

CLASSIC MARQUE

DECEMBER 2020

The Executive of the Jaguar Drivers Club of South Australia wish all Members a very Merry Christmas and a Happy, Healthy 2021



FEATURE - JAGUAR XK8/XKR (1996-2006)

THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA

JAGUAR F-PACE

EXHILARATION ON A HIGHER LEVEL



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*Overseas model shown. DL65541

President's Column – December

As this is the last President's comment in Classic Marque before the end of the year and Christmas, I was looking forward to wishing all members a very happy Christmas given the disruptive events of 2020. However, the current situation with COVID-19 in SA has reminded us that we cannot be complacent or too relaxed and must stay vigilant.

So I guess my message is still to wish for all members a very Happy AND SAFE Christmas.

I want to congratulate and thank our State leaders for the way this latest outbreak has been handled and without wanting to be too political I congratulate the health workers, the police, the Government and the Opposition for the mature and positive manner this crisis has been handled here in SA. If we compare SA with the Victorian story, where we saw the Federal Government and the Victorian Opposition continually in attack mode supported by the media seeking every opportunity to be negative, we should be grateful for the real leadership shown here in SA by all concerned.

I am also impressed and grateful for the work and leadership shown by our own Executive Committee, Register Secretaries and in particular the COVID 19 Executive Group. Many will not be aware of, nor necessarily appreciate the hours that have gone into ensuring that as a club we operate in line with regulations and restrictions and generally do everything possible to ensure the safety of our members. It has not been easy and many difficult decisions have had to be made.

But it is not over yet as we are being constantly reminded. Consequently, it has been disappointing to have to once again cancel some of the club's activities during November. The following interim policy statement has been communicated to all members and can be found on the club web page but is repeated here for the benefit of all.

"In light of the current COVID-19 situation in SA, the COVID-19 Executive Group of JDCSA has discussed all options and sort to formulate a response on behalf of the club.

It is most unfortunate that we therefore need to advise you of the decision below.

1. All club events are cancelled until Wednesday Dec 2, 2020. (14 Days) This includes the planned JDCSA Christmas Dinner at the Maylands Hotel

2. During that first week in December we will seek to determine the fate of the XJ Dinner and Show planned for December 12, 2020 and any other events in December.

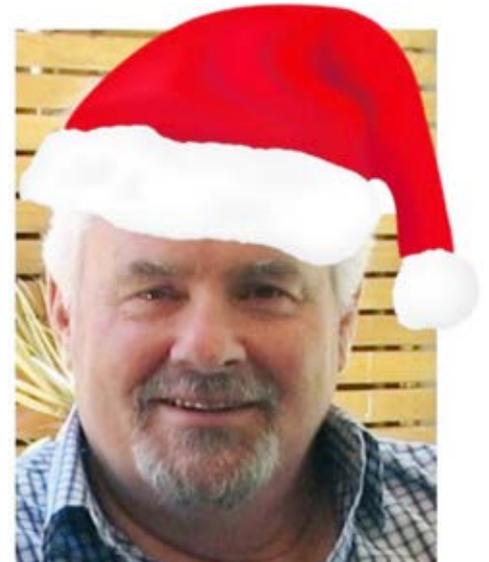
3. Any other proposed events during December will require specific and careful consideration with strict adherence to restrictions. Although we are leaving open at this time the possibility of some meetings/events in December we believe it is unlikely that they will be able to take place.

4. Register Secretaries will be in touch via email in relation to event cancellations and where necessary refunds of registration fees paid. If you have further questions please direct them to your Register Secretary.

This is all very unfortunate but it is absolutely important that we abide by the regulations and seek to keep all our members safe."

We will endeavour to keep you, our members informed of the situation as it unfolds and my hope is that we can all have a very safe and happy Christmas.

**Philip
President JDCSA**



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Front Cover:

*Hugh Guthrie with his (and Lucyna's)
1998 Sapphire Blue 4.0 litre XK8
Convertible*

Rear Cover:

*Charles Bodman-Rae, 2001 Silver 4.0 litre
XK8 Convertible*



Events Calendar

Tuesday 1st of December - 7.30pm. JDCSA General Meeting & Dinner. Maylands Hotel.

CANCELLED DUE TO COVID-19 REQUIREMENTS.

PLEASE BE ADVISED THAT THE FOLLOWING EVENTS MAY YET BE CANCELLED
If these events need to be cancelled your Register Secretary will advise

Saturday 12th of December: XJ, Mk10, 420G Register - Christmas Dinner and Show - 6:00 PM - 11:00 PM

At Glenelg Golf Club, James Melrose Rd. Novar Gardens. *(All tickets sold).*

For more information please contact Bob Charman. Phone: (08) 8248 4111 or Email: xj420g@jdcsa.com.au_

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

Sunday 13th of December 2020: Compact Register Twilight Picnic - 6:30 PM - 10:00 PM

Details below. For further information please contact Angela & David Rogers. Email: compacts@jdcsa.com.au

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

Sunday 17th January 2021 - S.S., Mk IV, Mk V Register Lunch

BYO lunch/BBQ at Malcolm Adamson's Seaford seaside retreat.

For more information please contact: Bob Kretschmer, T: (08) 8357 8233 or Email: daimlerss@jdcsa.com.au.

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

Tuesday 26th of JANUARY

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

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

Tuesday 2nd of February - 7.30pm

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

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



Oaklands Wetland & Reserve, 237-265 Oaklands Rd, Oaklands Park

**Compact Register Christmas Picnic -
Sunday 13th December 2020**

Sun, 13 Dec 2020
04:30 PM - 08:00 PM

GET TICKETS

Everyone is invited to join us for a picnic to celebrate the Christmas season. Don't worry if you don't drive a Compact Register car, we would love to welcome you to share in our Christmas picnic.

BYO everything you need for a picnic. Chairs, food and drink.

Come when you can and leave when you need to. We will be there from 4.30pm under a big shady tree. Look for the Jaguar.

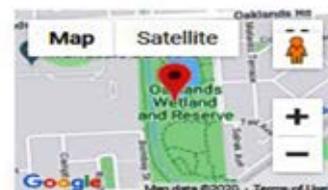
Please note, that if the forecast temperature is for 35 degrees and over the picnic will be cancelled.

All attendees are asked to register for this event. Click on the [Event Details](#) at the bottom of this invitation

There is no need to print your ticket.

**THIS EVENT REMAINS SUBJECT TO COVID 19 RESTRICTIONS AND ANY
CHANGES THAT MAY BE ANNOUNCED**

**YOUR REGISTRATION BY "TICKET" ON THIS PAGE IS MANDATORY FOR
ATTENDANCE AT THIS EVENT**



Oaklands Wetland and Reserve
237-265 Oaklands Rd, Oaklands
Park SA 5046, Australia



Editorial by Graham Franklin.

The feature car for this month is the XK (X100). We are fortunate to have several fine examples in the club and a big thank you to John Eadie for a supporting story regarding his 1997 first generation X100 sport coupe.

The XK was also another Jaguar with great motor racing success.

Part 2 of Ron Gaudion's story is included and makes riveting reading. Part 3 will appear in the February issue.

Adelaide - Two Luxury Jaguars Stolen

Three teens are now in custody after two Jaguar cars were stolen, one from Unley Park, and the other from Torrens Park - but the cars were tracked.

The night-time intruders broke into the Unley Park house and then stole a silver 2014 Jaguar XF sedan together with electronic devices. The victim told police that an Apple watch left in the car had been tracked to a Black Forest home. Officers arrived at the premises and found the stolen watch.

They arrested a 15-year-old Ridleyton boy and two 16-year-old boys from Black Forest and Davoren Park and charged them with serious criminal trespass, theft and illegal use of a motor vehicle. They were refused police bail and appeared in the Adelaide Youth Court.

There is also a great story from one of our new members, Stephen and Wendy Dowd, owners of one of just a handful of X300 Daimler Double Six's.

David Seidel has provided another funny story about his early Jaguar days. Thank you, David.

Finally if you have not seen the video "Top 10 Car Producing Countries 1950 -2019" go to <https://www.youtube.com/watch?v=kZCeuTzc850>.

Cheers

During a police search of the property, officers found a stolen handbag, taken from a Torrens Park home. A silver Jaguar SUV and other property was also stolen from that Torrens Park property. That victim advised police the vehicle's tracking locator showed the car was at a Christies Beach address. The SUV was found on Fuller Terrace at Christies Beach.

The stolen silver 2014 Jaguar XF sedan was found later the same morning, abandoned in Torrens Park. The Jaguars were fingerprinted and returned to their owners. Anyone with information on the incident is urged to contact Crime Stoppers on 1800 333 000. ■

Editor - If your Jaguar does not have a tracking device, please see story in December 2019 issue of Classic Marque.

New Members

NOTICE BOARD

The following applications for membership have been lodged with the Membership Secretary and are listed in accordance with clause 6 (B-C) of the Constitution. If there are no objections, membership will be ratified one month from this December, 2020 magazine:

- Ronald Lane: 1975 Jaguar XJ6 4.2L
- German Kolesnyk & Anastasia Malkin: 1978 Jaguar XJ6 4.2L Sedan
- Stephen Perkins: 1993 Jaguar XJ40 4.0L Sedan
- Richard Hoffmann: 1965 Jaguar E-Type 4.2L FHC

The following applications listed in the

October 2020 Classic Marque magazine have been accepted:

- Megan Bootsma & Benjamin Bishop: 1950 Jaguar Mk V Saloon
- David Hughes: 1989 BMW 525i 2.5L
- Donald Pritchard & Gilliam McKenzie: 1951 Mk VII 3.5L Sedan

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

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

Daphne Charman
Membership Secretary



Introducing Our New Members - Stephen Dowd

Jaguar and Me.

I have been taken by cars since I was a boy. Born in 1953 I grew up in the Mini Cooper S versus Ford Escort GT era, and I spent much pocket money on "car" magazines, chaffing at the bit 'till I could drive. I got my learner's licence within 2 weeks of turning 16, and I was off on the road in mum's Morris 1100!

As I saved towards my own car, vehicles like Jaguar, Mercedes Benz and BMW were not in contemplation. For that matter I am not too sure they were much in evidence on South Australian roads back then. The idea of leasing a car was embryonic then. No, my first car was a '59 Hillman Minx, followed in 1969 by a '63 EJ Holden.

Fatal Attraction

Then one day, on my way to university, (1971-74) I saw a Series 1 XJ6 Jaguar and I fell in love. All I can really remember are the impacts made by its curvaceous body lines, the "chairman's lounge" leather seats and the wonderful wood panelling, with that row of Smith's gauges

sparkling right in the middle of the wood facia. I promised myself that if I could ever afford one, I would buy one.

Our First Jaguar

Fast forward to 1982, and, as you can see from the picture nearby of our 2 year old son, Simon, (now nearly 41) buffing our Series 1 with me. My wife Wendy and I got an XJ6 in 1982.

To be honest, Wendy wasn't so in love with the car as I was, but...

I can't remember why we sold that car. Life, and it's demands, I guess. I can't recall who serviced and looked after it, or for how long we had it. I can't recall its build year, how much we paid for it, and so on. This is the only picture we have of it. I do know that I liked it though.

Time and cars went by, and by June 2010 I had just sold my Ford Capri Clubspint, soft top, turbo machine and my extensively modified Mazda Miata (an MX5 grey import), the "sports" cars, and was looking for a new to me car. Life was good, the 2 kids (Simon and Rebecca) had left home, and I was

looking for a Mk11 Jaguar. I had loved the Mark 11s for years and years, in particular the Cotswold blue colour. I had seen a more recent iteration of that colour on a 1999 S-Type, and had fallen in love with the colour combination of a '99 S-type manual, mistral blue, oatmeal interior, CATS optioned, vehicle Solitaire had sold. But Inspector Morse had sold me on a Mk 11, even if his was, in reality, rubbish.

I was allowed to spend quite some time hunting for a Mk 11 on Carsales, until ultimately Wendy said that as I had sold the sports cars because they were too agricultural for everyday use, surely, I would have the same trouble (at least) with a Mk 11 Jaguar as a day car.

Enter X300 Daimler Double Six

Wendy had an inarguable point, so I changed my search parameters and ultimately came up with the 94 build, '95 registered X300 Daimler Double Six, ice blue over oatmeal, with contrasting blue trim. Elegant and swift, or, as Jaguar liked to say "grace with pace." A picture of it how it was when first sold is nearby.



1982. Stephen with his 2 year old son Simon (now nearly 41) buffing their Series 1 XJ6.

Introducing Our New Members - Stephen Dowd

According to its records, and as confirmed by Mike Roddy, Mike had serviced it from 2,000 km when its second owner took it to him in '99 with nearly 48,000 km on the clock.

Mike continued to service it regularly until his last service in January '09, at 206,882 km. I was in contact with Mike prior to buying the car from the WA dealer Roadbend, in particular from



Mr Graham Percival, who is a delightful man. Mike advised me that this car was the Melbourne Show car, that it was sold after the show by Kellow-Falkner, Melbourne, and that its second owner was a resident of around Ballarat, and that most of its miles were lazy country miles. Mike also said that only 15 X300 Double Six's were brought into Australia, although Les Hughes subsequently advised me that he thought the number was 12. Either way, few enough came. And this one is clearly genuine, as its heritage certificate shows. There were only 2054 right hand drive Daimler Double Six saloons built. Ours still has matching numbers:

Graham Percival had acquired the car from its third owner, Mr Peter Crisp, a fellow Western Australian. Peter bought the car about a year before on-selling it.

