

CLASSIC MARQUE

JUNE 2021



FEATURE - JAGUAR XJ8 (X308/XJR8)

THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA

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Club Torque - President's Column

President's Column – JUNE 2021

Over the last few weeks I have been pondering the question, "What makes a club a GREAT CLUB?" Further to this question, "How Does our Club stack up?"

I am not sure why this question has been on my mind. Maybe because we have been reviewing our Constitution, or maybe because I have a few short months before the end of my term as President.

To answer the first question:

A Great Club will . . .

1. Have clearly defined aims and objectives that outline its purpose.
2. Have a simple but effective management system that is clarified in the constitution and enacted democratically by its members.
3. Have a sound financial base with affordable membership structures and fees.
4. Have structures in place that can facilitate good communication and good organisation of club events and meetings.
5. Will demonstrate a "Broad Church" type attitude, be welcoming and generous in nature ensuring a very inclusive and positive attitude towards all members.
6. Will provide a wide range of activities/meetings/events in its efforts to fulfil the aims of the club.

So how do we measure up? . . .

I am very positive and pleased to say that I believe we measure up very well. That is not to say there are not ways we can grow and improve.

The structure, management and finances of the club is very sound and we can be

grateful that over the years we have had good strong leadership from volunteers who have given so much of their time to various positions of responsibility.

This has also meant that we are a very active club with Register Meetings and events being central to that success. But it is here that I issue a caution. Because we are such a large club we will always have to work hard to ensure that all members feel welcome and find it easy to join in on all club activities. It is easy to grow complacent when we can get 40 – 50 members to a club organised run, or consistently get 30-40 members to a register meeting, and 50 plus to our general meetings and feel if that is OK, or that is good enough.

We have on average 200-250 members attending regular register and general meetings, however these can tend to be the same members all the time. This means there is a significant number of members disengaged and not attending.

I realise that we can say with confidence that all members are welcome and all members are invited to participate in planned activities. We may also say, that it is up them to make the decision to participate and both comments are correct. The question then remains. What extra steps can we take to ensure that no one is excluded, everyone feels welcome, and everyone is actively encouraged to be involved? Really this is not just up to elected personnel, but to every member.

So finally, CONGRATULATIONS! We are a great club! We do work hard at involving all members! We can be very pleased with this and be confident that our club has a very positive and healthy future.

**Philip
President**



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Tony & Glenda Carrig, 1998 Green Pearl Metallic 4.0 litre XJ8 Sovereign

Rear Cover:

Roger Harrington & Heather Wilkinson 1998 Light Brown 3.2 litre XJ8 Sport



@sajaguarclub

NOTICE

Log book renewals for the Club Registration Scheme are **DUE SOON**

You will soon receive an email asking you to renew your financial Membership with JDCSA on line.

Once you have done this, your Logbook can be updated for another year, so mail your Logbook(s) to JDCSA, PO Box 6020, Halifax St, Adelaide, 5000, including a stamped, self addressed envelope.

You must not drive your car until your Logbook has been updated for 2021/2022, and failure to comply could result in significant fines.

**For further information please call Dave Burton on
0417566225**

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

Tuesday 1st June 2021 - 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.

Tuesday Evening 8th of June: Compact Register June Dinner - 6:00 PM - 9:00 PM

South Adelaide Football Club, Flinders University Stadium, 1 Lovelock Dr, Noarlunga Downs SA 5168, Australia

Please contact Angela & David Rogers. Email: compact@jdcsa.com.au or goto: [Compact Register June Dinner](#)

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

Wednesday evening, 9th of June 2021: XJ, Mk10, 420G Register Meeting- 6:00 PM - 9.00 PM

The Bartley Hotel, Bartley Terrace, West Lakes Shore SA 5020, Australia.

Please contact Bob Charman. Email: xj420g@jdcsa.com.au or goto: [XJ/Mk10/420G Register June Meeting](#)

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

Wednesday evening, 16th of June 2021: SS, MkIV & MkV Register Meeting.

Time and details TBA.

Enquiries - please contact Bob Kretschmer: (08) 8357 8233, Mobile 0427 711 400 or Email: kretsch@internode.on.net

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

Thursday evening, 17th of June 2021: E-Type, GT and F-Type Register Meeting.

Time and details TBA.

Enquiries to Tom Herraman : etype@jdcsa.com.au

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

Tuesday 6th of July - 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.

Saturday 31st July: JDCSA - Annual Dinner and Presentation Night - 6.30pm till 11.00pm.

Glenelg Golf Club, James Melrose Drive, Novar Gardens.

For more information goto: [JDCSA - Annual Dinner 2021](#)

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

6th - 8th August 2021: XJ Mk10 420G Riverland Weekend (Leaving at 9.30am)

Travel to Renmark with a suitable stop for lunch. Accommodation – Renmark Country Club (do not book on line).

For more information please contact Bob Charman. Email: xj420g@jdcsa.com.au or goto: [Riverland Weekend](#)

Wednesday 1st September: Old Car Day - Bethany Reserve; Bethany Road, Bethany 12.00pm

The first day of Spring, September 1st is promoted by the Federation of Historic Motor Vehicles SA as “Drive It Day” in SA. You are encouraged to take your historic vehicles out so that the public can see them.

More Information: Alvin Jenkin 85292504 or email e-torque@gawlercarclub.com



NOTICE OF AGM—JDCSA

Please be advised that the AGM of the JDCSA will be held

on Tuesday 7th September at 7.30pm.

Police Club Building, Carrington Street, Adelaide

Presentation of the Club Annual Reports followed by the election of officers.

Nominations are invited for the position of:

President—Vice President—Secretary—Treasurer—and two additional Executive Committee positions

(The two additional Executive Committee positions currently are Membership Secretary and Editor/
Events Coordinator)

Editorial by Graham Franklin.

Unfortunately, we have lost two club members with the passing of Life Member Ron Ozlanski and Elizabeth Wood, family member and wife of Brian Taylor. Elizabeth passed away unexpectedly and our thoughts are with Brian.

Ron, who joined the club in 1975, and is personally known by many club members, especially the XK, Mk7, 8, 9 Register, lived by himself and died at home. Ron will also be sadly missed.

Included in this month's Classic Marque is a feature on the XJ8 (X308). It was the third and final evolution of the XJ40 platform which had been in production

since 1986 and followed on from the XJ X300. A big thank you to all the XJ8 owners that sent in very interesting stories and photographs about themselves and their cars.

Inside you will also find a story from Bill & Julia Barker, both JDCSA members who reside in Victoria. They have provided a humorous account of their journey to NZ with the SA XK, Mk 7, 8, 9 Register.

There is also an interesting story from John Johnson who bought a brand-new E-Type. He has relived some of the adventures he and his wife, Helen had in the car before they sold it.

Finally, we have also included adverts for upcoming Border Runs, namely the **E-Type run to Mount Gambier** (10-13 Sept.), **The XK, Mk 7, 8, run to Hall's Gap** (15-17 Oct.) and the **Pushrod run to Hamilton Victoria** (29-31 Oct.).

