's top saloon model. Despite outstanding driveability, the Mark X never hit the spot with collectors. That is now beginning to change.

Release

Following value-for-money perfection in terms of the twin-cam Mark IX saloon, which it seemed almost impossible to better, Jaguar brought out the more portly Mk. 10 as a new car at the 1961 London Motor Show.

It was fairly universally accepted as the Star of the Exhibition, the "Lyon of Earls Court." Naturally the critics were avid to write about it but the first road-test reports did not appear until some twelve months later. However, the testers were unanimous that here was another Jaguar "winner," a car well worth waiting for.

The large, luxurious Mark X appealed to heads of state, diplomats and film stars. The majority of cars were exported to the United States.

Design

The Mark X impressed with its technical specification and innovations. Contrary

to its predecessors, the car featured integrated unitary bodywork in which the body of the vehicle, its floor plan and chassis formed a single lighter and more rigid structure.

Beneath its voluptuous curves, the Mark X was a very advanced machine. Its rear independent suspension was per the E-Type's, unheard of for an early 1960s British luxury car. In addition, the Mark 10 was fitted with separate master cylinders and pipe-lines to front and rear braking systems.

The Mark X was the most luxurious Jaguar yet, with sprawling interior space and a rear seat to rival any Cadillac and a simply enormous luggage boot.

The bulk of the car was disguised with innovative styling and was much lower and sleeker than the MK IX. The car featured smaller 14 inch wheels and the styling was thoroughly modern with the bonnet lowered and a slimmer grille sloped forward to give the impression of less height. The car featured four headlamps set into rounded front fenders and a vaned grill. This iconic styling and classic quad round headlight

design would stay with Jaguar all the way through to 2009, making it one of the most successful vehicle design features in history, forging Jaguar saloons' look for almost half a century.

Size

Nothing prepared us for the Mark X. This 1892kg behemoth was almost 90kg heavier than its Mark IX predecessor, 14cm longer, 8cm wider and an extraordinary 22cm lower. It actually stood half an inch lower than an XK150 FHC.

Jaguar didn't build another car as large as the Mark X/420G for the rest of the century, until the LWB version of the 2003-2009 Jaguar XJ (X350).

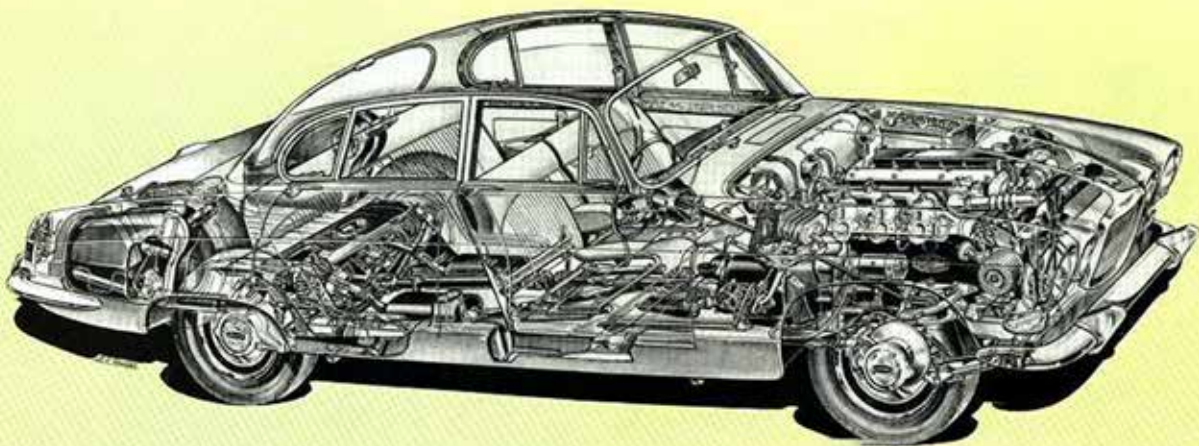
Engine

Combined with the 3.8-litre, triple carburettor engine as fitted to the E-type, it gave Jaguar's flagship a top speed of 120 mph (193 km/h) with capable handling.

In October 1964 the larger 4.2-litre engine replaced the 3.8 and this made the Mark X more responsive at urban velocities and better suited to US tastes.

(continued page 8)

SALIENT FEATURES OF THE JAGUAR MARK TEN



- Full five seater - lavishly equipped and superbly finished.
- Independent suspension and disc brakes on all four wheels.
- Power assisted steering as standard equipment.
- 6 cylinder, twin overhead camshaft, Jaguar XK engine.
- Completely new high efficiency heating and ventilating system.
- Completely new body styling in the finest Jaguar tradition.
- All steel body of monocoque construction for maximum strength and rigidity.
- Choice of manual transmission with or without overdrive, or fully automatic transmission.

Celebrating 60 Years of The Mark X/420G

420G

Despite press acclaim from both sides of the Atlantic, the Mark X did not sell as well as expected. Early cars had different teething troubles. Matters were improved with the 4.2 litre version introduced in 1964, with improvements to the power steering, brakes and transmission. Electric windows were now available as an option.

The final version was the 420G of 1966, which had a side chrome trim strip, new radiator grille and wheel trims, and was often seen in two-tone colour schemes.

Interior changes included perforations in the central sections of the leather seats, padded dashboard sections for safety and the introduction of air conditioning as an option.

A limousine variant was available with a fixed, one-piece seat back topped with a sliding glass partition. This replaced the separate chairs of standard cars.

Daimler V8 Mark X (Prototype)

Jaguar put a Daimler 4.5 litre V8 in a Mark X and tested it at the Motor Industry Research Association (MIRA). Even

with an inefficient exhaust system the car went up to 135 mph on MIRA's banked track, much faster than the production Mark X. However, Sir William wanted to promote his beloved XK engine and so the project did not proceed

Reviews

Magazines at the time praised the car and noted that the main impression on taking the wheel of the Mk X was its impressively quiet running allied to tremendous performance.

Test drives by various magazines noted that the big car rode very comfortably and handled with almost sports car stability through fast bends, and on wet roads the tenacious road-clinging was exceptional.

Value for Money

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

Production

24,282 cars were produced between 1961 and 1970. The rarest now is the Mark

X with the 4.2 litre engine as only 5137 were built and few are known to survive.

- 3.8 Litre - 13,382
- 4.2 Litre - 5,137
- 420G - 5,763

The Mark 10 Jaguar was the top-of-the-range saloon car for a decade, however the increasing production of the smaller XJ6 resulted in the 420G being run out of production in 1970.

Collectability

Paul Skilleter in his book 'Jaguar Saloon Cars', Paul wrote *"...it's not surprising to recall the time when it could be genuinely difficult to give away a reasonable Mark X or 420G. It is only recently that good examples have become relatively valuable, but it may be a fair assumption that because of its very size and lavish equipment, the Mark 10 and its fellows might eventually become more sort-after (and thus more-valuable) than the currently more fashionable Mk II saloon, in the eyes of collectors. We shall see - it would indeed be amusing if the oft-derided Mk X had the last laugh of all."* ■



In its time the Mark X was one of the most advanced of all British saloons and very definitely one of the most impressive. Despite this however, Paul Skilleter in his book 'Jaguar Saloon Cars' noted that "...the Mark X was never Sir William Lyons favourite, but the type's undoubted merits are now being recognised by the enthusiast and collector. It will probably remain the largest true Jaguar ever produced."

Celebrating 60 Years of The Mark X/420G



THE JAGUAR 420 'G'

a 4.2 litre luxury saloon with every conceivable refinement



True Luxury and Refinement

This comprehensive view of the spacious interior shows the luxurious accommodation provided for five adults whose every comfort has been carefully studied. Upholstery is in finest quality Vasmol leather hide over deep Danlophil foam rubber cushions. Centre folding arm rests are fitted in both front and rear compartments — Deep pile carpets are fitted throughout. A comprehensive range of instruments together with a row of clearly labelled switches are mounted in a handsome figured-walnut panel. A glove compartment — with interior light — and a full width shelf provide ample accommodation for personal effects. A completely new high-efficiency heating and ventilating system is provided with individual controls for

10 Facts About The Mark X/420G

To celebrate the Mark X's 60th anniversary, for 10 days the Jaguar Daimler Heritage Trust listed on its website 10 facts about the Mark X/420G.

Fact 1: The Mark X was launched in October 1961 at the Earls Court Motor Show.



Fact 2: The first Mark X running prototype was tested in the Summer of 1960.

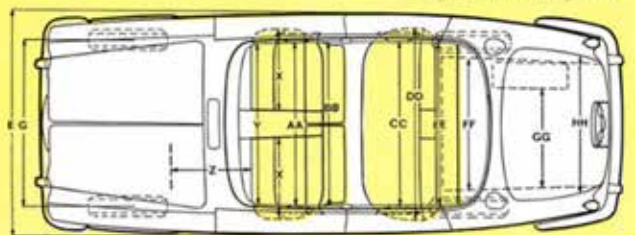
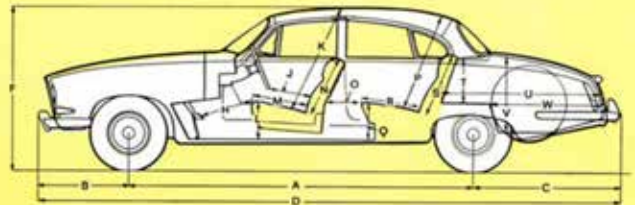


Fact 3: The Mark X was taken on an 8-week development proving test around the Bayonne area of France.



Fact 4: At 6 foot 4 inches, the Mark X was the widest British production car at the time. It held the Jaguar record until it was beaten by 3 inches when the XJ220 was launched.

JAGUAR MARK TEN GENERAL DIMENSIONS



Unless otherwise stated, all dimensions are in inches and centimetres, applicable to a laden car. Note:— Front seat shown in mid position ("F" adjustment). Seats in unladen position.

	English	Metric		English	Metric	
A	120	305	S	Squab Height—Rear	23	58
B	31	79	T	Height above Ledge—Trunk	15	38
C	51	130	U	Maximum Depth Trunk	55	140
D	202	512	V	Maximum Height Trunk	26	66
E	76	192	W	Length behind Ledge—Trunk	36	92
F	54	137	X	Seat Width	28	71
G	58	147	Y	Windscreen Width	57 1/2	145
H	19	48	Z	Lug Room	24—26	60—70
J	16	41	AA	Width between Armrests	57 1/2	145
K	38	97	BB	Shoulder Room	58	147
L	13	33	CC	Width between Armrests—Rear	56 1/2	144
M	19	48	DD	Seat Width—Rear	56 1/2	145
N	22	56	EE	Shoulder Room—Rear	57	145
O	10—11	25—43	FF	Maximum Width Trunk	45	114
P	14	36	GG	Minimum Width Trunk	34	86
Q	14	36	HH	Width at Opening Trunk	49 1/2	125
R	20	51				

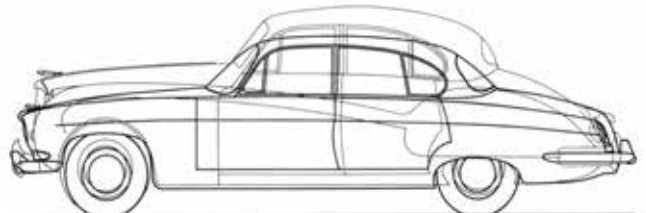
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Fact 5: The Mark X was 8½ inches lower than the previous Mark IX.



Comparative elevation drawing Mark IX and X




Fact 5

10 Facts About The Mark X/420G

Fact 6: The Mark X was the first monocoque Jaguar saloon with front and rear independent suspension.

SALIENT FEATURES OF THE JAGUAR MARK TEN



- Full five seater — lavishly equipped and superbly finished.
- Independent suspension and disc brakes on all four wheels.
- Power assisted steering as standard equipment.
- 6 cylinder, twin overhead camshaft, Jaguar XK engine.
- Completely new high efficiency heating and ventilating system.
- Completely new body styling in the finest Jaguar tradition.
- All steel body of monocoque construction for maximum strength and rigidity.
- Choice of manual transmission with or without overdrive, or fully automatic transmission.

Fact 7: In 1964 the Mark X received the same 4.2 litre engine as the E-type.



Fact 8: In 1965, a limousine version of the Mark X was introduced with a glass screen privacy division.



Fact 9: At Earls Court in 1966, there was a facelift to the Mark X. Following the nomenclature change in Jaguar models for the 1967 MY, it became the 420G.