I was able to contact him through the WA club, and he told me that it had one service through FMJ Automotive in March 2010, at 213,435 km. Peter sold the Daimler because a rare, genuine XJR-S came up for sale, and it had almost no kilometres on it. It was like a barn find,

only in reasonably good nick. He simply needed the money to buy the XJR-S, and he got another truly rare car.

By the time Peter sold the X300, he had changed the conservative wheels to the very much sportier 16 inch "Revolver" alloy wheels that appeared on the Jaguar XK. Although I am generally against altering anything in a classic car, I thought they looked good, so I left them on. You judge.

**Cheers
Stephen and Wendy Dowd**

Footnote: Stephen has been a member of the BMW drivers club, The Mazda MX5 club and the Ford Capri Clubsprint club as well.

Editor. Thank you Stephen and Wendy for your story and hope you enjoy your time with us.

PS: The Australian National Daimler Rally is being held in Hahndorf SA in March next Year. (Hopefully!).



Simon and Wendy's 1994 (MY95) Ice Blue metallic X300 Daimler Double Six 6.0 litre saloon. (Former Melbourne Show Car).

Letter from The Salvation Army

With the cancellation of Jag Day, an event where members traditionally donate food to the Salvation Army, it was moved at the October General Meeting to donate an amount of \$2,000 to the Salvation Army of SA. A letter and Certificate of Appreciation has been received thanking our Club for the donation. We were advised that money will be used to help with the growing number of homelessness.



E- Type Pre-registration for 2021 Border Run



PRE-REGISTRATION - E TYPE BORDER RUN TO MOUNT GAMBIER 60th Anniversary Event - September or October 2021

The Jaguar Drivers Club of SA and Jaguar Car Club of Victoria welcome you to pre-register for a Boarder run to Mt Gambier in late 2021. Pre-registrations are non-committal. This event is expected to run over three or four days and include daily tours and a gala dinner event. All Jaguars welcome.

Please pre-register your interest now to assist Di Adamson with the coordination of this event. For more information please contact Di Adamson: 0407 862 758 or di.adamson1@gmail.com

Regards Tom Herraman
E-Type, F-Type, Grand Tourer Register

[Pre-Register](#)

JLR's Pivi Pro Infotainment System Recognised by Award

JLR's new Pivi Pro touchscreen infotainment has been recognised by the prestigious motoring jury AUTOBEST, receiving the SMARTBEST 2020 award dedicated to the best-connected technologies in the industry.

The new touchscreen infotainment system has an industry-leading design and shares electronic hardware with the latest smartphones.

The fast-responding and intuitive Pivi Pro system allows customers to make full use of Software-Over-The-Air (SOTA) technology, without compromising its ability to stream music and connect to apps on the move.

Its high-resolution touchscreen allows customers to control all aspects of the vehicle using the same processing hardware as the latest smartphones. In addition, customers can connect two mobile devices to the infotainment head unit at once using Bluetooth, so the driver and passenger can enjoy hands-

free functionality concurrently without the need to swap connections.

AUTOBEST Chairman, Dan Vardie said: "This is one of the most ambitious prizes we offer, dedicated to the best-connected technologies we have in the industry. This year, Pivi Pro proved to be unchallenged by any of the competitor's

on-board connected technology, not to mention the simplicity in operation as the driver can focus on driving. Access to 90 per cent of commonly used functions from the display with a maximum of two clicks." ■

SOURCE: Tata Motors



Protester Steps in Front of Boris Johnson's Jaguar

A protester accused of trying to step in front of Boris Johnson's Jaguar and causing the car behind to crash into it, is set to stand trial.

Diyari Kurdi, 59, denied one count of wilful obstruction of a highway at Westminster Magistrates' Court. The court heard Kurdi was part of a "small

group of Kurdish protesters" who were demonstrating opposite Parliament's carriage gates on June 17 2020.

The Prime Minister's convoy started to leave Parliament house, and as that happened, the defendant stepped into the road and started walking into the convoy. Mr Kurdi was clipped by a police

motorcycle and the Prime Minister's Jaguar stopped and the Range Rover behind hit the back of the Jaguar.

Kurdi, of North London, pleaded not guilty, was given bail and will next appear for his trial at Hendon Magistrates' Court in March next year. ■



Protester accused of causing the Range Rover behind the Prime Minister's Jaguar to crash into it.

JAGUAR XK8



A modern sporting icon

Feature - Jaguar XK8/XKR (1996-2006)

The XK8 was launched at the Geneva Motor Show in March 1996, just like the E-type, 35 years earlier.

Design & Development

The platform for the first-generation of the XK series was derived from its predecessor, the XJ-S.

Designed by Geoff Lawson and his team, development of the X100 started in late 1991. By October 1992, a design was chosen and prototypes were being built from December 1993. Development concluded in 1996 and the model went on sale from October that year.

The car clearly aped the styling of the Jaguar E-type, but it was an effective blend of retro and modern.

At the heart of the XK8 was an all-new aluminium AJ26-V8 engine designed and developed at Whitley. The 4.0 litre, 290 bhp, 32-valve, quad cam V8 set new standards of high performance, smooth power delivery and exceptional refinement.

XK8/XKR

The initial model available in the XK range of Grand Tourers was the XK8 two-door coupé or two-door convertible.



XKR Silverstone

Jaguar produced a number of low volume special edition XK's between 2000-2006. The "Silverstone" was launched to celebrate Jaguar's return to Formula 1 motor racing and was named after the famous British racing track. Only 558 Silverstone's were built.

The new CATS (Computer Active Technology Suspension) adaptive suspension, which was already an option on the coupé, was added to the convertible models in 1997. Other changes for 1997 included the addition of light sensitive headlamps and an automatically dipping rear view mirror. From 1998 onwards, all models of the XK line-up were fitted

with the Servotronic II power steering. In May 1998, and following on from the XK8's success, Jaguar subsequently launched a similar looking but higher performance model known as the XKR, a supercharged version of the XK8 fitted with a 2 litre (112 cu in) Eaton supercharger.

(continued page 12)



Josephine Orford, 2001 British Racing Green 4.0 litre supercharged XKR Convertible 5-speed automatic. (All British Day February 2020)

Feature - Jaguar XK8/XKR (cont)

Visual differences of the XKR from the XK8 included a small rear spoiler and bonnet louvres for improved engine airflow, along with a meshed front grille. From late 1999, an optional R kit became available for the XKR which included a stiffer suspension system and gold coloured wheels.

Jaguar's Adaptive Cruise Control, introduced in late 1999, was an optional feature available on both models. Both the coupé and convertible came with an all-leather interior, burl walnut trim, and side airbags.

The interior was available in two trims, classic and sport. The sport interior trim was aimed for younger buyers and involved leather upholstery with cloth seats. The classic trim was a more luxurious option and featured heavy use of leather. Jeremy Clarkson, during a Top Gear test-drive, likened the interior of the original XK8 to sitting inside Blenheim Palace.

Like its predecessor, the XJS, the XK models used a 2+2 seating layout for the interior. An optional "Jaguar boot" option involved the removal of the small rear seats in favour of increased luggage space.



JAGUAR XKR 100 CONVERTIBLE

In 2001 Jaguar unveiled the XKR100, a model to celebrate the centenary of Jaguar's founder Sir William Lyons (born in 1901). All cars were finished in Anthracite Metallic Finish (a dark steel grey colour with gold pearlescent flecks). 500 (coupes/convertibles) were made.

Both the XK8 and XKR were electronically limited to a maximum speed of 250 km/h (155 mph).

2003 Update

From 2003, a GPS system became available as an option on all XK models which replaced the three gauges on the centre console. The XK range received a mechanical update with the engines

in both the XK8 and XKR models being enlarged to 4.2 litres. The front headlamps were also updated by the addition of a clear lens. Further changes included new exterior colours and wheels along with different badging. Also, in 2003, the new ZF 6HP26 six-speed automatic transmission was fitted in both versions of the 4.2 litre model.

(continued page 13)



Hugh & Lucyna Guthrie, 1998 Sapphire Blue 4.0 litre XK8 Convertible (All British Day Feb 2020). Hugh bought the car in Victoria and during the height of COVID-19 he wasn't game to drive it with its Victorian number plates until he was able to register it in South Australia.

Feature - Jaguar XK8/XKR (cont)

2004 Update

The models were revised again in 2004. All models got new wheel designs and a new nose with a deeper front bumper and a mesh grille on the XKR.

Deeper side sills and rear bumper treatment complement the changes to the front, while the XK8 benefited from larger twin tail pipes and a boot-lid spoiler, while the XKR featured new quad tailpipes plus an even larger spoiler.

These subtle changes gave the XK a more aggressive look, while retaining much of the model's original character.

Limited editions

A number of limited and special edition XK8/XKR's were produced by the Jaguar factory. These included: -

[XKR Silverstone \(2000\)](#)

The 'Silverstone' model was launched to celebrate Jaguar's return to Formula One motor racing and was named after the famous British racing track.

The "Silverstone" cars were all finished in Platinum (Silver), had fixed headrests, were all right-hand drive, and were all sold in the UK. Initially 102 cars were built, but to satisfy demand from the United States and overseas, a further production run of cars, referred to as a



JAGUAR XKR 400 CONVERTIBLE & COUPE

The "XKR 400" was a performance version of the 4.2 litre XKR 6-speed automatic. Only 60 Coupes and 40 Convertibles were made, and only available in the UK from 2003.

"Silverstone Phase 2", were produced. Total "Phase 2" production eventually stood at 456, giving a total of 558 "Silverstone" cars. "Phase 2" cars had separate and adjustable headrests and were available in both right and left-hand drive.

Later that year Jaguar's Special Vehicle Operations (SVO) announced their own R- version, a further enhanced XKR.

[XKR100 \(2001\)](#)

In 2001 Jaguar unveiled the XKR100, a model to celebrate the centenary of Jaguar's founder member, Sir William Lyons, born in September 1901.

500 'XKR 100' coupés and convertibles (combined total) were available from 2002. The XKR 100 was finished in an Anthracite metallic paint finish, and featured all the available options plus Recaro seats, 20-inch BBS alloy wheels, Brembo brakes, specific dark wood dashboard panels and GPS.

[XKR400 \(2003\)](#)

The "XKR 400" was an upgraded performance version of the existing supercharged 4.2 litre XKR.

The XKR 400 was built in response to dealer orders, with each dealer able to order up to maximum of five cars.

(continued page 14)



Ron Biddell, 1996 Sapphire Blue 4.0 litre XK8 Coupe 5-speed automatic (All British Day February 2020).

Feature - Jaguar XK8/XKR (cont)

Available in both Coupe and Convertible form it did not look too different from its previous versions, but Jaguar did make some performance and interior changes that made this Limited-Edition model unique. The model was released only in three colours, Midnight, Slate and Platinum.

The car was tagged as one of the fastest ever production cars produced by Jaguar with its supercharged, 6-speed automatic gearbox and state-of-the-art handling package. The car, amongst its many enhancements, had revised damper settings on the standard CATS suspension, uprated springs, re-tuned steering and was lowered to give it a better stance.

The final figure for XKR 400 cars produced was 100 units, 60 Coupes and 40 Convertibles. The special edition was only available in the UK from 2003.

XKR Portfolio (2004)

The "XKR Portfolio" was available from August 2003 and built specifically for the North American market. Only 200 were produced.

The convertible-only Portfolio models featured either Jupiter Red or Coronado Blue exterior with matching interior and Recaro sports seats. (*Not to be confused with the later X150 2008 XKR Portfolio*).

Carbon Fibre Special Edition (2004)

In 2004, one-hundred "Carbon Fibre" XKR's, were produced. They were only available in the UK in RHD.

These XKR's came with all extras as standard, such as carbon styling, 20" split rim alloys (Sepang fitted) and performance Brembo callipers. The carbon fibre fascia with aluminium instrument bezels and J-Gate surround sets the high-tech, sporting tone. Satellite Navigation, Premium Sound and Recaro seats in Ivory or Warm Charcoal soft grain leather were all standard.

Only 50 coupés and 50 convertibles were built for delivery from September 2004.

XK Victory (2005)

Introduced at the 2005 Los Angeles International Auto Show, the Victory Edition was only available for the

(continued page 15)



JAGUAR XKR PORTFOLIO CONVERTIBLE

The 2003 "XKR Portfolio" was specifically built for the US market. Only 200 were produced. The convertible-only model was finished in either Jupiter Red or Coronado Blue.



JAGUAR XK8/XKR VICTORY EDITION

The 2006 "Victory Edition" was only available in the US and offered to celebrate Jaguar's four championship wins in the North American Trans-AM road racing series.