The Victorian Clubs are organising these events and we all know how much work is involved. We should therefore do what we can to get behind our Registers and the Victorian members and try to attend at least one of these Border Runs. I will be attending all three to make sure that I don't miss out on any good stories.

Cheers

Mannum Boy's Win Prize For Best Restored Car

As reported at the May JDCSA meeting, Don Tamblin won the Best Restored Prize for his entry in "*The Virtual All British Day*" that by default replaced the cancelled "*All British Day*" at Echunga due to Covid19.

Organizers asked entrants to submit 3 photos of their car. Rolly Donders came to the rescue and took the photographs using a good quality camera and helped Don to post them with his entry.

It was a terrific win given that there were close to 800 entries. More information can be found on their website. <https://www.allbritishday.com/photo-galleries/virtual-abd-2021>.



Virtual All British Day 2021. Category 3. Best restored vehicle - D. Tamblin - 1966 Jaguar Mk 2 3.8 Litre. Photos: Rolly Donders.

Vale - Life Member Ron Ozlanski

Ron passed away at home on the first weekend in May. During his early days in the club Ron was a highly active Register & Club member. He was married to Sue and had 2 children, Melissa & Nick.

I first met Ron at a National Rally in Griffith (about 1975) and we quickly developed a friendship that has lasted till now. Our two families went snow skiing together for several years (hence his nickname of Ronaldski),

Back in Adelaide we spent many nights working on his beloved black Mark

VII. As noted, Ron was a highly active member of the Mark 7, 8 & 9 Register and was Register Secretary for a number of years. He was also Minutes Secretary for our club and was part of the 1986 National Rally Committee.

Many of us will have fond memories of Ron, too many to tell here. However, one sticks in my mind. On a cold winter's night at one of my garage evenings I received a phone call about an XK120 FHC that was for sale (in pieces). The following day Ron, John Stewart and I drove to Parafield to see the car. Ron

bought the XK120 on the spot and over the next few years Ron and John did an exceptional restoration with the car which achieved a Concours D'Elegance Award. The XK120 became the love of his life.

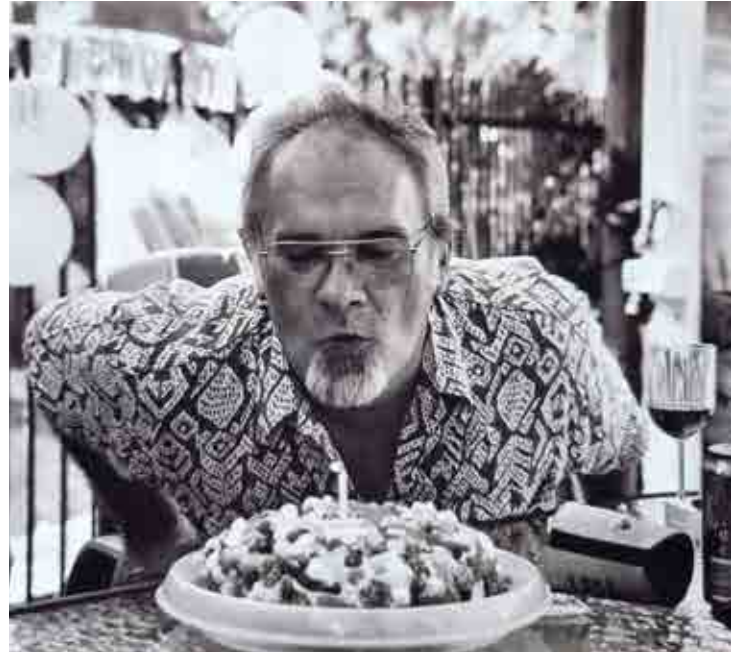
There will be a funeral for Ron and I will inform members when this date is known.

Farewell Ron, you will be missed by many of us. (*Life Member 133 - March 1975*).

Steve Weeks



Ron with his eldest granddaughter, Hannah. (They share the same birthday). Photo taken in 1997.



Ron on his and Hannah's birthday (2005).

Vale - Elizabeth Wood

Sadly, we have lost another valued club member, Elizabeth Wood, family member and wife of Brian Taylor, who passed away unexpectedly while recovering from surgery.

Brian and Elizabeth live in Mannum and have been members since 2018. They used their XJ6, Series 3 manual overdrive on Club runs whenever possible.

Brian was originally headmaster of the High School in Mannum and he bought a farm in Mannum where he grew Butternuts and Garlick, hence the number plate on their car.

Elizabeth was always very proud of the Jaguar and as Brian found it hard to work on the car, Elizabeth would wash and clean the Jaguar prior to show or club events.

Elizabeth had a great love of small animals and was a very talented seamstress. As such, she upholstered the hood linings of a number of cars ranging from an XJS through to a Model A Ford.

Our Club wish Brian and his family our sincere condolences.

Steve Weeks.



New Member - Chris Jobson (Daimler 250)

I am a new member to the club and this is my first Jaguar.

The car is a 1969 Mk 2 Daimler 250 that is being brought across from Victoria from a car restoration shop in Ballarat. I will not have the car for another 5 weeks before it is delivered.

It is a "Barn Find" from a deceased estate. The car is running and it has just been re-painted over rust removal spots that were repaired 20 years ago.

I have owned other older cars in the past including a 1965 XP Falcon, a 60's VW Type 3 and a 70's Holden VB. I sold the last one about 17 year ago.

I was looking for a Porsche 911 because my 6-year son wanted me to go in the "Bay to Birdwood" with him, but I could not find one in my price bracket.

I was looking at a Mark 2 Jaguar but this V8 Daimler came up for sale, and I went with that instead.

I have made contact with Dave Burton and he is kindly helping me organise my SA Club Registration.

Regards
Chris Jobson

Editor- Welcome to the club Chris. "Barn Finds" are becoming a rarer event these days. Well done. It will be nice to catch up and see the finished car.



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 June, 2021 magazine:

- John Evans & Janet Wilson: 1986 Jaguar XJ6 S3 Sovereign Sedan
- Colleen & Philip Spencer: 2004 Mercedes E240 2.6L Sedan; 2010 Mercedes CLC200 2.0L 2D Coupe; 1998 Porsche Boxter 2.7L Soft Top Sports.