Fact 10: A stretched Mark X floorplan was used on the Daimler DS420 Limousine.



NEW 4.2 LITRE MARK TEN SALOON
joins the famous range of Mark Ten, 'S' model, Mark 2 and 'E' Type Jaguars

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NEW ADVANCED XK ENGINE — The 4.2 litre, 6 cylinder, twin overhead camshaft, Jaguar XK engine, with its 130 bhp, 4,200 revs per minute, is a masterpiece of engineering. It is the most powerful engine ever fitted to a Jaguar saloon. It is also the most advanced engine ever fitted to a Jaguar saloon. It is the most advanced engine ever fitted to a Jaguar saloon.

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JAGUAR
Grace...Space...Pace

Mark X Story by Don Tyrrell

Editor: The following story is about the restoration of two Mark 10 Jaguars written by Don Tyrrell back in November 2014 for Classic Marque. I felt it was long overdue for a re-run. A great story Don.

"GRACE, SPACE and PACE" - A love Affair with the Mk10 Jaguar

I purchased my first Mk X in 1998. This car was a 3.8 litre 1963 model - a road worthy car in fair condition. It did need a little tidying up here and there, and like all Jaguars is a work in progress. Over the next two years many little mechanical things got fixed.

In 2006, I had the car re-trimmed completely, and it is now a fine and original example of the fine motor cars that came off the production line in Browns Lane Coventry in 1963.

Mark X Number 2

In 1998 I spotted a Mk X in a paddock at Evanston Gardens near Gawler and paid the princely sum of \$300.00 with view to keeping it for spare parts.

At a BBQ and after a few drinks a few friends thought we should see if this old Jag would start. So, in went a battery, some water and some fuel. Ahhhh, but on the LHS the fuel came out on our feet as we filled it ...never mind. Like all great cars it had two tanks and one would do for our needs. With a little farting around it fired up and to our surprise ran very well for a motor that not turned over for at least three years.

No smoke, no rattles, all the lights worked soin we hopped, all six of us, and around the paddock we went. The transmission was shot and barely got moving but in second gear it was fine, so that was the preferred gear. The hand brake did all the stopping! On we went for a few more hours. All the kids got a ride and it did fantastic doughnuts and a great time was had by all.

The next day I decided to look over the car a bit more carefully and yes it had the usual rust in the front guards and under fuel tanks, a dent on the FLH guard, a hole in the floor under the accelerator pedal, the brakes were shot, trans stuffed, wood in poor condition, paint all cracked, and the leather and trim all had to be replaced.

BUT other than that, it was all there. Into the shed it went and twelve months later out it came as good as the day it left Browns Lane.

The restoration was about \$10k and I did most of it myself with help and advice from several club members. And yes, I could have spent thousands more but that's what I had and that's what it got.

A Very Special Engine.

This MK X was fitted with a thoroughbred "D" type motor.

I only found this out when I put the engine back in after the restoration and was doing all the little fiddly bits. I had run the engine up and the timing chain was too noisy so I set about to tension it and to my surprise there was no manual tensioner!! I phoned around and it was Geoff Mockford who had heard of three Mk X's coming into Australia with these "D" type motors, and this was one of them.

These engines were fitted with hydraulic top and bottom timing chain tensions for the race engines unlike the standard 3.8's. The story goes that after the fire at Browns Lane in 1957, Jaguar pushed all the slightly damaged motors, transmissions, gearboxes and stuff that could be reused off to one side.

Sir William did not like to waste a thing so it was one of these motors that was put into my MK X in the early sixties.

Was it a Good Motor??

Yes. I pulled the engine out for a rebuild due to the original head gasket disappointingly letting go after a mere 46

years. This motor stayed on the road for over four years with the help of a once-a-year dose of Chemi-Weld. During this time, I drove to many register events in Port Lincoln, the South East and many many other places, all on the original motor - a true testament to Jaguar engineering.

The Mk X Jaguar was never the most successful Jaguar made but it was one of the most luxurious cars built by Jaguar. The body shape was basically unchanged from 1962 to changes such as electric windows and chrome strips down the side, but all in all it remained a Mk X until August 1970.

The Mk X has been a great car. I have had many great and not so great times with my two Mk X's, but as they say, that's motoring.

I have owned Jaguar cars since I was 19 years old. I can walk into the shed today and still get a buzz the same as I did with my first Jaguar.

I have met so many great people within the club and this has just added to the pleasure of driving one of world's great motor cars.

Live the dream - "life is not a dress rehearsal."

Don Tyrrell
XJ, MK X & 420G
Register Member



Mark X Story by Ray Smithers

I purchased a 3.8 Jaguar Mk10 not long after joining JDCSA in 1981 and in 1983 drove it with my family to our first National Rally in Albury Wadonga.

The car was gunmetal with red leather upholstery, had been properly maintained by the original owner and was in very

good condition. It was ideal for the interstate trip and cruised effortlessly.

We entered in all aspects of the Rally including my first ever track event which provided accompanying SA members great amusement to see me and one of Jaguar's largest saloons on the circuit.

Actually we found a Mk10 with the correct tyres fitted handled very well, completely refuting the "wallowing whale" misnomer inflicted by some uninformed, self-proclaimed experts.

My lap times, due to inexperience, were, to me and my supporters, slow but sufficient enough to win the class trophy seen proudly displayed by me in the accompanying photo.

Following all this spirited driving our trip home was smooth and relaxing until when descending down through the Adelaide hills on the freeway we realized that the power brakes were lacking boost and required urgent repair.

Despite the distance travelled in a short time and the timed track driving, the experience proved that for a family to travel safely and comfortably in style with all their gear, the Jaguar Mk10 provided Grace, Pace and Space.

Ray Smithers
Life Member

Editor- Thank you Ray for a very enjoyable story, and congratulations for throwing a Mark X around a race-track.



Mark X Story by Tim White

I never owned a Mark X, but it was my first ride in a Jaguar.

In 1971 friends of my parents John & Pam Warnes (family owned Woolgangi Station out from Burra) had some 22 classic cars and visited us one year in Whyalla with his Mark X. He wanted to do the Iron Knob tour whilst he was up there so I joined them plus Pam and their three sons, where of course we had plenty

of room in the back, and seat-belts were not required then.

I remember the wood, leather, smell, style, dash full of gauges and the concept of Grace, Space & Pace. John loved to put his foot down and the 36 miles which had few bends in was completed quickly and in style. The challenge was now joining the tag-a-long tour throughout the quarry site. I was amazed that John

was prepared to take this beautiful beast across such rough ground but he was unfazed. That was until one of the car's petrol tanks bottomed out on a big sharp rock. John merely switched it over until the tour finished.

He went to the one garage in the "Knob" where one of Australia's unique bush mechanics operated. John and the mechanic then proceeded to weld up the tank on the hoist. I was concerned that it would catch fire but it did not. After about an hour we hopped back in, filled up the tank again and cruised back to Whyalla. A trip I have never forgotten.

Picture of abandoned garage and workshop.

Tim White
Life Member

Editor: Another fascinating story. Thank you, Tim. Fortunately the Mark X body is massively built with large outer sills, wide cross members and heavy bulkheads.



Mark X Restoration by Chris Michael

This is my story.

Back in 1990 we were doing work for a car yard, when I walked in and there it was, a big tank sitting in the corner taking up more room than two cars. I asked, what's that big tank? He replied it's a 420G. After I did my research it turned out that he was wrong – it was a MK 10.

I had it towed back to work, where I started a four-year project.

(Editor: Remarkable restoration Chris)



It wouldn't start and it wasn't registered



The interior was full of boxes/rubbish and the seats and interior were all falling apart.



The entire Mark X was pulled apart and labelled.



The interior was completely stripped and all the paintwork was taken back to bare metal.



All panels were sand blasted, repaired and primed.



Mark X Restoration by Chris Michael



After the front/rear suspension were rebuilt the body, shell, engine bay and panels were all repainted.



All the interior was re-trimmed and a second level was installed in the boot compartment and carpeted.



The engine/gearbox were completely rebuilt & polished



All woodwork was removed, sanded and clear coats progressively added over a 12 month period.



Completed car. A very satisfying project. Chris Michael.

420G Restoration by Bob Charman

Editor: Journalist Paul Murrell worked with Bob to write the following story that appeared in "Australian Classic Car".

It doesn't take much to ignite the desire to restore an old car, and for Bob Charman and his wife Daphne, it was a television show-called "A Car is Reborn". You'd think she'd have known better. A few years earlier they had seen a Honda Goldwing motorcycle go past and Daphne commented that too would be "nice to do one day". As Bob said later, "You don't say that to an ex-motorcycle cop." The very next day he came home with a BMW motorcycle.

A Long-Held Ambition

Jaguar fans, they say, are born, not made, and so it is with the Charman's. Bob's Jaguar ownership started with an S-Type in the UK "I had it shipped to Australia," he recalls, "but the shipping company lost it". I replaced it with the insurance money and then we went to an XJ6 Series 1. That was around 1977, so the car wasn't very old."

But the 420G was waiting to seduce Bob. "A mate of mine in Broken Hill had a 420G and that was just a lovely old thing".

"I was driving down the road one day and saw a light blue 420G in a car yard. I looked at it, and it was just 'Mickey Mouse'. So, I had a 420G."

Despite his love for the car, a single



income, soaring petrol prices and two young children put pressure on the family finances, and so the Jag had to go.

"We sold it and bought a Toyota Corolla," says Bob. "In hindsight, it was the worst thing I ever did. I'm still trying to find that car. It was registered ROZ 222 (South Australia) and was still on the road until about five years ago, but I can't find it."

Bob's Broken Hill mate, Mick, came to the rescue. "He had a spare car that he had bought cheaply for spares. He did it up and re-upholstered it in vinyl and

gave it to his wife to drive. Then they separated and his wife sold it. He was furious. She sold it to some young kid. Mick finally bought it back and for 17 years it just sat in a shed owned by Paul Zammit, who has been restoring Jaguar motors forever. Of course, the beauty of it being in Broken Hill is that it didn't rust. It looked pretty good in the photos, but it needed a lot of work. It was straight and in very good nick. The only rust was a little bit in the left rear quarter panel behind the wheel arch."

Bob convinced Mick to sell him the tired 420G. He then had Paul Zammit refurbish the motor, and then drove the car back to Adelaide after giving it a quick clean up. Vacuuming out the boot filled four vacuum bags!

The Long Road Back

Bob's plan was always to bring the car back to Adelaide and have it fully restored. His inspiration was that television show and his experiences often replicated those of the show's star, Mark Evans. In fact, some of the decisions were influenced by decisions made on the show.

"Just like him, we went and found a car that we wanted to restore," says Bob. "The time was right; we had the money and we knew what we wanted."

Bob is full of praise for the people who reapplied the gleaming burgundy paint. "I went to at least SIX paint shops. I had



420G Restoration by Bob Charman (cont)

quotes of up to \$20,000 and estimates of as much as 12 months. Firstly, I would look at examples of their work, then I'd look at the person. If I didn't like the person, I'd go elsewhere. I finally booked the car into JMR Crash Repairs on Port Road, Cheltenham. All they do is restorations, no crash repairs. Owner John Reid told me it would take one month and it took just slightly less than that. Nothing was too much trouble. I would go in to have little things done that I had missed and he wouldn't even charge for them."

There is a lot of chrome on a 420G and it can be prohibitively expensive to have done. Bob found a gem in Ivor Benicke.

"He does all his work from a shed in Parkside and he was good. "One look at the depth and quality of the chroming and you have to agree. Even better, after Bob had quotes from elsewhere of up to \$1500, Ivor re-chromed the front bumper for \$300 and the rear for \$350.

Another craftsman is Allan Smith of Regency Road Kilkenny. He is responsible for the immaculate leather trim on the seats, as well as the headlining and dash top. A total of three high-quality hides were used to get a superb result.

The door trims were taken care of elsewhere. Bob had a shot at trimming them himself (once again inspired by his favourite TV show) but the result wasn't what he had hoped for. "They were good enough for a while, but not up to the standard I wanted".

"The impressions on the trims were a real problem. "Dash Originals" were the only people in Australia who could do it, but they had lost the die, so they wouldn't take it on. I thought about stitching it in, but that wouldn't have looked right.