JAGUAR XK8/XKR 4.2-S

Built for the European market, the "4.2-S" was the last Special Edition XK to be based on the original 1996 design. The electronic speed limiter was removed to enable the car to reach a top speed of 280 km/h (174 mph). Only 200 cars were built in four exclusive colours.

Feature - Jaguar XK8/XKR (cont)

North American market and offered in model year 2006, to “celebrate Jaguar’s four championship wins in the North American Trans-AM road racing series.

The Victory Edition was offered on all standard XK colours, plus four unique Victory Edition colours. Victory Editions also offered carbon fibre interior trim on XKR models, and a new Elm wood veneer on the XK8 models. Victory Editions also received special badging and accents. The “growler” badge on the bonnet had a unique checkered-flag background, and door sill plates featured checkered-flag emblems. 1,050 cars were built.

2004 Jaguar XKR Stirling Moss Signature Edition

The 470 horsepower XKR Stirling Moss Signature Edition was a limited-edition model of which only 5 were made. They were all finished in Platinum with Black interior and were all painted with a vintage racing scheme to match Stirlings’ XKE’s of the 60’s and 70’s. Each car was fitted with a Signature Plate in the boot, signed by the racing legend.

Modifications included a supercharger pulley kit and factory installed custom stainless Borla exhaust system along with suspension tuned beyond the standard XKR platform. Other custom features



JAGUAR XKR STIRLING MOSS SIGNATURE EDITION

Only five (5) XKR Stirling Moss Signature Edition coupes were produced by Jaguar. They were all painted with a vintage racing scheme to match Stirlings’ XKE’s of the 60’s and 70’s.

included 20-inch Detroit wheel package, Brembo cross drilled rotors and brakes and R logo monogram headrests.

XK8/XKR 4.2-S (2005)

Back in Europe, the “4.2-S” was unveiled at Geneva in March 2005. This was the last XK special-edition to be based on the original 1996 design.

Available as either coupe or convertible, with a choice of two V8 engines – one of them supercharged. Features for the “4.2-S” included new exterior and interior colours and two distinct veneer options

for the instrument panel, polished door treadplates with chequered-flag emblems and embossed, leather-edged floor mats. The revised white Jaguar badge on the bonnet also feature chequered accents. New unique 20-inch split rim BBS Perseus performance wheels plus cross-drilled Brembo brake discs, red wheel badges and red brake callipers were also fitted. The “4.2-S” gained firmer springs, dampers and anti-roll bars, steering was 10 per cent quicker and the ride height was lowered by 10mm.

The electronic speed limiter was removed to enable the car to reach a top speed of 280 km/h (174 mph). Production was limited to only 200 cars in four new exclusive exterior colours – Copper Black Metallic, Frost Blue Metallic, Bay Blue Metallic and Satin Silver Metallic.

Production

On May 27th 2005, the last of the existing X100’s rolled off the Brown’s Lane production line. In all, 91,406 models were produced:

- 19,748 XK8 coupé
- 46,760 XK8 convertible
- 9,661 XKR coupé
- 13,895 XKR convertible

The XK (X100) was replaced by a new generation of XK’s (X150), designed under the leadership of Jaguar Design Director Ian Callum. ■

Editor- the story of the XK (X150) will be covered in the February edition of Classic Marque).



The last XK (X100) MY 2006 rolled off the Brown’s Lane production line in May 2005. Its successor was the “Next Generation” of XK’s (project X150) released in 2007.

Feature - Jaguar XK8/XKR (cont)



Austin Powers Union Jack 2001 XK8 convertible that was used in the third Austin Powers film "Goldmember".



The XK was featured extensively in 2002's James Bond "Die Another Day" as the lead henchman, Zao's vehicle. The vehicle was similar in almost every way to a Q Branch equipped automobile. The XKR's gadgetry included a gatling gun, thermal imaging capabilities, mortar bombs, rockets under the front grille, miniature missiles hidden in the door, and front ramming spikes. Eight cars were made for the film.

The Jaguar XK Series

XKR

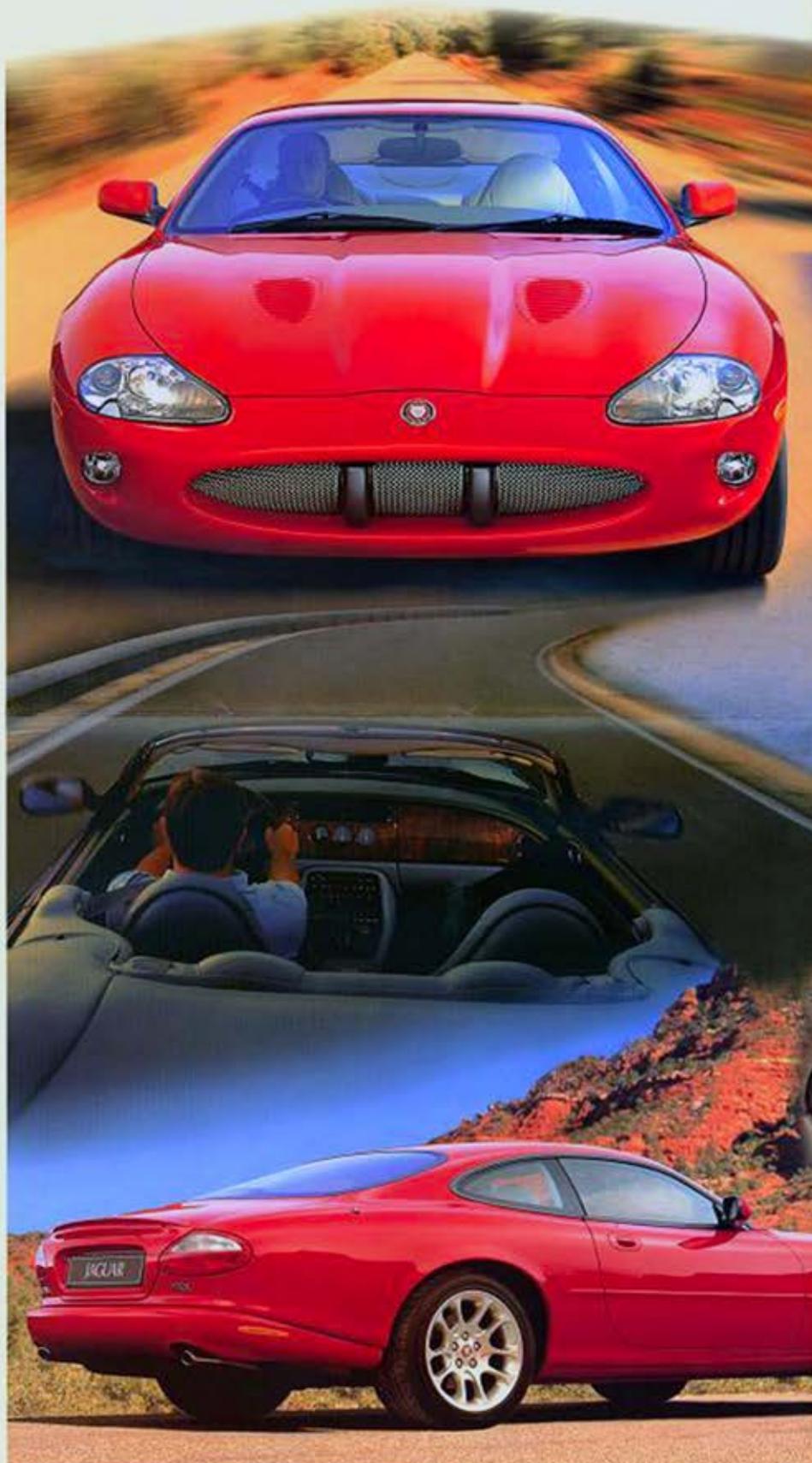
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XK8 - 5 Times Winner of American Trans-AM Series

North American Trans-AM Series

The Trans-AM Series was created in 1966 by Sports Car Club of America (SCCA) and has evolved over time from its original format as a Manufacturers' Championship series for modified passenger sedans and coupés to its current form as a Drivers'/Manufacturers' Championship Series that is open to GT style race cars.

Previous Jaguar Trans-AM Wins

The Group 44 Jaguar XJS driven by Bob Tullius won the Drivers' Championship in 1977 (TA1).

In 1978 he dominated the series winning 7 of the 10 races including the Watkins Glen 6 Hours, to win both the Category 1 Drivers championship and Manufacturers championship for Jaguar.

From 1979, British Leyland opted to run Triumph TR8's, but Bob Tullius returned in 1981 with his XJ-S finishing second overall and almost winning the series.

With Jaguar concentrating on the European Touring Car Championship, it was 19 more years before Jaguar returned to the Trans-AM Series.

Enter Rocketsports Racing

Rocketsports Racing was created by racing driver Paul Gentilozzi to compete in the Trans-AM series. Gentilozzi scored his first Series title in a Chevrolet

Corvette (1998), and captured the 1999 crown in a Ford Mustang.

The year 2000 saw the Trans Am Series usher in new manufacturer eligibility, multi-valve engines, fuel injection and spec rear wings. It marked the return of Jaguar, brought to the party by Gentilozzi's Rocketsports team.

Gentilozzi was aiming at winning his third consecutive championships and if successful, he would have become the first driver to win three titles in three different marques. It was an ambitious goal given that the Jaguar XK8 had no racing history or development.

2000

The team built three cars with Jeff Altenburg competing in the second Jaguar XK8, and the third built as a back-up car.

Although the team had done a lot of analysis and were making both structural and geometry changes, the chassis was an on-going development process and their biggest challenge was time. No testing was carried prior to the first race and the team had no time to develop the XK8 engine and used their parent company engine, namely a Ford V8 unit.

With its smooth lines and body contours, the XK8 had excellent aerodynamics, making it one of the fastest straight-

line speed cars in the series. However, ongoing development wasn't achieved until roughly halfway through the series. Irrespective, they still managed three outright wins in the 12-race series. The title was captured by Brian Simo in his Qvale Mangusta who also won three wins but took the title on the strength of seven top-five finishes. Gentilozzi finishing a credible second overall.

2001

In 2001, Gentilozzi won his third Trans Am Series championship in four years and led Jaguar to its first manufacturers' title since 1978. Rocketsports won five of the eleven races that year with Gentilozzi winning four of them to finish ahead of Brian Simo in his Qvale Mangusta.

2002

Although Gentilozzi won the first race of the season, Boris Said powered his Panoz Esperante to eight wins in 2002 to earn his first Trans-AM Series championship, as Jaguar used the season to develop a multi-valve engine program that would prove to be nearly unbeatable.

DOHC AJV8 Engine

"The last time a Jaguar engine competed in Trans-AM was back in 1981. Its return is long overdue," said Rocketsports Racing team owner, Paul Gentilozzi. "It's only right that we work to develop a Jaguar engine for our racing XK8."



With its smooth lines and body contours, the XK8 had excellent aerodynamics, making it one of the fastest straight-line speed cars in the series. Scott Pruett (2003) on his way to winning his third Trans-AM title. That year Jaguar won 10 out of the 11 races and completely dominated the competitive field of 53 cars. Jaguar won the Manufacturers Championship ahead of Chevrolet and Ford.

XK8 - 5 Times Winner of American Trans-AM Series



Jaguars victorious Trans-AM racing team of Rocketsports Racing who won the prestigious series in 2001 (Paul Gentilozzi), 2003 (Scott Pruett), 2004 (Paul Gentilozzi), 2005 (German Klaus Graf) and 2006 (Paul Gentilozzi) giving Jaguar a total of four manufacturers' Trans-AM titles.

Development of the race version of the 4.0 litre engine used a production AJ-V8 alloy cylinder block and heads with a new heavy-duty crankshaft fitted with lightweight racing pistons and connecting rods. Modifications also included custom-made headers and a race fuel injection system. The engine was enlarged and fortified to 4.5 litres and revved to over 9000 rpm. The engines were able to develop more than double the horsepower from the standard 294 bhp (SAE) to over 650 bhp.

2003

The Rocketsport Jaguars returned with a vengeance in 2003 with drivers Scott Pruett, Johnny Miller and Wally Castro collectively winning 10 of the 11 races to all but make a clean sweep of the season.

Scott Pruett won eight en route to his third Trans-AM title. Johnny Miller finished second overall to claim a Jaguar one-two.

The last race of the series went to Puerto Rico for the first time in history, with hometown hero Wally Castro finishing first, driving one of the Jaguar XJ8's. Jaguar won its third manufacturers' title.

2004

For 2004, Rocketsports entered XK8's for lead driver Tom Kendall, Getilozzi and Tommy Drissi.

The stage was set for a Rocketsports showdown featuring four-time champ Kendall and three-time titlist Gentilozzi. Both drivers entered the season in hot pursuit of Mark Donohue's record for most wins (29) with Kendall leading the charge with 26 wins, but followed closely by Gentilozzi at 24 wins.

The year belonged to Gentilozzi, who gained his fourth title on the strength of five wins in eight starts. His final victory of the season came in Denver to tie Donohue at 29 career wins.

Overall, Jaguar finished 1st, 2nd, 4th and 5th to win another manufacturers title.

2005

For 2005, Rocketsports entered XK8's for lead driver Klaus Graf, Getilozzi and Tommy Drissi.

