



CLASSIC MARQUE

MAY 2023



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THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA

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Club Torque - President's Column

President's Report May 2023

The National Jaguar Rally (JNR) held in April, I believe, was well received and enjoyed by those in attendance. With over a year in planning by the Rally Committee the JNR resulted in four days of trouble-free activities; congratulations and thank you to the Rally Committee for their time and effort in making this national event such a success.

The display day held at the Birdwood Motor Museum was impressive; over One Hundred and seventy (170) Jaguar and Daimler cars were on display on the lawns at the Museum. I also noted vehicles parked in the carpark and street, which would have brought the total attendance closer to two-hundred.

The JNR sporting activity held at The Bend Motor Complex Tailem Bend enabled Rally members to drive their car on a world class motor race circuit. Laps and lunch participants were given five laps of the main circuit behind the pace-car and in the afternoon those keen to try their hand enjoyed the use of the main track with no limitation speed wise, a very enjoyable day was had by all in attendance.

I understand the post rally tour also was very well received by those in

attendance. I did however hear that the Spirit of The Coorong Cruise was a little on the bumpy side near the Murry River mouth.

As we move into May and cooler weather it is the ideal time to get older vehicles out for a drive especially before the weather turns. The next major event on the Classic car calendar will be the British Classic Tour starting in McLaren Vale with a cruise to Victor Harbor; a definite must before winter. For members who own older vehicles make the most of the cooler weather and get your vehicles out for a run before it's time for dry storage over the winter period.

Orders are now being taken for the JDCSA 50th Celebration Book. To order your copy of this special celebratory book simple go to the JDCSA Web site and click on Events to make your purchase.

Members are reminded that log book renewal date is not that far off so please make a note in the diary. You are reminded the May JDCSA General Meeting is back at the Junction 470 ANZAC Hwy.

Safe Motoring
Fred Butcher



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Front Cover:

*Jaguar National Rally Display Day
(Photo David Rogers)*

Back Cover:

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



@sajaguarclub

JDCSA 50th Celebration Book

Hello Fellow Jaguar Enthusiasts,

As you may know it's our club's 50th birthday this year as we commenced on the 25th July 1973. To celebrate this we have been compiling a 50 year Celebration Book over the past 18 months and it's now being printed.

The book is a Coffee Table style book, A4 in size with landscape orientation. It is full colour. Approximately 110 pages with around 120+ photos.

Full details about the book, price and how to order your copy can be found here :- [JDCSA 50th Celebration Book](#).

- ◇ For local members please register your name only. Cost is A\$45. Books will be available for pick up at a General Meeting.
- ◇ For interstate members please record your name, address, email address and mobile number. Cost is A\$59 (\$45 + P&P in Australia).
- ◇ For any international members please contact me via email for the P&P at your location. The cost will be A\$45 + P&P.



You can choose how many books you would like when you order and we can accept Visa or Mastercard.

Your response by 31st May 2023 would be appreciated

Thank you for your support. Should you require any further information please call me.

Tim White
50th Celebration Book Editor
0419 80 9021
timwhite1975@gmail.com

Events Calendar 2023

MAY

TUESDAY 2nd MAY	JDCSA General Meeting. "The Junction", 470 Anzac Highway, Camden Park. Registration through TidyHq is required if you intend to have a meal prior to the meeting. The meeting starts at 7.30pm with meals available from 6:00pm. <i>JDCSA May General Meeting</i>
SUNDAY 7th MAY	British Classics Tour 2023. Gathering from 8:30am Departure from McLaren Vale & Fleurieu Coast Visitor Centre at 10:10am for Cars. The travel route is through a scenic drive to Victor Harbor, arriving 12:00 to 12:30. For more information goto: https://britishclassicstour.com.au/
WEDNESDAY 10th MAY	XJ, Mk10, 420G Register Meeting: 6:00pm to 9.00pm. The Bartley Hotel, Bartley Terrace, West Lakes Shore. For catering purposes please register on TidyHQ. <i>XJ/Mk10/420G May Register Meeting:</i>
WEDNESDAY 17th MAY	SS, MkIV & MkV Register Meeting. 6.00pm - 9.30pm. Meeting at Ross Rasmus home at Fulham Gardens. Can members please advise Brenton if they will be attending the meeting. 0419 345 775
THURSDAY 18th MAY (Lunch)	Jaguar Ladies Social Group Lunch. 12.30pm - 3.30pm Lunch will be held at the Greenhouse Restaurant, Feathers Hotel, 516 Glynburn Road, Burnside. Please register on TidyHQ by Thursday 11th May. <i>Ladies Social Group Lunch</i>
SUNDAY 21st MAY	Copper Coast Classic Cavalcade of Cars & Motorcycles - 10:00 am - 3:00 pm Three town cruise through Wallaroo, Moonta and Kadina for vehicles built in 1993 or earlier. Entries Close 12th May 2021. For more information: goto: https://www.kernewek.org/classiccavalcadeofcars
THURSDAY 25th MAY	Multivalve Register Meeting & Dinner. 6.00pm to 9.00pm The Kensington Hotel, 23 Regent St, Kensington. 6:00pm for dinner with meeting at 7:30pm. Please register to attend the meeting through TidyHQ. <i>Multivalve Register Meeting</i>
SATURDAY 27th MAY	E, F & GT Register run to Hindmarsh Island. 8:30 am - 4:00 pm Meeting at the Victoria Hotel carpark O'Halloran Hill and then to Hindmarsh Island via the hills and morning tea along the way. Groups of 20 will travel to Chris Waldock to view his collection of classic cars. Then onto the Islanders' Tavern, Hindmarsh Island, for lunch. To attend - registration is required via TidyHQ. <i>E, F & GT Run to Hindmarsh Island</i>
TUESDAY 30th MAY	Deadline For All Articles For JUNE Classic Marque (Inc. Classified Adverts). Thank you. Please forward to Editor: Graham Franklin M: 0490074671 Email: editor.jdcsa@mail.tidyhq.com .

JUNE

TUESDAY 6th JUNE	JDCSA General Meeting. "The Junction", 470 Anzac Highway, Camden Park. Registration through TidyHq is required by 2nd June if you intend to have a meal prior to the meeting. The meeting starts at 7.30pm with meals from 6:00pm. <i>JDCSA June General Meeting.</i>
WEDNESDAY 7th JUNE	XK & Mk 7 8 & 9 Register Run to Anlaby Homestead. 10.00am to 2.45pm We are visiting the historic home & gardens of Anlaby House, where we will indulge in Devonshire Tea followed by a guided tour of the house & gardens, included in the visit is a 2 course lunch, with unlimited tea, coffee & water. All this for \$78 per person. All welcome. Please register on TidyHQ. <i>Run to Anlaby Homestead</i>
WEDNESDAY 14th JUNE	XJ, Mk10, 420G Register Meeting: From 6:00pm to 9.00pm. The Bartley Hotel, Bartley Terrace, West Lakes Shore. For more information please contact Bob Charman. Email: charmanr161@gmail.com .
SUNDAY 18th JUNE	SS, MkIV & MkV Register Meeting: 12.00am - 3.30pm. Sunday afternoon at the home of David Rogers. Can members please advise Brenton if they will be attending the meeting. 0419 345 775
THURSDAY 22nd JUNE	E, F & GT Register Meeting. 6:30 pm - 10:00 pm. To be held at the workshop of Peter Thomas, 6 Walla Street, Lonsdale. Peter is opening the workshop for a sausage sizzle dinner and meeting for the Register. If members wish to contribute to the meal, please contact Peter on 0438 861 922. Alcohol may be consumed on site. To attend - registration is required via TidyHQ. <i>E, F & GT Register - June Meeting</i>

JULY

SATURDAY 29th JULY	JDCSA 50th Anniversary Dinner. 6:00pm - 11:00pm National Wine Centre of Australia, Corner of Hackney Rd &, Botanic Rd, Adelaide. Tickets at \$105.00 per head are now on sale. Tickets will be limited to 200 with a waiting list thereafter. More details & registration through TidyHq: <i>JDCSA 50th Dinner</i>
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Club Torque - Editor's Column

I must admit I was getting tired of all the doom and gloom that many motoring journalists have been writing about our beloved Jaguar.

Now that Jaguar have released more information about their proposed models (page 9); it may keep them quiet.

Jaguar cars will be all-electric from 2025 and are winding back production of all current models. The new cars will be low volume niche premium models with volumes around 50,000 cars per year (for the whole range). This compares with the almost 200,000 Jaguars that were built in 2018/19.

One may not agree with JLR's decision to move completely away from petrol and diesel powered cars; but that is what is going to happen. The switch to electrification remains inevitable.

On announcement of CEO Thierry Bolloré's "Reimagine Strategy" that Jaguar will become an all-electric low volume luxury brand – Jaguar guru Paul Skilleter wrote an article in the Jaguar Enthusiast magazine, produced by the Jaguar Enthusiasts' Club, the largest Jaguar club in the World.

The crux of his article was that Sir William Lyons was never a large volume luxury car producer. The E-Types for example ran for 13 years with 72,515 cars built. This averaged at around 6,000 cars a year. At the time, each car cost roughly half as much as an average Adelaide home or more. A lot of money. The XJ-S ran for 21 years and also produced a similar average of 6,000 cars a year (115,400).

Production never really ramped up until Ford took over. To Paul Skilleter, the

whole strategy of again making Jaguar a low volume niche premium luxury car made and makes a lot of sense.

And there is no reason to believe that the cars will fail to meet expectations. One only needs to look at the award-winning models that have been produced in the last 20 years. However, what Jaguar also needs to do is attract younger buyers and women to purchase their cars. Something they have failed to do in recent times.

Now we just all have to be patient and wait for Jaguar to release more information over the next 18 months.

There is lots to read inside. Enjoy.

**Graham
Editor JDCSA**

Jaguar Ladies Social Group



Our next luncheon will be on Thursday 18th May 12.30 in the Greenhouse Restaurant at the Feathers Hotel, 516 Glynburn Road, Burnside.

Please register on Tidyhq by COB 11th May. Goto: [Jaguar Ladies Feathers Hotel](#)

I look forward to seeing as many Jaguar ladies as possible.

So come along ladies to build on friendships, enjoy a lovely meal and lots of chitchat.

Tricia Clarke
0422 128 066
triciaclarke_1@hotmail.com

50th Anniversary Dinner, Saturday, 29th July, 2023

Dear Members,

As we have now concluded the very successful Jaguar National Rally, it is time to prepare for the next major event in celebration of the 50th anniversary of the Jaguar Drivers Club of South Australia.

The JDCSA 50th Anniversary Dinner will be held in the Hickinbotham Room of the National Wine Centre on Saturday, 29th July, 2023.

All members, past and present are invited to attend this celebration of 50 years of JDCSA history. The Executive is very pleased to advise past presidents and

members are travelling from interstate to attend the dinner. Members have also expressed interest in inviting family and friends.

To this end, the Executive has decided to extend an offer to all at the same ticket price of \$105:00. Priority is given to members, past and present to purchase tickets prior to Wednesday, 31st May, when family and/or friends may book.

[The Executive has also decided to amend the dress code to read black tie or lounge suit preferred, in deference to those members unable to wear black tie.](#)

Tickets are limited to 200 with sales to date of 139 with 20 non-member tickets waiting to be purchased on 31st May.

The Executive of the JDCSA is looking forward to a memorable evening in celebration of this milestone 50th birthday.

If you have not already booked a seat, please do so here- [JDCSA 50th Dinner](#)

Suzanne Jarvis
For and on behalf of the Executive,
JDCSA

New Member's Story - Scott Hills

My interest in Jaguars started when I was 8 (1979), as my family had friends that owned a burgundy XJ6 S2. To me this car was the most beautiful thing I had ever seen. My mates I went to school with thought I was weird, as I didn't own a Ford or Holden jacket and to my disgust, couldn't find a Jaguar jacket!

I have never been a member of JDCSA, however, when I was a young Banker my business mentor and friend - Tim White was/is a serious Jaguar enthusiast and collector. Tim encouraged me to attend a few JDCSA field days in order to learn more about Jag culture and the many different Jaguars on the market.

When I originally met Tim, I was in my thirties and a father of 2 young children, with a hefty mortgage! The dream of owning a Jaguar couldn't be achieved then, however, Tim and I continued to stay in touch over the years and he would share photos and experiences of his collection. My children are now in their twenties and no longer take my weekends and money, so several months ago I woke up one morning and decided it was time to finally adopt one of those beautiful XJ6 S2's!

My Father and older brother always had Valliant's and Holden V8's, so I knew my way around those motors, so when a beautiful crossbred 1977 XJ6 S2 Jaguar



with a 350 Chevy conversion came on the market, I knew it was the right time to dip my toe in the water.

My Jaguar is now affectionately named "The Jag" and even though the paint work is terrible and many internal instruments don't work, I still find myself washing and polishing this beauty like it was the finest vehicle in all of Australia. Over the Easter long weekend, I took her for a cruise around the Adelaide Hills and needed to fill up with petrol, when I came out of the service station after paying, I was amazed to see that "The Jag" was surrounded by people admiring everything about her, and to me that was pretty cool!

I don't know a lot about "The Jag" other than she is Ox blood red with good interior and little rust, however, most importantly she reminds me of when I was 8 years old, she reminds me of my Father and brother, she also reminds me of being a father and has given me an excuse to reach out to my old mentor.

**Cheers
Scott Hills**

Editor: Thank you Scott for contributing your story to Classic Marque. There are a number of V8 powered XJ's in the club now. Keep this up and you will be able to form your own Register. Hope to see you at club events with your car to check out the mighty Chev motor.



New Member's Story - Colin McEgan

My Jaguar experience began in the late 1960's when I bought a Mark 7 Jaguar, much to the horror of my parents.

She suffered from a lot of rust and a few other problems.

With the help of my Father, and a bit of fibre glass, she became more or less roadworthy. I also painted her Cherry Red. Anyway, we travelled a few miles together, during which time I learned about adjusting camshaft clearances and replacing broken axles.

She was eventually traded in on a Mark 8 with overdrive (and picnic trays). A beautiful car, 2 tone grey.

At this time in my life, I had joined the RAAF and Brigette and I travelled a lot of miles between Victoria and SA.

Marriage came my way and, sadly, Brigette had to go. She was replaced with a Morris Minor. (Oh, the very thought!)

I am now retired, having been self-employed in industrial electronics for around 30 years.

I have a GA pilots' licence, and, although pre COVID-19 I did a few hours on microlights (quite confronting), I leave the flying thing to people a fraction of my age.

I now live on a couple of acres on the Adelaide plains with my 3 Border Collies, a few ducks and some bees. Not to mention my two Jaguars, Phoebe and Charlotte.

Phoebe is a 2001 S-Type and Charlotte is a 1990 XJ40 Sovereign.

**Life is good
Colin McEgan**

Editor: Thank you Colin for contributing your story to Classic Marque. You sound like quite a character Colin. Hope to see you at future club events with Phoebe and Charlotte.



New Members

NOTICE BOARD

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

- ◇ Rhys Wood & Sam Rogers:
 - 1986 Daimler Double Six 5.3L Sedan
 - 1974 Jaguar XJ12 5.3L sedan
 - 1975 Jaguar XJ6 4.2L Sedan
- ◇ Ricky & Monika Nash:
 - 1989 Jaguar XJS 5.3L Convertible
 - 1977 Jaguar XJS 5.3L Coupe
 - 1957 Jaguar Mk VIII 3.8L Sedan
 - 2008 Jaguar XF 4.2L Sedan
- ◇ Guy Daly: 1984 Jaguar XJS 5.3L Coupe.