- Gordon & Marie Elley: Intention to buy an E-Type 2+2 Vehicle
- Milton King & Anona Fitzgerald: 1978 Jaguar XJS 12cyl 5.3L Coupe

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

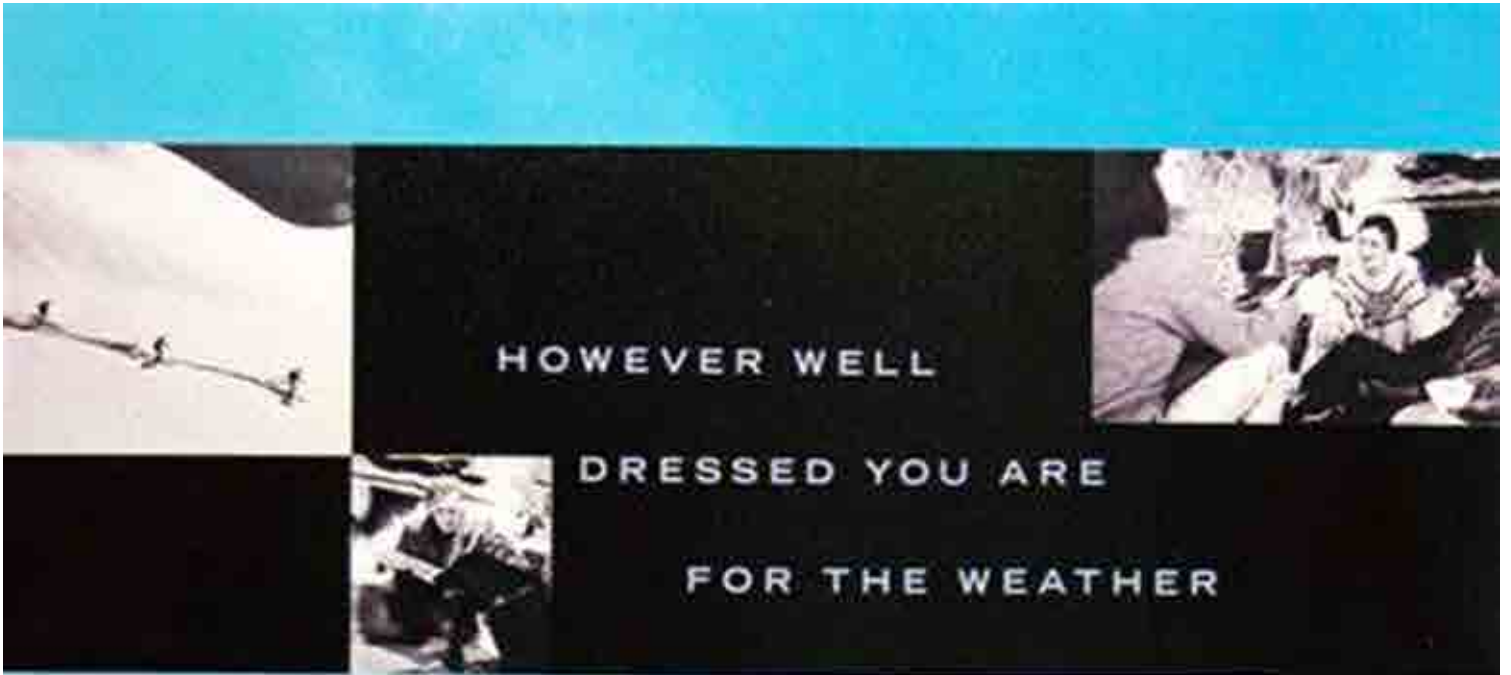
- Steven Connell: 1971 Jaguar XJ6 S1 4.2L Sedan
- Christopher Carroll: 1964 Jaguar MkII 3.8L Saloon; & 1994 Jaguar X300 4.0L Saloon; 1995 Jaguar X300 3.2L Saloon
- Gary Souter: No Vehicle to Date

- Marcus Towell: 1984 Jaguar XJS 5.3L Coupe

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



HOWEVER WELL

DRESSED YOU ARE

FOR THE WEATHER

you can still get goose bumps.



With the refined acceleration of a 290hp V8 and speed-sensitive rack-and-pinion steering, the Jaguar XJ8 can give you the most exhilarating run of the day.

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Feature - XJ8 (X308/XJR8) 1997-2002

The V8-powered 1997-2002 Jaguar XJ X308 is one of the great bargains of our time – and an excellent car in its own right.

It was the third and final evolution of the XJ40 platform which had been in production since 1986 and followed on from the XJ X300.

Spot the Differences

The biggest change was the replacement of the six-cylinder engine with a V8, first seen in the XK8 a year earlier.

The model line-up was similar to the XJ X300 with eight variations.

- ◇ XJ8 3.2 litre saloon (called the Executive in some countries).
- ◇ 3.2 litre Sports (4.0 litre Aust & USA)
- ◇ 4.0 litre saloon
- ◇ 4.0 litre Sovereign
- ◇ XJR Supercharged
- ◇ Daimler V8
- ◇ Daimler Super V8

Engines

Having discontinued production of both the AJ16 in-line six and V12 engines, Jaguar offered only its newly designed 32 valve V8 engine (AJ26-V8.)

Overall, the X308 was 200lb lighter than the outgoing X300, with much of that down to the new power unit. Designed to provide refined power, to meet forthcoming emission regulations, and to match the competition. The AJ26 met all its targets.

The base saloon and Sports used a new 240bhp 3.2 litre version, while all other models used the existing 290bhp 4.0 litre power unit from the XK8.

The XJR used a supercharged 370bhp version of the 4.0 litre V8, as did the top of the range Daimler (now called Super V8 instead of Double Six).

Exterior Differences

The XJ8 continued with the rounded four-headlamp bonnet (with improved lights), low roofline, sloping tail, and wrap-around rear light clusters.

Although the X308 kept much of the same exterior styling as its predecessor, 30 per cent of all the panels were changed, and the amount of high-strength steel in the body was doubled.

Starting at the front, the two generations can be differentiated by the shape of

the indicator lenses (rectangular on the X300, oval on the X308), and also by the shape of the fog lamps and lower valance air intake (both of which are more rounded on the X308).

The bumper style was new and more curved and the chrome quarter blades were mounted at the top, replacing the single piece chrome on earlier cars. Even the radiator grille was re-shaped subtly.

Side views remained as before, the only instant tell-tail for the V8's are the oval indicator repeater lights in the side of the front and rear bumpers.

At the rear the same style of bumper followed through incorporating a neat lip spoiler below, and again the twin chrome blades replaced a single piece of chrome. The taillights now had red/clear lenses rather than the X300 red/grey lenses.

There was new badging and oval exhaust pipes plus the instantly identifiable high set brake light in the back window.

Wheel size went up to 17-inches on the standard cars, giving the X308 a more contemporary stance.



JAGUAR XJ8 3.2 (XJ Executive in Europe)

The XJ8 came standard with more equipment than had been fitted to entry-level XJ's in the past, including leather upholstery, 20 spoke alloy wheels, and air conditioning. The door mirrors and door handles were body-coloured. In late 2000, Jaguar began badging some XJ8 models as "XJ Executive", and fitted as standard rain-sensing wipers, a CD player, cruise control, and rear parking sensors.

Feature - XJ8 (X308/XJR8) 1997-2002

Additional Bulkhead

Because the AJ26 V8 was more compact than the AJ16 inline six, this enabled a second bulkhead to be fitted in the engine bay.

This not only provided an extra barrier against noise and vibration entering the cabin, but allowed many important parts of the electrical system to be fitted behind it, out of harm's way.

Interior

The biggest change to the interior on the X308 was to the dashboard, which had remained essentially the same since the original XJ40 with only detail changes over the years. The rectangular instrument binnacle gave way to three deeply recessed dials similar in style to the recently introduced Jaguar XK8.