Other teams also entered XK8's including motor racing champion Greg Pickett for Team Cytosport.

The 2005 season was one of the most competitive in years. A scant 19 points separated the top four drivers with just two races to go, as Corvette ace Randy Ruhlman led the points chase by a single point. German Klaus Graf, driving a Rocketsports Jaguar, finished out of the top 10 in three of the first four races but turned things around in a big way with the season headed for the home stretch.

He won the final three races to secure his first drivers' title.

Gentilozzi, ran a limited schedule in 2005, but remained a factor when he entered. He won in the streets of Toronto to become the all-time Trans-AM leader in career wins with 30.

The other feat of note was Greg Pickett winning in Edmonton in his XK8, to become the first driver to win in four different decades. Picket finished third overall with Jaguar XK8's claiming four of the top six places thrusting Jaguar to a third-straight and overall, fifth Manufacturers' Trans-AM title.

2006

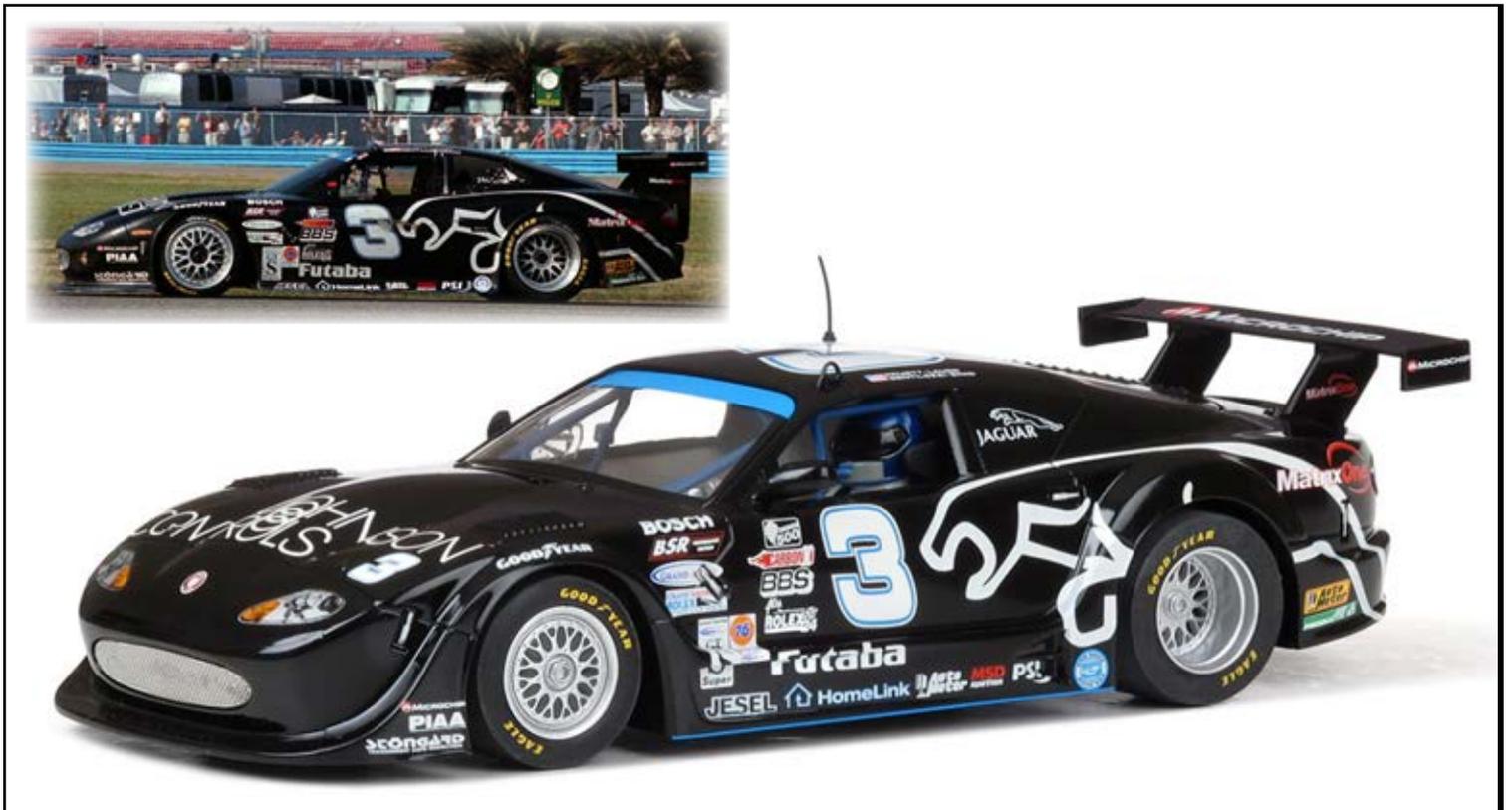
Significant news was made off track, as a new promotor assumed series' ownership and management. Just two races were held in 2006. Gentilozzi earned his 31st career win and added a second in the final race propelling him to his fifth title. No manufacturers title was awarded in 2006.

There was no Trans-AM Series in 2007/8 and Rocketsport moved to IMSA's American Le Mans Series. This was significant in that it brought Jaguar back to IMSA racing with Gentilozzi using an XK-RS that saw a Jaguar returning to the Le-Mans 24 hour race in 2010. ■

Feature - Jaguar XK8/XKR (cont)



Rocketsports racing developed this modified version of the outgoing 2004 XK model. Known as an XK-RS, the car made a world debut at the Chicago Auto Exhibition. Tested in a wind tunnel this concept car features deeper front and rear spoilers, wider wheel arches and the engine enlarged to 5.0 litres. This one-off XK-RS Concept 550 horsepower convertible had a claimed top speed of 200mph.



2002 DAYTONA 24 hour race. Out of a field of 74 cars, including Le-Mans race cars, Rocketsports Racing team of Paul Gentilozzi, Scott Pruett, Michael Lauer and Brian Simo drove to not only a Class Win but a significant 5th place overall. The XK8 was immortalised by Scalextric with a 1/43rd scale resin handbuilt model (not diecast) of the Jaguar. The models are a splitting image of the original winning XK8.

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JAGUAR XK8
A new breed of Jaguar

Jaguar XK8 - The Ultimate Modern Classic? by John Eadie

I've been a fan of Jags ever since my Dad's boss picked me up from swimming training at age 12. You see as a child I slipped unknowingly into the opulence that is Jaguar. It was the lounge-room-like interior of a Mark II and when I closed the door the subtle thud spoke simultaneously of quality, luxury and safety.

Then the outside world seemed to quiet into the distance and it was like being transported in a smooth bubble of complete serenity. I knew then what my car was going to be when I grew up!

Soon after I was back in Dad's Austin 1100 and after witnessing another wrestling match with the synchromesh between 1st and 2nd it seemed quite the lightbulb moment to me that he should simply upgrade it to a Jag and the whole family could experience the serene bubble of quiet. Apparently not though, he seemed to enjoy these moments of triumph when he conquered the reluctant synchro, and I was treated to a fatherly guffaw in response.

And so, the whole Jag thing was pushed to the back of my mind until 20 years



later, after a series of company cars, when I started to eye my extra garage space as a potential Jag space. And so, started 30 years of Jag ownership. I went through every model XJ6 made - to my mind still the greatest single line of cars ever produced, and loved every one of them.

The problem then was how to follow this up. The best can be hard to follow. Whereas the lure of "Enzo's most

beautiful car ever made" was strong, the difference in what I would like to pay and what I would have to pay to get into a nice E-type seemed to balloon out on a daily basis. At the same time, I wanted something with a feel of Jaguar heritage, something sporty, yet with relatively modern creature comforts and safety features like airbags, along with engine management and traction control.



Jaguar XK8 - The Ultimate Modern Classic? By John Eadie

The XK8 seemed to fit the bill perfectly. But wanting one and finding one are two very different matters. Jaguar released the model with a price point getting near \$200k so consequently not that many were actually sold, and to compound that a small population like South Australia again reduces numbers sold, so they are quite few and far between on the used car market.

After what seemed to be an age in waiting, I landed my dream model - a 1997 first generation X100 sport coupe in black (Anthracite Pearl Metallic) with the ivory and black interior.

Having steeled myself with years of Jag ownership I was ready for the worst in teething troubles... like he drips on the garage floor that say a Jag lives here, or the occasional mysterious electrical gremlins that previously came as par with the marque. But no, this car has been a dream to own, and dare I say it? It has been very reliable!

And so, what is it like to own?

Well first up it is simply wonderful to drive - plenty of grunt when you want it, yet with an interior refined and luxurious

enough to befit the marque. We were lucky enough to get to take it around the Bend Racetrack on a JDCSA track day, and getting to exercise it on the track the way it deserves was a real highlight of ownership (speed limits on the way home seemed ludicrously low). Thanks, JDCSA for that one!

Creature comforts are good for the year, in line with the sedans, and for me it's a good compromise of classic and modern - no Bluetooth or navigation of the modern era but everything like power steering, seats and mirrors of the relatively more modern era. It was made at the start of the OBD age so engine management is good and reliable.

It was intended as grand tourer more than a sports car so it has enough room for the golf bag and buggy with all the gear in the boot. Sadly, however the back seat is a bit too small for our Old English Sheepdog, and I really must say the small back seat is suited only for people of the collapsible legs and head variety! 2 people with luggage and shopping fit perfectly, but that's pretty much it. The compromise is worth it though for the overall sporty feel of the car.

The design to me is quite timeless, in fact I came out of Dan Murphy's recently to find a gentleman poring over it with great interest. He then proceeded to ask if it was Jaguar's new model. He was quite taken aback when I revealed it was 22 years old!

And that's pretty much what it is to me... in fact everything I hoped it would be... a sporty, beautiful, luxurious, timeless, powerful and exciting car with classic lines and a long heritage, yet with the essential creature comforts of the modern era.

For me that makes it the ultimate modern classic.

John Eadie

Editor - Thank you John. Great story and lovely looking car.



John Eadie, 1997 Anthracite Pearl Metallic 4.0 litre first generation XK (X100) sport coupe

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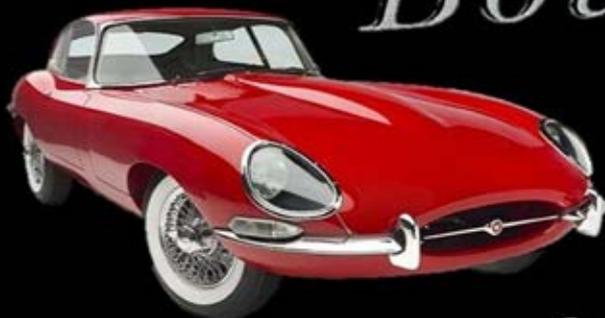
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2021 Jaguar XE Delivers Impressive New Package for Australia. The following is a review by CarAdvice and has been provided by Jaguar Australia.

The Jaguar XE mid-sized executive sedan has received a number of updates for 2021, delivering a more appealing, comprehensively equipped package. With updates that include all-wheel-drive as standard and a range of added tech, Ben Zachariah from CarAdvice takes a look at the new specifications to find out just how much added value the 2021 XE delivers.

New XE R-Dynamic Black

A new XE R-Dynamic Black has been announced, with a drive-away price of \$69,990, which Zachariah compares favourably to the 2020 pricing for the SE R-Dynamic and HSE R-Dynamic.

Based on the XE R-Dynamic SE, Zachariah says, “The Black predictably

gets the Black Exterior Pack with black grille and exterior trims, a boot lip-spoiler, 19-inch gloss black alloy wheels, red brake calipers, gloss black interior trim, steel sports pedals, and a Meridian audio system.” He points out that the R-Dynamic black adds an extra \$6000 of value to the XE.

While the R-Dynamic Black is the first vehicle in the XE range to be revealed, buyers can look forward to announcements for both the R-Dynamic SE and HSE models prior to 2021.

Moving onto the car’s performance specifications, Zachariah says, “The 2.0-litre turbo petrol four-cylinder engine, referred to as the ‘P300’ by Jaguar, puts out 221kW and 400Nm. A new all-wheel-drive system now delivers the power via an eight-speed automatic transmission, getting the Jag to 100km/h from zero in 5.9 seconds.”



Dominated By Tech

The technology that dominates the updated XE impresses Zachariah, including Jaguar’s Pivi Pro which offers Spotify, Apple Car Play and Android Auto, along with Bluetooth connectivity, all delivered via a 10-inch infotainment screen.

For the driver, a 12.3-inch high-definition instrument cluster offers seamless control, with digital dials, navigation, media, phone contact list, or infotainment systems displays. A head-up display as standard allows the driver’s eyes to remain safely on the road.

Premium Interior Updates

Turning his attention to the interior, Zachariah says, “The 2021 XE gets many of the interior updates seen on the XF and F-Pace, such as newer premium materials, embossed Jaguar Leaper logos on the front headrests, and a new steering wheel (borrowed from the I-Pace). Occupants also enjoy cleaner air, with a cabin air ioniser and PM2.5 filter to remove airborne particulates.”

A suite of advanced safety technologies come as standard in the updated XE, including adaptive cruise control, lane keep assist, real collision monitor and a 3D surround camera.