- ◇ Trevor Elburn & Lynne Veness: 2005 Jaguar S-Type 3.0L
- ◇ Liz & Matthew Ford: 2014 Jaguar F-Type S 3.0L Coupe
- ◇ Michael & Tina Adams: 1982 Jaguar XJS 5.3L Coupe

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

- ◇ Danielle & David Mobbs: 1985 Jaguar XJSC 5.3L Cabriolet.
- ◇ Noel Hinson: 1972 Jaguar XJ6 4.2L Sedan.
- ◇ Liana & John Torresan: 1970 E-Type 4.2L Coupe and 2018 Aston Martin V12 DB9 GT.
- ◇ Ian Dingwall & Katie Bunney: 1998 Jaguar XJR 4.0L Sedan.

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

**Daphne Charman
Membership Secretary**

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2025 Jaguar EV to be £100,000(+) Four-Door GT

All-new platform for the most powerful Jaguar yet; prototypes to hit the road this year.

The first car in the reborn Jaguar lineup will be a four-door electric GT and the most powerful model in the brand's history.

The new GT will be revealed in 2024 and on sale in 2025 as the first of three models in the new Jaguar family. Each will be built on an all-new bespoke EV architecture called Jaguar Electrified Architecture (JEA).

As part of an update to the JLR Reimagine strategy, the new Jaguar will have a range of up to 700 km (430 miles) and a starting price in excess of A\$185,000 (£100,000).

It is likely to have two motors for four-wheel drive and a power output in excess of 575bhp. The target time for charging is 320km (200 miles) of range in just 15 minutes.

Prototype Road Tests This Year.

Prototypes of the new GT four-door will hit the road before the end of the year, ahead of its reveal in 2024. Virtual testing of the car is already almost complete ahead of this crucial next phase of its development, where the car will come to life for the first time.

Chief creative officer Gerry McGovern said the styling of the GT and subsequent future Jaguars would be “the copy of nothing”, invoking the mantra and philosophy of founder Sir William Lyons.

Internal Design Competition

The three new Jaguars are the result of an internal design competition that encompassed everyone in JLR's creative team across all brands. The creative team was split into three teams as part of Project Renaissance, which McGovern believes will go down as a pivotal moment in Jaguar's history, with each given the same brief to create a family of models for Jaguar's future.

A total of 18 cars were created as full-sized models in just three months across the teams, but the winning team accounted for just three of them. McGovern said the verdict on choosing this team's design was “unanimous”. “There was no debate. We said ‘that's it.’

“We derived the design direction from there and evolved the designs from those three cars. The designs are at an advanced stage.”



Jaguar's crucial second electric car will be revealed next year. The above is a render of a two-door by Autocar. Any similarity between this and the new Jaguar will be purely coincidental. But going electric opens up more space inside and allows for exuberant proportions.

Designs Two and Three

It is understood that while the first model will shock, the second and third models will reinforce that design and the models will clearly all be part of the same family.

The two cars to follow the GT, likely to be crossovers, will come at a rate of no more than one per year after the launch of the initial car.

Volumes will be around 50,000 cars per year for the range as a whole. The cars will all be built at a new dedicated area within JLR's Solihull production facility.

In-House EV Platform

Nick Collins, JLR's vehicle programmes executive director, said the Jaguar Electrified Architecture (JEA) too “was the copy of nothing” and no other EV architecture would “allow for such exuberant designs, proportions, refinement and performance”.

Jaguar Will Be Here In 50 Years.”

Lennard Hoornik, JLR's chief commercial officer, said the investment in Jaguar stood at around £1 billion. “We're investing in Jaguar not just for its heritage but for its future.”

Around 100 suppliers have already committed to the new Jaguar project, which isn't just about creating new cars but also changing every part of the brand and how customers interact with it.

Commenting on the relaunch of Jaguar, new JLR CEO Adrian Mardell said:

“Jaguar will not disappoint. It will begin to put right unfinished business.”

He said it wasn't a “last chance” for the brand. We create chances by what we deliver. This brand will be here in 50 years.”

Existing Customers

McGovern doesn't believe the new brand positioning for Jaguar will alienate existing customers, although he admitted there will always be those resistant to change.

“Things have to move on, and we're going to create such a compelling proposition that this new Jaguar will also appeal to existing customers”.

“EV is a propulsion method, as is ICE. EV can be as compelling as long as you have everything else with it. It's like with watches: when a new one comes out, you still prefer the old one, but over time you see what it's about and you change your mind. When you go to something new, people look back – but that's fine.”

Hoornik said the cars had “wowed” people in clinics and the firm had been “pleasantly surprised” as to how they had viewed the value proposition of the cars and the new brand. ■

Editor - Information for this story sourced from AUTOCAR and Jaguar International.



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Five-Year Copyright Issue with Jaguar C-Type Resolved

When a retired Swedish car designer called Karl Magnusson built a replica of the famous Jaguar C-Type, he was not expecting a long legal battle, one that brought him close to personal bankruptcy.

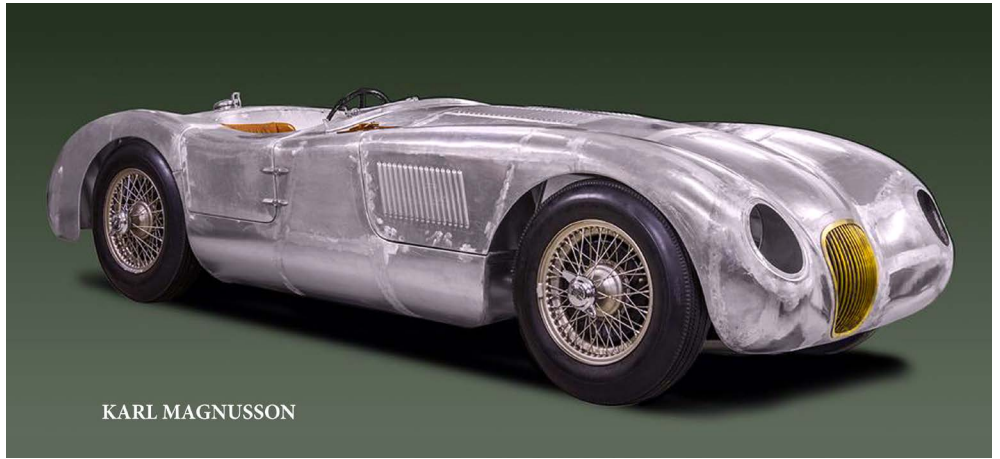
His decision to create his own C-Type was not made in secret, and he actually used many original drawings that Jaguar had shared with previous replica builders.

All was going well until Magnusson told Jaguar Classic, that apart from his own car, he was going to build at least two other replicas that he was going to sell to fund the project.

This is where things got litigious. Failing to discard his plan of building more C-Type replica's, Magnusson was sued by JLR for copyright infringement in 2018, shortly after he completed his car.

Magnusson was ordered by the court to both pay substantial costs but also - at the behest of the Swedish court - to destroy his replica.

JLR denies it directly demanded Magnusson's replica be destroyed, but also says that the fact more than one car was going to be made meant the project was a commercial endeavour that was effectively competing against Jaguar Classic; and that it reserves the right to protect against those intending to infringe copyright for profit.



KARL MAGNUSSON

The Swedish appeals court came down in favour of both Jaguar and Karl Magnusson

Magnusson opted to appeal the case and the decision to destroy his car has been reversed. **He can now keep his car, but the appeal court also gave JLR full copyright of the C-Type design, something it was denied in the original trial.**

It seems that JLR will be now be able to prevent any fresh examples being built - in Europe, at least. Court cost are yet to be awarded and there is still the possibility that JLR might choose to appeal against this appeal and take the battle all the way to Sweden's Supreme Court.

It wasn't just Magnusson receiving legal paperwork; in Britain, the largest maker of replica C-Type kits, Suffolk Sportscars was sued shortly after the original Swedish case concluded, and subsequently went bankrupt.

JLR are not the first car maker to take on this replica issue. Daimler AG have long taken a tough and quite aggressive approach to vehicle replicas. Builders of replica Mercedes 300SL Gullwing have been taken to task by the German Company including replicas that do not even incorporate a Mercedes logo or trademark of the Company.

Ferrari have also taken issue with several businesses producing replicas of models such as the Daytona and GTO, based on the argument that it can devalue the now highly prized original examples. ■

Editor: Information for this story sourced from AutoWeek, PistonHeads and the Ipswich Star.

Jaguar Sales UP in Q4

JLR have reported that overall sales are up by 30% in Q4 to March 2023.

Specifically, Jaguar XE sales were up by 32% and the F-Pace by 46% with all Jaguar sales up by 5.9% dragged down by the I-Pace which is still plagued by computer chip supply problems, with sales down by 27.6%.

JLR UK sales were up in the quarter by 42 per cent in the UK, 47 per cent in Europe, 29 per cent in China, 12 per cent in the US and 29 per cent in other markets. The healthy increase in the number of cars shifted may have made a bit of a dent in JLR's order book, but it still stands at around 200,000, with 75 per cent of that made up of Range Rover, Range Rover Sport and Defender.

Not surprisingly, Jaguar sales are expected to remain flat as existing



F-Pace sales were up 46% in Q4 to March 2023. Photo: The award-winning F-Pace that achieved both the "2017 World Car Design of The Year" and "2017 World Car of The Year".

models run-down prior to the release of the new models in 2025.

Overall JLR's general financial trend and position is continually improving, reducing debt (now below £3 billion for

the first time in 3 years) and freeing up money for more investments, with a goal of being net cash positive by 2025. ■

Editor: Information for this story sourced from CARS UK.

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JLR to Invest Billions in Electric Vehicle Development

Jaguar Land Rover plans to invest 15 billion pounds (A\$28 billion) in electric vehicle programs over the next five years to become a modern luxury car maker by 2030.

JLR's Halewood plant in the UK's Merseyside will become an all-electric manufacturing facility as part of the plan. Its engine manufacturing centre in Wolverhampton will be renamed the Electric Propulsion Manufacturing Centre, Tata Motors Ltd. which owns JLR.

"This investment enables us to deliver our modern luxury electric future, developing new skills, and reaffirming our commitment to be carbon net zero by 2039," Adrian Mardell, chief executive of JLR said.

JLR also said stamping facilities that prepare pressed body metalwork for

its vehicles would be expanded to play a vital role in the company's electric future by providing body work for next-generation electric cars.

Snapshot

- ◇ Investment of £15bn over five years in JLR's industrial footprint, vehicle programmes, autonomous, AI and digital technologies and people skills.
- ◇ JLR's Halewood plant in Merseyside, UK, to become an all-electric manufacturing facility.
- ◇ JLR's Engine Manufacturing Centre in Wolverhampton, UK, to be renamed Electric Propulsion Manufacturing Centre.
- ◇ The executives at Jaguar Land Rover plan to officially rename the company "JLR" to create a new "house of brands."



- ◇ In simple terms, the company will split into four separate brands: Range Rover, Discovery, Defender and Jaguar.
- ◇ First of three reimagined modern luxury electric Jaguars will be a 4-door GT built in Solihull, UK.
- ◇ Pre-order books to open for first all-electric Range Rover later this year. ■

Editor: Information for this story sourced from MarketWatch, AutoBlog and Jaguar.

JLR Will Not Build Its Own EV Battery Factory

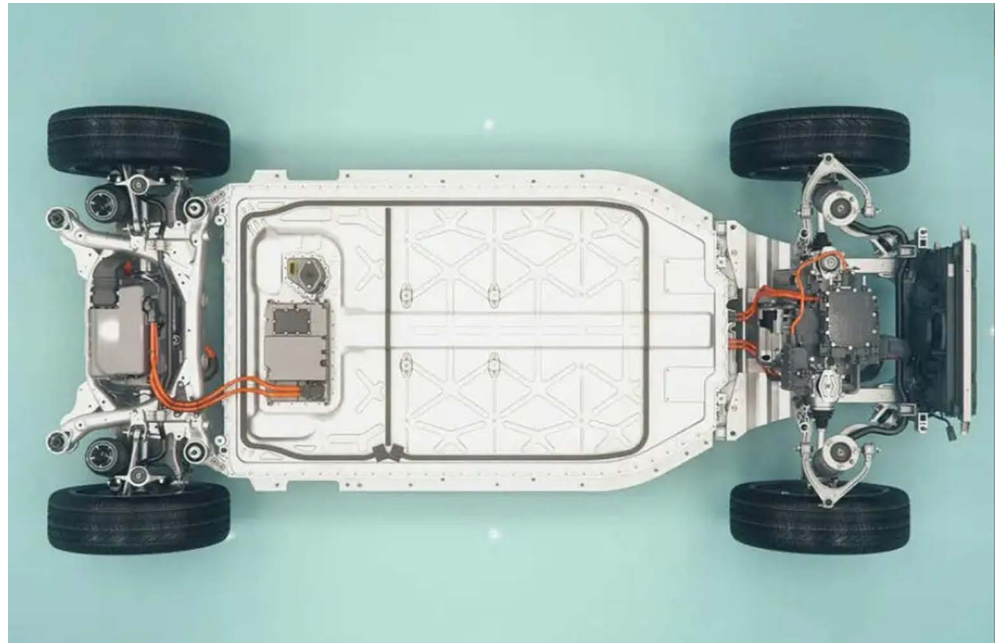
JLR will not build its own electric vehicle battery factory, company CEO Adrian Mardell has confirmed.

JLR has been linked with several gigafactory sites across the Midlands and beyond over recent years but has now confirmed it will instead become the "anchor partner" of a planned gigafactory by its parent company, TATA. This factory will be in Europe, but not necessarily in the UK.

An announcement from TATA was imminent, but it is not expected to come on stream for four to five years.

JLR advised that agreements are in place with luxury battery suppliers until TATA's plant is up and running and that battery supply will not be a reason for missing targeted sale dates for the first electric models.