The new fascia also allowed for the restoration of a proper glove compartment, which had been lost when the original XJ40 dash had been retrofitted with a passenger side airbag. Door trim and the design of the centre console were also slightly revised.

Mechanicals

No manual gearbox or limited slip differential option were available for any models. The 5-speed automatic was either a ZF 5HP24 or Mercedes-Benz W5A580 (Supercharged models only).

Computer-controlled suspension was available as a feature named "Computer Active Technology Suspension" (CATS).

Models

◇ XJ8

The 3.2 litre saloon was considered the entry model to the range and only offered on the standard wheelbase.

However, the XJ8 came standard with more equipment than had been fitted to entry-level XJs in the past, including leather upholstery, alloy wheels, and air conditioning. The door mirrors and door handles were body-coloured.

The radiator grille, windscreen and rear window surrounds, boot lid plinth, and rain gutters were chromed, while the window frames remained matte black. Interior wood trim was walnut. Rear badging read "XJ8".

The 4.0 litre saloon was an amalgam of the 3.2 litre and Sports saloon and can be differentiated by the Sports blackened windscreen and rear window surrounds.

The 3.2 litre used 20 spoke alloy wheels seen on some X300 models (XJ12) where as the 4.0 litre XJ8 used the stylish Celtic 10 spoke alloy wheels.

◇ Sport

The Sport model was normally equipped with the 3.2 litre engine, except Australia/US that also offered the 4.0 litre normally aspirated V8.

The Sports model offered stiffer suspension, sportier seating and interior colour combinations, and wider/larger wheels than the XJ8.

The windscreen and rear window surrounds were painted matt black, as were the rain gutters and window frames for European markets (the US retained chrome surrounds).

The radiator grille has metallic grey vertical slats. Rear badging reads "XJ Sport". There were only 1,108 "Sport" models produced.



JAGUAR XJ8 SPORT (4.0 LITRE MODEL in US)

This car, like the previous Sport models, was aimed at younger Jaguar buyers. This meant wider tyres on the existing wheels, new badging, stiffer suspension, sportier seating and interior colour combinations with grey painted centre vanes in the grille. The windscreen and rear window surrounds were painted matt black, as were the rain gutters and window (the US retained chrome surrounds).



JAGUAR SOVEREIGN LONG WHEELBASE

The Sovereign was the top of the range Jaguar and used the 4.0 litre engine and a significant amount of chrome including the vanes in the radiator grille. Sovereign's also had integrated headlight power wash system as well as its own style of alloy wheels. Jaguar also released a LWB version in 1998 that was 100 mm (4 inches) longer with a correspondingly taller rear roof profile to provide additional headroom.

◇ Sovereign

The Sovereign represented the highest luxury specification for Jaguar models, sitting next to the XJR, which provides the ultimate performance.

Sovereigns featured more elaborate/expensive wood veneer, commonly highly figured burr walnut; with window control/ashtray trim panels also done in wood veneer as opposed to plastic in other models.

The Leather is also of a higher quality and often features contrasting piping, with seats being of the traditional fluted style.

The suspension setup was biased towards touring and the wheels were normally 16" or 17" unique Starburst ten-spoke alloy wheels to provide high profile tyres for additional ride quality.

Computer Active Technology System adaptive suspension was also offered as a rare option.

Externally a Sovereign can be distinguished by the complete use of highly polished steel/chrome work around windows and rear light clusters;

as well as polished radiator grill and boot garnish. The cars are simply badged as "Sovereign" with no mention of "XJ".

Jaguar also released a long wheelbase version of the Sovereign in 1998. The difference being that the car is around 4 inches longer, with the rear doors being noticeably longer than the front; there is also correspondingly taller rear roof profile to provide additional headroom.

◇ XJR

The XJR is powered by the supercharged version of the 4.0 L V8. It is also equipped with sport suspension, wider wheels and tyres, and matte-black exterior window trim. There is no chrome on the car at all except for the bumper blades.

The XJR has a body-coloured radiator grille surround with a stainless-steel mesh insert rather than the normal vanes. Other exterior touches include the "XJR" rear badging and larger exhaust outlets.

Available on late XJR models was an "R1" performance option. This included 18" BBS five-spoke wheels, larger Brembo brakes with cross-drilled rotors, and re-tuned lower set suspension.

The XJR was capable of reaching 97 km/h (60 mph) from a standstill in 5.6 seconds, with an electronically limited top speed of 249 km/h (155 mph).

◇ XJR 100

In 2001, to commemorate the 100th anniversary of Sir William Lyons' birth, Jaguar produced 500 examples of a special-edition model named the "XJR 100".

Only available in the Anthracite exterior colour with charcoal leather upholstery, the interior is trimmed with contrasting red stitching and birdseye maple. It is fitted with a leather-covered sports steering wheel and MOMO shift knob.

The XJR 100 uses the Brembo brakes otherwise found on the R1-equipped XJR and 19-inch "Montreal"-style wheels manufactured by BBS.

◇ XJ8 SE

Produced only in 2002, the SE (Special Equipment) model was fitted with more equipment than the original base model, and was offered at a competitive price. The rear badging read "SE", and the cars were fitted with reverse parking sensors as standard.

Feature - XJ8 (X308/XJR8) 1997-2002

◇ Daimler/Vanden Plas

The top-of-the-range Daimler marque (sold as the Vanden Plas model in certain markets like the United States) features softer suspension and all available luxury features. They are cosmetically differentiated from the Jaguar by the traditional Daimler fluted radiator grille surround and fluted boot-lid plinth.

The Daimler and Vanden Plas cars were also available with the supercharged engine found only in the XJR. This model was named the Daimler Super V8.

These supercharged variants were also fitted with Jaguar's CATS adaptive suspension from the XJR, but replaced by a "touring" set-up that was softer and more compliant than that fitted to the XJR.

Reception

Motor Trend described the X308 as, "a masterful blend of British luxury and American muscle. This car makes you feel elegant and gets sweeter by the mile," calling it a "muscle car in a tuxedo."

Brian Cooley, an editor of Roadshow by CBS, called the X308 his "favourite modern car."

Motorious claimed the X308 provides the most luxurious ride of any car ever produced due to its status as the "last steel-bodied XJ and the first to feature a modern V8 drivetrain, the perfect concoction of classic and contemporary Jaguars," continuing that, "this is a car that fits anywhere it goes, be that the supermarket car park, a country hotel or even outside the Casino de Monte-Carlo."

Jeremy Clarkson of *Top Gear* remarked that the X308 is "faster, in the real world, than a Ferrari F355... fastest saloon I've ever seen, the epitome of luxury, beauty, and performance".

Factory Recalls

Despite the excellent reviews, it would be an oversight to skip over a number of problems that the early XJ8's experienced. Primarily, engine problems that cast a cloud over what is considered by many to be a remarkably refined and efficient engine.

20 years on, these problems have generally been addressed by the factory or by the owners themselves (sometimes at considerable expense).

▪ Nikasil Coated Engines

The original aluminium V8 engine had Nikasil plated bores to save weight, something BMW were also using at the time. It was a decision that was to come back and haunt Jaguar...