Australian deliveries are due to arrive in early 2021. ■

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Jaguar F-Type 300PS: Seriously Handsome

Editor - the following is based on an article by Oliver Hazelwood for GQ Magazine.

Forget the midlife crisis: the F-Type Jaguar is all about a midlife revival, both for the car and the driver...

Jeremy Clarkson once described the F-Type Jaguar as an “X-rated, hardcore monster for the terminally unhinged”.

The new F-Type has had somewhat of a midlife revival. The front grille is now slightly larger than its predecessor; it's accompanied by slim LED headlights on either side, giving it a real tarmac-eating look from the front; the rear wheel arches are wider, imposing an intimidating stance from any angle (especially when using your mirrors).

But let's talk about the rear: it's actually, quite possibly the best rear I've ever seen. It's simply beautiful, a real head-turner, and sets the tone for the shape of the car.

The engine is just as impressive. Where a V6 or V8 usually sits, Jaguar has installed a four-cylinder, 296bhp, twin-turbo-charged monster which certainly isn't shy. You might be thinking in doing so it may not be as exciting... forget it. Zero to 60 in 5.4 seconds and an eight-speed quick shift auto transmission, with an option to use the steering wheel-mounted paddle shifts, will quickly put you back in your place. It's 130kg lighter



than the V8, which also makes it nimbler in those tight countryside corners.

For all the brute and beauty of the exterior, the interior stands up just as strong. It's had a refresh and a new 12.3-inch touchscreen display offers many different arrangements, from full map view to one or two dials in the display. All new F-Types come as standard with Apple CarPlay and Android Auto, a meridian sound system and software-over-the-air upgrade functionality.

The dash is clad in sophisticated stitched leather and it has slim-line racing seats (which are actually comfortable and heated). Jaguar has found the perfect balance with the interior: it feels so well refined that you may not want to leave, but also does not let you forget its wild side. Everything is simple – no extravagant

button systems, no time wasted wondering how to turn this off or that on. Everything's been mathematically placed to ensure the driver has the best and easiest experience. Speaking of experiences, the F-Type comes with different driving modes – Standard, Race and finally Snow and Rain, each with their own distinctive colourways that take over the digital displays when selected – allowing you to make full use of the performance whatever the weather.

Previous F-Types have been said to have a “rough ride”. In this latest model, I found it to be impressive. From front to back it seems to just stick comfortably to the road. Even Kent's coast road surfaces failed to push it out of line, emphasising the balance between it being a luxury and a sports car, even if you think it lacks a few cylinders.

Something else to consider when weighing up your options: it's cheaper to buy than the V8 model and you still get plenty of bang for your buck. As for fuel, it's a lot less thirsty than its V8 brother.

To date, the Jaguar F-Type is the best-looking car I've ever driven, maybe the best-looking car made in Britain for a long time. Since the first one left the factory back in 2013, Jaguar has been making subtle tweaks to each new model, never failing to disappoint. If it's been a tempting proposition for you, now's the time to get your act together. ■

GQ is an international monthly men's magazine based in New York City and founded in 1931. The publication focuses on fashion, style, and culture for men.



How I Came to Join Jaguar (Part Two) By Ron Gaudion

WHY I JOINED ECURIE ECOSSE

I was very happy working for Jaguar but my interest was in gaining experience. Jaguar only engaged in three racing venues a year, Silverstone (their local circuit), the 24 hour at Le Mans and the 12 hour at Reims.

There was no indication that I would be a permanent 'team member', so I decided to have a chat with 'Wilkie' Wilkinson, the Chief Mechanic with Ecurie Ecosse, when he would be coming to collect two of the three cars, they had ordered with the team's transporter. When he arrived, I introduced myself and said, "I believe you need another mechanic," he replied "Yes, but you would have to see Mr Murray, our Patron. We will be racing these two cars at Aintree, over the weekend, come up and speak to him". So, that's what I did.

I asked Mr Murray what his agenda was for the next season, (1956), he told me he intended to enter fifteen events, both in the U.K. and on the continent. I quickly calculated that's 15x3=45 cars to be prepared and serviced under racing conditions, (great for experience). I said "Sounds good, what are the wages?". "Eight pounds ten shillings per week," he replied. "That's not much, I'm getting eighteen pounds at Jaguar," I told him. He told me even his top man 'Wilkie' was only paid ten pounds. (I realized later that in Scotland the going rate for a mechanic was eight pounds ten shillings, whereas in England it was twelve pounds) I then asked about expenses and was told it was thirty shillings a day, for each day you were away from base, which would cover meals and accommodation.

I said, "OK I will come over for ten pounds a week plus expenses". "Done", says he "When can you start?" I told him to give me a fortnight to give notice to Jaguar and then I would join them.

When I joined it was getting towards the end of the racing season, which runs for six months, March to August inclusive. Ecurie Ecosse had entered the three cars in the final race of the season at Crimond, an airfield circuit outside Aberdeen.

After that, Winter set in, so it was a good time to lighten the cars where possible and do some work on the overhead gear, this, Wilkie claimed would increase the engine rev limit from 5800 to 6200 RPM.

Who is Ecurie Ecosse (Team Scotland)

David Murray and "Wilkie" Wilkinson formed E.E. in November 1951. They encouraged three wealthy young Scots who were racing XK 120s to run as a team, with David Murray running the team as "Patron". E.E. were participating in race meetings throughout 1952/1953 with XK 120 roadsters. In 1954 E.E. purchased 3 Jaguar C types, with money from outside interests. In 1955 they bought the first 3 production D types, which they ran for the next three seasons.

David Murray: Was a chartered accountant, owned two hotels and a wine shop in Edinburgh. He also had a small garage, Merchiston Motors, in Merchiston Mews, a very old area, with double storey blue stone buildings on each side, originally the ground level were stables, with residences on the upper level, the Mews is still paved with large cobble stones. Merchiston



1955 Le-Mans start. Race won by the Jaguar Works Team (Mike Hawthorn & Ivor Bueb). A catastrophic crash killed 84 people.



Le-Mans 1955, with the No. 6 winning Jaguar. L-R Mike Hawthorn, Lofty England, Ron Gaudion and John Cooper

Motors occupied four converted stables, with spares and a small machine shop in the upper level on the north side of the Mews, whilst opposite on the southern side was E.E. in two converted stables, next door was the office/reception area and the upper level had David Murrays and Wilkies offices and toilets.

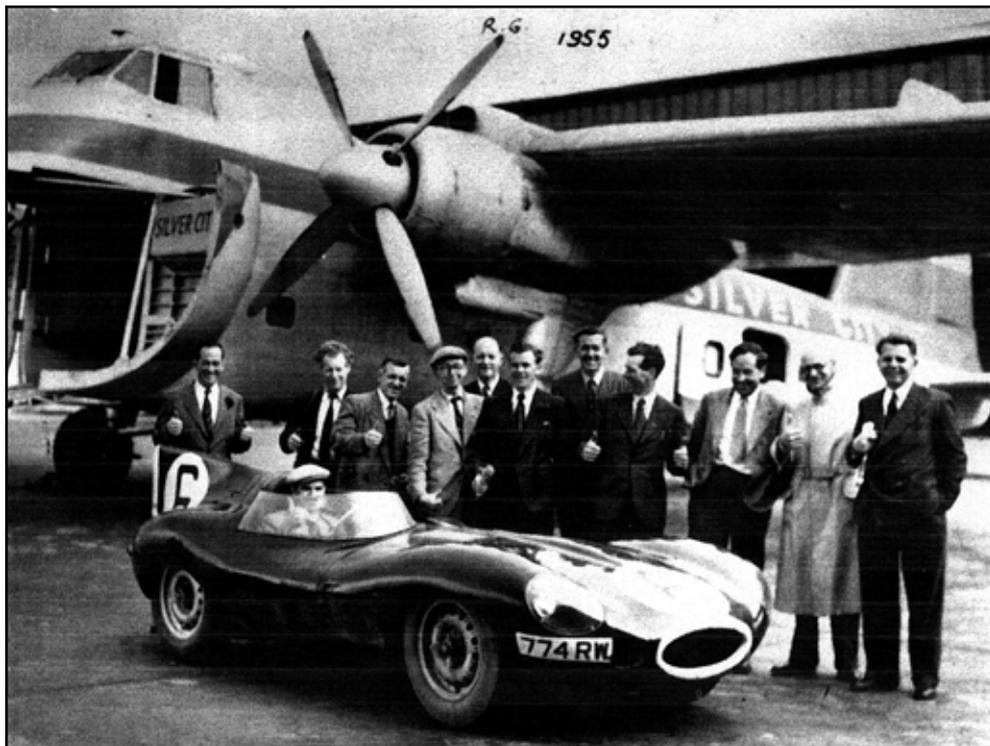
'Wilkie' Wilkinson: Was English, he had, pre-war, been a riding mechanic with George Easton at Brooklands Raceway, later he was with Billy Cotton (Band Leader) and finished up being chief mechanic for Bellvue Garage, running a team of M.Gs for the Evan's family, with an occasional drive.

The Drivers

Ron Flockhart: A mechanical engineer, a test driver for BRM, drove for Connaught F1 and also Austin Healy. A very quick, safe driver, who took his driving very seriously.

Ninian Sanderson: Who ran a used car yard in Glasgow was a little rough around the edges and liked to play jokes, was a good steady driver.

How I Came to Join Jaguar (Part Two) By Ron Gaudion



1955 winning 'D' type Jaguar returning from Le-Mans. Taken at Elmdon airport/Birmingham with mechanics and technical staff.



Wilkie's wreck, Snetterton - first Race 1956. ('Wilkie' Wilkinson was chief mechanic with EE)

John Lawrence: Owned and ran a garage in the village of Cullen, on the North Coast, he was also a good steady, serious driver, particularly endurance races. He raced an XK 140.

Reserve Drivers

Ivor Bueb: Ex 'works' driver owned and ran a garage in Cheltenham, drove F2 and F3 cars.

Jack Fairman: An automotive engineer who worked for Daimler, also a 'works driver'.

Archie Scott Brown: Had disfigured short legs with a normal body torso, but without a right hand, this was due to his mother contracting Rubella during pregnancy. He used to wrap a bandage around his wrist to help hold the steering wheel. He was only 5 feet tall and because of his short legs we use to put in a special seat with an extra 4 inches in the seat and a 9-inch scwab behind him. A very quick driver, He drove a Formula 1 Connaught and was signed as a 'works driver' to Brian Lister, who developed the very successful Lister Jaguar.

Mechanics

Stan Sproat: Who joined E.E. in 1952. Served in the Navy during the war. A good all-rounder.

Pat Meehan: Apprenticed to Merchiston motors, an Irishman who was a part time E.E. mechanic, used for the Milli Miglia Monzapolis.

Myself: Full time during the racing season, March to August inclusive, late 1955 to February 1958.

Transport

We used two ex, Glasgow converted buses. A single decker 1928 Leyland Tiger, grey in colour, which carried one car plus spares. The other was a cut down double decker, which carried two cars, one above the other, with space behind the driver's cabin for personnel. It was a 1936 Leyland Tiger, green in colour, both many times around the clock.

Sandy Arthur, Transport Driver, was employed full time by Dobson Transport Company, on loan to E.E. for each season. He was responsible for spares, travel documents and in charge of our expense money. He drove the two-car transporter, Stan and I shared the other.

When the season finished Stan and I would rebuild the cars for the next season.

Off Season

There was five months over winter when there was no work to be done. I approached David Murray and suggested that I sign off for five months and return by the first of March. He was delighted as he would be saving five months of dead wages.

I visited the Merchant Marine office in Leith, (the Port of Edinburgh) and sat an exam for a Marine Engineers Ticket. I was successful, being allotted to the SS Marshal in Cardiff, as 5th Engineer, bound for U.S.A. Fortunately, for me, each time I went to sea, the ships were on round trips, returning in time to take up where I had left off with E.E. It was ideal for David Murray and me.

1956 Season

The first race of the 56 season was at Snetterton in South East England. We, that is, Stan Sproat, the other mechanic

How I Came to Join Jaguar (Part Two) By Ron Gaudion

and I, had also fitted new brake pads over the winter months.

We arrived on the Friday, practice was on Saturday morning, one race in the afternoon and three short races on the Sunday. David Murray (DM) said when you unload the cars, do a few laps to bed the brakes in. So, Wilkie was in one car and Stan and I in the other two. After three laps we came in, DM said to Wilkie, "I had the stop watch on you, getting slow in your old age" (joking of course). Now, Wilkie, in all due respect, had prewar, been a riding mechanic for Billy Cotton, (Band leader of some renown) at the old Brooklands track, and later was preparing M.G's and driving them at times. He was a wizard at tuning SU carburetors, but hopeless when dealing with Webers fitted to the D Types, the XK 120's and the C Types which Ecurie Ecosse were running in '53 and '54 was, of course fitted with SU's.