"I e-mailed the Jaguar Drivers Club in the UK and within 10 minutes I had a reply. They told me an advertiser in their club magazine may be able to help. I e-mailed them and once they knew the colour, they got back to me within 20 minutes. "The price was around \$720 for all four doors, including the leather and backing cards. I paid them on a Monday and by Thursday they were here!"

When Bob brought the car back from Broken Hill, there was no woodwork for the back doors. He bought a complete car in the US for spares and used the woodwork from that. Mate Mick had stained the existing timber with a walnut stain, so Bob took the new woodwork to Garth Pennington who stained it to match. Bob says that he plans to have all the woodwork redone at a later date, but at around \$3500, this job will have to wait.

Hot Grilled

In all, Bob bought three cars to provide spares and parts that were missing from his Broken Hill car. "All the seats came out of a donor car, because the frames were better," he says. "As for the grille - I saw one advertised on eBay in England. It was advertised as a 420 grille surround in excellent condition. I bid for it and

was thrilled to get it. It came over within a week, and was immaculate".

"When I went to reassemble it using flutes from another grille I had, they wouldn't fit. Then the penny dropped. The grille on the 420 looks exactly the same as the one on the 420G but is smaller! Luckily, I had 3 others so it came out all right. Do you know anyone who needs a grille for a 420?"

"I'll have to work out how to sell stuff on eBay, because I have got boxes of spares." However, bidding online isn't always successful. Bob has bid on two separate occasions for the little badge that sits on top of the grille but was outbid both times. "If you want something badly enough," he says, "put in a silly bid right at the end. Even if it's a \$16 part, bid something like \$100 to get it."

One of the great advantages of restoring the 420G is that almost everything is still available new from Jaguar. Before committing to the car, Bob went to the local Adelaide Jaguar dealer and chatted to the spare parts manager. "He told me there is nothing you can't buy new for a 420G. I was able to buy brand new rubbers, clips and all the fiddly bits."

The other advantage is that the 420G is almost identical to the earlier Mark X. Apart from the engine, the only obvious differences are the chrome strip along the sides, the clock in the centre of the dash and a chrome 'G' badge on the bootlid. Bob discovered that the left-hand front door was heavily repaired with filler, so he replaced it with a door from a Mark X.

Final Touches

There are only a few more details to attend to on the Charman's Jaguar. Ivor is going to tidy up the engine and a stainless-steel exhaust is yet to be fitted. Despite being so beautifully restored, the car will be well used. Bob and Daphne already have plans for a number of long trips with their beloved Jaguar club. "You can't have a car like this and not drive it," says Bob.

"These days a modern Jaguar could be a Toyota," concludes the proud owner. "But when we drive past in this, even little kids know it's a Jaguar."

Bob & Daphne Charman



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Australian F-Type Goes V8 Only

Jaguar F-TYPE. Powerfully Seductive

The Jaguar F-Type has ditched its four-cylinder and V6 options in Australia, leaving the 5.0-litre supercharged V8 as the only engine available.

That leaves Jaguar's local sports car range with a choice of just three variants –

- ◇ *F-Type R-Dynamic P450 coupe*
- ◇ *F-Type R-Dynamic P450 convertible*
- ◇ *F-Type R coupe*

With no inline 4 or V6 option, this increases the entry price by approx. \$30,000 to \$159,900 (before on-road costs).

Powering all models is the familiar 5.0-litre supercharged petrol V8, which develops 331kW (444hp) and 580Nm in the rear-wheel-drive P450, increasing to 423kW (570hp) and 700Nm in the range-topping, all-wheel-drive R. All models share an eight-speed automatic transmission.

Zero to 100km/h times range from 4.6 seconds in both P450 models, to 3.7 seconds in the all-paw (4WD) R coupe, with top speeds of 285km/h and 300km/h respectively.



Standard Equipment

Standard equipment across the F-Type range includes 20-inch wheels, a 10-inch touchscreen with Apple CarPlay, Android Auto and satellite navigation, a 12.3-inch digital instrument cluster, LED headlights and tail-lights, single-zone climate control, keyless entry, six-way electric seats, 380mm front and 376mm rear brakes, and adaptive dampers.

F-Type R

The F-Type R adds 12-way electric front seats, red brake calipers, Pixel LED headlights, a memory steering column, R-specific interior, auto-folding side mirrors, and premium ambient lighting.

A range of previously-optional features are now included as standard on the F-Type R for Model Year 2022, comprising a fixed panoramic roof, Exterior Design Black Pack, aluminium shift paddles, 20-inch satin grey wheels, blind-spot monitoring, rear cross-traffic alert, tyre pressure monitoring, and a choice of metallic, premium or SVO gloss metallic paint.

A range of option packs are available, from standalone options, to a carbon-ceramic brake package for R coupe buyers, priced at \$21,280.

The majority of standard equipment (SE) on the F-Type R is also available for the P450. But if you were to include all the options, you won't get much change out of \$250,000 for the P450.

The 2022 Jaguar F-Type is now available to order, ahead of first deliveries this December 2021.

2022 Jaguar F-Type Australian pricing:

- ◇ *F-Type R-Dynamic P450 coupe* – \$159,900
- ◇ *F-Type R-Dynamic P450 convertible* – \$164,900
- ◇ *F-Type R coupe* – \$264,966

All prices exclude on-road costs ■



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F-Pace SVR vs Alfa Romeo Stelvio Quadrifoglio 2022

F-Pace SVR Triumphs in Battle of Performance SUV's

Two of the fastest performance SUVs on the market were pitted against one another by Tom Baker from Chasing Cars to see which one came out on top.

Alfa's Stelvio Quadrifoglio squared up to Jaguar's F-Pace SVR, as Baker put the engines, performance, interior, boot space and running costs to the test before announcing his choice for winner.

Summary

"A fantastic touring car and a great commuter too...Comfy, luxurious, fast, sporty, supple" was just some of the praise Baker lavished on the F-PACE SVR after getting behind the wheel.

While he found that both SUVs were more impressive than their German counterparts, the F-PACE was the pick

of the pair. For him "the ride, the visceral engine in the F-PACE, is one step further again". The fact that it's also cheaper to buy and run with a longer warranty helped make the decision an easy one.

To watch the video goto <https://www.youtube.com/watch?v=2Y6BtN5AzFs>

Information for this story from Jaguar Australia ■



Jaguar Racing Unveil New Formula E Title Partner

Tata Consultancy Services has joined Jaguar Racing as title partner ahead of the 2021/22 ABB FIA Formula E World Championship. The team will be known as Jaguar TCS Racing.

The leading global IT services, consulting and business solutions organisation, Tata Consultancy Services expand on their global sponsorship portfolio in endurance running events which includes the TCS New York City Marathon, TCS London Marathon, TCS Amsterdam Marathon and more - will become the title partner of Jaguar TCS Racing from Season 8 with a new long-term multi-year partnership.

The rebranding of the team includes a revised livery of the successful Jaguar I-TYPE 5 race car for the upcoming Formula E season. Additionally, Jaguar TCS Racing have been given additional prominence within Jaguar Land Rover's recently launched motorsport division as part of the company's Reimagine strategy.

Jaguar TCS Racing's goal is to 'Reimagine Racing' and use this highly relevant motorsport activity to test, learn, develop, collaborate, and share innovations including cutting-edge electric vehicle

technologies across Jaguar Land Rover to benefit future road car development.

Specifically, learnings and technology transfer from Formula E will help 'Reimagine' the Jaguar brand as an all-electric luxury brand from 2025, coinciding with the company's commitment to the Gen3 Formula E.

The 2022 Formula E Calendar

- Rd 1 & 2: 28-29 Jan - Saudi Arabia
- Rd 3: 12 February - Mexico
- Rd 4: 5 March - TBA
- Rd 5: 19 March - China

- Rd 6: 9 April - Italy
- Rd 7: 30 April - Monaco
- Rd 8: 14 May - Germany
- Rd 9: 4 June - Indonesia
- Rd 10: 2 July - Canada
- Rd 11 & 12: 16-17 July - USA
- Rd 13 & 14: 30-31 July - UK
- Rd 15 & 16: 13-14 Aug -South Korea

In addition to the revised schedule, new Formula E sporting regulations will be implemented next year in order to maximize excitement for fans and encourage the best drivers and teams. ■



After the team's most successful season in Formula E last year, Jaguar TCS Racing continues with one of the strongest driver pairings on the grid with Sam Bird and Mitch Evans.

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Sanjeev Gupta Sells Car Parts Factories In England



Sanjeev Gupta, who in August 2017 acquired the Whyalla Steelworks in South Australia with claims of big investment promised, has sold two aluminium parts factories after Jaguar Land Rover (JLR) stepped in to secure a vital part of its supply chain.

One of the plants in Essex will still shut despite Jaguar Land Rover finding a buyer for sites owned by Sanjeev Gupta's firm GFG Alliance.

EVTEC, an automotive supplier based in Coventry, will take over CFG's Liberty Aluminium Technologies casting plants in Coventry and Kidderminster in the West Midlands, saving 170 jobs. However, GFG is closing a site in Witham, Essex, with the loss of 64 jobs.

GFG has gone through months of restructuring since the collapse of its key lender, Greensill Capital, in March 2021. The collapse prompted Gupta to rush to find new lenders to finance his businesses, while also looking at asset sales and dealing with potential criminal investigations in the UK and France.

JLR, the UK's biggest automotive manufacturing employer, intervened to ask EVTEC to take on the sites because of concerns over whether GFC's problems would threaten supplies of key components. The Midlands sites produce lightweight aluminium parts, mainly for car powertrains.

However, the Essex plant had struggled after GFC lost business from Ford, which produces engines at Dagenham.

British automotive suppliers are struggling with reduced sales as the global shortage of computer chips causes carmakers to slow production of their models. At the same time, many smaller suppliers are also facing the prospect of major investments or else going out

of business if they do not switch from making parts for internal combustion engines to electric vehicles.

EVTEC, which is pushing into making parts for electric cars, earlier this year rescued another of JLR's ailing suppliers, Arlington Automotive.

David Roberts, EVTEC's owner, said: "I'm thrilled that we've managed to save some high-quality jobs. Somebody has to invest in the supply chain of automotive or else we won't have one."

In Australia, *ABC News* reported in October that GFC had announced that profit from the Whyalla Steelworks has helped repay GFG Alliance creditors and secure a funding agreement to restructure the debt of Sanjeev Gupta's international empire.

However, in November *The Guardian Australia* announced that the Gupta's business empire is being investigated by French prosecutors over alleged misuse of corporate assets and money laundering. ■

Information for this story from The Guardian Australian Edition.

Major Car Firms Fail To Back COP26 EV Pledge

Jaguar Land Rover, Ford, GM, Mercedes-Benz and Volvo have signed a zero-emission pledge at climate summit – but other key manufacturers decline.

JLR have backed a pledge made at the COP26 climate conference to eliminate new car emissions by 2040 – but most of the world's largest manufacturers haven't backed the deal.

The declaration was agreed by attendees at the United Nations climate summit in Glasgow and aims to help accelerate the transition to zero-emission vehicles. The non-binding pledge has been signed by groups including national, regional and local governments, car makers, fleet and mobility operators and investors in automotive manufacturers.

In the pledge, automotive manufacturers agree to "work towards" selling only fully zero-emission new cars and vans in "leading markets" by 2035 or sooner.

The governments who have signed the deal, which include the UK, have



agreed to do the same by 2035 in leading markets, and 2040 elsewhere. The UK has already committed to achieving this by 2035.

However, most of the world's leading car firms – including the BMW Group, Renault Group, Hyundai Motor Group, Stellantis, Toyota and the Volkswagen Group – have not signed the deal, despite months of negotiation taking place.

China, France, Germany and the US were among notable countries that did

not sign the pledge, although a number of US states and cities did.

The *Financial Times* has reported that the failure of China, Germany and the US to back the pledge was a key reason some of the motor manufacturers declined to, along with concerns about the speed of transition to zero-emission vehicles in several markets. ■

Information for this story from Autocar.

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XJ220 Le Mans Car Goes Under The Hammer

The Jaguar XJ220 was the ultimate road car of the early 1990's. In addition, a handful of these supercars were also raced at the 24 Hours of Le Mans. One of those XJ220 Le Mans cars has been sold by RM Sotheby's at France's Circuit Paul Ricard for **£694,000 (AU\$1.28M)**.

This 1993 Jaguar XJ220 C LM was one of three that competed at Le Mans that year. A fourth car was also built but not raced.