Because aluminium is too soft to withstand the action of the piston rings scraping up and down, the bores were coated with Nikasil, an ultra-hard friction-reducing mixture of nickel, silicon and carbon, often likened as a "Teflon" for engines.

Although Nikasil was successfully used in motor racing, Jaguar discovered that some high sulphur petrol's (esp. USA), created sulphuric acid which attacked the Nikasil bore linings, obliging them to replace entire engines with steel-liners within a year. If it were not for Jaguar's decision to replace many engines, free of charge, the company's reputation may well have been damaged.

As it has turned out the AJ-V8, with relatively minor changes, continues to be produced today, and with the right care, the engines are near bullet-proof.

Steel-liners fitted from VIN number F20645.



JAGUAR XJR

The most instantly identifiable features of the exterior are the mesh radiator grille and the lower set suspension. Other differences include body coloured radiator grille surround and boot finisher. Also, there is no chrome on the car at all except the bumper blades. The supercharged 4.0 litre V8 produced 363 hp@ 6150 rpm and the cars were speed limited to 250 km/h (155 mph).



DAIMLER SUPER V8

Like the Sovereign, there is chrome everywhere including plated door handles, unique to both Daimler models. The radiator grille and rear boot finisher are both fluted in accordance with Daimler convention. Badging is in scripted style with either Eight or Super V8 on the boot lid. Chrome alloy wheels are fitted to the Eight and Solar alloys on the Super V8, both fitted with centre hubs to conceal the wheel nuts.

■ Engine Issues

Most, if not all XJ8's have had problems with the upper timing chain tensioners. These issues have been well documented and almost certainly the upper and lower tensioners/slippers have now been replaced on most cars with more durable replacements.

There were also problems with faulty thermostats and water pumps. Early water pumps had plastic impellers that had a tendency to lose efficiency and eventually disintegrate leading to overheating and potential head gasket failure. Overtime, most water pumps have been upgraded for the later version which has a metal, not plastic impeller.

■ Transmission Problems

All naturally aspirated XJ8's were fitted with a ZF automatic transmission, which although not necessarily a bad design, was hampered by the fact that it was a 'sealed for life' with no dipstick or easily accessed fill point.

This was intended to reduce service costs, but inability of the transmission oil to last much past 100,000 kms without

turning into a dark foul-smelling sludge, meant that many owners were faced with the expense of a complete rebuild or replacement.

■ Recalls

For club members who have owned their XJ8 from new, they would be familiar with the various recalls that ranged from automatic transmission problems to those involving the vehicle's glass sunroof.

As previously noted, by and large these issues have been addressed and are now only dimly remembered and overshadowed by what many owners regard as an excellent, very reliable and superb Jaguar that makes a stylish, rapid and reliable car.

Production

X308 production ceased in December 2002 after 126,260 examples had been built. The X308 was replaced in production by the all-aluminium X350.

Review - What are the benefits?

Numerous magazine articles on the XJ8 have been written over the years and are summarised here as follows:

◇ The X308 rides smoothly, provides little to no road noise, powers along effortlessly even in baby 3.2-litre form and offer a driving position that is second to none.

◇ These big cats can cover intergalactic mileages if serviced regularly. The XJ8 is ideal for loping across the continent and you'll even grasp 30mpg along the motorway. Fast, frugal (by Jag terms, at least) and stylish – what's not to like?

◇ The X308 make a wonderful car in which to go touring. The traction control laughs in the face of road sleet and wet motorways.

◇ The blend of ride comfort, quietness, uncomplaining nature and relative frugality make it an ideal candidate for bargain of the decade. Buy one now, before prices head skywards.

For more information consider the following videos.

[Jaguar XJR vs Mercedes E-Class - Richard Hammond](#)

[1999 XJ8 Vanden Plas Review and Test Drive](#)

Members Cars: Roger Harrington & Heather Wilkinson (XJ8 Sport)

Roger Harrington & Heather Wilkinson, 1998 Topaz Gold XJ8 3.2 litre Sport with Ivory interior. It was bought new from Grand Prix Jaguar Brisbane in June 1998. It then moved to Perth in 2006 where it was serviced by Roadbend Jaguar until 2013. It then was bought by Graham Simpson in Strathalbyn (one of the people behind the Gilbert Motor Museum) where it was serviced by Sovereign. Its Roadbend history shows that all the engine upgrades like Cam Belt Tensioners and water pump were completed. They purchased it from Graham in September 2018. Roger has replaced the console cup holder (known problem) and replaced the front shock top mounts. Other than that, it has only needed regular servicing. It is still a very nice comfortable car to enjoy driving around the Adelaide Hills and beyond. It's just a beautiful car and they love it.



Members Cars - Tony & Glenda Carrig (XJ8 Sovereign)

Tony & Glenda Carrig bought their brand new XK8 in 1998. The 4.0 litre Green Pearl Metallic Sovereign has experienced the known design troubles, including the cost of a new transmission to replace the one that expired (just out of warranty). Even though they had to go through the various recalls, water pump failure and the like, they wouldn't think of selling or trading up. The car has travelled 200,000km, is their daily transport, and they love it. From day one the car was fitted with Jaguar seat covers and floor mats and the interior looks like brand new, as does the exterior. Along with this beautiful car, the garage contains a just as immaculate 1958 British Racing Green XK150 DHC and an Adelaide delivered 1974 Silver Series 3 E-type 5.3 litre V12 roadster. Also immaculate!!!



Members Cars - Peter Drake & Denella Moss (XJ8 Executive)

Peter Drake & Denella Moss, 2000 Topaz Gold XJ8 3.2 litre sedan with Cashmere interior. "This is the first Jaguar that I have ever owned. I purchased it about 15 or so years ago from a Doctor in Brisbane, who I believe to be the second owner. The car has been well maintained over the years with the interior and even the engine bay in exceptional condition. It has a little over 100k on the clock. Not driven now as much as when I first bought it, but still holds pride of place in the garage".



In case you think this XJ8 looks different - it is. "Having always dreamed about owning a Jaguar, when I was able to afford it, and the occasion arrived, I had the 'kid with the new toy' syndrome and modifications followed. Upper and lower mesh XJR grilles, blue headlights, wood steering wheel, gear knob and other upgrades were added".

Editor- this may have been Peters first Jaguar, but now they own a host of Jaguars including a 1989 XJ-S; 1991 XJ-S; 1972 V12 S3 E-Type coupe; 2011 XF and a 2001 S-Type R 4.2L V8 Sedan. No wonder the XJ8 doesn't get driven much. Yikes!!!

Members Cars - Peter & Heather Buck (XJ8 Sovereign)

We bought our 2001 Jaguar X308 Sovereign in June 2020. It was a one owner with 101,000kms on the clock and in immaculate condition. The six-stacker CD in the boot wasn't working but our new Club member, Phil Spencer, and I took the whole lot apart and cleaned and lubricated it - it now works fine. We wanted a Jaguar we could drive every day, not a Sunday special, and we drive it as often as possible, although we have only done 9,000kms since purchase. We love the driving experience every time we take it out and look forward to many more outings in it.