Barbara Bergmeier, JLR's executive director for industrial operations, confirmed this battery supply was mainly from one supplier and the contract had been signed. Further supply agreements could be reached to bridge the gap until the TATA factory ramps up. She added that the decision on where TATA builds its gigafactory would have no impact on



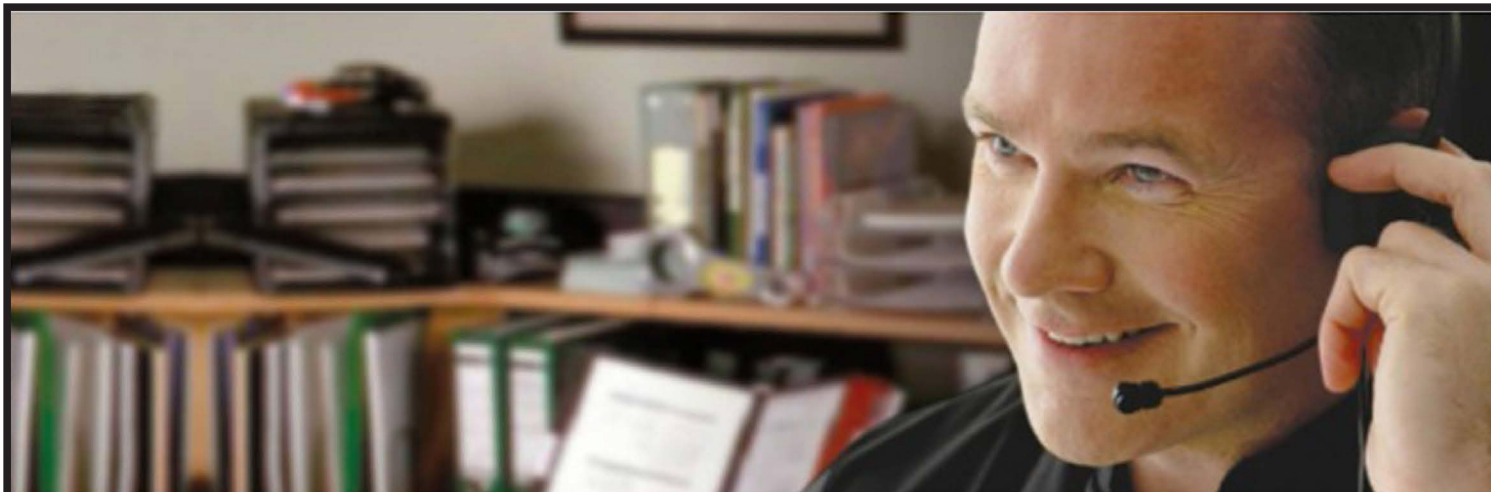
Autocar render of a Jaguar EV. JLR will ultimately source batteries from TATA

the future production locations of JLR models.

While TATA would build cells for JLR models with chemistry and technology co-developed between JLR and TATA, battery packs themselves for JLR cars would be built at its Hams Hall plant, with further sites possible, according to Bergmeier, depending on where the TATA plant is located.

JLR was cash positive and profitable in the past quarter, and its general financial trend and position was continually improving, reducing debt (it is now below £3 billion for the first time in three years) and freeing up money for more investments, with a goal of being net cash positive by 2025. ■

Editor: Information for this story sourced from AutoCar.



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USA: Waymo Operating All-Electric I-Pace Driverless Fleet

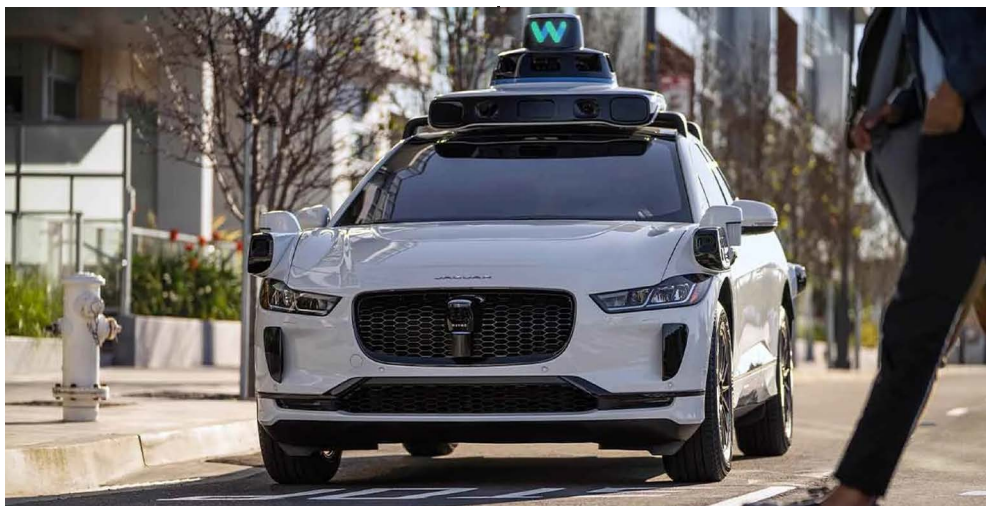
Robotaxi developer Waymo are now operating an all-electric fleet of fifth-generation Waymo Driver Jaguar I-Pace cars, having now retired its fourth-generation tech utilized on the Chrysler Pacifica hybrids.

Waymo was launched in 2009 by Google's parent company, Alphabet, Inc. as a self-driving car project. In 2016, the Google project was officially rebranded as Waymo, derived from "a new way forward in mobility." Since then, Waymo has tested its various self-driving vehicles in multiple states.

It has been charging driverless rides for people in Chandler, Arizona, since 2019, followed by paid rides in San Francisco. In early 2023, Waymo announced it had eclipsed 1 million miles alongside news that it will soon begin testing driverless rides in Los Angeles.

In April, Waymo deployed the Jaguar I-PACE and their fifth-generation Waymo Driver in the Phoenix East Valley, making their entire Waymo One ride-hailing fleet fully electric.

With this fleet update, Waymo will join the White House EV Acceleration Challenge to support the administration's efforts in the transition to electric vehicles. For many, hailing a fully autonomous ride with Waymo may be the easiest way to access an EV.



Their growing ride-hailing service not only increases sustainable transportation options, but also offers Waymo's safety benefits to the communities they serve.

The I-PACE generates less carbon emissions than their previous hybrid cars, but with the average vehicle in the U.S. parked 95% of the time, their full benefits are often unrealised. Waymo believes that autonomous EVs efficiently driven around the clock can maximize those environmental benefits with a significantly higher vehicle utilization. Taking it a step further, their EV fleet is matched with 100% renewable energy, which enables Waymo to provide a zero-emission ride-hailing service to their customers.

Focusing their service on an all I-PACE fleet helps Waymo better optimise their technical and operational support to be more efficient.

Their machine learning-based fifth-generation Waymo Driver learns more with every mile travelled, so deploying their existing I-PACE fleet into the Phoenix East Valley will further advance the performance and reliability as they continue to grow.

The company has been deploying I-Pace Jaguars for years, and now it becomes their only vehicle. ■

Editor: Information for this story sourced from Robotaxi developer Waymo.

Waymo Cars Block Road After Getting Confused By Fog

A group of Waymo autonomous taxis blocked a residential road in San Francisco in April due to heavy fog that apparently confused the vehicles' self-driving system. The cars in question were all heavily-modified examples of the Jaguar I-Pace.

Waymo, responded to the embarrassing situation. "We have software updates planned to improve our fog and parking performance to address such situations in the future," a statement said.

The vehicles rely on a technically complicated and advanced self-driving system with LiDAR sensors, cameras, and radar to navigate the roads successfully. Waymo clearly has some work to do because dense fog is a regular occurrence, especially in the San Francisco Bay Area.

No injuries or damage were reported, but this proves the technology still has a way to go before it can become a regular thing throughout the country. The fog somehow confused the self-driving equipment, and the system determined it was unsafe to continue driving.

According to the San Francisco Chronicle, other motorists quickly got confused by the Robotaxis sudden shutdown and began flashing their lights while attempting to manoeuvre around them.

However, one of the vehicles parked in the middle of the road while waiting for the fog to clear up, which only worsened the traffic situation.

After about six minutes, the fog went away, and the Waymo train started up again and went on its way.

Still, the fact that these five vehicles stopped and parked themselves in the middle of a road with residential traffic is far from ideal. Waymo's acknowledgment of the problem is a good start, but the only solution is to fix it. This is not the first time self-driving vehicles from any company have experienced potentially dangerous problems.

In Phoenix in early 2019, a Waymo car became confused by rain and stopped. Autonomous vehicle technology has improved immensely since then, but, as this latest case proves, it's still not perfect. ■

Editor: Information for this story sourced from CarBuzz and the San Francisco Chronicle.

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Formula E - Three Wins in A Row for Jaguar-Powered Cars

After Jaguar-powered cars finished first, second and third in their last race in Brazil, the teams were back on top again with wins in races 7 & 8 in Berlin.

Porsche's early season dominance is now coming under severe pressure from the Jaguar-powered cars with Envision Racing and Jaguar TCS Racing closing in, in second and third in the championship with eight races to go.

Berlin Round 7 - Snapshot

- ◇ *Jaguar takes maiden Formula E one-two.*
- ◇ *Mitch Evans took his second victory in a row.*
- ◇ *Team-mate Sam Bird finished second achieving his third podium and highest finish of the season.*
- ◇ *Jaguar-powered cars dominated the race with Envision's Sebastien Buemi and Nick Cassidy finishing 4th & 5th.*

Jaguar TCS Racing played a blinder with their race strategy to seal a Mitch Evans, Sam Bird one-two in a beautifully chaotic Berlin E-Prix that saw 190 overtakes and a record 20 at-the-line lead changes and eight different race leaders.

Throughout the entire race distance, some 43 laps, the field, never mind the top 10, proved to be completely inseparable. A record number of different drivers hit the front as strategies split - with the early front-runners electing to jump for Attack Mode early on and those further back running longer.

After the lead group jumped for their second 50kW boosts, the race yielded a different race leader at almost every stage as positions changed left and right, with the first of two spells under the Safety Car compounding things further



Jaguar TCS Racing Team - Mitch Evans and Sam Bird finished one-two in Round 7

and seeing the field split by just over five seconds at a little over the halfway stage.

The Jaguar-powered cars went on to stretch their legs, with a Maserati breaking the Jaguar stranglehold as he fired it up the inside of the Envision Jaguar at the final turn to prevent a second consecutive 1-2-3 for the I-TYPE 6, not that the factory Jaguar TCS Racing squad will grumble.

To watch the 5-minute highlights of the race goto: [Berlin Round 7](#)

Berlin Round 8 - Snapshot

- ◇ *The Jaguar customer team Envision Racing celebrated their first win of the season.*
- ◇ *Mitch Evans finished fourth for Jaguar TCS Racing.*
- ◇ *Teammate Sam Bird finished 19th after he had to pit for a new front wing, following a collision.*

Jaguar powered Envision Racing's Nick Cassidy picked his moment to hit the front and went on to seal the race win in the Berlin E-Prix Round 8, as he got the best of a tight field to clamber from eighth to the top step of the podium.

The unique Berlin Circuit threw up a second intensely tactical race in as many days, brimming with overtakes - 172 in total, making for 362 over the weekend and featuring a strategic masterclass from the race winner.

Nick started eighth and hit the front on Lap 25. He drove supremely to stay there until the end. Cassidy, who now has four podiums in five events, draws to within four points of standings leader Pascal Wehrlein (TAG Heuer Porsche).

Round 7 winner Mitch Evans made up a spot from his grid position to come home fourth, making it a superb weekend's work for the Kiwi and Jaguar despite teammate Sam Bird getting into contact and being forced out of contention.

Unfortunately, another driver went into the back of Sam's Jaguar I-TYPE 6, forcing him into the car in front, damaging his front wing. It's disappointing as it was not a mistake that he or the team made.

To watch the 4-minute highlights of the race goto: [Berlin Round 8](#)

Next up, the teams head to Monaco for Round 9 on the 6th of May. ■

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



Jaguar TCS Racing lie third in the world championship with 8 races to go. Next up - Monaco.



Interview

Q and A David Seidel

Member No. 30

Questions; Graham Franklin
Answers: David & Carol Seidel

G: What was your first car?

D: This was a 1934 Chev hot-rod with leopard skin seat covers, a Holden steering wheel, and was painted black with flames running down each side. It was definitely not roadworthy and as such I had to hide it under the next-door neighbour's carport for a week until I got enough courage to tell my dad I had bought it. He eventually forgave me and helped me sell it very quickly.

G: Can you remember your first encounter with a Jaguar?

D: A family friend from Murray Bridge had a lovely fawn colour Mk VII 'M' Series auto. I loved the smell of the leather interior and it even had a sunroof. I must have been about 10 years old at the time.

Later in my high school years our headmaster gave a lesson on the quality of the Jaguar motor car, which enthused me to write a free choice essay on the marque. As well as handing it in at school, I sent a copy to Bryson Industries, for which I received a favourable reply.

G: How did you become interested in Jaguars or classic cars?

D: One brief glimpse of a maroon SS100 on an elevated stand in a car yard on South Road. I spotted it whilst a passenger in my dad's tip truck.

Later in life, I was buying cars to scrap and one of these was a Jaguar Mk IV 2 ½ litre. I placed an advert in the Wrecking column of Saturday's Advertiser which brought a great response, and this made me realise that Jaguars were in demand.

G: How many Jaguars (or classic) cars do you now own or have you owned?

D: As we live in a retirement unit, circumstances dictate that we now own just one, a 1985 Jaguar Vanden Plas 6



David has owned many classic cars and Jaguars overtime including these two SS Saloons

cylinder. However, over my lifetime I have owned so many classic and Jaguar cars that I have been unable to count them all.

As well as Jaguars I have owned makes including Bristol, Jowett Javelin, Graham Paige, Lancia, Mercedes, BMW, Volvo, Ford, Morris, vintage Chev trucks, vintage Austins and even a 1920s Case tractor.

G: You were Secretary during the first and second year of the club. Do you recall those first few years of the club.

D: During the early years, we were busy establishing contacts with Jaguar clubs in other states and overseas. Until we were able to produce our own magazine, the Victorian Club allowed us to use several pages in their magazine "Cat-a-Log". The other situation was to establish a permanent meeting place, and the Sportsmans Club on Greenhill Road made a room available for us for quite a number of years.

We held a competition to design a car club logo, I can't remember who won or if it was a combination of several ideas.

The committee members were from various suburbs, beliefs and backgrounds but all had a love for the Jaguar marque and the same goal in mind – to make the JDC of SA a club to be proud of.

G: Yes the club logo. The executive spent hours "arguing" that decision. In the end Phil Smart pushed the design through. The club logo spinner is unique to the JDCSA - there is nothing else like it.



Deciding on the Club Logo was one of just many decisions the first executive committee had to resolve. The "Spinner Logo" is unique to the JDCSA - there is nothing else like it.

Interview - David Seidel

G: I gather you had a full-time job over this entire period at the time. How did you manage?

D: In addition to being JDCSA Secretary, I was working full time in my father's sand and metal business, Carol and I had our first child and we moved house twice. Carol did a lot of the typing and paperwork for new memberships and the sale of club wares. Wives and partners all joined in to help in the organisation of the Club - there was good comradery at committee meetings and events and we were all young and enthusiastic.

G: In those early days of the club, SA and Vic clubs were very close and regular attendance at interstate events were common. Do you recall some of those trips to Victoria?

D: I recall several trips to Victoria. In particular an eventful SS Register trip to Swan Hill when my MkIV ran out of brakes on Fullarton Road as we drove to Eagle on the Hill to meet the others before setting off to Victoria. They decided it would be safer for me to lead the convoy which I did there and back without incident. Other than that, it was most enjoyable, as there were lots of members' children and the older ones 'babysat' the little ones in the motel. (photo)

One trip was made very special when member Jim Love dressed in all his Scottish regalia and piped us from our motel units to the dining room (or was

it vice versa?) – unfortunately I can't remember which trip this was though. I'm not sure if other motel users were as thrilled as we were!

In reverse, the Victorians also visited SA, and many friendships were formed between the clubs. On one occasion, Victorian club member Cliff Rattray-Wood had trouble with the hydraulic tensioner on his XK150. My dad Max made his workshop available and we were able to purchase the required parts on Saturday and by Sunday afternoon he was all ready to drive back home.

G: Attendance at Interstate National Concours events were also common. I assume you attended a number. Any special memories?