Well, anyway, this comment from DM must have played on Wilkie's mind, because he said, "Stan, when you went passed me the car sounded a bit fluffy, I will take it out and check it". He was certainly going 'great guns' when he passed the pits, but was going far too fast for the right hand corner at the end of the short straight, locked up the front right hand wheel and proceeded into the freshly ploughed inner field, the nose of the car dug in, did 3 nose for tails, throwing Wilkie out on the first loop.

Naturally, the car was extensively damaged, with Wilkie sitting up in an adjoining furrow, with only a bruised knee. We didn't hear what DM said to Wilkie, but he was not at all happy, it meant the car going back to the 'works' for repair.

The team then raced at Oulton Park, Silverstone, then Goodwood before going to the continent for the next four races.

1956 Le Mans

Ecurie Ecosse had entered one car for the 1956 24hr Endurance race at Le Mans, drivers were Ron Flockhart and Ninan Sanderson.

Ron was a mechanical engineer, drove an Austin Healy, and was a test driver for BRM, he also flew a WW11 Mustang, a



1956 B.A.R.C. National Meeting Goodwood, Saturday 8th September - Ron Flockhart



Le Mans 1956. Peter Collins - Ron Gaudion - Stirling Moss - Ron Flockhart - Ninian Sanderson Far Right - "Wilkie" Wilkinson - David Murray.

very serious competitor.

Ninan had a second-hand car yard in Glasgow and raced an XK 120, he was an amateur driver who liked to have fun, a bit of a prankster and rough around the edges.

For the '56' Le Mans the works had entered 3 cars, our pits were adjacent to each other. Within the first couple of laps two of the works cars had an accident, at the end of the Mulsane Straight, hitting a spinning Ferrari, both Jaguars and the Ferrari were out.

The leading Jaguar, with Hawthorn driving, started 'missing' at the 12th lap, after numerous pit stops, changing plugs to no effect, the next time in the pits the bonnet was lifted with the motor still running, you could see a white mist pulsating, #3 injection pipe had a hairline crack, (it was the first race using the new Lucas fuel injection system). Fortunately, a spare set of pipes were carried under the passenger seat and after replacing the offending pipe, there were no further dramas. During this time of frequent pit stops, Hawthorn dropped from running 1st down to 12th, by the end of the race

How I Came to Join Jaguar (Part Two) By Ron Gaudion

the Hawthorn/Bueb car came in a very credible 5th.

The single EE entry driven by Flockhart/Sanderson came in 1st, beating the Aston Martin driven by Moss/Collins, by 2 laps. **This was the first time that a private entry had won the Le Mans 24hr race.**

1956 Reims 12 Hour Race

Then onto Reims 12hr race, 3 works cars entered and one from Ecurie Ecosse. The race had been in progress for 11 hours and 57 minutes, the works cars 1, 2, and 3 and the E.E car in close 4th. Lofty had their signalling board out showing the finishing order, Haw, Ham, fair on the second last lap Jaguars running 1,2,3,4 in line astern. Come the last lap 100 meters from the finishing line, Duncan Hamilton dropped down to 3rd gear, planted the foot and passed Hawthorn to the line. Duncan was immediately sacked for breaking team orders.

Still more drama, here we were waiting on Flockhart to finish behind the works cars, but no Flockhart, on looking back along the pit straight, about 200 meters back, going very slowly was Flockhart, on the very last lap, on the last corner he broke a half shaft, fortunately all D types were fitted with ZF limited slip differentials, and he was able to crawl to the finish line and maintain his 4th place.

Why did Hamilton defy team orders?? Duncan had overheard one of the team mechanics saying there was no replacement in the immediate future for the D type and Jaguar would be retiring from racing after this season. So, being Duncan he wanted to go out with a big win. In truth the D type, after 3 years was past its use by date. However, Duncan continued racing D types at local club events, and on the continent, he owned 2 production models.

1957 Le Mans

Let's now fast forward to '57 Le Mans, with no works entries, 5 privately entered D types would hold up the prestige of Jaguar, two from Ecurie Ecosse, one from Ecurie Belge, one from France and Duncan Hamilton with his car.

The two entered by E.E were Long Nose ex works cars, one being the fuel injected car. (*There by lies a tale*).

For the start of the '57' season, Jaguar sold the first of the long nose models to E.E., the second one being the fuel injected 3.8 litre model but Lofty England was reluctant to deliver the car before Le Mans. David Murray was on the phone weekly chasing it's delivery but Lofty kept making excuses.

The 'fact of the matter' was that Lofty didn't want Wilkie 'tinkering' with the fuel injection system, (*he did not have much faith in Wilkie*). So a compromise was suggested by Lofty to David Murray, send Ron down 10 days before, he can help prepare the car, we will bring him up to speed with the new injection system, the new quick change brake pads and a few other improvements and he can bring the car with the others we are preparing and deliver the car in time for scrutineering on the Wednesday. We, actually, arrived in Le Mans on the Tuesday.

Drama: - Just follow the car in front. Lofty, the morning we left the factory, "We are going to fly the cars over via Bristol



Oulton Park U.K. 1956. Ron Gaudion, Sandy Arthur, Stan Sproat.



Setting Cam Shafts

How I Came to Join Jaguar (Part Two) By Ron Gaudion

Freighters, 2 in each plane, from an airfield down south, I will be using country back lanes, keeping away from the highway, just follow the car in front". Easier said than done. Lofty was in the Hamilton entry, followed by Len Heyden in the French entry, Ted Brooks in the Belgium and me in the E.E. car, tail end Charlie. About half way going down these country lanes, it was easy going, no traffic, then all of a sudden, a farmer with a tractor/trailer, fed up with waiting for the cars to pass, shot out in front of me and for the next half mile I was forced to follow him at 20m.p.h (impossible to pass in the narrow lanes) until he swung left into an opening into a paddock.

Where was the car in front? Nothing in site, didn't know which airfield, so catch up if I can. So, then was my best drive in a D type, I dropped down to 3rd and stepped gently on the metal, at about 80m.p.h I selected 4th gear and would you believe I got 'wheel spin' doing 100m.p.h, yes, the road was slightly damp, due to a heavy dew overnight, so concentrating on the road ahead, and now doing a little over 150m.p.h, I spotted the car in front, a sigh of relief, no further drama.

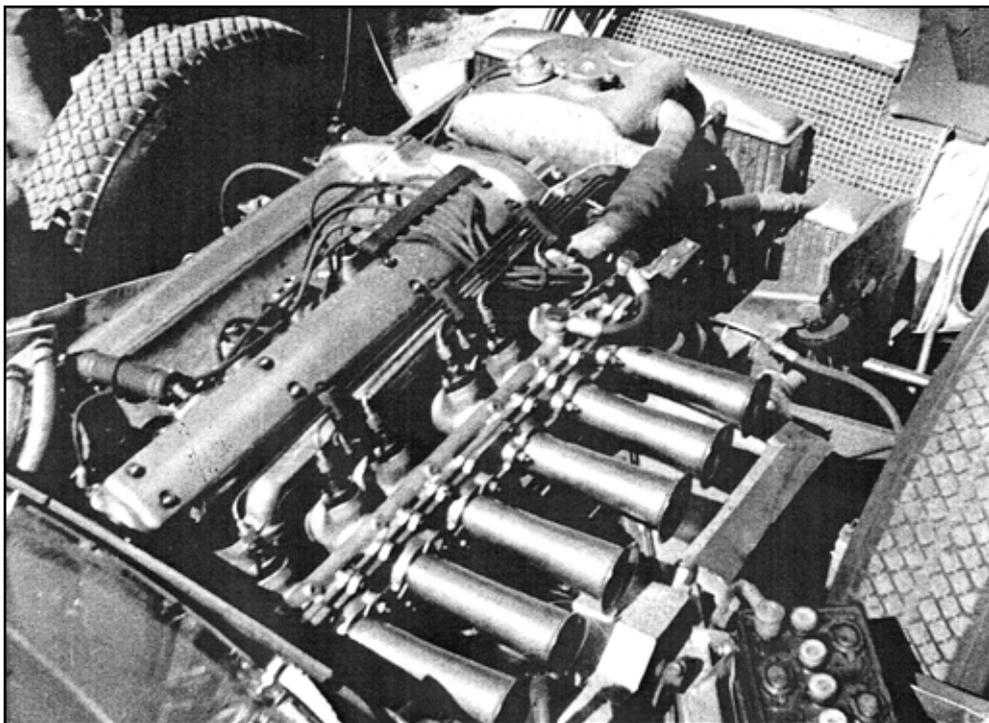
We landed in Cherbourg and drove the cars across France to Le Mans, I peeled off to the South towards Loeu, a small town where we had our base, in the Hotel Ricordeau, some 20 minutes from the circuit.

David Murray was there on the roadside with Sandy Arthur and the transporter, tail ramp down ready to drive straight in, lock up, ready for scrutineering on the morrow, the 2nd car was already on the top rails.

I won't bore you with the details, but suffice to say, Ecurie Ecosse came first and second with 'D' types in 1, 2, 3, 4 and 6, a loan Ferrari coming in at 5th.

It must be said that it was the best performance by privately entered cars, up against the might of Ferrari, Maserati, Aston Martin and other factory teams.

We packed up, loaded the transporter and proceeded to the hotel welcome, where David Murray, in anticipation, had arranged a celebration dinner for the drivers, girlfriends, timekeepers and we humble mechanics, a great night.



1956 3.8 litre 'D' Type Engine with Lucas fuel injection and wide angle head.



Le Mans 1957 finish. Flockhart leads the 2nd placed sister Ecurie Ecosse 'D' Type of Sanderson/Lawrence over the line in a record distance travelled, which stood for the next 4 years

Trivia.

As my parents were to visit the U.K. and the continent on holiday, May and I, who had been engaged for 12 months, thought it a good idea to "tie the knot" during their visit.

I was to meet them in London on the 1st July, Monza was the previous weekend, not enough time if I was to return by transporter. I had mentioned previously to David Murray, my intention to marry and to meet my parents in London,

therefore I would have to miss Monza. No way says he; we have 3 cars running and we need you, let me think about it and I will get back to you. The very next day he said he had solved our problem. John Lawrence, who is driving his own personal XK140 DHC, is returning home on the Monday and would love to have your company, as far as London. ■

Editor - A big thank you to Ron and the Jaguar Drivers Club of QLD. Part 3 will appear in the February edition of CM.

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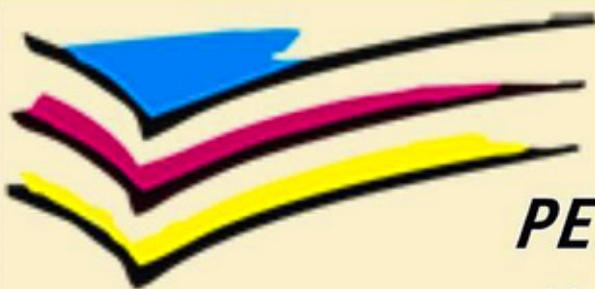
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A Ford F100 Story By David Seidel

The 1973 F100 v The Cook, The Chef and the Judge (the cook = myself, the chef = my wife)

(This article is inspired by the plethora of cooking segments on our current TV programs)

Looking for a New Tow Vehicle

The year was 1979 and the advert in the Trading Post read as follows "For Sale Ford F100 1973, has been refurbished professionally with a V8. Has yet to be run in. Price....Phone.... etc"

As I was looking for a strong tow vehicle, I answered without delay. This is what I discovered upon inspection: it had indeed been rebuilt to near new specification. Ray (the owner) had been to Canada and had purchased a large container of cars and new parts, mainly Ford. Now the cooking references begin!

This 302 V8 Windsor motor was brand new and still in its box when it was fitted into the F100. For me it was the icing on the cake with a cherry on top. All the correct Ford ingredients to blend this V8 into this truck were also used, along with a heavy-duty clutch and Ford radiator. This vehicle had been a very low mileage ex-government unit but with a 6-cylinder motor and to all accounts was in near new condition, including a fresh paint job of white over burnt orange.

The only consideration owner Ray told me was that it was on conditional registration and needed to be judged by the all-knowing and very experienced team at the government motor garage (now Regency Park). "She will be apples," Ray said, "you will have no trouble as all the ingredients were new and fresh and without blemish."

Keeping this advice in mind, I then proceeded to dress up the truck and also fit a Canadian Fashion Pack which Ray supplied in the mix (it was a lovely chrome kit which I unwrapped and attached to the vehicle) and I also added to the overall look by purchasing 5 as new mag wheels and tyres which were Ford approved.

Time was of the essence as I had already been booked into the garage in two weeks' time, so I used every skill I had to make the vehicle a winner when it was presented for inspection. It looked a treat and was now ready for judgement day. She looked a real tasty vehicle – presentation is everything – and I felt she was ready for close scrutiny.



Judgement Day

On the approach to the pits I again rechecked all my required paperwork as the astute tester had told me he had just rejected a 1959 FC Holden with a 4-speed conversion which had been underslung with a chain for the rear gearbox mounting. There would be no such recipe for disaster with my offering, which was far superior.

So, with much confidence, over the pits she went. Back came the verdict: FAIL. That put a sour taste in my mouth, I can tell you! According to the judge, it failed on three points:

- 1) the tyres were slightly too wide – but he would forgive that;
- 2) one of the factory Ford engine mounting brackets needed welding with a small gusset;
- 3) the right-hand tie rod end (knuckle) had some slight wear and according to the judge needed replacing (this item I felt was a half-baked criticism).