Fatal Attraction

The story starts in 2004. Julia and I were in Queensland on a Harley. We had accomplished 80,000 km in eight years and did not bend the bike or ourselves, despite her dad wondering if he would ever see her again. We called in at a Sunshine Coast Harley dealer

and enquired about another bike, but he had no stock and instead offered us an exceptionally good price for ours.

So, with cheque in hand and passing through the Gold Coast we noticed a second hand XJR. After a short haggle the Harley cheque was delivered as a deposit.

Supercharged XKR

We picked up the XJR, but months later we were back in Queensland to fit new timing chain tensioners. This was no trouble to a now good friend and mechanic, "Paul's Nerang Mechanical Workshop".

The Beginning of a SA Relationship

Now reading all Jaguar literature we saw a story from a South Australian member organising a Jaguar trip to the South Island of New Zealand. A phone call to Richard Smith, to which he replied "we would love to have you". How does that happen I ask? "Very easy, just go to Customs Melbourne and they will organise your vehicle on the boat.

Remember we live in country Victoria. On the way home I remarked to Julie, this probably isn't going to happen. My expertise with public service was very limited. I therefore made further contact with Richard, "how do we put our vehicle on the same boat as the South Australian cars". Easy said Richard, "be here in Adelaide by tomorrow as the cars are going to Outer Harbour the following day.



The XKR may have been Bill and Julia's first Jaguar but since then they caught the 'bug'. They picked up this Series 3 E-Type while in New Zealand.

Victorian XJR (X308) & SA XK Register's Trip to New Zealand

We left Sutton Grange (a small country town just south of Bendigo) at 9.00am and arrived at Richards, 630kms - six and a half hours later. Immediately on arrival at Richards we took all the wheels off and pressure washed them and put them back on again by dark. (N Z does not like vehicles from farms).

Richard "Okay where are you going to stay tonight?" Oh, local motel I replied. "No no stay with us" replied Richard. (Carla-we don't know him from a bar of soap - it's okay, he can't be too bad, he's got a Jag). The beginning of a wonderful friendship.

Next day the convoy of XK's and one XJR drove to Glenelg and were met and greeted by participants at Peggy and Rod Davis's home. After coffee, the rest of the S.A. members met us stray Victorians. Then off to Outer Harbour.

Much trepidation as the wharfies attempt to load the Jaguars. Eventually okay. Where are you staying tonight says Bill? Oh, local motel. Rod and Peg, no no stay with us. Another long-term wonderful friendship.

Okay! Now how to get back to Victoria. We phoned SA-Rail. They didn't want to know us. We rang Vic-Rail. All okay, be at Adelaide station dawn tomorrow morning. Rod - okay will do. Bill to Vic-Rail - how much will it cost to Bendigo, \$17.00 sir. Bill - I wish to go to Bendigo not Murray bridge. \$17.00 sir, then it's a bus direct to Bendigo.



Julia with her own car - XKR (X150) convertible

XK's & XKR to New Zealand

Subsequently we fly to Christchurch for Richard and Carla's organised tour of the South Island N.Z. We arrive at a motel for night one. Many XK's from S.A., some from N Z and one XJR in the far corner with a "sold sign". You now know the type of bastards we were travelling with.

This was the best three-week holiday ever with 30 Jags on the South Island. Since then, we have done that tour again with some S.A. Jag people. So, Julia and I joined the JDCSA, and eventually JCCV.

We have had many long-standing friendships and border runs together

with now a convertible E-Type S3 from N.Z. Julia has since acquired an XKR (X150) convertible and I recently purchased an XKRS dynamic model. All second hand as we do not buy anything new. We could detail so many more wonderful experiences together with our fellow S.A. members.

Bill & Julia Barker
JDCSA 3406.

Editor - Thank you Bill and Julia for the fascinating story. I am sure the other XK owners that joined you on the N.Z tour will particularly enjoy as they re-live memories.



Bill's recent purchase - A limited Edition XKR-S

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Jaguar Design Boss Julian Thomson Quits

On top of searching for a potential electric vehicle platform partner, Jaguar will need to look for a new design director. JLR confirmed that Julian Thomson, the current design boss, will be leaving at the end of May 2021.

Julian has worked at JLR for 21 years. Before joining Jaguar in 2000 as Advanced Design Director, he worked at Lotus for 12 years, where he became Head of Design and penned the iconic Lotus Elise.

The abrupt departure of Julian from Jaguar's biggest design job is both surprising and predictable. When in 2019 he finally took the design director's appointment, succeeding Ian Callum with whom he had served for two decades as a loyal, willing and slightly maverick lieutenant, Julian seemed at last to be getting his just deserts – the chance to accelerate and even to radicalise the great work the pair had been doing together.

But at the turn of the year, that plan abruptly changed when former Land Rover design director Gerry McGovern was promoted to a group design role, with jurisdiction over both Jaguar and Land Rover design. The clear authority Callum had enjoyed at Jaguar just wasn't there anymore.

As McGovern himself explained at the time, former Jaguar Land Rover CEO Sir Ralf Speth had wanted the two marques' design functions to be separate. But his



replacement, Thierry Bolloré, prefers to have an overarching design boss, in effect to stop the two wings of his empire wanting to do the same thing.

Although Jaguar's most successful recent models have been SUVs, Bolloré believes Land Rover is the sole SUV specialist, not Jaguar. And it's possible to see the validity of such an argument, too, if Jaguar is allowed to be even more different and even more special.

However, it's also easy to see how Julian might have felt that a large part of his challenge had been unceremoniously removed – he was, after all, heavily involved with the XJ electric luxury saloon that will now never appear – and

that much of his freedom to operate had departed at the same time.

One thing's for sure: Julian's departure is likely to put new pressure on the McGovern-Bolloré design structure. If they don't succeed with Jaguar's daring EV mission, to create a much smaller range of more upmarket electric-only Jags by 2025 – and to make them profitable – then creating conditions that have forced a good man out will look like a big, brand-threatening mistake.

Indications are that Julian is moving to India to work for the electric carmaker Ola Electric. ■

Story from CARBUZZ and AUTOCAR



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New Jaguar E-Pace R-Dynamic Black Edition Joins Range

Following on from the F-Type R-Dynamic Black and the I-Pace Black, Jaguar has added a new R-Dynamic Black edition trim to its E-Pace compact SUV line-up.

Cosmetic tweaks over the standard Jaguar E-Pace include satin grey 19-inch alloy wheels, red brake calipers, rear privacy glass and a panoramic sunroof. Buyers also get gloss black replacements for the car's door mirror caps, grille surround, brightwork and air intakes.

Inside, the E-Pace R-Dynamic Black features leather upholstery, a wireless smartphone charger and JLR's latest Pivi Pro infotainment setup, which comprises a 12.3-inch digital driver display and an 11.4-inch curved touchscreen.

The digital dash is fully configurable, offering a range of different layouts for the clocks and navigation instructions. The touchscreen also has Jaguar's new, simplified menu structure, which means 90 per cent of the unit's most common

tasks can be performed within two taps from the home screen.