D: The interstate trip that stands out is the one to Griffith NSW. This time we left our daughter with my mum, but took our chihuahua "Pepe" with us. A problem arose when we found our accommodation was on the second storey of the motel. We couldn't leave Pepe in the car and of course motels weren't dog friendly in those days. Steve Weeks had a brilliant idea and zipped Pepe up in his travel bag, and up in the lift we went to our motel room. We were very pleased with ourselves until the next morning when an unforeseen problem arose. The breakfasts were passed through a small hatch into the motel room, and Pepe saw this as an intrusion into his private space and began to bark. We quickly held his



David and Carol's longcoat chihuahua Pepe

mouth closed and tried not to break into laughter, but all was well. Thank goodness it was only a one-night stay, and we successfully returned Pepe to the car the same way he went in.

G: Over the past 50 years of the club do you have any particular memories or happenings?

Following several months of meetings of the self-appointed Jaguar enthusiasts with the aim of forming a South Australian club, I was astounded at the overwhelming response we received to the small advert I (on behalf of the 'committee') placed in Saturday's Advertiser announcing the formation of the Jaguar Drivers' Club South Australia. From memory, we even had visitors from Victoria and Western Australia at that meeting.

The very first Concours held in the parklands opposite CocaCola was a big learning curve for the Club. Our chief judge, Stan Puddifoot was a quality control officer of some standing and pointed out that just a wash was not good enough for a Concours event. From that time on our understanding of what was required for Concours entries became clear.

*** Feeling humbled and honoured at the 30th Anniversary Dinner when Chris Holland, Carol and I were given Life Membership of the Club ***

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

D: For me, the early member that I miss the most is Shane Dunstone. He was an active member of the Sporting Car Club and gave good advice on setting up our car club. Shane was a regular visitor at my parents' home. When Carol and I were



SS Register trip to Swan Hill 1975

Interview - David Seidel



Carol & David's wedding cars. They used their maroon 'S Type' and Shane kindly organised another car through one of his old school friend's, whose mother owned an identical car.

planning our marriage in August 1972, we decided to use our maroon S type as a wedding car but were unable to locate a matching car. Shane said he would fix the problem, and he contacted one of his old school friends whose mother had an identical car. They happily agreed that Shane's friend would drive the car for our wedding. After our wedding, Shane frequented our new home, and our daughter Kirsty called him "Uncle Shane". He was a dear friend.

G: Of all the Jaguars you have owned, which was your favourite?

D: As I have owned so many Jaguars, this is a very difficult question. My very first green Mk IV stands out, as being my first completely roadworthy Jaguar, I was very proud of owning it. I was just 18 years old.

Another outstanding favourite was a sable colour 1970 Daimler 4.2. A year after I had sold it, I rang the guy who

purchased it and bought it back from him!

G: Have you been a member of any other Car Clubs?

D: Yes, Carol and I have been members of the Barossa Valley Historical Vehicle Club since we moved to the Barossa in 1987, and are still active members. It is a car club for all makes and so expands our horizons with fellow enthusiasts. Also (although not a car club as such) we regularly attend the Barossa Cars and Coffee events held on the first Sunday of the month in Nuriootpa and find this most enjoyable and a great place to network.

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

D: Purchasing a Jaguar Mk2 2.4 auto, Sherwood Green, advertised for sale and available to be viewed in Franklin Street, Adelaide during the following week. It was owned by a well-known

wool company and had reputedly only done 17,000 miles. I had my doubts about that, but went to inspect it anyway. It was true and the car was as new and still had the original Dunlop Roadspeed tyres. The tool kit and spare had never been out. The car had been valued for the company by the RAA but it had a flat battery and I had to sign a document stating that I agreed to take the vehicle as I saw it. This I did, and that car was one of the loveliest cars I have owned. Carol and I enjoyed many happy times on local and interstate trips in that car.

D: Also, Carol's humorous article in our magazine "The Shed" (see page 22).

D: Thirdly, Carol taking on board my interest in Jaguars, and the club acknowledging her by awarding her the Clubman-ship trophy in 1978.

G: Any interesting or special 'Jaguar' experiences?

D: I had a lovely 3.8 Mk2 with an infuriating problem in that it would appear to be starving of petrol and stop without any indication that it was about to happen. I was getting quite frustrated with this niggly problem, so one Saturday night I got my younger brother Robert to lie in the boot to listen and tell me if the fuel pump stopped. This he did, and we went at some speed up and down the Main North East Road trying to trigger the problem. Robert's legs wouldn't fit in the boot so they stuck out while he held on to the boot lid with his hand. Try as we may, the car wouldn't repeat the problem and we had to abort the experiment when another driver came past signalling to me that I had a body in the boot of the car.



Two of David's favourite cars; Green MkIV 3.5 litre and a Daimler Sovereign

Interview - David Seidel



Carol & David's Mk2 2.4 auto from wool company

Another instance was when I had a beautiful MkVII for sale, A Chrysler executive from Canada was visiting Tonsley Park and he loved the car, so I took him for a brief run in it up the Main North East Road on a very quiet Sunday morning. All of a sudden, a very loud bang erupted from under the bonnet and the car began to run on 5 cylinders. I pulled over, looked back and there was the spark plug lying on the road. It appears that a previous owner had cross threaded a spark plug. I turned to the prospective purchaser and said, "I guess you don't want the car now?" He said, "On the contrary, if you can fix the problem for me before I return to Canada next week." I contacted an engineer to advise me as to Helicoil to restore the cylinder head thread, which I did successfully but not without one faux pas - to be doubly sure that everything was right I got my tang through screwdriver and carefully placed it across the spark plug lead while the car was idling whilst putting the end of the screwdriver in my ear to listen for any unwanted noises. There were none except one from myself - I accidentally arced the screwdriver across two spark plugs and all my fillings almost fell out! But I did sell the car.

A similar fortunate escape for me which could have had drastic results was when club member Steve Weeks wanted to buy the wire wheels from a Jaguar that I was wrecking. Foolishly, I used the jack supplied by Jaguar which was of a triangular design with a long brass threaded centre. I sat spreadeagled with both legs under the car in readiness to remove one of the wheels when the jack completely collapsed without warning. Thankfully I was young and agile in those

days and was able to quickly scramble out from under the descending vehicle. The lessons I learned from this were (1) to never have my legs underneath a car and (2) to always place a spare wheel under the car to support it in case of jack failure.

Another highlight of my Jaguar experiences. Gavin Sandford-Morgan had just imported a C-type from Great Britain and I was privileged to have a fast ride with him in it around the track at Birdwood Mill. I remember that club members were astonished at his purchase at the time because for a little more money he could have bought a brand new XJ6. If only we could have seen into the future!!

G: Perhaps a funny motoring or club experience?

D: Once on a club Observation Run across the city, we had to find a used bus ticket in the bin by the bus stop in

Victoria Square and record the Leal quote written on the ticket. All went well, I rummaged in the bin and found a ticket, only to be told by a very rough looking gentleman to clear off, as it was his bin and he made me put the ticket back.

In the 1970s, an old-time car dealer asked as a favour if I would allow him to display my immaculate 3.8 Mk2 in an elevated position at his yard, which was located near the back entrance to Chrysler Australia. This was to act as a drawcard for customers. As I was talking to him, a Valiant Charger screamed out on to South Road from the rear of the Chrysler building. The driver (according to the dealer) was none other than the celebrated racing driver Stirling Moss who had been brought to SA to help combat a problem with the limited slip differential - hence the unusual exit from the back of the factory.

My car was duly put on display for about a month, and as a thank-you the dealer gave me his dealer identification manual of "Robbie's Automobiles of the World". I still have this guide as it was never made available to the public and is very comprehensive. The dealer amazed me with his ability to drink a bottle of Coke, smoke a cigarette, chew gum, answer the phone and talk to any prospective buyer in the yard all in the same minute.

G: A fascinating story. Thank you, David & Carol, very much for your time and photographs.



David in the original C-Type with Gavin Sandford-Morgan at Birdwood

A Jag Wife's Lament by Carol Seidel

There is one place that holds dread for every Jaguar owner's wife: that building of blackness and untidiness, situated in the overgrown back yard, known as THE SHED.

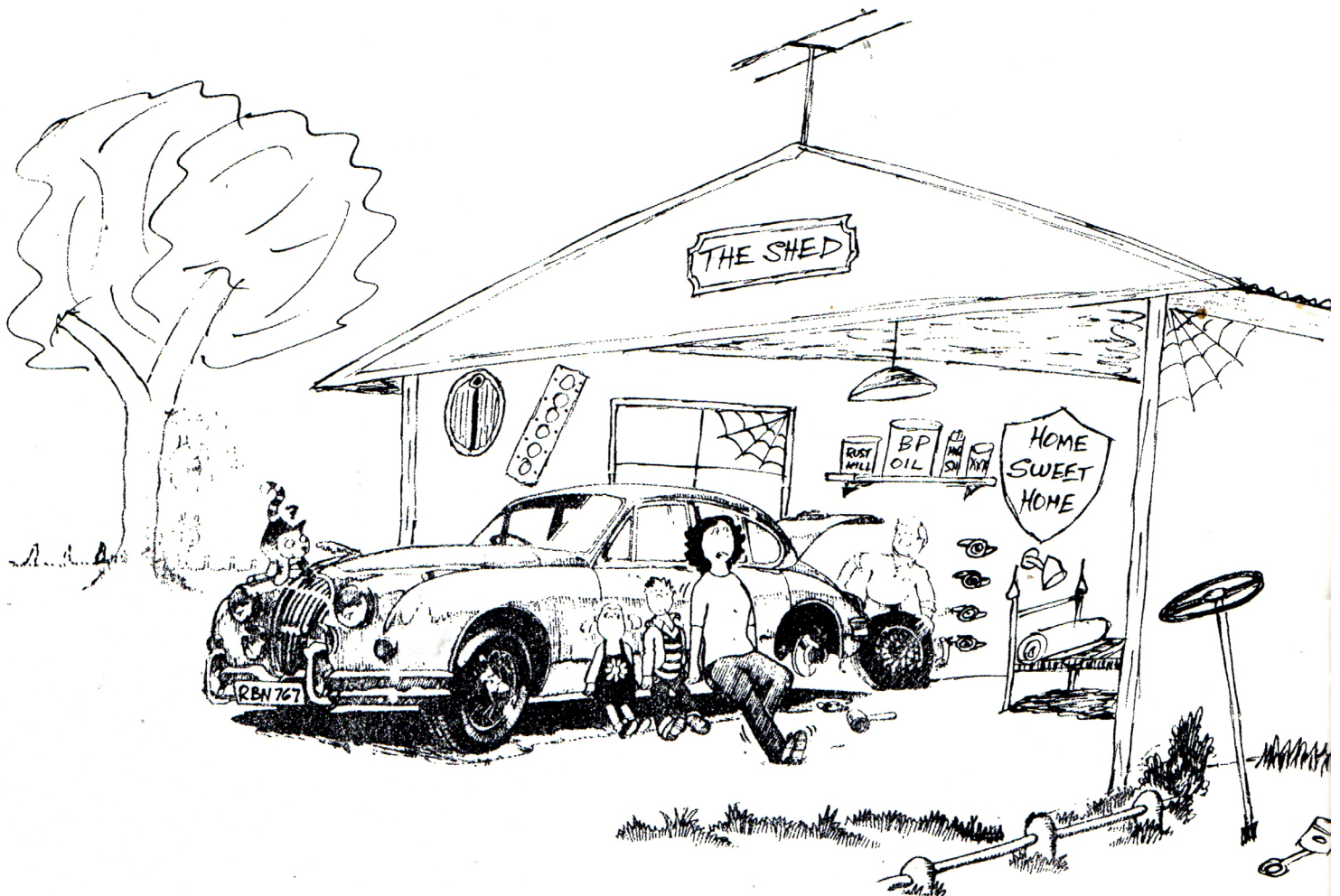
It is the home of the housewife's kitchen scissors, all her freshly laundered polishing and dusting cloths, her window cleaning equipment, brushes and brooms, and even her invaluable 'Mr Sheen' ("but it brings the woodwork up so well, dear").

The male of the species has a wonderful knack of finding all these things in the house (no matter how well they are hidden) but seems to have a memory failure after they have been used, and thinks they belong in THE SHED. So, when time comes for polishing the furniture, the Great Hunt begins. After tripping over an oil-covered differential left lying across the shed doorway, the Mr Sheen is located but found to be almost empty. The dusters are usually unrecognizable amongst the oily rags dotted around the floor, and the broom is nowhere to be found.

When sufficient equipment has been removed, the furniture is polished. Then the carpet has to be vacuumed, but first the little woman has to shift a few boxes of spare parts which her beloved spouse has stowed away under the bed - so as not to clutter up his SHED!

Still, for all that, there's one problem the Jaguar wife doesn't have - where to find her husband when he comes home from work!

Carol Seidel





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Cross-Country Adventure In Jaguar's F-Type 75



Cross-Country Adventure In Jaguar's F-Type 75 (cont)

Editor - The following is a promotional story provided by Jaguar Australia. It is a combined precis of two reports by Australian motoring journalists Anthony Crawford (CarExpert) and John McMahon (Boss Hunting) who experienced a journey across Spain in a F-Type 75.

2023 Jaguar F-Type 75 review

As Jaguar accelerates towards an exciting electric future, the launch of the final 2024 model year F-TYPE 75 and R75 petrol sports cars feels particularly special. A select group of motoring journalists were flown to Spain to experience a significant milestone for an iconic vehicle. In a thrilling 800km, 48 hour journey they travelled from Sitges on the sparkling Mediterranean to San Sebastian on the Atlantic Ocean.

On day one, the drivers got behind the wheel of the F-TYPE 75 Convertible in Giola Green, a custom colour for the 75 editions inspired by the teal limestone waters of the Greek Islands. Anthony Crawford from CarExpert found the exterior colour beautifully complimented the exquisite tan interior, and with the lowered roof said it "simply looks divine". John McMahon from Boss Hunting could only agree, describing the exterior finish as "drop dead gorgeous", and combined with the interior "one of the most captivating specs I'd ever seen in the metal".

Fast, Furious and Very Loud

Tackling nearly 500km of challenging mountain roads, the group began their climb into the Pyrenees. Crawford noted the "thunder under the bonnet" in the form of Jaguar's P450 supercharged V8, tuned to deliver a solid 331kW and 580Nm to the rear axle exclusively through an eight-speed automatic transmission. He found the drive to be "fast, furious and very, very loud", with the vehicle "unflustered by any turbulence around the car" at huge speeds. It was rock solid in the bends and the steering nicely weighted in Sport with immediate throttle response.

For McMahon, "the familiar bark of the supercharged V8 grew in ferociousness with every turn, inducing nothing but beaming ear-to-ear smiles...I've said it before, and I'll say it again - the F-TYPE's exhaust note is easily the most outrageous, spine-tingling noise from a V8 on the road right now". As the roads became more challenging, he felt most alive "and for me, few cars have triggered such a visceral, heartbeat-skipping response more frequently than the F-TYPE".