The race cars were prepared by Tom Walkinshaw Racing (TWR), which was also heavily involved in development of the XJ220 road car.

The racing version of the XJ220 used the same 3.5-litre twin-turbocharged V-6 as the road car. This car - TWR serial number 003 - was driven by Jay Cochran and Paul Belmondo, as well as Andreas Fuchs who was behind the wheel when a

tyre failed at high speed on the Mulsanne Straight. Despite a spin, Fuchs was able to recover the car without hitting anything and limped back to the pits. However, damage from the self-destructing tyre was unreparable, and the car was retired after 176 laps.

Car number 003 was also entered by a privateer team in the 1995 24 Hours race but retired with engine failure.

The car was later sold to a member of the Jaguar Club of Japan where it was involved in an accident and sustained damage to the front and right-hand side. The damage was repaired and restored to its 1993 Le Mans livery at a cost of nearly £200,000 by XJ220 specialist Don Law Racing.

The car was then sold to current owner Jean Guikas. It was auctioned off with the rest of Guikas' collection and **was expected to sell for between £850,000 - £1,200,000 GBP.** ■

Information for this story from RM Sotheby's

USA's Only Surviving Jaguar Sedan Has a Waitlist

USA - Want a New XF? Get in Line.

The Jaguar XF, the carmaker's only surviving sedan following the discontinuation of the XE and the XJ's retirement, received a significant midlife refresh for 2021.

Thanks to more F-Type-inspired exterior styling, a completely new interior packed with tech, and optional all-wheel drive, the second-generation XF is clearly the right luxury sedan for the time. How do we know this? There's currently a waitlist.

Speaking to JLR spokesman Taylor Hoel at this year's Los Angeles Auto Show, CarBuzz was told that "The XF has about a 90-day order bank, meaning every car that comes for the next three months is already sold."

This is happening not entirely because of the XE and XJ's absence, but because customers "are looking at the XF in a different way because it's a strong, compelling product with a ton of features and great value. What's different is that those buyers are placing orders and are willing to wait for the car."

Jaguar "repositioned" the refreshed XF in terms of content and price, which helped expand its appeal. What's interesting is that the XF has managed to do this



without the optional 380-horsepower 3.0-litre supercharged V6, which was dropped for last year.

The sole engine is now the 2.0-litre turbocharged four-cylinder with 246 hp for the rear-wheel-drive P250S and SE trims, and 296 hp for the AWD-only P300 R-Dynamic SE.

An eight-speed automatic is the only gearbox, and the Adaptive Dynamics suspension system provides drivers with a thrilling experience by continuously adjusting damper stiffness.

The XF's new 11.4-inch touchscreen, now surrounded by a magnesium frame, boasts the Pivi Pro infotainment system

capable of over-the-air updates and standard Apple CarPlay and Android Auto. A 12-speaker stereo system is included as well. You'll also find open-pore wood veneers, aluminium accents, and insanely cool laser-etched speaker frets. Jaguar also redesigned the centre console and gear selector knob.

The XF may not be the supercharged beast it once was, but the long list of updates has ensured its survival for a few more years. ■

Information for this story from Carbuzz.

(See Australian XF Review on pages 30-31)

Editor: The following review that has just been undertaken by Drive.com.au. It is very comprehensive and should be of particular interest to current and potential XF owners.

Less variants but more luxury for Jaguar's large luxury sedan. Does the updated XF have what it takes to make an impression?

In what might be a rather staggering commentary on the large luxury sedan market, Jaguar has reduced the range of its XF saloon to just one model. No choice of engine, no choice of body style.

The 2021 Jaguar XF P300 AWD R-Dynamic HSE sedan is it. The markets in a strange place, as brands like Lexus have withdrawn from this segment globally, while upstarts like Genesis offer a range of engines and trims.

Overseas, the story is a little different, but in Australia the four-cylinder, all-wheel-drive XF is the only car in Jaguar's arsenal – lining up against cars like the BMW 5 Series, Mercedes-Benz E-Class and Audi A6.

While those cars have cheaper entry-level versions aimed primarily at fleet and chauffeur operators, the Jaguar's \$102,376 plus on-road costs opening price sets it apart slightly.

More powerful than base competitors, with standard all-wheel drive and loaded with a range of standard equipment, the Jaguar XF isn't quite marching to the beat of its own drum, but plays a value rather than cut-price game.

Inside

Priority number one for any large luxury sedan has to be passenger space and comfort. Here, the Jaguar XF does not disappoint.

Despite a fairly sleek silhouette overall, there's decent leg room, head room and width. Enough to sprawl out in the back of, and better than what similar-sized German rivals offer.

With the latest update to the XF, interior styling has been revised. Already fairly slick inside, the new car picks up some user-interface changes, like a larger infotainment screen and new touch-sensitive controls for things like climate controls and steering wheel buttons.

Sadly, Jaguar has retired the 'start-up handshake' that used to raise the flat rotary gear selector up to meet the driver. The starter button still pulses



with a heartbeat, at least, and note the drive-mode selector pops up, though not electrically, and can be pushed away when no longer needed.

The design is clean, uncluttered, but not particularly minimalist. There's a judicious use of materials and finishes giving the XF a premium look and feel.

Interior amenities include perforated leather seats (but no seat heating), powered front seats, powered steering column adjust, active interior noise cancellation, keyless entry and start, and dual-zone climate control.

Optional equipment on this car includes wireless phone charging, privacy tint, Jaguar's activity key wristband, panoramic sunroof, head-up display and ClearSight camera-fed rear-view mirror.

Space is generous all round. There's plenty of room in most dimensions. Front seat passengers sit low, but not awkwardly so, while at the rear width and leg room are impressive.

There's a bit of ducking required to get into the rear, and head room simply can't match something like Jaguar's own F-Pace SUV. Shorter travellers might find the rear seat base a little long too.

Unfortunately for those in the rear, there's not much to play with. Heated seats, an independent climate zone, or a rear sun blind are items on the option list, which takes some of the shine off the big Jag's limo prospects.

At 459L, the boot of the XF trails German rivals that offer 530-540L. It's depth that's mostly missing with a shallow space. Utility is also lacking, too, with little in

the way of hooks or restraints to boost the XF's packaging flexibility – or keep your groceries from sliding around the boot.

Infotainment and Connectivity

With a company-wide investment in up-to-the-minute infotainment, Jaguar Land Rover might just be at the top of the premium game right now.

Jaguar's new Pivi Pro infotainment system uses an 11.4-inch centre touchscreen with a curved display and features satellite navigation, Apple CarPlay and Android Auto capability, digital radio, dual Bluetooth connections, Spotify, and dual-SIM support so that media streaming isn't interrupted by over-the-air software updates.

The system itself is sharp: crisp graphics, an eye-pleasing user interface, and snappy load times all make it feel very up to date. The system even pre-loads from its own battery when you unlock the car to ensure no lag on start-up.

Pivi Pro's mix of easy to decipher graphics and menus, sensible layouts, and snappy loading makes the interface feel more immediately familiar for first-time users than BMW's OS7 and Mercedes's MBUX.

Standard audio is provided by a 400-watt 13-speaker (including subwoofer) Meridian audio system, but if that's not up to snuff, a 650-watt 17-speaker upgrade is available.

The driver faces a 12.3-inch digital instrument cluster. Again, crisp and clear graphics feature, but controlling the cluster through the touch-sensitive steering wheel (and indeed the other functions on the wheel) seems a little

Review - XF P300 AWD R-Dynamic HSE (cont)

haphazard, with the touch buttons not registering every input or requiring an unerringly accurate finger positioning.

Safety and Technology

The XF's standard safety support tech list is comprehensive, with lane-departure warning and lane-keep assist, blind-spot monitoring, rear cross-traffic alert, autonomous emergency braking, 360-degree camera and surround park sensors, adaptive cruise control, semi-automatic parking assist, speed limiter and traffic sign assist.

From launch, the XF carries a five-star ANCAP safety rating tested to 2015 protocols. Passive safety features include rear outboard ISOFIX child seat mounts and six airbags.

Value for Money

Arguably, the Jaguar XF sits in a segment where cut-price value squabbling becomes less of an issue. While the cheapest XF might be more expensive than the foot-in-the-door models from BMW, Mercedes-Benz and Audi, it also comes with a more powerful engine and all-wheel drive to offset the difference.

Jaguar also sits ahead of many rivals on warranty, with five-year/unlimited-kilometre coverage, matching Mercedes and ahead of Audi and BMW at three years apiece. A five-year service plan is available priced at a trim \$1950.

Fuel consumption is a claimed 7.2L/100km. On test – and while Melbourne had the brakes on out-of-town trips – we recorded a much higher 11.2L/100km. While a little more open-road touring would no doubt bring this down, the size and weight of the XF mean it's never going to be an economy frontrunner.

Driving

Ignore the XF's full title (XF R-Dynamic HSE P300 AWD), as the R-Dynamic part relates to the sedan's speedy styling package, rather than any purebred racing dynamic baked in.

The good news here, though, is that the XF is a delightful embodiment of what a big luxury sedan should be. Hushed, comfortable and genuinely luxurious. The plush and relaxing feel of the interior carries over to the drive – and that's only really a good thing.

While the turbocharged 2.0-litre four-cylinder engine isn't an outright powerhouse with 221kW and 400Nm,



it is enough engine for the job. Not a green-light grand prix winner every time, but spritely enough for urban traffic utilising its eight-speed torque convertor automatic.

It's all a little one-dimensional perhaps. While four-cylinder Jaguars have always felt slightly sedate, this same P300 engine in something like a Land Rover Discovery Sport feels keen, even a little fizzy if you explore its depths. Here it comes across a touch flat.

No real rush, no reward for exploring high revs, and no rush-of-blood soundtrack.

While it wasn't offered at the same price point, the older Jaguar XF S and its supercharged V6 was a driver's delight. A sonorous engine, enticing performance, and a hint of Q-car subtlety made it a standout compared with the four-pot cars it shared showroom space with.

With a new generation of inline-six engines available, it would have been nice to see Jaguar explore this option a little. But no doubt opting for a single model has instead allowed them to pack more features in, while keeping a lid on price.

Adaptive dampers fitted to this particular car allow the suspension to be firmed up for more assertive driving, but at no point does the ride deteriorate or become unruly. There's no dramatic change in demeanour, but enough to notice if you do decide to explore the Jag's performance potential.

The XF manages to combine a reasonably cosseting ride with tidy dynamics that make the car feel more compact than its true dimensions. Not that a big four-

door like this is likely to be thrown at a serpentine stretch of traffic too often. If you do, though, it will hold its head high.

The all-wheel-drive system makes for a balanced and secure purchase in the wet, and feels all the world like a regular rear-wheel-drive car if you want it to, with none of the numb front some all-paw cars can display.

Conclusion

It really feels like Jaguar has hit its sweet spot with the revised XF. It's beautifully presented, well (if not lavishly) equipped, and softly comfortable in a way that a lot of luxury sedans seem to have forgotten.

While Jaguar often talks about dynamism and performance, the XF P300 isn't a member of that club – which is great news for anyone seeking a crisply styled modern sedan that places comfort above posturing.

+ What we love

- ◇ Intuitive & powerful infotainment.
- ◇ Impressive rear seat leg room.
- ◇ Standard all-wheel drive impressive value-add-on.

- What we don't

- ◇ Flagship six-cylinder sorely missed.
- ◇ Boot lacks depth and utility.
- ◇ Engine performance and refinement a little dull. ■

The above review was carried out by Kez Casey who does reviews and road tests for The Motor Report, Drive and CarAdvice.

JLR Expects Semiconductor Woes To Subside by Mid 2022

JLR have released in-house research that indicates that although JLR were still very much in the thick of the semiconductor global shortage, the end of the tunnel might soon have a concrete end date.

Chip shortages have plagued car companies across the world after factories that made electronic components were forced to close for months on end during the pandemic.

Big names like GM, Ford, VW, Skoda, Renault, and many others have all made cutbacks to staffing and production at the hand of the microchip menace. Sending staff home and leaving robots to run idle as the world scrambles to find any lasting solution.

JLR's most recent reports state that although the supply shortage of semiconductors remains dynamic and difficult to forecast, they expect to see a gradual recovery starting in the second half of Fiscal 2022.

If JLR's latest predictions come to pass, they'll be in a great position compared to their rivals.

This could not come at a more urgent time given that JLR posted a significant loss for the third quarter of 2021 due to lower sales caused by this global chip shortage.