Every version of the E-Pace now comes with a new Cabin Air Purification system, which uses ultra-fine filters that can remove contaminants down to 2.5 microns in size. Jaguar says the system can also remove unpleasant odours and

improve the quality of the cabin air, with the ultimate aim of benefitting the occupants' health and wellbeing.

In the UK, the E-Pace Black is already available to order, but no details are available at this stage as to if or when the model will be available in Australia. ■



UK - Jaguar I-Pace is Google Street View's first EV

Google Street View has taken delivery of its first pure electric car, with Jaguar's I-Pace taking the crown as the landmark Google Maps-mapping EV.

What's more, the zero-emissions Jaguar will also be used to measure air quality, thanks to a battery of onboard sensors.

It is part of a 12-month 'Air View Dublin' project in the Irish capital, with scientists aiming to create detailed maps of street-level air pollution.

"The integration of Google Street View technology with the all-electric Jaguar I-Pace is the perfect solution for measuring air quality," said JLR's Elena Allen.

"We are delighted to support this project as it aligns with our own journey to becoming an electric-first business and achieving net zero carbon by 2039."

The I-Pace's specialised mobile air sensors will measure NO₂, CO₂ and fine-particle PM_{2.5} – while also helping update Google Maps.

The Street View camera is mounted on

the roof, and JLR engineers have fitted new rear window glass to incorporate the wiring. The dashboard has also been modified to incorporate the Google Street View controls.

"Air quality is a serious concern, especially for cities, but there is a gap in terms of localised data and insights available to both decision makers and citizens," said Google's Paddy Flynn.

"As part of this project, we're using technology to capture this important data and make it accessible so that, together with Dublin City Council, we can drive solution planning."

Jaguar adds that the occupants of the I-Pace over the next 12 months will also be well protected, thanks to on-board cabin air ionisation and PM_{2.5} filtration... ■



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Actress and '80s Music Video Celebrity Deceased at 59

Tawny Kitaen (August 5, 1961 – May 7, 2021) was an American actress, model, comedian, and media personality. Kitaen appeared in several music videos in the 1980s where she was often seen dancing on top of Jaguars.

In the mid-1980s, when music videos reigned supreme, there was one particular video that stood out among the vast sea of guitar solos and big-hair tosses and remains just as memorable decades later.

Tawny Kitaen was a twenty-something actress at the time, and had just earned her big break in the 1984 film “Bachelor Party,” opposite Tom Hanks. Following the film’s release, Kitaen met David Coverdale, former lead singer of Deep Purple and at the time the lead singer of “Whitesnake”, a band whose music videos would catapult her to lasting stardom. The two became romantically involved, and Kitaen soon appeared in several of Whitesnake’s music videos, including those for “Here I Go Again,” “Is This Love” and “Still of the Night.”

“Here I Go Again” may be Kitaen’s most famous music video appearance. In it, she danced, slithered and did the splits across the hoods of two Jaguar XJ’s,



Tawny Kitaen on a 1982 Jaguar XJ-S 5.3 V12 H.E in the 1985 music Video “Bowling for Soup”

solidifying her place in '80s pop culture history.

Kitaen’s gymnastic background, allowed her to have the strength and flexibility to perform seductive moves including cartwheels across two Jaguar hoods. She appeared in other videos including the band “Ratt” where she danced on the bonnet of a 1982 XJ-S.

On May 7, 2021, Kitaen died at her Newport Beach, California, home at the age of 59. The cause of Kitaen’s death was not immediately known. Police ruled out drugs, pills, alcohol or possible suicide.

Enjoy the following videos. ■

[Funny Or Die - Video Short 2011](#)

[Here I Go Again - Music Video '87](#)

[Bowling for Soup - Music Video '85](#)



Tawny Kitaen in the 2011 comedy short film “Here We Go Again” dancing on the bonnet of a 1980 Jaguar XJ6.

I Bought a New E-Type by John Johnson



One Saturday in February 1969 I stopped at the showroom window of Bryson's in Adelaide to admire the stunningly beautiful gleaming white sports car on display.

All that weekend I thought about whether I should buy the car or proceed with my goal of buying a house with my savings.

By the following Wednesday morning my mind was made up. I would replace my VW beetle and start enjoying life having just completed my studies at Adelaide University. I then paid an unannounced visit to Bryson's, and spoke to the salesman. Later that afternoon, with great elation, I drove the magnificent white E-TYPE out of Bryson's as the proud owner. All the way home I noticed heads turning towards the car with gestures of approval.

The car became my new workhorse which was driven daily to my workplace, and after-hours, used for sheer driving pleasure.

To Sydney and Back

Whilst the car was still being 'run-in', my girlfriend Helen (now my wife of 50 years) rang me from Sydney suggesting that I pick her up and then drive back to Adelaide over a couple of days.

Somewhere in the world there is an American who was at that time hitch-hiking across Australia. Having picked him up part way through my journey to Sydney, I invited him to drive the E-TYPE whilst I had a snooze for a couple of hours. I am sure he will remember the experience. After a 13½ hour drive I arrived in the Sydney CBD, met Helen and her mother and went to the Summit Restaurant for dinner.

On the way home to Adelaide Helen and I stayed overnight at Narrandera in Southern NSW after having had a look around Canberra. Early the next morning, we set off at high speed for Adelaide via Hay and Balranald. Somewhere along the road to Hay, a traffic cop waved me to a stop behind a semi-trailer that was receiving his attention. With the semi on its way again, the policeman checked my driving licence, cast an approving eye over the car and suggested that I might reach my destination if I slowed down. Precisely one hour after leaving Narrandera, we had still covered 98 miles (157 km) and a few minutes later we were driving along the main street of Hay.

I should point out that there was no speed limit on most country roads at that time and there were also far fewer



The E-Type suffered a case of vandalism and a connection with a van. The rusty doors were replaced with brand new ones. (John sold the old doors to a car repair business and are probably now running around on another E-Type).

I Bought a New E-Type by John Johnson

cars on the road. Generally, our cruising speed ranged between 100 mph and 125 mph (160–200 kph) when conditions permitted. In those days, the power, road holding and braking capabilities of the E-TYPE were well exercised.

Melbourne to Adelaide

When the car was just one year old, I completed a memorable drive on my own from Brighton, seven miles (12km) south of Melbourne CBD to Adelaide.

Commencing my drive at 4am on a Saturday morning, I planned to set a time for the journey that I would unlikely achieve again. Apart from a very small section of freeway under construction north of Melbourne CBD, the roads were mainly single lane each way. The freeway system into Adelaide did not exist so the old Mt. Barker road exercised the good road holding of the car.

The total time taken to reach the Toll Gate at Glen Osmond from Brighton, Vic was 5 hours 55 minutes having covered a distance of 469 miles (750 km). The average speed for the whole journey was 79.3 mph (127 kph), even though the speed limit through each town was observed. The best point to point time and speed was from the end of the Melbourne speed limit to Taillem Bend, a distance of

377 miles (603 km) which was covered in 4 hours 23 minutes at an average speed of 86 mph (138 kph). I had to stop for fuel only once at about the halfway point.