F-Type R75 Roadster



Anthony Crawford (CarExpert)

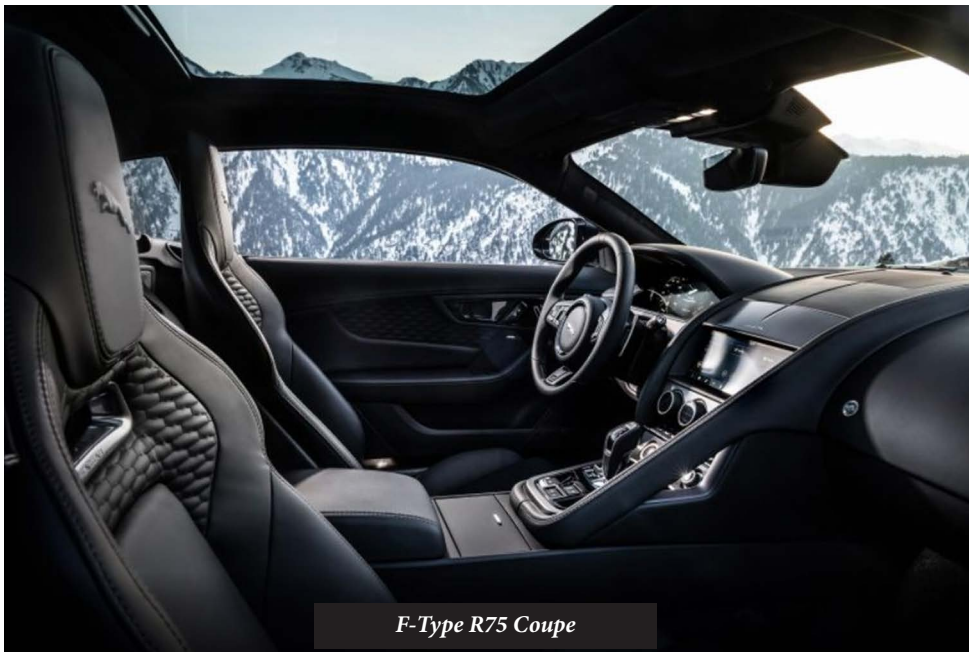
Cross-Country Adventure In Jaguar's F-Type 75 (cont)



The F-Type to End All F-Types

Day two and it was time to experience the F-TYPE R75 Coupe in signature Ligurian Satin Black paint with an ebony suede interior. Crawford has never seen a satin paint with such a superb finish to it, while McMahon described it as “menacing”. Also featuring a 5.0-litre supercharged V8, it's armed with 423kW and 700Nm through all four wheels. McMahon said the R75 was undeniably more savage and “dialled the badass scale up to 11”, making this weapon the F-TYPE to end all F-TYPES. For Crawford it was hard not to get excited by the journey ahead with the “thought of endless fast-sweeping bends”.

Both were impressed by the breathtaking power the coupe delivered. McMahon said, “The pickup of seemingly endless power – even at high speeds – was linear and unrelenting. At no point did the 423kW of juice run out of oomph.” Crawford, meanwhile, “wasn't expecting such a significant level of power underfoot. It's not just the throttle response – as quick as that is – it's more the torque shove that gets you thinking you're driving a very quick car”. Without the outside distractions of driving the convertible, McMahon was able to fully appreciate the cabin of the F-TYPE which “is a sublime place to be. The exceptional visibility afforded by surprisingly large windows, a sunroof, and a near-perfect driving position left us with a commendable situational awareness”.



F-Type R75 Coupe

With their arrival into San Sebastian, the drive of a lifetime came to an end. Crawford concluded that the F-TYPE 75 is “to die for...and every bit as loud when you want it and refined when you need it”, while the F-TYPE R75 is “the most sorted F-TYPE I've ever driven – and it doesn't look half bad either”. McMahon felt that the praise the F-TYPE has received over its lifetime is “nothing but deserved, and if this final creation is all she wrote for Jaguar's internal combustion era, then the F-TYPE 75 is a very bloody good place to end it”. In a legacy that began with the record-breaking XK120 that debuted in 1948 as the world's fastest production car, the 2024 model year F-TYPES are a fitting swan song to a truly unique sports car.

To read the full reports goto:

- ◇ [Anthony Crawford \(CarExpert\)](#)
- ◇ [John McMahon \(Boss Hunting\)](#)



John McMahon (Boss Hunting)

Cross-Country Adventure In Jaguar's F-Type 75 (cont)



Jaguar National Rally - Friday Night Welcome Party

The Jaguar National Rally 2023 began with a cocktail party at the Haus Restaurant Hahndorf.

RALLY SPONSORS:

A big thank you to Solitaire Jaguar; Permanent Painted Coating Company (PPC); Classic & Sports Car Boutique; Peninsular Jag Engine Centre; Beerenburg Farm; Scarpantoni Estate Wines; First National - Lewis Prior; Shannons; V&A Spiteri - Jaguar Specialists; The National Motor Museum; MBUSCO Pty Ltd and the Haus Group.



The evening included an introduction from the Rally Director Phil Prior and President Fred Butcher, and then an interview with Geoff Mockford from 'Classic & Sports Car Boutique' who sponsored the event.



Over 200 people made short work of the \$3,000 bar tab and partied on!

Jaguar National Rally - Saturday - Optional Tours



OPTIONAL DAY TOURS Saturday April 15



“HISTORIC TRAIN JOURNEY”

The group travelled by coach from Hahndorf to Mount Barker, where they boarded a heritage 1950s railcar that travelled over the summit of Philcox Hill and down the winding grades to the historic hamlet of Strathalbyn.

Individuals or groups then took a leisurely stroll through the antique stores, local shops, cafes, motor museums and/or Collectable Classics (car dealership.) Members then made a choice of where to have their lunch at one of the many local options and then back on board for the return trip to Mount Barker. Thanks to our host Fred Butcher!



Jaguar National Rally - Saturday - Optional Tours



OPTIONAL DAY TOURS Saturday April 15



“MONARTO SAFARI PARK”

This was a self-drive scenic tour largely following the Old Princes Highway to the world famous Monarto Safari Park - one of the largest safari experiences outside Africa covering 1500 hectares and home to more than 50 species of native animals and many of Africa’s most iconic and impressive animals. Thank you to our hosts Michael Pringle & Josephine Orford



Jaguar National Rally - Saturday - Optional Tours



OPTIONAL DAY TOURS Saturday April 15

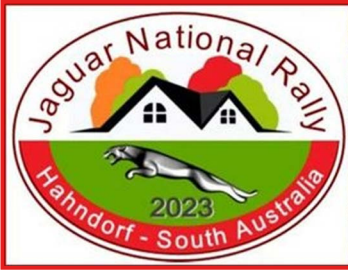


“SIGHTS & DELIGHTS”

We abandoned our Jaguars for a day and relaxed on board a luxury coach exploring the glorious Adelaide Hills. First stop was the Green Valley Strawberry Farm for breakfast. Next was Udder Delights in Verdun, a local cheese factory for wine tasting and a Cheese Platter. Then we were off to the Summit Restaurant at Mount Lofty, for Lunch and panoramic views of Adelaide. After lunch a stop at Melba's Chocolate Factory, Woodside, with a final stop at Beerenberg Farm with its world-renowned gourmet delights and back to Hahndorf. Thank you to our hosts Steve & Val Weeks and our Coach Driver Roland Donders.



Jaguar National Rally - Saturday Night



The XK, 7 8 & 9 register hosted a dinner at the Handorf Inn for our interstate guests. Guests including inaugural SA President Phil Smart, Scott Shearman, Terry McGrath & John Elmgreen. John spoke about his and Terry McGrath's new book which celebrates the XK140 Jaguar. Thank you to Steve Weeks and Moira Lugg for organising the evening. More alcohol consumed!



Jaguar National Rally - Sunday Display Day

Held at The National Motor Museum in Birdwood SA. There were over 170 cars on display plus another 30 or so latecomers that parked in the general carpark and in the street.

Thank you to Angela & David Rogers and everyone else that sent in photos. Appreciated.

Apologies - Due to space the majority of cars shown are SA vehicles. However a photo of every car (on display) was taken. For photos contact: editor.jdcsa@mail.tidyhq.com.



Sunday Display Day - Trophy Winners



CAR OF THE DAY TROPHY (Traditional JNR Trophy). Presented to Gordon Sagers (NSW) for his XK 150S



AGE / DISTANCE TROPHY. Presented to Barras Garrity & Gwendoline Shaw for their 1973 XJ6 (Series 1). (JCCWA)

Sunday Display Day - Trophy Winners



CELEBRATED MODEL – Best XJ Series 2 (All Variants). (Non Traditional JNR Trophy). Presented to Maurie Vickerman - V12 XJ-C (JCCV)



PEOPLES CHOICE AWARD (Non Traditional JNR Trophy) - Presented to David & Angela Rogers - 1950 3.5 Litre Mk V. (JDCSA)

Sunday Display Day (XK 120, 140, 150)



*Julian & Moria Lugg's
1952 XK 120 OTS*



*John & Lindsey Williams,
1950 White XK 120 OTS*



*Paul & Judy Taylor
1955 XK140 DHC*



*Stephan & Cecilia Schubert, 1960
British Racing Green XK150 FHC*



*Peter & Judy Goodale, 1956
white XK140 3.5 litre DHC*



*Graeme & Fiona Schultz 1950
white XK120 3.5 litre OTS*



XK 120 OTS

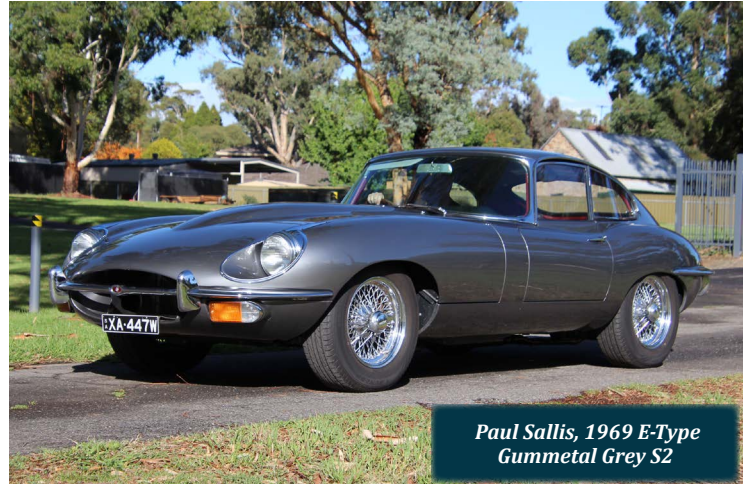


*Onslow & Wendy Billingham,
1958 White XK150 3.8 litre FHC*

Sunday Display Day (E-Type)



Gordon & Marie Elley, 1969 Red
4.2 litre E-Type (2+2) Series 2



Paul Sallis, 1969 E-Type
Gummel Grey S2



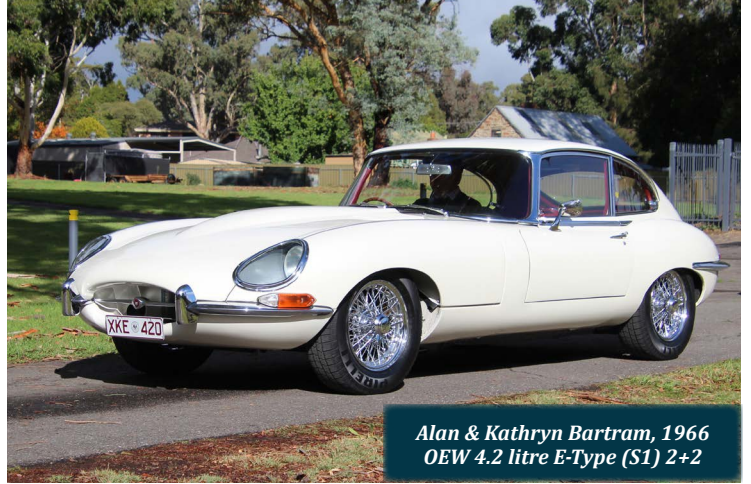
Old English White 4.2 litre
E-Type (S2) 2+2



Paul & Julia Harrland 1969
Light Blue E-Type S2 roadster



Red 4.2 litre E-Type (S2) 2+2
(QLD)



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



Richard & Anik Shipman, 1973
V12 E-Type (S3) roadster



Red V12 E-Type (S3) Coupe
(VIC)

Sunday Display Day (Mark II)



*Christopher & Anne Hatcher, 1959
opalescent gunmetal grey, 4.2 litre saloon*



*Fred Butcher, 1969 Grey
Daimler 250 V8*



*Dave & Sally Burton
1967 Mark II 4.2 litre saloon*



*Tom & Marj Brindle
1967 Mark II 3.4 litre saloon*



*Ex Allan Britcher Daimler
250 V8*



*Old English White Daimler
250 V8*



*Mark II 3.8 litre saloon
(WA)*



*Old English White
Mark II 3.8 litre saloon*

Sunday Display Day ('S' Type and Mk I)

To celebrate 60 years of the 'S' Type, 'S' Type owners were invited to attend and participate in a specific 'S' Type display. Unfortunately the separate display did not occur. Apologies to all.



*Bob & Glenys Moylan, 1964
Black S-Type 3.8 litre Sedan*



*Gunmetal Grey S-Type
3.8 litre Sedan (NSW)*



*Grey S-Type 3.8 litre Sedan
(NSW)*



*Stephen Wade, Green 1964
3.8 litre 'S' Type*



*Bob & Glenys Moylan, 1964
Black S-Type 3.8 litre Sedan*



*Steve & Isobel Corbally, 1965 Gunmetal
Grey 3.8 litre 'S' Type Manual*



*Chris Hunt, British Racing
Green 1957 3.4 Mk 1*



*British Racing Green Mk 1
(VIC)*

Jaguar National Rally - Sunday Display Day



Lindner Group of Companies
(Museum) XK SS (reproduction)



Project 7 F-Type Convertible
(VIC)



Jaguar National Rally - Sunday Display Day



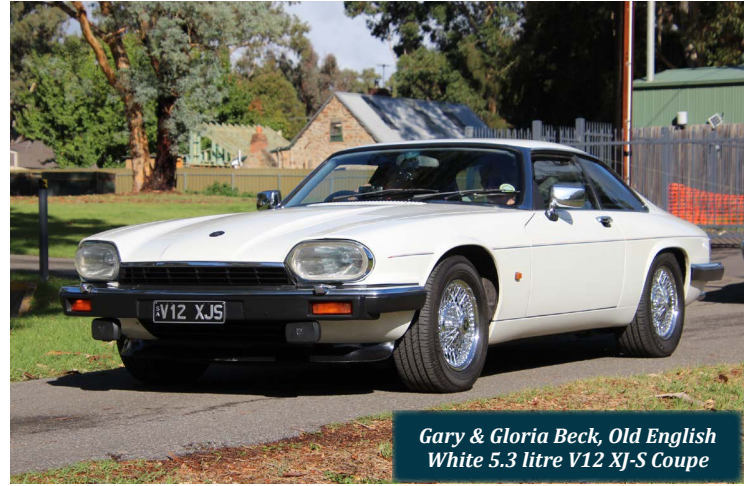
Phil Smart - Lightweight E-Type reproduction (QLD)



E-Type Special - Series 2 (NSW)



Sunday Display Day (XJ-S)



Sunday Display Day (SS, Mk IV, Mk V & Mk VII)



Dave Adamson, 1946 Black Mk IV Saloon (1.5 Litre)



Bruce and Ann Fletcher, 1948 Dark Blue 3.5 litre Mk IV Sedan



Alan & Hilary Miller, 1951 Ivory 3.5 litre Mk V drophead



Malcolm Adamson, 1933 Cream SS Airline Saloon



David & Angela Rogers 1950 3.5 Litre Mk V.