JLR delivered 64,032 vehicles to dealerships between July and September, a 12.8 per cent decrease year-on-year. Retail sales also fell by 18.4 per cent to 92,710 vehicles. Nevertheless, JLR says demand for its products is strong as it has outstanding orders for more than 125,000 vehicles.

JLR reported a revenue of £3.9 billion and a pre-tax loss of £302 million for the quarter to September – compared to a profit of £65 million in the same period a year earlier.



The company's statements added that the lack of semiconductors has been 'disproportionately' affecting its electric and hybrid cars, which it described as a key area it is trying to focus on. ■

Information for this story from AutoEvolution and CARS UK.

JDCSA Compact Register Finale

Sunday December 12 2021

Oaklands Wetland & Reserve

237-265 Oaklands Road

Oaklands Park SA 5046

Concept: Old Style Family Picnic

End of year picnic style get together in a relaxing environment.
BYOE. Bring Your Own Everything. All family members welcome.

Come Prepared

It may be Hot or it may be Cold. Starts at 04:30 PM until Dark!

Admission; Free

Enter Wetlands from Oaklands Road at the Hendrie Street lights.

Register

For more information and to register click here: [Compact Register 2021 Finale](#)

Please note COVID-19 requirements:

Members need to register that they will be attending the event.



The Dec/Jan 2022 edition of Classic Jaguar includes a feature story on Peter & Ros Holland Daimler Drophead.

- ◇ **Daimler Drophead:** Prior to Jaguars acquisition, Daimler was a competitor. They look at an XK rival.
- ◇ **Compact Saloons:** They provide a history of the compact saloons from 1955 to the end of the 60's.

- ◇ **Jaguar Motorbike:** Lyons and engine/motorbike designer Edward Turner signed an agreement in 1942 to produce motorcycles. The magazine explains why the UK Govt. would not allow the project to proceed. Turner went on to join BSA and developed the Daimler V8 engine.
- ◇ **Celebrating 125 years of Daimler:** The magazine outlines the history of Daimler car including Europe's first production V12 engines of the 20's

- and 30's through to the Daimler X350 Super 8.
- ◇ **V12 Ignition System:** They provide a detailed outline on how to upgrade a pre-1981 V12 ignition system.
- ◇ **Secrets of Plating:** An in-depth explanation of the process.
- ◇ **Inside Story - Lightweight E-Type:** Former Competitions Department Engineer tells the inside story. ■



The magazine covers an in depth nine-page feature on the restoration of Peter and Ros Hollands family owned 1955 Daimler Conquest, the first production New Drophead to leave the factory.

Jaguar World (December 2021: E-Type Special)



The December 2021 edition of Jaguar World includes a 140-page E-Type special including the following feature stories:

Two Important E-type Prototypes: Little-known history of the two forerunners of the E-type, E1A from 1957 and E2A that raced at Le Mans in 1960.

9600HP: They explore the history of the earliest known E-Type, 9600HP, the second FHC made and seventh prototype built in 1960. Instrumental in the car's development and launch. It is arguably the world's most famous Jaguar and they drive it.

E-type Spotters Guide: They explain the differences of the eight main varieties.

A Biography of the E-type's Designer: The E-Type was created by Jaguar's aerodynamicist, the underrated and largely unknown Malcolm Sayer. From his humble beginnings to designing the world's most famous car, they tell his little-known story

EV E-Type: They Road Test a Series 1 that was recently converted to all-electric power. Making one of the world's greatest sports cars electric is hugely controversial. By driving a newly constructed example, they ask if the lack of the XK engine eradicates what makes an E-type special or will it feel special no matter what the power source?

Racing E-Types: From the very beginning the E-Type was a successful racing car. They explain the car's complete racing history, why it was successful and its subsequent development.

Buying an E-Type Series 2: They talk to several specialist to learn everything needed to know to buy the best value of all the three series E-Type, the Series 2 that was produced between 1968 and 1971.

The Last E-Type: They drive the final E-Type, a Series 3 OTS from 1974, up the famous Shelsley Walsh hillclimb.

X-Type: The red X-TYPE 2.5 once used by footballer Michael Owen that features some unique details.

XK8: The story of the oldest X100 XK8, a development hack from 1993. Painted matt black and still covered in glass-fibre panels to disguise the car's shape, it's a very different car from the finished article.

Mark II: A concours winning Mk 2 that has been with the same owner since 1965. ■

SA Jag Day (continued from November edition)

JAG DAY continued from November edition of *Classic Marque*. With over 130 cars it was not possible to include photos of all of the cars on display. Apologies if your car has not been included.



Thank You Letter from The Salvation Army

It was a great privilege to attend SA Jaguar Day on October 20.

It was a joy to take part in the display with our Mk V Jaguar, but it was also uplifting to be there as representatives of The Salvation Army Ingle Farm, to receive the donations of groceries and of money which so many people had carefully planned to bring for this occasion.

There were many wonderful cars which were displayed in Civic Park on a beautiful spring day, but we were privileged to witness a different display, one of generosity and thoughtfulness designed to assist others in our community in a practical way.

We were impressed by the way in which so many were prepared with boxes and bags full of food, or with a cash donation, which will all help make the coming festive season more cheerful for those who need a hand at this time.

These gifts were acknowledged by Mark Foyle, The Salvation Army's Public Relations Secretary for South Australia and the Northern Territory, who thanked all donors for their kindness and generosity.

What a wonderful initiative 'Cats for Cans' is!

Greg and Lyn Castle



SA Jag Day (cont)

Congratulations go to the trophy winners on the day. Many thanks to our sponsors:



People's Choice Award – Malcolm Adamson, 1936 SS Airline - Sponsored by Sports Car Centre. Malcolm also received the award for the Best Two-Door Car - Sponsored by Classic & Sportscar Boutique (Geoff Mockford).



Best E-Type - Peter & Carmel Leaf-Milham, 1974 Signal Red V12 5.3 Litre - Sponsored by Shannon's Insurance



Best Saloon Car – Don & Elaine Cardone, 1978 Regency Red XJ6 Series 2 - Sponsored by Sovereign Autos

SA Jag Day (Daimlers)



Michael Pringle, 1960 Daimler Dart SP250 V8

Fred Butcher, 1962 Daimler Dart SP250 V8



Stan Grafton, 1980 Daimler DS420 Limousine



Peter & Ros Holland, 1955 Ivory Daimler Conquest New DHC



Richard & Dianne Chuck, 1972 Daimler Series 1 4.2 litre Sedan

Brendan & Sara Rogers, 1982 Green Daimler Double Six Auto

SA Jag Day (cont)



Allan Britcher, 1984 XJ-S V12 5.3 litre Auto

Fred Butcher, 1969 Daimler 250 V8



Ivan and Janine Cooke, 1984 Blue 5.3 litre V12 XJ-S HE



Don & Elaine Cardone, 1992 BRG 4.0 litre XJS



Amy & Harvy, 2021 F-Pace SVR



Steve Rhodes, 2019 I-Pace EV400

SA Jag Day (cont)



Mal Jonas & Annie Lowe, 2015 F-Type S/C V6 Roadster



Tony Human and Gabriela Orford, 2019 F-Type S/C V6 Roadster



F-Type



Wayne & Beverley Buttery, Midnight Blue XF



Graeme & Betty Moore, 2008 Black XF S 4.2 litre V8 Auto



Ron & Claire Palmer, 2014 Ultimate Black XF Sedan

SA Jag Day (cont)



Alan & Lorraine Davis, 2004 Maroon X-Type Auto



Ros Holland, 2005 Silver X-Type Auto



Steve & Val Weeks, 2006 Dark Blue X-Type



Ray Smithers & Judy Langdon, 2010 Maroon X-Type Auto



David & Margaret Bicknell, 1985 Green 4.2 Litre XJ6 (S3) Auto

David & Margaret Bicknell, 1967 Old English White 420 (4.2 Litre)

SA Jag Day (cont)



Don & Elaine Cardone, 1978 Regency Red 4.2 litre XJ6 (S2) Sedan

David & Annette Magee, 1996 Ice Blue 4.0 litre XJ X300 Auto



Don & Margaret Bursill, 1977 Silver 5.3 litre XJ12 LWB Sedan

Geoff & Margaret Thomas, 1976 Silver 4.2 litre XJ6 (S2) Auto



Richard & Margaret Bastian, 1974 OEW 4.2 litre XJ6 (S2) Sedan

Mark & Sharon Walker-Roberts, 1971 OEW 4.2 litre XJ6 (S1) Sedan

SA Jag Day (cont)



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

Borys & Elaine Potiuch, 1977 OEW 4.2 litre XJ6 (S2) Auto



Louis & Nella Marafioti, 1999 Blue 3.2 litre XJ X308 Sedan

Peter and Heather Buck, 2001 Gold 3.2 litre XJ X308 Sedan



Evan & Andrea Spartarlis, 1997 Sapphire Blue 3.2 litre XJ X300



Laurence Leonard, 1986 OEW 4.2 litre XJ6 (S3)

SA Jag Day (cont)



David & Angela Nicklin, 1972 Old English White 4.2 Litre XJ6 (S1)

Nigel Eate, 1997 4.0 litre XJ X300 Sedan



Andrew & Leanne Shouksmith, 1989 Blue 3.6 litre XJ40 Sedan



Gary Monrad & Oggi Stojanovich, 1972 Dark Grey 4.2 Litre XJ6 (S1)



Bryon & Margaret Swanbury, 1973 Old English White XJ6 (S1) Auto



Robert & Karen Darrie, 1986 Old English White 4.2 Litre XJ6 (S3)

SA Jag Day (cont)



Trevor Norley & Raelene Ringwood, 1980 OEW4.2 litre XJ6 (S3)



Ron & Rosie Bailey, 1985 Antelope 4.2 litre XJ6 (S3)



Steven Connell, 1971 Cream 4.2 litre XJ6 (S1)

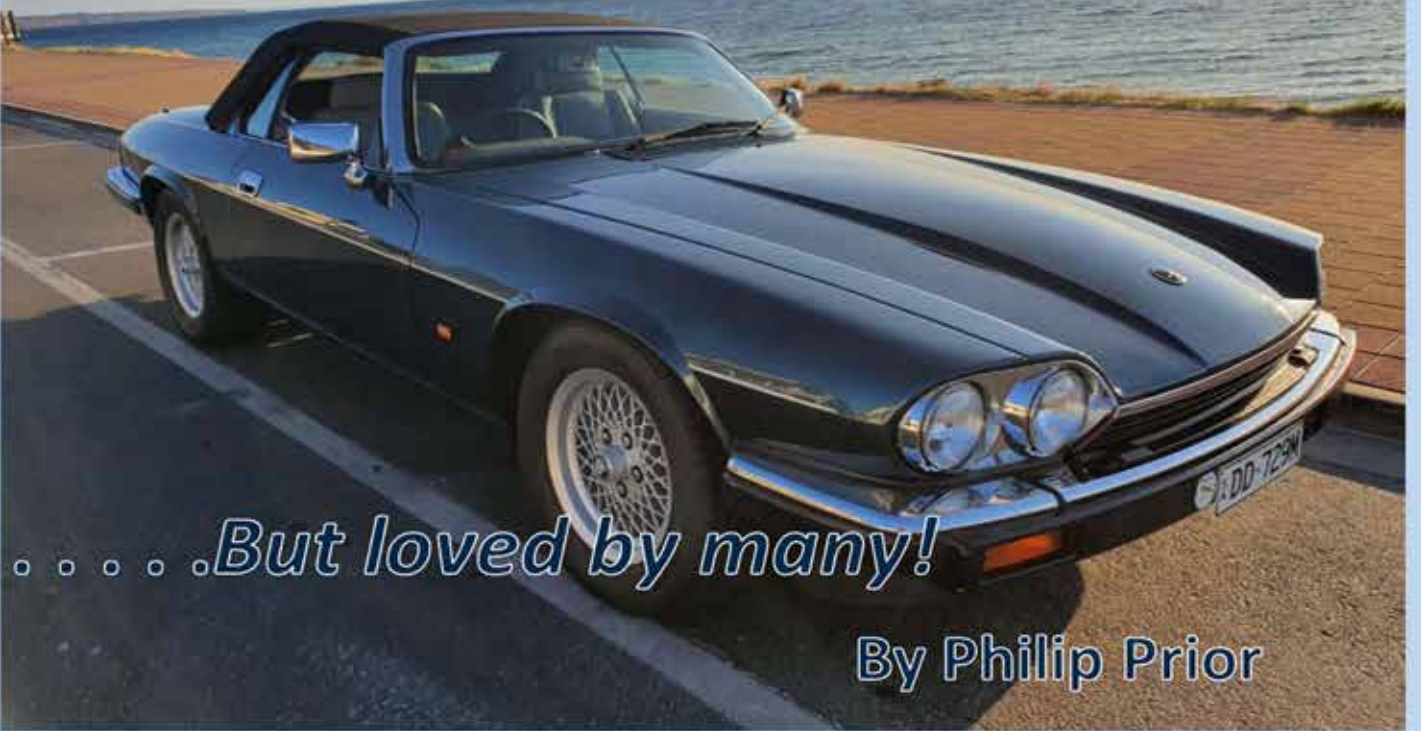
Geoffrey & Lynda Gough, 1973-1978 Red XJ6 (S2) Sedan



Ronald Lane, 1975 Maroon 4.2 litre XJ6 (S2) Sedan

Roger Harrington & Heather Wilkinson, 1998 Topaz XJ8 Sport

The Jaguar XJS—Ignored by some . . .