The result of this was no registration – so it was back to the kitchen for rectification. At our own large workshop, the mounting bracket was welded but no play could be found in the tie rod end despite vigorous testing. What could we cook up to satisfy this gentleman? (well I said something along those lines!). The recipe was as follows: I carefully removed the part, ran it over the wire buff and painted it black, and then in contrasting white I painted the correct part number on it and carefully refitted it.

Judgement Day - Part 2

After making another appointment I returned to the Testing Station for

assessment some two weeks later. Over the pits she goes again. Then – STOP! It was morning tea time and the same tester had to eat his apple in front of me. After 10 minutes he proceeded with the inspection. This really gave me the pip, even though I am usually thick skinned. "Turn the steering wheel," came the stern instruction.

From deep in the pit came his verdict, "Ah! That's better!" You could have cut the air with a knife. My pot nearly boiled over but by this time my wife (the chef) who was a witness to the events over the past weeks, quickly grabbed me. "Revenge is a dish best served cold," she said and then advised me not to stir up trouble or say anything that might not end well or I could rue the day. So, I coolly said, "Thank you" while I simmered away with all my thoughts going in another direction. Guess what? The F100 was approved for registration – we had won the bake-off!

In closing, the moral of this story is to always have your chef with you when you are subjected to a series of events such as those above, and to always butter up the protagonist judge with sugar-sweet praise, even if it nearly chokes you. You will always win the contest in the long run, only they won't know it.

We hope that you all continue to have happy motoring experiences and that we can enjoy them while we are able.

Regards, David Seidel (cook) and Carol Seidel (chef).

60 Years Ago - The Golden Jaguar

The Story of The Golden Mk II

In 1960, Jaguar management decided to create a unique model - a gold Jaguar Mark II. The car was designed for presentation at the New York Auto Show (April 12-16, 1960), where the new 3.8 litre Mk II was being launched.

To introduce the new 3.8 Mk II to the American market, Jaguar wasn't about to just show a shiny new car on a turn table. Oh no, it was going to make a splash, make waves, and shine bright.

At the time, Jaguar calculated that if such a car was available for purchase, it could have cost \$25,000 (more than \$250,000 in our time).

Every bit of exposed metal, inside and out, was gold plated - the bumpers, grille, door handles, trim, switches, wheels, tyre valve caps, ash trays, mascot, even the exhaust pipe. The car was white and the upholstery was made of high-quality



To launch the new 3.8 engine Mk II to the American market, Jaguar decided to make an impact with every bit of exposed metal, inside and out, gold plated.



The model, Dorothy McDonough (with security in hand), wore an embroidered gold dress, gold shoes, gold jewellery and a tiara of 1000 diamonds presented by Napoleon to Empress Josephine in 1804. Jaguar converted it back to standard and sold it as a production model.

60 Years Ago - The Golden Jaguar (cont)

white "English glove leather." Veneers were walnut and two occasional tables were fitted for the rear occupants.

The car was accompanied by model Dorothy McDonough, who was dressed in accordance with the car: a dress of 24-carat gold thread, gold shoes, gold jewellery, precious stones and a golden tiara given to Empress Josephine in 1804 by Napoleon. It was taken on loan from Van Kleeef and Arpels and contained more than 1,000 diamonds. Dorothy was escorted at all times by a security guard.

The Jaguar caused a lot of excitement, and the press release said that there were several offers to buy. However, the car was returned to the factory, converted into a standard version, and sold as a conventional production model.

And that is where the story of the Golden Jaguar would have ended. However!

The Only Modern Replica

In 1997, a project was launched to recreate this unique model. The inspirational enthusiast was Robert W. "Bob" Alexander, a practicing lawyer and a passionate fan of the Jaguar brand, who got the support of Tony O'Keeffe, curator of Jaguar Daimler Heritage Trust in the UK. Additional information was



Every piece of internal chrome work was re-plated in gold to match the 'Golden' 3.8 Mk II.

received from Richard Hassan, son of Sir Walter Hassan, one of the leading developers of the famous XK engine and someone who was directly involved in the construction of the gold Mark II. Thanks to them, it was possible to realize the previously lost car. A 3.8 litre Mk II was restored from scratch using original or new spare parts.

Upon completion, the recreated Golden Jaguar made its concours debut in March of 1999 at the prestigious Amelia Island

Concours. Although it won numerous trophies it was barely driven except from a transporter to various Concourse show fields and back again. Only about 100 miles had been accumulated before it was decided to put the Jaguar up for sale.

The car was completely impractical and subsequently sold for only US\$22,000 (AU\$30,522) at the Greenwich Concours d'Elegance Auction in June 2017. ■



The 1999 gold plated replica copied the original car in every detail from the wheels to the leaping Jaguar. The car won a number of concours and was only driven from the transporter to the show field and back again. The car was eventually sold in 2017 for AU \$30,522.

Around the Market - Shannons Auction

Shannons Timed Online Auction held on the 18th November 2020



1964 Jaguar Mark II 3.8 'Manual' O/D Saloon. Beautifully restored. Upgraded with air conditioning and power steering (\$40,000 - \$50,000). No Reserve. Sold for \$66,000



1965 Jaguar E-Type 4.2 Series 1 Coupe. Factory RHD in original colours. Long-term owner. (\$100,000 - \$120,000). Sold for \$106,500



1970 Jaguar E-Type 4.2 Series 2 Roadster. Red with black trim. Engine rebuilt. Tidy example. \$140,000 - \$160,000. Sold for \$164,000



1989 Jaguar XJ40 Sovereign 4.0 litre Saloon. Mid-blue metallic. Beige leather. (\$10,000 - \$12,000). No Reserve. Sold for \$8,000

Fundraiser for KTDR - Cobbs Hill Estate Winery



A number of car clubs were invited to this event resulting in great mixture of vehicles from MG's, Jaguars and American classic cars.

JDCSA members were invited to “Kars for Kidney Research”, at Cobbs Hill Winery Estate in November. Money raised on the day went towards a most worthwhile cause to support young people undertaking research in diabetes and transplant related fields within RAH and QEH.

Due to COVID-19 restrictions, numbers were unfortunately limited to 100, but a variety of enthusiastic people of all ages attended. On show was a spectacular array of vehicles including Malcolm Adamson's Mark IV drophead, a Royal Blue American 1948 Mercury, 'Cedric' a cream Morris Minor, 'Bruce' a pink VW, 'Buggie', a colourful Combi-van, MG's, Porches, and many others including x2 huge trucks!



The fundraiser was held in the picturesque grounds of the Cobbs Hill Winery Estate

It turned out that Malcolm's car was the hit of the day with invites to take sponsors for a 'spin' in his Jaguar, to which he generously obliged.

Held in the picturesque and spectacular grounds of the winery, all attendees enjoyed a scrumptious and taste tantalising brunch, with the sounds of an easily listening to trio, capped off with a huge raffle containing a large number of prizes provided by very generous sponsors.

The organisers did a fantastic job and are hopeful COVID restrictions won't apply next year, and that a much larger event can be organised. Hopefully more JDCSA members can come along and experience a special charity event for a wonderful cause. ■



Malcolm's Mk IV drophead with Family & Educational Therapist Eleni Kollias. Malcolm's car was the hit of the day with invites to take sponsors for a 'spin', to which he generously obliged.

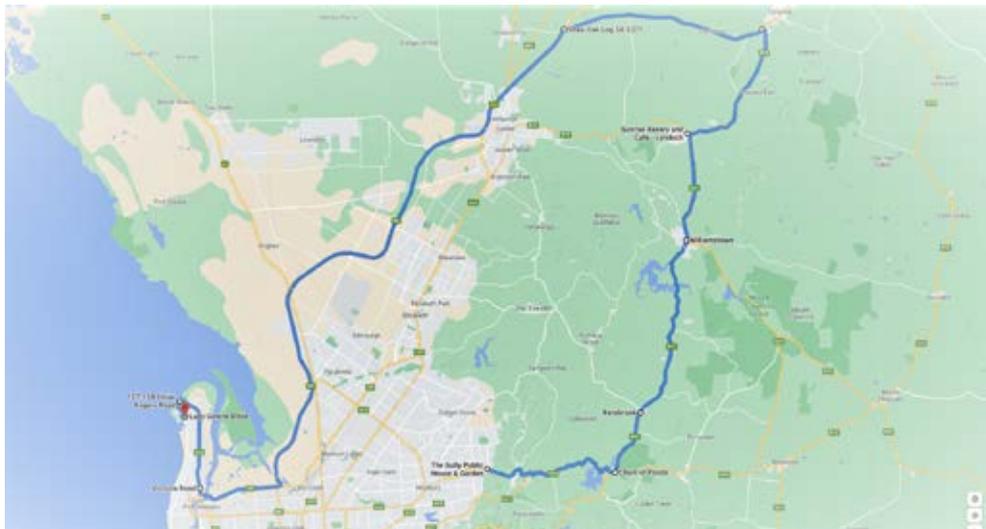
Footnote: Diabetes is the fastest growing chronic health problem in Australia, affecting just over 1 million Australians. Chronic kidney disease is also on the rise, affecting 1 in 10 Australians, which is why there is a need to raise vital funds for KTDR (Kidney, Transplant & Diabetes Research Australia), so they can continue supporting medical research to eliminate kidney disease and diabetes.

XJ, Mk10, 420G Register Run - North Haven via Lyndoch

On a cool but pleasant Tuesday morning, 55 people from the club met at the Tea Tree Gully Hotel before setting off on a lovely drive through the hills and Barossa Valley before heading to North Haven for lunch.

The drive travelled through Kersbrook, Williamstown to Lyndoch where we stopped for morning tea at the Sunshine bakery. After sorting out a small problem with the coffee machine, and 'looking' at all the lovely cakes etc, we continued our journey to Tanunda before heading back towards Adelaide.

The new Northern freeway took us directly back to North Haven to the Palermo Restaurant for lunch. New club members Mark and Lina Noueihed are the proud owners of the Restaurant and came on the run with us before 'changing hats' and welcoming us all to the Palermo for lunch.



Before we started the run at Tea Tree Gully our members were warned not to eat too much for morning tea as the meals supplied by Mark and Lina were enough for lunch (and the next two days as well). We have already had several emails and phone calls stating that

they will be returning to the Palermo Restaurant.

Thanks to everyone who attended the day's outing and making it one of the Register's best runs ever.

**Cheers
Bob Charman**



XJ, Mk10, 420G Register Run - North Haven via Lyndoch



XJ, Mk10, 420G Register Run to Kangaroo Island

XJ MK10 420G Register has finally had their day on Kangaroo Island

The XJ, Mk 10, 4210G Register was booked to go to Kangaroo Island on March the 29th but due to the Corona Virus it didn't happen.

Our bookings were honoured by Sealink to be taken at a time when restrictions were lifted and finally on Saturday the 7th of November, 45 members, including some from other registers, made their way to Cape Jervis to board the K.I. Sealink ferry for a 10.00am start to what turned out to be an unforgettably delightful day.

After a three quarter of an hour trip, fortunately with nobody suffering 'mal de mer', we arrived at Penneshaw, where we had a short uphill walk to the Penneshaw Hotel. The walk was worth it, as the hotel staff made us very welcome before the kitchen staff topped off the morning with excellent meals.

At 1.30pm, the K.I. Safari Coachlines bus was waiting outside the Hotel with the bus driver, Paul who helped us all



on the coach (a necessity for some of us!) to begin a wonderful tour around some of the Island. We visited Clifford's Honey Farm and some of us bought the honey ice-cream made there which was delicious. We then went onto the Emu Ridge Eucalyptus Oil Factory, where, once again, our purses and wallets got a bit of a belting, before heading back to Penneshaw for the return ferry to Adelaide.

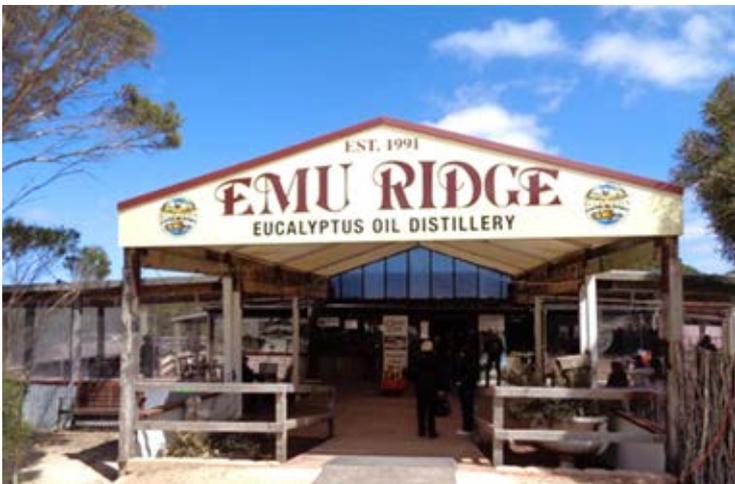
Upon our arrival back at Cape Jervis, everybody who made this trip, expressed their joy in not just having a great day out, but also helping in a small way, the people of Kangaroo Island to overcome the disastrous fires they suffered earlier in the year, which was then followed by the lethal Corona Virus.