Malcolm Adamson, 1948 3.5 litre Mk IV DHC



3.5 litre Mk IV Sedan (VIC)



There was only one Mk VII present on the day - Ian Trethewey. 1951 Mark VII manual.

There will be more photographs in next month's Classic Marque

Sunday Night Presentation Dinner



Held at the Adelaide Hills Convention Centre, Hahndorf. It was another great night. The THEME for the event was 1970s, in recognition of the JDCSA 50th Anniversary.

Guest Speaker was Howard Snow. Howard was a Jaguar Student Apprentice under Sir William Lyons in 1962 and had key roles until 2003. He recalled his life with the Company.



Sunday Night Presentation Dinner



Monday - The Bend Motor Sport Park



All those that attended had a fabulous social day and lunch at The BEND MOTORSPORT PARK. A world class venue that was appreciated by all. Drivers either did a half-an-hour cruise behind a pace car around the 7.77 kilometres circuit or a 3 hour "Speed off the Street" (no speed limit) - or both. A beautiful sunny day with no accidents!



Over 50 Jaguars/Daimlers lined up for a four lap drive around the 7.77 km race track.



Richard Smith, 1954 Red 3.5 litre XK120 Drop Head Coupe (SE)

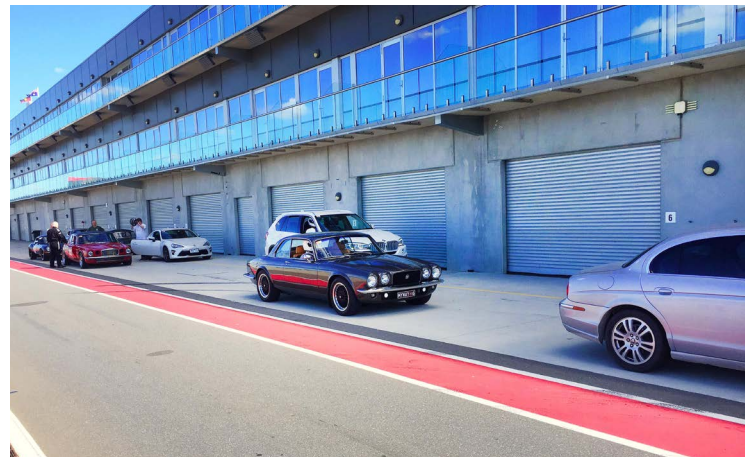


Andrew Butcher, Red Daimler SP250 V8 roadster

The Bend Motor Sport Park - "Speed off the Street"



Roughly 30 Jaguars/Daimler including a few 'ring-ins' headed to the racetrack for 3 hours of driving.



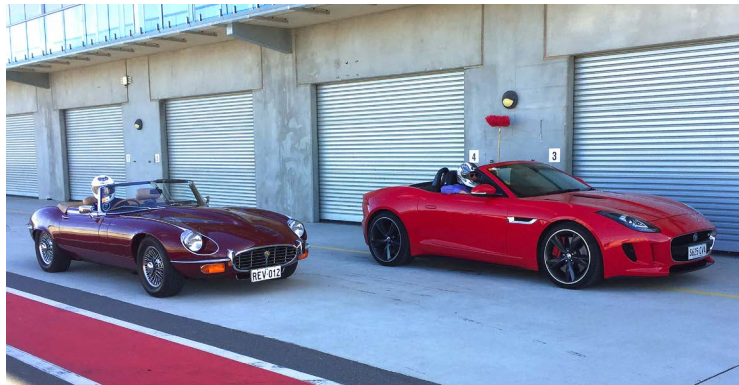
The Bend Motor Sport Park - "Speed off the Street"



Phil Smart brought his purpose made transporter and lightweight E-Type from Queensland especially for the National Rally.



Mark Aldridge, 1975 XJ Series 2 Daimler Sovereign (Chevy V8).



Robin Turner, Red F-Type roadster and Noel & Cindy Schmidt, 1973 Regency Red V12 E-Type S3 roadster.



Apart from road cars, spectators were treated to two race cars; Phils 3.8L Lightweight E-Type and an XJ12 from Victoria.



Phil Smart kindly shared the driving of his race car with long term friend - Graham Franklin.



On the straight the LWTE E-Type reached 270km/hr (167mph) before it started running out of racetrack. (130mph in third).

AUSTRALIAN COUNCIL of JAGUAR CLUBS (ACJC)

“Change is the law of life and those who look only to the past or present are certain to miss the future.” - John F. Kennedy

The Australian Council of Jaguar Clubs (ACJC) was inaugurated in 1983 and has served us well for many years. The objectives of the ACJC were set out in the adopted constitution as follows:

- To be responsible for the annual Jaguar National Rally (JNR)
- To act as the focal point for the relationship between the Australian Clubs and Jaguar Land Rover Australia (JLRA)
- To provide a forum for the Australian Clubs to share ideas and information on significant common issues.
- To promote camaraderie between Jaguar enthusiasts.

A Jaguar National Rally Manual was produced to be used as a model for host clubs to ensure continuity between rallies. This worked very well, and updates and changes were introduced as the rallies were fine tuned.

However, over the past 10 years or so changes have inevitably evolved that have affected the way the ACJC operates as it continued to seek to fulfil its primary objective of supporting the member clubs and in particular how JNRs and concours events were run. These changes can be summarised in the following:

- The general age of club members has increased significantly with some clubs having difficulty finding adequate volunteers to organise and run a JNR and a concours event.
- The financial obligations have been of growing concern with some clubs finding it difficult or undesirable to hold a JNR or concours event for a range of reasons including the cost burden.
- Jaguar Land Rover Australia, despite maintaining contact with the ACJC to keep us informed of new model releases and management changes, eventually withdrew their financial support for JNR's completely. This placed a greater burden on ACJC finances and in turn on annual club affiliation fees. A burden that could not be sustained in the long term.

All the while the member clubs saw the value in the ongoing support and camaraderie that the interaction between Jaguar Clubs provided. It is this ongoing belief in the importance of promoting the Jaguar marque that has resulted in some emerging changes that preserves the initial intentions and objectives in a modified form.

Some clubs have decided to no longer host a JNR and others to not include a concours event as part of the JNR. At the same time host clubs have chosen to implement changes to the traditional JNR format to suit their club and to promote greater inclusion by the 4,000+ members of the Jaguar Clubs around Australia.

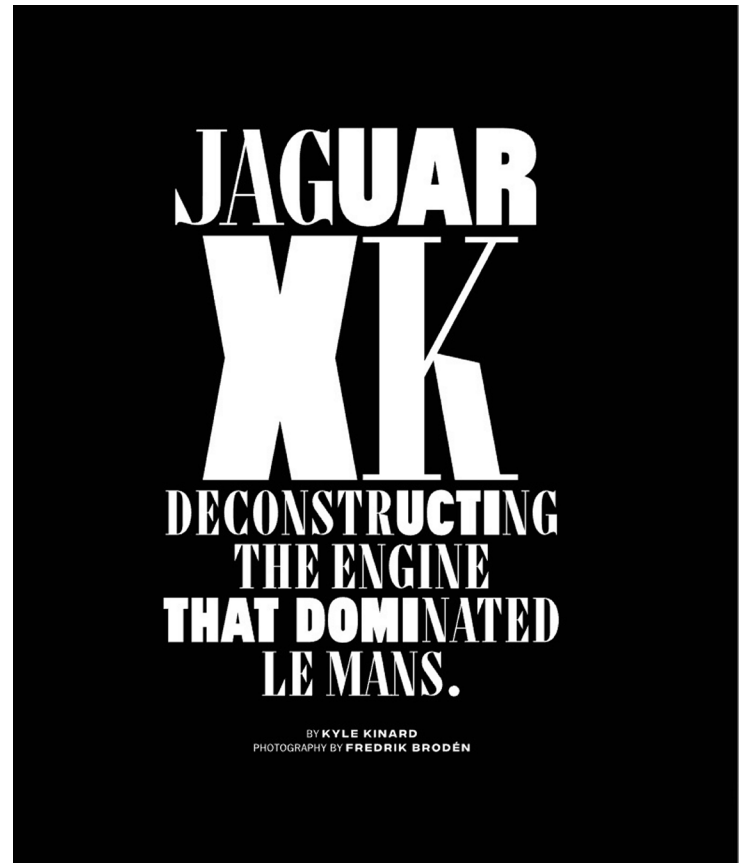
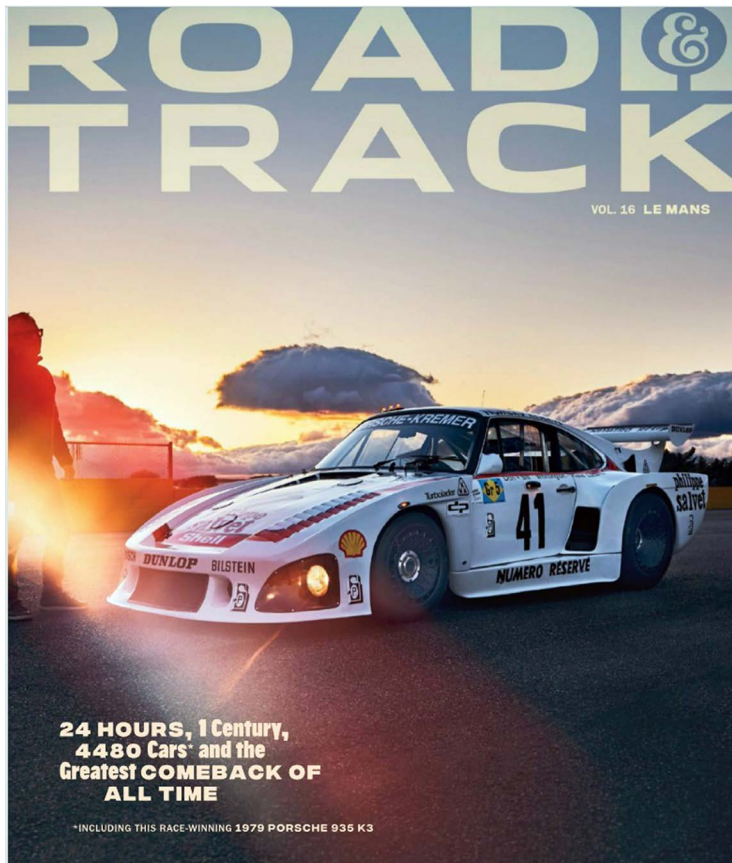


It became clear to the ACJC that Rally's must be totally self-funded. This principle alone forced some re-thinking of the format of future JNRs. It is also likely therefore that future JNRs will be held less frequently. It is clear that only the JDCA and JCCV will continue to include a concours event as part of a rally.

Given that the ACJC has no longer any real financial commitments it has been decided, with agreement from all member clubs, that there is no need for it to hold a bank account, to collect member fees, or to be an incorporated body (ACJC is incorporated in SA). In fact, an unincorporated forum provides much greater flexibility in terms of who is involved and the breadth and level of discussion. As a result, the ACJC Incorporated, as we know it has been deregistered as an incorporated body. The ACJC funds have been distributed to member clubs in accordance to the constitution and the bank account will be closed. The new entity will take the form of a President's Forum with similar objectives in mind as the original ACJC. Inc.

SUMMARY As members of Jaguar Clubs in Australia you can be assured that a national forum promoting camaraderie amongst Jaguar enthusiasts and promotion of the marque will still exist. It will continue to seek to meet the original objectives, with some minor changes evident. The new name will be, the **Australian Association of Jaguar Clubs (AAJC)**. This Forum intends to meet three or four times a year via ZOOM. It will be attended by the Club Presidents (or their appointee) and the chairmanship will be rotated between the member clubs. It has been agreed that JDCA would initiate the first meeting which is expected to be in June 2023.

Philip Prior
(Public Officer on behalf of the ACJC)



The April/May 2023 edition of Road & Track dedicates its entire edition to 100 years of Le Mans. It includes a special feature on the XK engine that ruled Le Mans and endured for decades.

The 24 hours of Le Mans survived a World War, horrific on-site violence, and countless poorly behaved fans.

The 24 Hours of Le Mans started as a science fair and turned into a hair-raising race the moment the green flag waved. This was 1923, when the number of horses in use in Europe still exceeded that of cars, though the global shift to the internal-combustion engine had begun about a decade earlier.

If you've ever been through the Loire Valley and the tiny town of Le Mans, I don't have to tell you it's in the sticks. Ancient farm fields still rotate the same crops of beans, grapes, onions, leeks, and asparagus. The air is redolent with cow manure.

In the year of Le Mans's first running, France was still reeling from World War I, which killed almost 20 percent of the French soldiers who fought in it. So, this race was part of the nation's and the entire continent's recovery, conceived as a proving ground for the technology of the time: thin windscreens. There were 33 cars in the first running - all but three were French and according to the rules each vehicle had to have a functioning horn. Bentley showed up. So did Bugatti. The other marques are lost to history.

Today Le Mans is a celebrity of races. The words are synonymous with sports-car racing, obscuring the provincial origins. Billions are spent on the cars, which no longer have horns. This year is the race's centenary and 91st running (we missed a few years due to the other world war and occasional labour strife).

And so, Road & Track is commemorating the race by not only looking back at the most fascinating moments in Le Mans history, but also treating it the way it was meant to be from the start: as a science fair gone nuts. ■

Jaguar XK Engine (1949–1992).

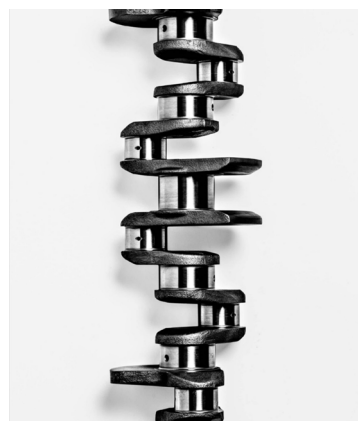
As German bombs fell across England, a group of ingenious British engineers coalesced on Coventry rooftops. Led by William Lyons, they imagined the end of the war and with it, an engine design that might last the company perhaps 20 years.

Instead, the XK spanned six consecutive decades in production guise, from its conception in the Forties, through the Fifties, Sixties, Seventies, and Eighties. Its swan song arrived in the Nineties in a series of royal limousines.

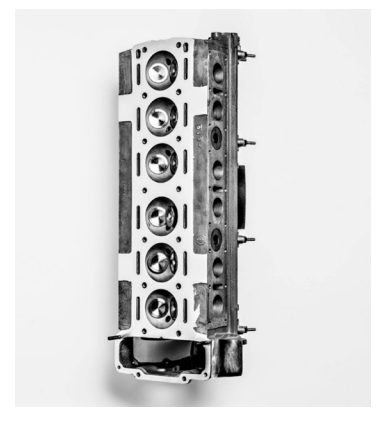
From 1951 through 1957, the inline-six cleaned house at Le Mans. In 1957 the engine helped achieve the fifth Jaguar Victory in seven years finishing 1st, 2nd, 3rd, 4th and 6th.

Jaguar experts, Classic Jaguar in Austin, Texas disassembled an XK engine for Car & Driver so they might better understand what made it tick.

Road & Track's cover price is \$13.99 an issue and is published 6 times a year. ■



The XK's rugged but finely balanced crankshaft with its 7-main bearings.