. . . . *But loved by many!*

By Philip Prior

I read an article recently that described the Jaguar XJS as the ugly duckling of the Jaguar stable. The article went on to talk about the E Type as "The most beautiful car ever made" and generally do what many do, proclaimed the XJS as the failed E Type replacement. Whereas the initial take-up of the XJS may have been slow and I agree it was never likely from either a design or a style point of view to be a "replacement" for the E Type. But any suggestion that it was a failure as a popular model is just not supported by the sales figures in comparison with the E Type.

Model	Years of Production	Number of Years	Production Numbers
E Type	1961 - 1974	13 Years	72,515
XJS	1975 to 1996	21 Years	115,413

It is not hard to see that the XJS was produced in greater numbers over more years, clearly demonstrating it as one of the most successful models ever produced, other than the Classic XJ Series. Certainly the XJS Series cars out performed the E Type in terms of longevity in production and buyer popularity.

Originally developed using the platform of the then current William Heynes designed XJ saloon, the XJ-S as it was originally called, was noted for its prominent rear flying buttresses. (not entirely popular at the time) The early styling was partially by Jaguar's aerodynamicist Malcolm Sayer — one of the first designers to apply advanced aero principles to cars. Sayer died just before the XJ-S body styling was frozen for production.

In its final iteration produced from 1991 to 1996, (Generally referred to as the Up-date models) was manufactured after Jaguar was acquired by Ford, who introduced numerous modifications — and eliminated the hyphen in the name, marketing the model simply as the XJS.

It is also true to say unfortunately that so many of the XJS critics then and now have never driven an XJS and appreciated it as the true Grand Tourer it is.

In 1983, the new 3.6-litre Jaguar AJ6 straight-six engine was introduced along with a new model called the XJ-SC. The coupé's rather small rear seats were removed in order to make space for the removable soft top, making it a 2-seat car. The six-cylinder cars can be identified by a raised bonnet centre section.



An XJ-S Story by Phil Prior (cont)

The XJS received a new 4.0-litre version of the AJ6 straight-six engine and in 1991, a convertible model having the same engine was added to the range. The V12 engine's capacity was enlarged to 6.0 litres in May 1992. Outboard rear brakes replaced inboard brakes of previous models.

In April 1994, substantial revisions were made to the 4.0-litre AJ6 engine and it was given a new name of AJ16. In 1995, the final specification changes were made and the car was referred to as the Celebration model to celebrate the 60th year of Jaguar Cars.

My Preference

Initially I shared the dislike for the flying buttresses on the XJS but more recently have grown to accept them as a defining and distinguishing design feature of the model. My preference in this model range was for the up-date version (1991 – 1994) or if possible, budget permitting, the Celebration model (1994-1996). Equally I had a preference for the 4.0ltr engine in the convertible configuration.

I searched for some time for the right car knowing that the up-dated 4.0ltr convertible was a comparatively rare car in Australia, very few were Australian delivered. But patience does pay-off and I eventually found my car in WA. A 1992, 4.0ltr XJS convertible in Kingfisher Blue finish and Saville Grey interior. The car had been imported new by Kellow Faulkner of Melbourne and had spent some time in a private collection. At the time of purchase, it was showing just 92,000klms.

After Market Rear Seats They had to go!

Although the addition of factory rear seats in some convertibles and coupes was common, this car was never intended to have them. But somewhere in its past someone decided it would be a good idea to add them in. The problem is that the shape of the cars bodywork etc was never intended to accommodate the seats and the abomination that was added was just horrid!

I determined very early that they had to go. But easier said than done. A very large heavy gauge steel frame (suited to a WW2 Tank) had been welded in place to the cars body, the hydraulics for the roof repositioned centrally and covered as part the new seat arrangement. It took me a week to remove the seats and this monstrous framework, restricted to the use of a small air saw and seeking to be protective of the bodywork and interior of the car. Finally it was out, having decided to retain the unorthodox position of the roof hydraulics that would be covered by the traditional "Cubby Box" arrangement.

Once the framework was removed it was a question of where do I find an original cubby box to fit in place? I did find them available second hand internationally for some ridiculous prices. So the decision was made to manufacture one myself. This was a relatively straight forward job aiming to reproduce something as close as possible to the original design.

(These photos give some idea as to what was involved)



An XJ-S Story by Phil Prior (cont)

The MBF frame was formed to suit, the lid cut out to give access to storage within, the whole module then covered in carpet to match as close as possible the current floor carpets. One question remained. What will I do for the chrome handle on the lid of the cubby box? I could not find one available so a cry for help on Facebook resulted in a guy from the US saying he had one and I could have it for the cost of postage. Great . . . let's do it I thought. Then out of the blue someone else notifies me telling me he has one and I can have it for free. After searching the world for this handle I determined that this gentleman was, would you believe, actually in Victor Harbor. So a quick visit and I had the handle and the installation was completed.

The Teves Breaking System

In their wisdom Jaguar decided to install what is known as the "Teves" breaking system. Introduced in 1988 until 1994 and incorporates an ABS system. This system replaces the traditional vacuum system found in the pre 1988 cars. The system works on pressure rather than vacuum. There is an electric pump and a pressure accumulator that provide pressurized fluid.

When the brake pedal is depressed, the pedal linkage moves a piston within a chamber in the ABS master cylinder. This piston directly applies pressure to the fluid leading to the front brakes, which means the front brakes will work even if the pump stops working. This leads some to conclude that the front brakes are not assisted, but they are mistaken. The force applied to this piston also actuates a valve that allows pressurized fluid to enter the chamber behind this piston, helping push it forward and applying the front brakes. The result is a 4:1 power assist on the front brakes when the system is working properly. The pressurized fluid applied behind that piston to assist the front brakes is also ported directly to the rear brakes. The rear brakes are therefore actuated entirely by the power assist to the front brakes. If the pump fails you will have no rear brakes whatsoever, save for the handbrake. Combined with the loss of power assist on the front brakes, the fact that something is very wrong with your brakes will be apparent immediately – even without all those warning lights lit up on the dashboard.

The annoying thing about this system is that Jaguar advises that the system is not serviceable like the standard vacuum driven master cylinder system.. Even worse a replacement will cost in the vicinity of \$5000. Generally the system is regarded as being very reliable however it is essential that brake fluids are changed at least every two years and if the car stands without use for an extended period the system can be compromised.

Ask me how I know My car had spent some time sitting in a private collection with little use and even the latest owner had driven the car a mere 2,000 klms in 7 years. When I drove my car all was well, however on a longer trip I lost brake pedal completely, not a nice experience. I was able to limp home with a very little bit of pedal at the bottom. Now here is the scary part. The next day I had full pedal and a short drive demonstrated that all was well, so I thought. On my next extended drive, again suddenly without warning, no pedal again. Clearly I had an issue that needed to be resolved.

I had the car transported to Geoff Mockford, who was initially as surprised as I was as he had not experienced any problems in the past with this system, and there were no warning lights showing. The mystery of no warning light was revealed with the removal of the dash and finding the ABS warning globe (which signals the problem) removed from its socket and taped to the back of the facia. Clearly a deliberate and rather dangerous attempt to disguise the problem.

It was decided firstly to see if we could source a second hand unit and one was sourced using the cars VIN to ensure the correct replacement unit. But it was found to be not the correct unit on arrival. Another unit was sourced and installed but all attempts to bleed the system failed.



The final solution was to revert to a pre 1988 vacuum system. (this would mean no ABS but...) With it fully installed and brakes bled we were back on the road with reliable brakes with a big thankyou to Geoff Mockford.

WARNING: The moral of this story is, if your XJS has the Teves braking system and you do not know when it was flushed and the fluids changed, **DO IT NOW!**

So now with some minor paint touch ups and a good polish the XJS is being enjoyed The next upgrade involves rebuilt rear brake callipers that leak badly. Oh well it is all good fun.

Footnote: We have approximately 45 Jaguar XJS cars in the club. Why do we not see more of them out and about?



Jaguar XJS Appreciation Run (7 Nov 2021)

Although numbers were restricted to 40, a great and special day was had by all. The run was organised by Phil Prior so that fellow XJ-S owners could get together, enjoy each other's company and talk over technical issues during the run and over lunch.

However, it was not exclusively for XJ-S owners and we were joined by other GT Jaguars and saloons.

We all met at Nick Scali's Carpark, on Marion Road where there was a Pop-Up Café on site.

At around 10.00am we headed off through Blackwood, Coromandel Valley, Clarendon and then onto the Mount Bold Reservoir for a photo shop opportunity.

A big thank you to Angela and David Rogers who took the time to go to Mount Bold in advance and take photos and videos of the cars as they arrived. David also put up his Drone and took some terrific aerial photographs.

After everyone finished checking out each other's cars, we headed off and travelled through Kangarilla and McLaren Vale

to Mick O'Shea's Irish Pub where Peter Buck organised special approval for all the cars to park on the lawns.

After a terrific lunch, some of the group headed off to "Sports Car Sunday" at the Waite Oval.

Many thanks to those who attended and to Phil for a well organised event.

Graham Franklin
Events Coordinator



Jaguar XJS Appreciation Run (cont)



Club events are open to all members - not car specific. The XJ-S were joined by a variety of Jaguars & Daimlers sports cars and sedans



Mark Bartold, 1988 Silver Birch 5.3 litre V12 XJ-S HE convertible



Ivan and Janine Cooke, 1984 Blue 5.3 litre V12 XJ-S HE



David & Robyn Cocker 1986 5.3 litre V12 XJ-SC Cabriole



Bruce Perks & Robyn Sach, 1989 5.3 litre V12 XJ-S HE convertible

Jaguar XJS Appreciation Run (cont)



Phil Prior, 1992 XJS (Facelift) 4.0 litre AJ6 convertible



Peter & Kathy Taylor, 1989 5.3 litre V12 XJ-S HE convertible



Di & Roger Adamson, 1989 5.3 litre V12 XJ-S HE convertible



Bryan & Anne Blair O'Shaughnessy, 1989 5.3 litre V12 XJ-S HE



Tim Telfer, 1985 5.3 litre V12 XJ-SC Cabriole (Targa) Convertible



Allan Britcher, 1984 5.3 litre V12 XJ-S HE

Jaguar XJS Appreciation Run (cont)



Andrew & Milly Costi, 1971 V12 5.3 litre E-Type (S3) 2+2



John & Robyn Whittaker, 1969 Blue 4.2 litre E-Type (S2) Coupe



Josephine (Jo) Orford, 2001 Jaguar XKR Classic 4.0L V8 S/C Coupe



Fred Butcher, 1962 Daimler Dart SP250 V8



Robert & Robyn Welch, 2019 Caldera Red S/C V6 F-Type Coupe



Tony Human and Gabriela Orford, 2019 S/C V6 F-Type Roadster

Jaguar XJS Appreciation Run (cont)



Roly Donders, 1983 Blue 5.3 litre V12 XJ-S HE



Don & Elaine Cardone, 1992 BRG 4.0 litre AJ6 XJS (Facelift)



Peter & Heather Buck, 2001 XJ8 Sovereign



Rod Lovell, XJ X308 Sovereign



Peter Buck organised with Mick O'Shea's Irish Pub to allow the Jaguars to park on their lawns, much to the delight of other patrons

Multivalve Christmas Lunch Run (18th Nov 2021)

We headed out at 8.30am to meet 35 other Jaguar members from various Registers at The Feathers Hotel on Greenhill Road, for a 10am departure, with 10 more members meeting us at The Oak and Iron Tavern at Mt Barker and Oasis Restaurant at Belvidere.