A big thanks to everyone involved.

Bob Charman



XJ, Mk10, 420G Register Run to Kangaroo Island



XJ, Mk10, 420G Register - Annual run to Clayton Bay

On a beautiful warm Sunday morning, our Register met at 10.00am at the Marion Hotel before departing to the home of David and Margaret Bicknell at Clayton Bay.

We handed out detailed maps with instructions as we have done this trip many times before but each time someone gets lost or arrives at Clayton from four different directions.

This worked as everyone arrived safely. We then moved into the large shed where David is restoring (?) several Jags, to settle down before his team of chefs

organised the B.B.Q. lunch (which was provided by the Register).

After a wonderful lunch, we all tucked into the large array of sweets provided by the members present. Then it was down to the serious business -

The Annual Quiz. There were some really tough questions followed by some strange answers.

Members with correct answers were showered with small prizes by Warren Bullock's friend Amy. These prizes resulted in two black eyes, swollen ribs and a sprained wrist.

After the usual tea and coffee, it was almost time for most of us to head home but not before a stern warning to David and Margaret that we would all return again next year.

Special thanks to David and Margaret for their hospitality, and also to Steve Arthur for his valuable assistance to David in setting up.

Great day had by all - see you there next year.

Bob Charman



XJ, Mk10, 420G Register - Annual run to Clayton Bay



Register Minutes (SS, Mk IV & Mk V)

SS, Mk IV & MkV



Minutes of Meeting held at the home of Bruce and Ann Fletcher Wednesday 28th October 2020.

Previous Minutes:

The Minutes of 29th July 2020 as issued were accepted as a true record of the meeting. The September Newsletter was Noted.

Present:

Bruce Fletcher, Bob Kretschmer, Malcolm Adamson, Jack Richardson, Des Brown, John Lewis, Brenton Hobbs.

Guests:

Vice President Fred Butcher & CM Editor Graham Franklin.

Apologies:

Antony Veale, David Rogers, David Adamson, Ross Rasmus & Robert Paterson.

Special Note: The event was Trial Evening Meeting on the traditional last Wednesday of the month. See also Clause 7 below-

Correspondence:

Message from our Membership Secretary advising that Mehan & AZ Jenier were new members having a 1950 Mk V sedan. (ex Jack Richardson's)

Secretary Bob sent a welcome message with other without response. - see also Cls. 6 below.

Previous Business:

1. SA/ Vic. Border Run 2021: Responsibility is Victoria, normally November, Stay tuned. We hope Ross's 1½ L restoration be ready!

2. Combined States Border Run 2022: No further news – stay tuned for advice re Cowra NSW September 2022.

3. Welfare: NTR

4. JDCSA:

- i. See the new CM issue for details. Resumption of General Meetings, especially the Club requirements for COVID social behavior.
- ii. Christmas Dinner 1st December at the Maylands Hotel. See latest notice & the CM & the need to pre-register for attendance.

5. Technical & Parts: Restoration Projects:

SS Airline; Malcolm Adamson & Bruce Fletcher.

Highlight of the evening. The team was invited to Bruce's No.1 workshop to inspect the recent important advances. Bruce had just taken delivery of the chassis & had already fitted the engine. The amount of work involved & the



Meeting adjourned to look at the meticulous restoration of Malcolm's SS Airline - one of only a handful left in the world.

Register Minutes (SS, Mk IV & Mk V) cont

standard achieved was acknowledged.

The body has been fine-tuned by MR after much pre-preparation work by Bruce and it is now ready for collection.

After hearing the troublesome journey & problems overcome, we all needed to retire to Ann's kitchen to recover. Well done Bruce. [did anybody take a few photographs?]

1 ½ L Sedan; Ross Rasmus;

On the 21st October Ross invited those members of both Clubs who have helped him in some way, to his workshop for 'the first start-up of the Mk4' (Engine) without him having had a trial run.

His message was "Celebrate or Commiserate" There was still some tinkering to do but with Bruce's help the engine did run for a while. Lunch at the Seaton Hotel followed.

Well done Ross.

MkV: David Rogers;

David has made his 2nd attempt to deliver chrome components to a company in Dubbo NSW. Looking forward to his next instalment.

6. General Business:

◇ Vehicles for Sale.

i. Jack Richardson has sold his MkV to a local family.

ii. The cream 1948 3½ L sedan featured in the September CM P43 was restored by Bruce Fletcher in 2006.

iii. A 3½ L sedan owned by Jeremy Cordeaux is now displayed in new Show Rooms on West Tce. (the old camping & outdoor place)

◇ Des Brown tabled several bags of surplus Mk IV parts from his earlier restorations. Bob K scored a horn & a windscreen wiper motor. The rest will be held by Bruce with his existing collection.

◇ Bob K has had the Disc entitled 'Rebirth of the SS Border Runs 1991 to 2013' prepared by Ross Rasmus transferred to a USB. This new device may be useful for the forthcoming 50 yr. SS Register Records & Celebration.

7. SS Register Meeting Dates:

After considerable discussion it was

decided to take each month at a time to try and include as many members as possible.

For our November meeting it was decided to repeat an evening meeting on a new date being Thursday 19th 7.30 pm at the home of Bob & Marg Kretschmer.

Malcolm Adamson has invited members to his Seaford seaside retreat for a BYO lunch on Sunday 17th January 2021, always a popular event. [subject to Brenton renewing his Incendiary Officer's license]. A Reminder Notice will be issued later.

Subjects to be included in the November meeting Agenda include the following-

- December Meeting date, time & venue, 50-year Anniversary Preliminary planning,
- Restoration project status
- Ross Rasmus to hopefully complete his story re the SS Register drive to WA & return!

Meeting closed at 9.00 pm. Thank you, Ann, for the supper.

Bob Kretschmer
Register Secretary

Register Minutes (XJ, Mk10, 420G)

XJ, Mk 10 & 420G Register



Minutes of meeting held at 7.30pm on Wednesday 11th November, at the Bartley Hotel, West Lakes Shore. Held after a lovely meal at 6.00pm

Present

Steve Arthur, David Bicknell, Tom & Marj Brindle, Walter & Beryl Bullock, Warren Bullock & Amy, Peter & Heather Buck, Don & Margaret Bursill, Bob & Daphne Charman, Fred Butcher, Richard & Dianne Chuck, Alan & Lorraine Davis, Jeannie DeYoung, John & Claire Evans, John Flannigan, Don & Toni Heartfield, Laurie Leonard, Louis Marafioti, Gary Monrad & Oggi Stojanovich, Graeme &

Betty Moore, Paul Moore, Trevor Norley, David & Angela Nicklin, Phil Prior, Charlie, Mary & Stacey Saliba, Steve Smith, Bryan & Ann O'Shaughnessy, Bruce Taylor, Geoff & Margaret Thomas, Noel Thornley,

Apologies

Steve Attard, Don & Kathy Tyrrell, Peter & Rod Holland, Borys & Ellaine Potiuch, Noel & Carmel Trew.

Welfare

We had with extreme sadness to announce that Darryl & Fay Leyton's daughter, Desi, passed away suddenly two days ago. Flowers on behalf of the Club and Register have been sent to express our deepest sympathy.

Previous Minutes: Carried

New Members

The Register welcomed new club members Don & Margaret Bursill to their first Register meeting.

General Business

1. Bob thanked at those who attended Kangaroo Island.
2. Annual day trip to Clayton Bay - Next Sunday 15th November.

3. Our December meeting will be cancelled.
4. Annual Club Xmas Dinner 1st Dec Maylands Hotel.
5. Register Xmas Dinner - Glenelg Golf Course.
6. President Phil Prior spoke about the President's Picnic, at the Birdwood Museum, which he has planned for March next year.

Note

As tonight is our annual Auction night there will be no car talk.

Bob then thanked everyone who had brought along items to be sold at our auction. It proved to be one of the most successful and fun filled evening we have ever had.

Meeting Closed 9.30pm.

Our next Register meeting will not be until February 2021.

We will keep members informed.

BOB CHARMAN
Secretary

1st Sunday

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

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

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

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

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

2nd Sunday

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

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

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

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

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

3rd Sunday

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

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

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

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

4th Sunday

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

Last Sunday of Each Month

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



David Beckham has had his fair share of sports cars down the years, including this Jaguar XK8 convertible



FOR SALE: 1948 Mark 4 Saloon

- ◇ Restored to its present condition from 2003 to 2006 by Bruce Fletcher. Fitted with 5-speed gearbox.
- ◇ Only covered approx. 10,000 miles since restoration.
- ◇ The body is very straight and the doors will shut via soft push, not requiring to be slammed shut.
- ◇ The current owners are selling with reluctance, only selling due to their age. More photos available

Price: \$52,250 ONO

Contact Joanne Mawett on 0419 866 637



FOR SALE: 1971 XJ6 Series 1

- ◇ Australian delivered in amazing condition.
- ◇ Mechanically A1. The interior presents like new, as does the woodwork.
- ◇ Includes integrated air conditioning, very rare spot light, power windows and power steering.
- ◇ Engine bay is immaculate, drives like a new car. Comes with owner's manual, invoice file and log.

Price: \$25,999

Contact: Demetri Papastamatis 0421 344 702

FOR SALE: 1951 Mark 7

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

Price: Negotiable.

Please contact John Lueders on 0405 605 566

FOR SALE: 1965 Mark X Saloon

- ◇ The car has had a full restoration, located in Adelaide.
- ◇ Grey with Red Connelly leather interior.
- ◇ It has always been garaged with a cover.
- ◇ Car is in excellent condition. More photos available.

Price: Negotiable

Contact Elvira 0418 818 415



FOR SALE: Mark II Manuals & Handbooks

Jaguar factory service manual. Genuine Jaguar spare parts manual. Genuine Jaguar handbook & Jaguar drivers handbook, all to suit Mk 2, 2.4, 3.4, 3.8, 240 & 340 models. All books are in excellent condition.

Price: Negotiable.

Please contact Brian Toomer on 0414 418 298.

Number Plates For Sale

One owner Jubilee South Australian rare number plates 366 J.

Price: Negotiable

**Contact Aiden Dutton
on 0429 966 234 or -
aidendutton@hotmail.com**



FOR SALE: 1998 XJ 308 4.0L Sport

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

Price: \$12,000 ONO (Prepared to negotiate)

Contact Richard Chuck on 0408 313 848



XJ, Mk10, 420G Register annual auction night. It proved to be one of the most successful and fun filled evening they have ever had.

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

Club Notices

GENERAL MEETING ROSTER 2020/21

November	E, F, GT Register
February	Compact Register
March	XJ, Mk 10, 420G
April	SS, IV, V Register
May	Multivalve Register
June	XK, 7, 8, 9 Register

CLASSIC MARQUE

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

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

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

JDCSA - Club Directory 2020-2021

Club Postal Address:

PO Box 6020, Halifax Street, Adelaide SA 5000

Club Web Site / Email

Web: www.jdcsa.com.au

Email: info@jdcsa.com.au

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

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

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

Your Committee

President: Philip Prior

Mobile: 0402 670 654.

Email: philipprior@bigpond.com

Vice President: Fred Butcher

Mobile: 0428 272 863

Email: vicepresident@jdcsa.com.au

Treasurer: Heather Buck

Mobile: 0432 549 086

Email: treasurer@jdcsa.com.au

Secretary: Steve Weeks

Mobile: 0414 952 416

Email: xk789@jdcsa.com.au

Editor Classic Marque/Events Coordinator: Graham Franklin

Mobile: 0490 074 671

Email: editor@jdcsa.com.au

Membership Secretary: Daphne Charman

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

Email: membership@jdcsa.com.au

Web Master: Tom Herraman

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

Club Patron Mr Peter Holland

Phone: (08) 8271 0048

Club Services / Club Representatives

Technical Officer: Geoff Mockford

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

Regalia: Ron Palmer

Mobile: 0418 855 597 Email: ron@palmersadelaide.com

Librarian Tom Brindle

Phone (08) 8387 0051

Log Books David Burton

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

Australian Council of Jaguar Clubs (ACJC)

Club Representative: Tim White

Mobile: 0419 809 021 Email: casuti3@bigpond.com

Federation of Historic Motoring Clubs (FHMC)

Club Representative: David Burton Mobile: 0417 566 225

Marque Sports Car Association (MSCA)

Club Representative: Barry Kitts: 0412 114 109

All British Day

Club Representative: Alan Bartram: 0418 818 950

Inspectors - Club Registration

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

Register Secretaries

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

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

Email: daimlerss@jdcsa.com.au

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

Steve Weeks: 0414 952 416

Email: xk789@jdcsa.com.au

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

Angela & David Rogers

Email: compacts@jdcsa.com.au

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

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

Bob Charman Phone: (08) 8248 4111

Email: xj420g@jdcsa.com.au

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

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

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

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

Peter Buck Mobile: 0421 061 883

Email: Peter.buck51@bigpond.com

Register meeting dates and time are variable at present. Please check JDCSA Web site