The aluminium crossflow head owes its clever design to forward thinking Harry Weslake.

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

- ◇ **XJ-S 3.6:** They sample an incredibly original example of the car which saved the XJ-S from extinction and gave it an unexpected second life.
- ◇ **XJ-S Cabriolet:** Revisiting the stop-gap model which proves to be something of a hidden gem in the story of Jaguar's 1980s revival.
- ◇ **AJ6 History:** The development history of what was only the third all new engine design in Jaguar's history, complete with some inside stories.
- ◇ **Eurostar XK120:** This classic Jaguar and its glamorous owner must have cut quite a dash in 1950s France. They caught up with it 70 years later in the Cotswolds.
- ◇ **XJ Coupe Restoration:** A no-holds-barred rebuild of this two-door XJ mushroomed to over 700 hours and a huge price tag. We sample the finished result.
- ◇ **History - Daimler Majestic:** The unique appeal of the SVO built stretched XJ40.
- ◇ **Buying The F-Type:** All the info you need before going out to buy what will be the last in a long line of Jaguar sports cars.
- ◇ **Workshop - XK Head Removal:** Strip down and rebuild of the classic Jaguar engine begins with cylinder head removal.
- ◇ **Workshop:** Damp V12 injection queries and XJ-S power steering upgrades.
- ◇ **Workshop:** XKR Inspection: Running through the essential checks on the second-generation XK.
- ◇ **Archives:** Snapshot from 100 years of Jaguar (see below). ■



From the Archives: At first, we wondered what was going on here: is it a public information film on the dangers of tailgating? A crude roadside wheel alignment job? Actually, after a little research it turns out that the pair of XK120s pictured here in Eastbourne are competing in the 1952 'Eight Clubs rally' and the officials are measuring the car — presumably to ensure it fits within its competition class. As well as road rallies, track events at Silverstone were popular and were generally open to any non-single seaters. History doesn't record whether Jaguar's famously variable build quality meant they also felt obliged to measure the second XK120...

“Cars & Coffee” In and Around S.A.

SUNDAY Morning ‘CARS & COFFEE’ Themed Events

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

NOTE: Check with each event/host’s Facebook page as details can change.



South African born American actress and producer Charlize Theron in a Jaguar advertising campaign in the early 70’s

2023 Shannons Autumn Auction (30 May)

2023 Shannons Autumn Timed Online Auction (30 MAY 2023)



Tool Kit - Jaguar XJ6 (Est. \$200 - \$400)



1954 Mark VII Saloon. From long-term ownership. Presented in substantially original, unrestored condition. (Est \$15,000 - \$20,000).



1950 Daimler DB18 Sports Drophead Barker Body. Australian-delivered. Owner's manual and paperwork. Est. \$40,000 - \$50,000



1983 Jaguar Sovereign 4.2 Series 3 Saloon (Est. \$12,000 - \$18,000).



1993 XJS V12 5.3 litre 4-speed auto. Aust. delivered. Mike Roddy Motors service history since 2010. 147,755 km (Est. \$30,000 - \$40,000).



1973 Jaguar XJ6 Series 1 Saloon. (Est. \$10,000 - \$15,000)

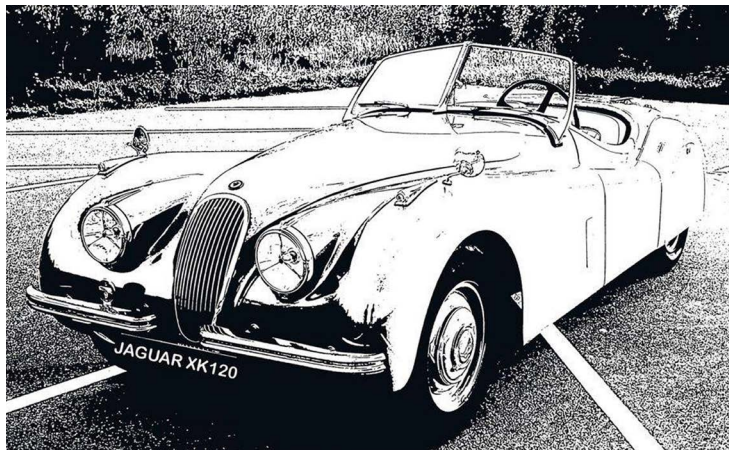


1961 Jaguar E-Type 3.8 Series 1 manual roadster. First E Type delivered to Australia. (Est \$500,000 - \$550,000)



1967 Jaguar E-Type 4.2 Series 1 1/2 manual roadster. (Est 110,000 - \$140,000)

Classified Adverts



FOR SALE 1963 MK II 3.4 (Manual Overdrive)

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

PRICE: Negotiable

Contact Brian Clutterham for an inspection

0419 829 233

WANTED TO BUY XK120 ROADSTER

- ◇ Either left or right-hand drive
- ◇ Will consider everything except big projects....an older restoration - running car preferred.
- ◇ I have a 29,000 km Maserati granport if anyone would consider a part swap but that is not critical.
- ◇ I am in Melbourne but will travel to see the car.

Please phone Andy on

0431 603 536



FOR SALE

Brake dust shields, complete left and right hand items.
No rust but they would need CAD plating or painting.

Used on all S1 and S2 4.2L cars including 2+2.

Asking \$150 for both

Please contact Gary Dunn

Email. Garygt40@hotmail.com

Mobile 0438 886 486

FOR SALE 1955 MK VIIM Automatic

- ◇ Requires total restoration.
- ◇ Has a motor in pieces minus cylinder head.
- ◇ Has Mk 9 disc brake front end.
- ◇ Personal circumstances force this sale

PRICE - \$2,500

Contact Rob Devolle - 0420 272 288



Classified Adverts

FOR SALE: 1988 XJ-S 5.3 Litre V12 Auto

- ◇ Owned for more than 16 years
- ◇ In excellent condition, inside and out.
- ◇ Has always been regularly serviced and maintained and garaged undercover.

“Expressions of Interest for
JDCA Members”

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Email: - rickluff@iinet.net.au



FOR SALE: 1996 Jaguar X300

- ◇ Carnival red with unmarked beige leather interior, good carpets.
- ◇ Owned for the last 20 years - a genuine 130,450 kms.
- ◇ Regularly serviced by Geoff Mockford.
- ◇ Currently on historic registration.
- ◇ Hands-free phone kit fitted.

PRICE - \$15,000 ONO

Email lesleyclarke190@gmail.com

Phone 0427 619 151

FOR SALE:

1970 JAGUAR XJ6 4.2 Auto

Adelaide car with books.

Currently on Historic Registration

PRICE: \$19,000

Please contact David Seidel

0411 380 388



WANTED

ABS Brake Control Module for 2003 Jaguar X Type

Please contact Bob Jacobs 0400 232 210 or

bobjacobs43@gmail.com

WANTED

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

Please contact David Seidel 0411 380 388

SS, Mk IV, Mk V - Register Minutes (April)

SS, Mk IV, Mk V Register



Currently meeting the 3rd Wednesday of each month.

Minutes of the meeting held at the home of Bob Kretschmer - Wednesday 19th April 2023.

Previous Minutes:

The Minutes of 15th March 2023 as issued were accepted as a true record of the meeting.

Present:

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

Guests: Nil

Apologies:

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

Correspondence:

Nil

Welfare:

Bob K has been back into hospital but now about 85% recovered.

Brenton H had quadruple stents inserted and going ok.

50th Anniversary Dinner

- Saturday 29th July 2023 at the Wine Centre.
- Early 50-year SS Register members Bruce (5) Des (44) and Malcolm (65)
- 50-year members to be invited and JCCC members.
- Event limited to 200 people.
- Formal wear/Neat Casual Dress.

SA/VIC Border Run 2023: Mt Gambier.

- The run will be 3-6th November 2023
- Twenty-Five Rooms to be \$132 per room.
- Evening meals arranged just working out lunches.
- Permit arranged to park in front of tourist bureau for display on Sat morning.
- Graham mentioned E-Type's when they went down there had a coffee van so Graham will get name of business and pass onto Bruce.
- Sat afternoon drive to museum at Pt Macdonnell.
- Sunday visiting sights around Mt Gambier.

Technical & Parts:

- Bob has sourced an O-ring for the carburettor on the 1.5 litre and gave out a few spares.

- Ross has the 1.5 litre back together and is chasing a few rattles.
- Some Mk 4 parts will be coming up for sale soon once the owner can get access to a shed.
- David's freshly restored Mk 5 won the peoples choice award at the SA Jaguar Nationals.

General Business:

The SS, MKIV & MKV register will be 50 in 2024.

- We need to look at what celebrations we want to do for the register's 50th so we can get any money needed included in the 2023-2024 budget. The register started on 18th April 1974.
- Consensus was for a Winery lunch with an area to park the Mk 4's on a weekend.
- Malcolm is waiting to hear back about pricing for the car badge to celebrate 50 years of the register.

General Car Talk

SS Register Meeting Dates:

- 17th May - Ross Rasmus
- Sunday Afternoon June - David Rogers

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

Meeting closed at 9.00pm.

Thank you to Bob for hosting this meeting and supplying supper.

Brenton Hobbs
Register Secretary

FOR SALE 1937 SS Jaguar 1.5 Saloon

- ◇ Rare Australian-delivered SS Jaguar, delivered new to Sydney in March 1937 (Chassis 21403).
- ◇ Extensively rebuilt by Stephen Byles of Tamworth over a 20 year period.
- ◇ Recently had a major overhaul of clutch, gearbox, differential, fuel system and ignition.
- ◇ Has been fitted with a new Radiator core. Engine has excellent compression.
- ◇ The car is very reliable and runs well. Great car for local runs and display.
- ◇ Always generates great interest. A very rare car with strong heritage value.

Reasonably Priced at \$59,500

Please contact Brian on email:
njvj@iimetro.com.au or
Mobile 0437 739 651 (Canberra).



XJ, Mk10, 420G - Register Minutes (April)

XJ, Mk 10 & 420G Register



XJ Series 1 & 2 celebrating 50 years

Minutes of meeting held at 7.30pm on Wednesday 12th April, at the Bartley Hotel, West Lakes Shore.

Present:

Ron & Rosie Bailey, David Bicknell, Tom & Marj Brindle, Pete & Heather Buck, Walter & Beryl Bullock, Andrew & Margaret Byles, Don & Elaine Cardone, Bob & Daphne Charman, Richard Chuck, Alan & Lorraine Davis, Jeannie DeYoung, Don & Toni Heartfield, Darryl & Fay Leyton, Bob & Sandy Mack, Louis Marafioti, Graeme & Betty Moore, Paul Moore, Adela O'Reilly, Bryan & Ann O'Shaughnessy, David & Angela Nicklin, Sandy Nicholson, Trevor Norley, Borys & Elaine Potiuch, Charlie & Mary Saliba, Geoff & Margaret Thomas.

Apologies:

Phil & Sue Prior, Don & Kathy Tyrrell, Steve Arthur. Pete & Heather Buck

Tonight's Lucky Draw:

David Bicknell was tonight's lucky winner.

Welfare:

Today is BC's Birthday and everyone is invited to stay after the meeting for coffee and cake.

General Business:

- April National Rally. Sunday 16TH Phil Prior has asked me to outline the Rally to our members.
- Shannon's show rooms are now available to host our meetings. A show of hands showed that we wish to stay at the Bartley. Vote (Unanimous)

- 29th July. 50th Anniversary Dinner. Still tickets available. Will be an unforgettable night. Members urged to get their tickets soon.
- May 18th. Ladies Lunch at the Feathers Hotel, Glynburn Road.
- White Wall tyres. We now have another person doing white walls.
- 19th April - Coorong Lunch Cruise. A few spots left.

Car Talk

- Ron & Rosie Bailey: N.T.R.
- David Bicknell: N.T.R.
- Tom & Marj Brindle: N.T.R.
- Pete & Heather Buck: X308 just beautiful.
- Walter & Beryl Bullock: N.T.R.
- Andrew & Margaret Byles: XJS Both cylinders now firing. XJC new water pump. V12 new injectors.
- Don & Elaine Cardone: XJ6 ready for Birdwood.
- Bob & Daff Charman: Cleaned up the S Type. Still looks good.
- Richard Chuck: Taking the Daimler S1 on Sunday to Birdwood.
- Alan & Lorraine Davis: N.T.R.
- Jeannie DeYoung: Car like brand new.
- Don & Toni Heartfield: XJ6 - dirty wheels.
- Darryl & Fay Leyton: N.T.R.
- Bob & Sandy Mack: Very Happy at the moment.
- Bob & Sandy Mack: X350 looking very good.
- Louis Marafioti: XJ8 going OK, and so am I.
- Graeme & Betty Moore: XF out of the shed. Tyre pressure sensor beeped on way to Service Station.
- Paul Moore: Cars OK. Back on the road on the 24th.
- David & Angela Nicklin: XJ8 - getting fans checked.
- Bryan & Ann O'Shaughnessy: XJS was on display at the Adelaide 500.

- Sandy Nicholson: N.T.R.
- Trevor Norley: X Type going well. Took XJ6 to Mildura show and shine. 70 cars 1980 - 1990 class. XJ6 runner up.
- Adela O'Reilly: N.T.R.
- Borys & Elaine Potiuch: XJ Ser 2 Back windows didn't work. Bought 2 new switches.
- Charlie & Mary Saliba: The Land Rover I rebuilt 5 years ago. Have only done 45kms. Everything else no problems.
- Geoff & Margaret Thomas: N.T.R.

Meeting closed 8.15pm

Everyone stayed behind for Birthday Cake.

Our next Register meeting will be at the Bartley Hotel on Wednesday 10th May, 2023.

Bob Charman
Register Secretary



IT KEEPS MAKING THAT "FUNNY" SOUND. YOU KNOW... LIKE WHEN YOU PUT A PAIR OF TENNIS SHOES IN THE CLOTHES DRYER?



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

XK, Mk 7, 8, 9 Register



XK120 - celebrating 75 years

JDCSA XK 7 8 & 9 Register Meeting
Agenda 5th April at the home of Rod & Peggy Davis

Present:

Steve & Val Weeks, Fred Butcher, Graham Franklin, Onslow & Wendy Billingham, Peter & Judy Goodale, Julian & Moira Lugg, Rod & Diedre Ide, Suzanne Jarvis & Peter Thomas, Rob Loffler, Rod & Peggy Davis.

Apologies:

John & Maria Cribb, Ossie & Rayeena Petrucco, Steve & Celia Schubert, Vicky Loffler.

Minutes:

Minutes of the previous meeting (February 2023) were accepted by those present.

Visitors:

Steve welcomed Suzanne Jarvis & Peter Thomas, Fred Butcher and Graham Franklin to the Register meeting.

Welfare:

Rod has had some more scans but is feeling Ok, Steve also informed the group that Brenton Hobbs has had recent surgery but is now back at home and that Tony Human is still not well.

50th Anniversary Dinner

Steve then handed over to Suzanne, who gave the group detailed information on the 50th Anniversary Dinner and as a result a number present indicated that they would purchase tickets for the dinner. Steve will arrange a Register table given that we now have enough from our register attending.

National Rally:

We now have over 115 registrations and over 200 at the two main dinners.

We still need some marshals for Sunday, who can help? Julian offered to be a marshal along with Steve.