After a very windy and twisty route out through Uraidla, Balhannah, and Littlehampton we arrived at The Oak and Iron Tavern for coffee and cake at 10.55am, meeting up with 8 more members from various points on the compass.

A misunderstanding (probably on my part) led us to being chased off the grass,

before parking all along the driveway in front of the restaurant. Coffee and cake were consumed and lots of laughs and chatter before heading off on the second part of the run.

Back across the freeway and out through Littlehampton, Nairne and Callington, we ventured down to Langhorne Creek via Woodchester and back up to Belvidere where we stopped at The Oasis Restaurant for a very nice lunch and dessert where two more members joined us to make a full complement of 47.

After lunch we drew four raffle prizes of "twin bottles" of wine, which made four members very happy. A very short

meeting was held afterwards, including thanking the Oasis owners and staff for their excellent service and looking after us so well.

From the comments during the lunch (and much appreciated) everyone enjoyed the run route and venue and had a great day.

We are planning to venture back there again late next year by a different route.

Peter Buck,
Multivalve Register Secretary



Above: Oak and Iron Tavern for Morning Tea - Below: Oasis Restaurant for Lunch



Multivalve Christmas Lunch Run (cont)



The Start. The Feathers Hotel

Phil Prior, 1992 XJS (Facelift) 4.0 litre AJ6 convertible

Peter & Kathy Taylor, 1989 5.3 litre V12 XJ-S HE convertible



*Morning Tea. The Oak & Iron Tavern
(after we were moved off the lawn)*



Lunch at the Oasis Restaurant

Climb to the Eagle (5 Nov 2021)

The first Friday in November is iconic for those that remember the F1 Grand Prix's that ran at the Adelaide Parklands Circuit. While it was a fantastic motorsport event, there were many extra events that helped make the Grand Prix a week-long party!

The Climb to the Eagle was one of those events. John Blanden (C-Type Jaguar) organised a run from Hutt Street to the Eagle on the Hill Hotel for special interest and historic racing cars to drive on the city streets up the "old" road to the Eagle-On-The-Hill for a morning tea.

This event has continued since the Grand Prix left our state and has become a great motoring morning.

This year's event was the 37th Anniversary of the Climb to the Eagle and is a tribute to not only the founder (John Blanden) but to the 11 years of the Grand Prix in Adelaide.

Cars started at the Victoria Park Historic grandstand (due to the COVID testing station on the old Grand Prix Main Straight) with approx. 200 cars. The entrants headed via Hutt Street, Glen Osmond Road to the South Eastern Freeway, turning off at Devil's elbow for the old road, past the Eagle on the Hill Hotel, and then headed to the Blackwood Football Club Grounds for Morning Tea.

The second part of the day known as the "Southern GP Run" involved a drive to

and lunch at Victor Harbor, in respect of the previous Grand Prix held at the Victor Harbor Circuit.

Jaguars out numbered all other makes with 28 cars, 17 MG's, 12 Porsche, 11 Mazda's, 8 Austin Healey's, 6 BMW's and a then a mixture of Alfa's, Ferrari's, Aston Martins and Mercedes all the way to Holdens and Fords. However, other than Jaguars, there were some very lovely cars including some very special 1920's Amilcar's.

The weather was kind to us and another great day out for those that didn't have to work.

Graham Franklin
Events Coordinator



Cars started at the Victoria Park Historic Grandstand and stretched right around the track. It was quite a sight.



Many beautiful cars participated, some dating back to the 1920's. However of the 200+ cars, Jaguar's dominated the field (followed by MG's)

Yankalilla Classic Motor Show (23 Nov 2021)

Shannons and QMT Yankalilla Classic Motor Show 2021, organised by the Yankalilla & District Lions Club Inc.

200 plus cars presented, 1400 through general admission and terrific weather. What a day the inaugural Yankalilla Classic Motor Show was!

We were very privileged to have vehicles worth in excess of \$10m presented at our show. Thank you.

To the visitors to our show, we greatly appreciated your presence. Thank you.

The food providers, stall holders were critical to keeping everybody either fed

or involved and entertained, you were all rushed off your feet! Thank you.

Sponsors, your support was invaluable. Thank you.

Lastly the many, many volunteers who gave up Saturday and Sunday, we couldn't have done it without you. We really didn't know what to expect and it is fair to say that we had many more visitors than we expected. So a huge thank you to all the volunteers.

We are now actively seeking feedback from the many stakeholders in the show and have received much already.

It is our intention to make this a yearly event and in the spirit of 'continuous improvement' and learn from each year and make each one better.

It is also important to remember that the funds generated from this Yankalilla & District Lions Club event are going to good causes. Lions Prostate Cancer and Ovarian Cancer Research, Yankalilla Scout and Projects supporting our local school and students.

So, until next year...thank you.

**Yankalilla Classic Motor Show
Non-profit Organisation**



Coffee and Cars In and Around South Australia

1st Sunday

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

2nd Sunday

- ◇ Golden Grove - "Northside Coffee & Classics", 8.00am to 10.30am, Grove Shopping Centre, opposite Ultra Tune.
- ◇ Port Noarlunga "Cars on the Coast" - 8.00am to 10.00am, Becks Bakehouse, 25 Clarke Street, Port Noarlunga.
- ◇ Victor Harbor - "Cars and Coffee" 8am to 10.30am, McDonalds, Hindmarsh Road, Victor Harbor.
- ◇ Mt Barker - "Cars and Coffee" - 8.00am to 10.00am, Homemaker Centre, 6 Dutton Road, Mt Barker.
- ◇ Gawler - "Machines & Caffeine" - 8.00am to 10.30am, Hudson Coffee, Commercial Lane, Gawler.

3rd Sunday

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

4th Sunday

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

Last Sunday of Each Month

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



The stunningly beautiful Yvonne De Carlo, best known for playing Moses wife alongside Charlton Heston in "The Ten Commandments," also played Lily Munster in the 1960's TV hit series "The Munsters". De Carlo relished the role, going so far as to have her own black Mark X tricked out by Hollywood customizer George Barris with spider-web hubcaps, gold coffin rails in place of a luggage rack and coffin-shaped door handles. The pièce de résistance? A brass wolf's head with gleaming ruby eyes in place of the leaping Jaguar.

FOR SALE: 1985 XJ6 (S3)

- ◇ This car has been well maintained.
- ◇ Service/repair records back to 1994.
- ◇ Unfortunately, it was caught in our recent hail storm and suffered some damage. It has a few minor dents on the bonnet and the roof. The most damage is to the Chrome wheel arches and around the windows.
- ◇ My insurance company has written the car off, so I can no longer get comprehensive insurance. I can still register it and get third party property.
- ◇ As a result, I am looking to sell the car.

Asking Price – \$10,000
Contact: Graham Crocker
crockfamg@gmail.com



FOR SALE XJ6 (S1) 1972 auto.

- ◇ British Racing Green 4.2 litre.
- ◇ Good overall cond with matching No's
- ◇ Carbs rebuilt, new water pump, new viscous coupling. Manual choke fitted.
- ◇ Has excellent straight panels virtually rust free. Paint on boot, roof and bonnet is poor.
- ◇ Interior is cinnamon and upholstery will require restoration.
- ◇ Has a few leaks that require attention.
- ◇ Good set of S2 chromes with Khumo whitewalls.
- ◇ On club reg and driven fairly regularly on fine days. Workshop and owner's manual come with car.

Price: \$7,900
Car located in Uraidla.
Phone Paul on 0415 183 495.



FOR SALE: 2004 X-Type Sport

- ◇ 2.5L 6-cylinder 5 speed auto AWD Burgundy with Tan interior.
- ◇ In recent years, a considerable amount of money spent on engine, ac, new roof lining and more.
- ◇ Is registered, only being used once a week these days and no longer required. Original new paintwork with guarantee of no rust by the painter.
- ◇ The car is located in Kensington Gdns.

Price: \$3,500 ONO
Contact: Brett 0419 276 453



FOR SALE: 1993 Jaguar XJ 40 auto

- ◇ Car is located in Victoria. Reluctant sale. Owner has just turned 92.
- ◇ Solent blue 4.0 litre Sovereign with beige leather interior.
- ◇ Immaculate condition inside and out.
- ◇ Extremely well maintained, low km. and known providence.
- ◇ Includes air bags, sun roof, A/C, sound system, service history, all manuals, original tool kit, spare key, etc.
- ◇ This superb car is on Club plates and will be sold unregistered.

Price: \$18,490
Contact: Jack or Phyllis Edmonds
Glen Waverley, Victoria
0407 277 404



For Sale 2001 Modern S-Type

- ◇ The car has travelled 163,300 km
- ◇ Always garaged.
- ◇ Regularly serviced with service records.
- ◇ More photos available.
- ◇ The car is in Croydon SA.

Price – \$9,000
Contact Larrie 0429 204 319



Shannons '40th Anniversary' Auction

2021 Shannons '40th Anniversary' Timed Online Auction (Closed 30th Nov 2021)



1977 Jaguar XJ6 Series 2 Saloon. Original one-owner. Hong Kong delivered, well-maintained (Est. \$12,000-\$18,000) **Sold \$10,500**



1987 Jaguar XJ-40 3.6 litre 'Modified' Convertible with innovative manually operated roof. (Est. \$18,000-\$24,000). **Passed In**



1978 XJ-C 4.2 Coupe. Original car on standard 'Kent' alloys. Brown with beige leather. (Est. \$38,000-\$48,000). **Sold \$57,500**



1973 E-Type S3 V12. Australian delivered. Ground-up restoration in original colours. (Est. \$130,000-\$160,000) **Sold \$150,000**



1970 Jaguar 420G Saloon. Superb condition with extensive history. New paintwork and leather. (Est. \$25,000-\$30,000). **Sold \$25,500**



1962 Jaguar Mark II 3.4 Auto Saloon. Australian-delivered. Older restoration. Nice example. (Est. \$30,000-\$35,000) **Sold \$31,000**



1960 Jaguar Mark II 3.8 Auto Saloon. Restored 8 years ago in original colours. Original handbook (Est. \$48,000-\$58,000). **Sold \$76,501**



1970 E-Type Series 2, 4.2 Coupe. Excellent condition. Maintained regardless of cost. (Est. \$100,000-\$130,000). **Sold \$127,500**

Shannons '40th Anniversary' Auction

2021 Shannons '40th Anniversary' Timed Online Auction (Closed 30th Nov 2021)



1964 Daimler 250 V8 Saloon. (Est. \$20,000-\$25,000) **Sold \$22,500**



1966 Jaguar S-Type 3.8 Manual O/D Saloon. re-trimmed in red leather with matching carpets. (Est. 25,000-\$35,000) **Sold \$20,500**



1988 Jaguar XJS V12 HE Coupe. Extensive service history for first 16 years. 103,000km. (Est. \$26,000-\$32,000). **Sold \$20,000**



1989 XJ-S. Rare pre-update V12 convertible model. Well-maintained. (Est. \$40,000-\$50,000) **Sold \$40,500**



1999 Jaguar XJ8 3.2-litre Saloon. Supplied with books and service history. No Reserve. (Est. \$12,000-\$16,000). **Sold \$7,600**



1952 Daimler DH27 Hooper Limousine. Believed to be the only one in Australia. Long-term ownership (Est. \$30,000-\$40,000). **Sold**



1957 Aston Martin DB2/4 Mark II Saloon. Substantially unrestored condition. Mechanically sound. (Est. \$320,000-\$350,000). **Passed In**



Tool Kit Roll for Jaguar (Estimate \$300-\$500). **Sold \$1,400**

E-Type, F-Type & GT Register Report

Our Annual Jag Day at Civic Park, Modbury was a resounding success with some 132 cars on display and great weather. Editor of Classic Marque, (Graham Franklin), will be covering the event in the November and December issues.

Another great day at 'Climb To The Eagle' on Fri 5 Nov 21 in perfect weather. Amazing array of vehicles formed up in front of the grandstand at Victoria Park and after morning tea at Blackwood Oval, a good run down to Victor Harbor.