Saturday Dinner:

72 are going including Phil Smart, Scott Shearman, Terry McGrath & John Elmgreen. Steve thanked Moira for all her help in organizing the evening, Moira will investigate if a PA system is available on the night.

Display Day at Birdwood:

Di Adamson is organizing the event, we will all make our own way there, hopefully we can park the XK's along with Mark 8, 8 & 9's together. Entry is free & there will be food & drinks on sale. Peter Clarke will be the MC for the day.

Border Run:

Moira has also been busy organizing this event for us, it will be held from Monday 23rd of October through to the 27th. Roy Armfield is OK with these dates.

It will be three full days with visits to farms, wineries and private gardens. Motel rooms have been booked @ \$159 per room per night. The event is listed in Tidy HQ and will be open for bookings once all the details are in place.

Run to Anlaby Homestead:

Once again Moira has been busy investigating a Register run to this Historic homestead.

Wednesday June the 7th was initially going to be the date, however, if we have enough participants then we can be more selective of the date.

The full package with lunch and a guided tour is \$75 per person. We could have a breakfast meeting point, so that we could drive to Alanby in convoy.

Details will be listed in Tidy HQ soon.

Future Register Meetings:

Steve said that Shannon's were now offering their meeting room again for clubs to use. However it was suggested that we start holding meetings during the daytime to prevent nighttime travel.

Steve will send out a questionnaire seeking the views of register members.

McLaren Vale Vintage & Classic:

This will be held on the 23rd of April and the host winery is Shottesbrooke (just outside of McLaren Flat).

Around the Room Car Talk.

- **Fred Butcher:** Had a bad petrol smell in his XJC, fixed after some investigation.
- **Onslow Billingham:** XK150 is going well.
- **Robin Ide:** has given the Mark 9 a short run, is ready for the National.
- **Peter Goodale:** XK is going well, the new power steering is great.
- **Rob Loffler:** The 420G, E Type & XK are all good, has been busy with the upholstery on the 420G. On a side note, Rob achieved over 100 mph in his Jaguar powered boat.
- **Richard Smith:** He will have the XK120 at The Bend.
- **Peter Thomas:** The E type is progressing and has a gala opening of his new workshop on the 22nd of June.
- **Steve:** Trying to get some one to fit a new rear windscreen rubber, tried 3 so far. Onslow said that he I Wendy fitted theirs, tried the method described in the manual to no avail, then followed Wendy's idea which worked a treat. The message being always listen to your wife!

Meeting Closed:

We then closed the meeting and enjoyed the supper provided by Peggy & Rod, a huge thank you to them both.

Steve Weeks
Register Secretary

E, F & GT Register



Meet 3rd Thursday of every second month or as advised.

Hello members,

Before I launch into events for the Register, I would like to congratulate Jaguar National Rally Director, Philip Prior and his committee on a job well done. Peter and I attended three events which were all very enjoyable, especially the day at The Bend. It was a pleasure to see Jaguar drivers having fun on the track. The display day at Birdwood was exceptional in its collection of Jaguar cars. I am certain our interstate guests were equally impressed by the occasion and the weekend.

Birthday Surprise

Register members, Gordon and Marie Elley have graciously offered to take Alex MacKenzie's 78 year old father for a drive in Gordon's E Type on Saturday, 13th May at Hindmarsh Island.

Alex's father turns 78 the day before and the visit will be a surprise gift. To mark the occasion, Alex has arranged a videographer to capture his dad's reaction and take photographs to be compiled into a small video reel, as something to look back on with fond memories.

Gordon and Marie are now offering Register members morning tea if they care for an informal drive to Hindmarsh Island on Saturday, 13th May, as they would like a small group of E Types to be parked up in surprise for Alex's father.

Alex and his father will be arriving at Gordon's at 10:00am, so Register members are asked to arrive between 09:30 and 09:45.

If you would like to be a part of this lovely surprise birthday gift, please contact Gordon on 0419 816 344 or email gordon.elley@outlook.com.

E, F & GT Register Run to Hindmarsh Island, Saturday, 27th May

Members are reminded of our run to Hindmarsh Island to visit the collection of

classic cars of Chris Waldock, on Saturday, 27th May.

Leaving Victoria Hotel carpark at 08:30, we will drive through Clarendon and Meadows and have morning tea along the way. Peter and I will be preparing a run sheet when we drive to Gordon's on Saturday 13th, which will be distributed on the morning of the drive. If not meeting at the Hotel carpark, please advise and I will email.

We will meet at the Islanders' Tavern at 11:30 from where groups will travel to Chris's collection. Once all have viewed, we will sit down for lunch together at the Tavern.

If you have not already done so, please register here [E, F & GT Run to Hindmarsh Island](#).

E, F & GT Register Meeting, Thursday, 22nd June

Members are invited to attend a meeting at the workshop of Peter Thomas on Thursday, 22nd June, beginning 6:30pm.

A sausage sizzle dinner will be prepared to celebrate the opening of Peter's new workshop extension and also to thank Register members for their participation in Register events over the past 12 months.

Peter and I will prepare dinner; however, if there are special dietary requirements, please bring as needed.

If you have not already done so, please register here [E, F & GT Register - June Meeting](#).

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

Please be reminded the Jaguar Drivers Club of South Australia will be celebrating the Club's 50th anniversary with a dinner in the Hickinbotham Room, National Wine Centre on Saturday, 20th July, beginning 6:00pm.

Please also note the dress code for this event has been amended to read black tie or lounge suit preferred, in deference to those members unable to wear black tie.

As there has been interest from members to include family and friends, ticket sales have been amended to read all JDCSA members, past and present have priority on ticket sales until Wednesday, 31st May, when invitations may be extended to non-members, i.e.: family and/or friends. The ticket price for all is \$105:00 per person, which is being subsidised by the JDCSA by over 50%.

The Executive of the JDCSA wishes to extend this invitation of celebration to thank all members for their contributions to and participation in, the Club at any time over the past 50 years.

Please be advised tickets are limited to 200 people, with a waiting list thereafter. Ticket sales to date have reached 139 with 20 non-members waiting to purchase on 31st May.

If you have not already done so, please register here [JDCSA 50th Dinner](#).

JDCSA 50th Celebration Book

To continue the Club's celebration of its 50th anniversary, a coffee table book has been compiled of 110 pages with 120 photographs in full colour, displaying the full history of the JDCSA.

The book has been compiled over the past 18 months by Editor and long term member, Tim White who has asked members to respond to this offer by 31st May, 2023 for printing purposes.

If you would like a copy of this special, historical Celebration Book, please register here [JDCSA 50th Celebration Book](#).

E, F & GT Register Secretary

Please be advised I will be stepping down as Secretary of the E, F & GT Register as of the September, 2023 Annual General Meeting of the JDCSA.

I call on members of the Register to consider applying for this position within the Executive of the JDCSA. A full Register Secretary Management Plan has been written with instructions on the conduct of business required. Handover will also include full and complete support from Peter and myself.

By September of this year I will have served as Secretary for two years. I consider it is the right time for new ideas and directions for the Register and wholly recommend participation at this level.

I wish to thank each and every member for their support of the meetings and runs organised over this period. I have had a wonderful time getting to know you all and spending time in your company. I especially wish to thank Peter Thomas for his unstinting support of my ideas and his ongoing assistance, most importantly in the writing of the Register Secretary Management Plan.

If interested, please contact me on the details below. I look forward to assisting in this transition.

**Best regards,
Suzanne Jarvis
E, F & GT Register Secretary
m: 0478 717 775**

Upcoming Events



E, F & GT Register run to Hindmarsh Island, Saturday, 27th May, 2023 (8:30am – 4:00pm)

Beginning at the Victoria Hotel carpark O'Halloran Hill the run will head to the Islanders' Tavern, Hindmarsh Island. Groups of 20 will travel to the Hindmarsh Island property of Chris Waldock to view his collection of classic cars.

Following the visit to Chris's garage, each group will return to the Islanders' Tavern for lunch.

Members are then free to travel back to Adelaide or take advantage of the weekend on the Fleurieu Peninsula

To attend - registration is required via TidyHQ.

[E, F & GT Run to Hindmarsh Island](#)



XK's & Mk 7, 8 & 9 Register and Compact Register Run to Anlaby Homestead Wednesday, 7 June 2023 (10:00am - 2:45pm)

We are visiting the historic home & gardens of Anlaby House, where we will indulge in Devonshire Tea followed by a guided tour of the house & gardens, included in the visit is a 2 course lunch, with unlimited tea, coffee & water.

All this for \$78 per person.

All welcome. Please register on TidyHQ.

[ANLABY HOMESTEAD](#)

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Club Notices

GENERAL MEETING ROSTER 2022/23

April	E, F, GT Register
May	XJ, Mk 10, 420G
June	Multivalve Register
July	XK, 7, 8, 9 Register
August	E, F, GT 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 April 2023 General Meeting Minutes

Minutes of the Jaguar Drivers Club of South Australia Inc General Meeting held at the Marion Hotel on Tuesday the 4th of April 2023.

Chairperson: Fred Butcher.

Meeting commenced at 7.30pm

Apologies:

Tony & Gabriela Human, Brenton Hobbs, Andrew Costi.

New Members/Visitors:

There were no new members or visitors.

Welfare:

Brenton Hobbs is recovering from surgery & Tony Human is still not well, we wish them a speedy recovery.

Previous Minutes: February minutes moved for acceptance by Heather Buck.

Business Arising:

50th Anniversary Book:

Michael Pringle informed the meeting that the book has been proofread a number of times, initially there were 150 corrections required & is now in a final draft format, it has 112 pages, the price will be known soon.

50th Dinner:

Suzanne Jarvis said that tickets are now selling at \$105 until the 31st of May when any surplus tickets will be offered to non-members.

National Rally/ACJC:

Phil Prior said that we are now on the "home straight" there are still some vacancies for the events at The Bend. Members are urged to book for the Display Day on Tidy HQ.

Phil also said that the deregulation of the ACJC as an incorporated body is almost complete, but it will continue to meet about 4 times a year with a number of other Jaguar clubs becoming involved.

President's Report - Fred Butcher:

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

Vice President's Report - Michael:

Michael has been very busy chasing sponsors for the National Rally and state government grants. He has also been active with the National Rally committee meetings including painting the table displays.

Secretary's Report - Steve Weeks:

We have received letters regarding the McLaren Vale Vintage & Classic & Victor Harbor events.

Treasurer's Report - Heather Buck:

Heather has been busy with the 3rd quarterly report & National Rally expenses. In addition to this she and Peter (along with Graeme & Betty Moore) are busy organising the Post Rally Tour.

Membership Secretary's Report:

Daphne reported that we have 2 new members for the month to date, she is also busy with membership certificates & setting up a new mobile phone.

Editor's/Events Coordinator Report - Graham Franklin:

Graham asked for members to continue supplying him with new articles.

Logbooks - Bob Charman:

Slow at present but it will start getting busy soon when the logbook renewals start coming in.

MSCA - Barry Kitts:

The MG Car Club is having a National Rally over Easter with a Display Day at Colley Reserve, Glenelg.

Regalia - Graeme Brown:

Graeme has a new range of items including new jackets.

Library - Tom Brindle:

Tom is "having a night off" but he has books in the boot of his car for anyone interested.

Compact Register:

Phil Prior has volunteered to be the Compact Register Secretary. (Secretaries note, knowing Phil we can expect this Register to spring back into life. Well done, Phil).

XJ Mk10 420G Register - Bob Charman:

The next Register Meeting will be on the 12th of April; Bob would like to see a good attendance.

Jaguar Ladies Social Group - Tricia Clarke:

The lunch at Virginia Nursery was a big success, the next Ladies Lunch is at the Feathers Hotel on Thursday the 18th of May.

Multi-Valve - Peter Buck: A Register meeting is planned for the 25th of May at the Kensington Hotel.

E.F.& GT: Suzanne Jarvis:

There is a run to Hindmarsh Island to visit the car collection of Chris & Christine Waldock's on the 27th of May, & a Register meeting on the 22nd of June at Peter Thomas's new workshop.

SS/ Pushrod - Brenton Hobbs:

In Brenton's absence Malcolm Adamson said that the next meeting is at the home of Bob Kretchmer's.

XK & Marks 7, 8 & 9 - Steve Weeks:

The next Register meeting is tomorrow (5th of April) at the home of Rod & Peggy Davis. Steve also said that the Register is hosting a dinner on the Saturday night of the Rally, there are still tickets available, simply book on Tidy HQ, there is no booking fee just PAYG from the menu.

Guest speakers will be Scott Shearman (owner of Wappenbury Hall) & Terry McGrath & John Elmgreen (authors of the XK's in Australia books). All members are more than welcome to attend, bookings are through Tidy HQ

New Business:

- One of our members, Anne Marie Pijanka, who is an IT expert has agreed to create a new website for the club, Phil Prior & Tim White will meet with her to assist with information. The new website will be developed to one side of our existing site, which will allow the Executive to continue using their current email addresses.

One of the issues with the existing website is that scammers are "harvesting" email addresses off the site.

- It was mentioned that the club has a Facebook webpage that members can use.

Next General Meeting:

May 2nd at The Junction, Anzac Highway.

Meeting Closed at 8.30 pm.

Steve Weeks
Secretary

JDCSA - Club Directory 2022 -2023

Club Postal Address:

PO Box 6020, Halifax Street, Adelaide SA 5000

Club Web Site / Email

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

Email: jdcsa@mail.tidyhq.com

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

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

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

Your Committee

President: Fred Butcher

Mobile: 0428 272 863

Email: fmbutcher@bigpond.com

Vice President: Michael Pringle

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

Email: mlp7516@icloud.com

Treasurer: Heather Buck

Mobile: 0432 549 086

Email: treasurer@jdcsa.com.au

Secretary/Public Officer: Steve Weeks

Mobile: 0414 952 416

Email: valsteve47@outlook.com

Membership Secretary: Daphne Charman

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

Email: membership@jdcsa.com.au

Editor/Events Coordinator: Graham Franklin

Mobile: 0490 074 671

Email: editor.jdcsa@mail.tidyhq.com

Register Secretaries/Committee members

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

Brenton Hobb. Email: bmhobbs@bigpond.com

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*

Phil Prior. Mobile: 0402 670 654.

Email: philipprior@bigpond.com

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

Bob Charman Phone: (08) 8248 4111

Email: charmanr161@gmail.com

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

Suzanne Jarvis. 0478 717 775

Email: jdcsa@mail.tidyhq.com

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

Peter Buck Mobile: 0421 061 883

Email: Peter.buck51@bigpond.com

Club Services/Club Representatives

Club Patron: Mr Peter Holland

Phone: 0408 810 884

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

Email: charmanr161@gmail.com

Jaguar Ladies Social Group:

Tricia Clarke. Email: triciaclarke_1@hotmail.com

Regalia: Graeme & Betty Moore.

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

Librarian Tom Brindle

Phone (08) 8387 0051

Web Master: Tom Herraman: Mobile: 0423 214 644

Email: jdcsa@mail.tidyhq.com

TidyHQ Administrator: Tim White: 0419 809 021

Email: casuti3bigpond.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

Technical Officer: Geoff Mockford

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

Club Registration (For MR334 Application Form)

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

YOU ARE INVITED TO THE

50th Anniversary Dinner



SATURDAY, 29TH JULY, 2023

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NATIONAL WINE CENTRE

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