We were very pleased to see such a good rollup at Richmonds for our October meeting and thanked Andy Morgan for hosting us to a display of some 70

splendid vehicles at their showroom together with an overview of the workshop and storage facilities.

Also, if you are planning to attend 'Twilight At The Zoo' on 28 Nov, don't forget to register pronto or you may miss out.

Unfortunately, we have been informed at the closure of entries (31 Oct 21) for All British Day at Echunga on Sun 13 Feb 22, that only 15 E Types had been registered for the featured display in the centre of the large oval. Although we enquired whether any additional entries would be accepted it is definitely closed. Over 700 general entries have been received of which we hope there are plenty of Jaguars and Daimlers included.

Christmas Get-together 18th November.

For our end of year register meeting, we organised a Christmas Get-together with a dinner at the Kensington Hotel, 23 Regent St, Kensington, SA 5068.

Many partners came along and the Kensington made us feel very welcome. The staff were terrific and the meals were excellent. The presence of female company helped to keep conversations to a more general persuasion and not just about cars. A great evening.

That's all for now!

Regards
Alan Baker / Alan Bartram
E F & GT Register



Register Minutes (XK, Mk 7, 8, 9)

XK, Mk 7, 8, 9 Register



Minutes of the XK & Marks 7, 8 & 9 Register Meeting, held on November 17th at the workshop of Peter Thomas.

Our meeting started at the Lonsdale workshop of Peter Thomas, where we were able to see Peter's many projects before sitting down to a delicious BBQ cooked for us by Peter, Suzanne and supported by Pat.

The Meeting

Steve welcomed our new Vice President Michael Pringle and President Fred Butcher.

Apologies:

Peter & Judy Goodale, Rob & Vicki Loffler, Julian & Moira Lugg, Carla Smith.

Minutes of the previous meeting:

Accepted.

Business Arising:

- 1. Border Run:** Loxton Weekend in leu of – went well. It was decided that we should let the Victorian Register hold the event in 2022 as this year's was cancelled due to COVID-19. Steve will contact Roy Armfield.
- 2. Christmas Lunch:** Invitations have now gone out to Register Member for the lunch at Peter & Judy's on the 8th December.
- 3. Club Business:**
 - The XJ Register Dinner is booked out.
 - Still time to book for the Club's Dinner at the Zoo.
 - There will be no General Meetings now until February 2022.

- McLaren Vale entry forms are out. (Mail or Email)

- 4. Mystery Run:** Is now planned for early in 2022. It will include the Rover, Riley and 2 other clubs and will be open to all JDCSA members.
- 5. Welfare:** The funeral of Bill Browne this Friday @ 2pm.
- 6. New Business:**
 - 50th Anniversary book – Tim White is still looking for articles.
 - 2023 Rally - our Register to host an event.

Following the meeting Peter gave us a talk on his projects (XJ6; XJ6; 6.0 litre V12 E-Type and an XJ-S) and their interesting history.

Meeting was closed with a big thank you to Peter Thomas, Suzanne Jarvis and their team of willing helpers.

Steve Weeks
Register Secretary



Register Minutes (XJ, Mk10, 420G)

XJ, Mk 10 & 420G Register



Mark 10/420G - Celebrating 60 years

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

Present

Steve Arthur, Ron & Rosie Bailey, David Bicknell, Tom & Marj Brindle, Peter & Heather Buck, Walter & Beryl Bullock, Warren Bullock & Amy, Fred Butcher, Don & Elaine Cardone, Bob & Daphne Charman, Robyn Charman & Keeley Mucklow, Richard Chuck, Alan & Lorraine Davis, Jeannie DeYoung, Graham Franklin, Don & Toni Heartfield,

Laurie Leonard, Darryl & Fay Leyton, David & Annette Magee, Louis Marafioti, Gary Monrad & Oggi Stojanovic, Graeme & Betty Moore, Paul Moore, David & Angela Nicklin, Trevor Norley, Darryl Rebbeck & Vannette Bryan O'Shaunessy, Borys Potiuch, Charlie & Mary Saliba, Evan Spartalis, Geoff & Margaret Thomas.

Register Record: Tonight's meeting attendance was 50 people. A register record for a club meeting. Well done gang.

Apologies: Don & Kathy Tyrrell, Steve Attard, John Flanigan. We also noted that Her Majesty, Q.E. II has not been feeling well lately.

Previous Minutes: Carried

Welfare: It was with deep sadness that we had to report that long time club member, Bill Browne had passed away. His funeral is to be held at Harrison Funerals, Port Road, Cheltenham at 2.00pm on Friday the 19th of November.

Tonight's Meeting Is Our Annual Auction Night:

This event is held each year to raise funds towards our Christmas Dinner at the

Glenelg Golf Course on Saturday the 11th of December.

A special thanks to all those members who brought along unwanted items for sale. Even more importantly, we thank all the people who bought them.

On the night we raised \$599.40

Almost everyone walked out at the end of the night with something under their arm and a belly full of laughs.

Meeting concluded at about 8.30pm

IMPORTANT MESSAGE

We **DO NOT** have Register Meetings in December because it falls only 3 nights before our Christmas Dinner.

We also don't usually hold Register Meeting in January, but we are thinking of holding an informal dinner and get together at the Bartley on Wednesday the 12th of January, 6.00pm onwards.

BOB CHARMAN
Register Secretary



Mark X's in the Movies/Club Notices



Award winning English actress Keira Knightley (*Pride & Prejudice*, *The Imitation Game*) in the film "Begin Again" (2013). The movie features a Mark X, presented unclean and without hubcaps, to reflect its owner, a down-and-out music-business executive (Mark Ruffalo) who has a chance encounter with a young singer-songwriter (Knightley) resulting in a promising collaboration between the two.

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<p>Find out what your home is worth FREE!</p> <p>Our thanks to First National Real Estate Lewis Prior, who generously print this monthly club magazine.</p>		

Club Notices

GENERAL MEETING ROSTER 2021/22	
November	E, F, GT Register
February	Compact Register
March	XJ, Mk 10, 420G
April	Multivalve Register
May	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 General Meeting Minutes - November 2021

Minutes of the Jaguar Drivers Club of South Australia Inc General Meeting held at the Police Club SA on Tuesday 2nd of November 2021.

Meeting commenced at 7.30pm.

Welcome

President Fred welcomed those present.

Apologies:

Jim & Arcadia, Bob Charman, Peter & Heather Buck, Roland Donders, D Cocker, Geoff & Margaret Thomas, Jo Orford, Sue Harrison, Fay Leyton, Roger & Di Adamson.

Previous Minutes

Moved for acceptance by Alan Bartram and seconded by Dave Burton.

Minutes Passed.

Business Arising

The Tasmanian Rally has been cancelled for 2022, but they are still having a state function and anyone from the mainland is welcome to attend.

Welfare.

No report

President's Report

- The SA Jag Day was an enormous success with good weather and 132 cars attending, from an SS Airline through to the latest models.

A big thanks to all who helped on the day, especially the "Mannum Boys".

Ron & Clair took \$3000 at the Regalia Tent.

Fred also thanked Peter Clarke for being the MC on the day.

- The All-British Day is still on with the E Type as the feature car.
- Fred congratulated Leslie Clarke for her tribute to John at his funeral service

Vice President's Report (Michael Pringle)

- The Zoo Evening is going to plan, those attending must comply with the relevant Covid 19 rules.
- Michael thanks Jo Orford and Roland Donders for looking after the QR code scanning and noted that we had 7 Daimlers at the SA Jag Day

Secretary's Report

- Steve covered the emails to the club, mainly interstate magazines and coming events of other clubs.

- Entry forms for the McLaren Vale Vintage and Classic are now open.

Treasurer's Report

(Graham read the report for Heather).

- We managed to get the credit card reader working successfully on SA Jag Day and the Regalia team took over \$2,000 through it.
- The Club's finances are very healthy and TidyHQ is working well for payments (and refunds where necessary!).

Membership Secretary

- We had 7 memberships in October and 2 new members this month.
- Four Application Forms were handed out on SA Jag Day

Editor/Events Coordinator

- All British Day applications are now closed. McLaren Vale Vintage & Classic entry forms are now available
- The feature car for the December CM will be the Mark 10/420G

A.C.J.C.

Tim informed that Tasmania is still holding a State Rally next year and is hoping to host the 2024 Rally.

Logbook Secretary: Dave Burton

Almost complete, some have not renewed.

Regalia: Ron Palmer

Ron had a full range of Regalia on display and introduced his successors, Graeme & Betty Moore.

M.S.C.A:

Barry reported that there is one event left for this year.

Library: Tom Brindle

Tom has a selection of books here tonight, including some new ones.

Compact Register:

End of year picnic style get together in a relaxing environment. Oaklands Wetland Reserve: 4.30pm to 7.30pm.

XI Mk10 420G Register

(Daphne on behalf of Bob). Next Wednesdays Register Meeting is the annual auction. Book through Tidy HQ.

Multi-Valve: Peter Buck

(Graham read the report for Peter).

- We have our Christmas lunch run on the 18th November - a little earlier

than usual as we were trying to avoid other events.

- There won't be another Register meeting this year - our next get-together will be on Australia Day at Jo and Michael's (grateful thanks to them both). This will be published on TidyHQ in December.

E, F & GT. Alan Bartram

- The Register Meeting at Richmond's went very well.
- The next meeting will be at the Kensington Hotel and it will be more of a social get together.

SS, Mark IV, V: Brenton Hobbs

- The last meeting at Bruce Fletcher's went well.
- The next meeting will be on 28th Nov at Angela & David Rogers.

XK & Marks 7 8 & 9: Steve Weeks

The Riverland weekend was a great success. The next meeting will be on 17th November.

New Business

- Fred: This is the last General Meeting for 2021. The first for 2022 will be the February Meeting. The Climb to the Eagle is this Friday, hopefully no one will get lost this year!
- Phil Prior said that Scott Shearman (Scott is the owner of Wappenbury Hall and a member of our club) hopefully may be our quest speaker for the February Meeting.
- Fred then presented a gift basket to Clair & Ron Palmer for their excellent work in with the clubs Regalia.

Meeting Closed at 8.15pm

There was no supper due to COVID restrictions.

Next Meeting February 1st.



JDCSA - Club Directory 2021 -2022

Club Postal Address:

PO Box 6020, Halifax Street, Adelaide SA 5000

Club Web Site / Email

Web: www.jdcса.com.au

Email: jdcса@mail.tidyhq.com

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

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

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

Your Committee

President: Fred Butcher

Mobile: 0428 272 863

Email: fmbutcher@bigpond.com

Vice President: Michael Pringle

Mobile: 0418311422 (Home) 82772717

Email: mlp7516@icloud.com

Treasurer: Heather Buck

Mobile: 0432 549 086

Email: treasurer@jdcса.com.au

Secretary: Steve Weeks

Mobile: 0414 952 416

Email: valsteve47@outlook.com

Membership Secretary: Daphne Charman

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

Email: membership@jdcса.com.au

Editor/Events Coordinator: Graham Franklin

Mobile: 0490 074 671

Email: editor@jdcса.com.au

Web Master: Tom Herraman

Mobile: 0423 214 644 Email: jdcса@mail.tidyhq.com

Public Officer: Steve Weeks

Mobile: 0414 952 416. Email: valsteve47@outlook.com

Club Patron: Mr Peter Holland

Phone: (08) 8271 0048

Club Services / Club Representatives

Technical Officer: Geoff Mockford

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

Regalia: Graeme & Betty Moore.

Mobile: 0467 066 797. Email: graemekmoore@bigpond.com

Librarian Tom Brindle

Phone (08) 8387 0051

Log Books David Burton

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

Australian Council of Jaguar Clubs (ACJC)

Club Representative: Phil Prior

Mobile: 0402 670 654. Email: 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

Inspectors - Club Registration

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

Register Secretaries

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

Brenton Hobb. Email: bmhobbs@bigpond.com

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

Steve Weeks: 0414 952 416

Email: valsteve47@outlook.com

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

Vacant

Email: jdcса@mail.tidyhq.com

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

Bob Charman Phone: (08) 8248 4111

Email: charmanr161@gmail.com

E-Type, F-Type, XJS, XK8 - *Meet 3rd Thursday each month.*

Alan Baker. Email: ambaker@iname.com or

Alan Bartram. Email: adbartram@bigpond.com

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

Peter Buck Mobile: 0421 061 883

Email: Peter.buck51@bigpond.com

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



RWO 666
S.A.