This high-speed driving is now available only on the race track or in special closed-roads events. In the 1970's we drove the car hard, but well within its capabilities. It was most important to adhere to the service requirements and to pay particular attention to the condition of the VR-rated tyres which were required for speeds greater than 130 mph (210 kph).

11½ years of Ownership.

However, there were disappointing times as one can see in the previous photographs. One shows what can happen when you park in the wrong place: in my case outside the Union Hall at Adelaide University.

The adjacent photo taken some years later shows a crushed nose from a collision and rusting doors. However, these matters were remedied with the appropriate expertise and a lightening of the wallet.

The final photo was taken in the Adelaide Botanic Gardens and shows a rejuvenated beauty having been fitted with a new windscreen, two new doors and a new top bonnet panel.

All Good Things Come to an End.

In November 1980, just prior to leaving for an extended stay in the UK, Helen and I sold the car after 92,636 miles (148,218 km) of exhilarating driving.

Helen and I still enjoy the pleasure of having owned two Jaguars (the other was a Mark II 2.4 sedan) and understand the pride that present-day owners feel about their Jaguar treasures.

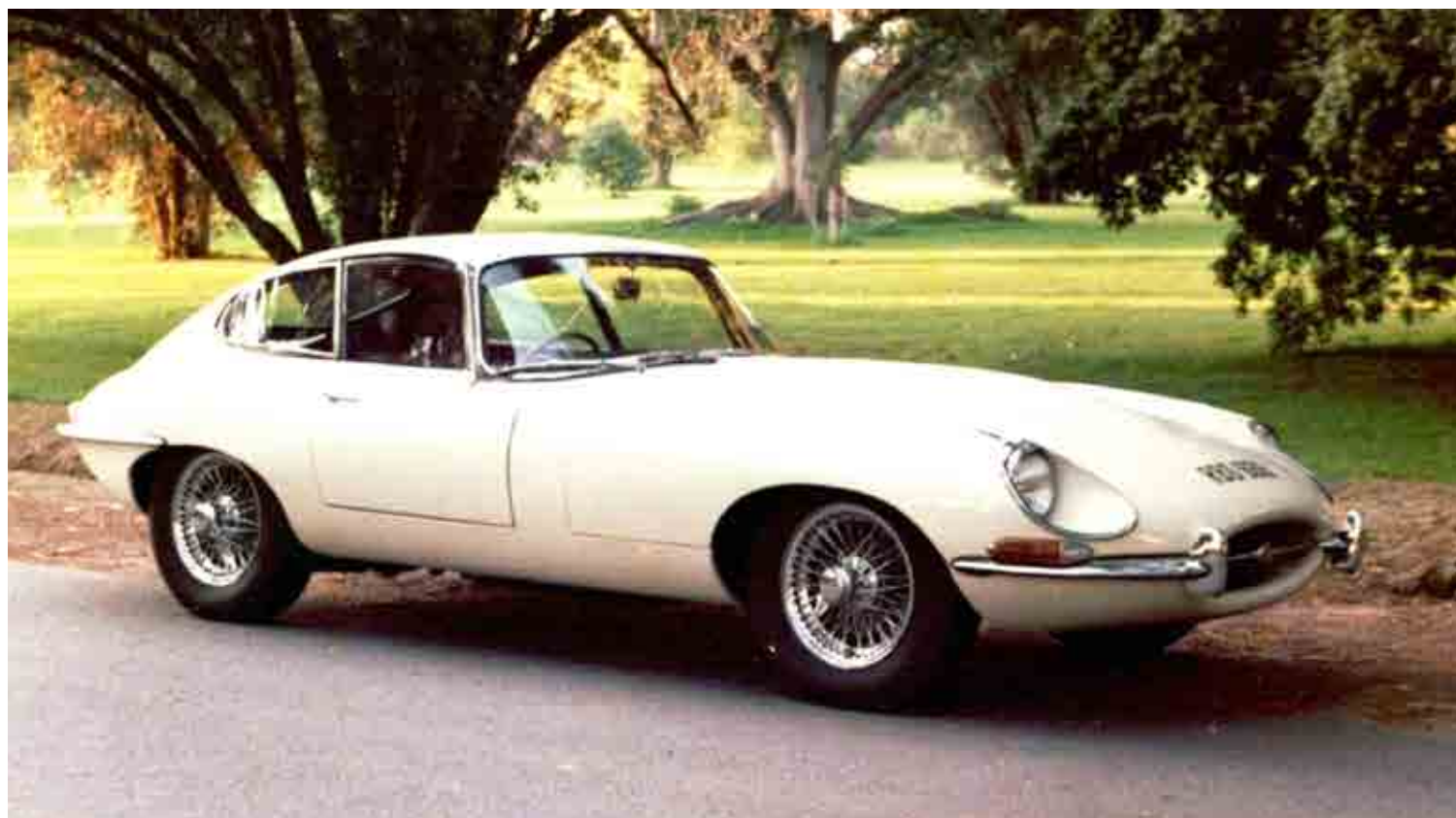
Footnote: I still possess the original purchase documents for the E-TYPE which show the following car details:

- ◇ Chassis number: IE 21980
- ◇ Engine number: JE 17973-9
- ◇ Cost: \$7,100 (discounted from \$7,602)

There seems to be some uncertainty about the chassis number recorded by Bryson's in 1969. If the present owner of the car with the same engine number can be found, I shall be pleased to forward the documents to him/her.

John Johnson

Editor' - Our Club is actively seeking to find where the car is now and we will be writing a follow-up story regarding our efforts to locate the car (we've tracked it to an auction house in 2001). Ultimately, we hope that by publishing this article and sharing it on our website and social media we can find the current owner to enable John to pass on his historic records.



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UK - Crumpled XK150-S Sells For £90,000

A mangled and twisted vintage Jaguar that was crashed by its last owner in 1996 and never repaired, has just sold at auction for a staggering £90,000.

The ultra-rare 1960 XK150 S 3.8 DHC has been off the road since it slammed into a tree some 25 years ago - but it didn't stop one collector paying nine times the £10,000 pre-sale guide price for the car.

While that is undeniably a steep sum to pay for a vehicle in such a catastrophic state of disrepair, the selling auctioneer says it 'looks worse than it is' and - if fully restored - it could be worth up to £250,000!

Just 2,672 examples of the XK150 were built at its Coventry assembly plant shortly after the Browns Lane factory was rebuilt following a fire in 1957.

The 3.8 S version was built between 1959 and 1960 and 282 were produced in total and only 69 were right-hand-drive Drophead Coupes like the one auctioned.

The XK150 is also famed for being the first car to ever offer disc brakes on all four wheels.



XK150 3.8 S Drophead Coupe sold at auction for nine times its lower estimate of £10,000

The car was first registered in January 1960 and finished in Carmen red paint and a black leather interior. The third and last owner bought the car in 1969.

He drove it for almost 25 years without issue. However, in September 1996 while on a wet road in Hull, East Yorkshire, the owner and his Jaguar had an unfortunate encounter with a tree. Fortunately enough to walk away from the accident

unscathed, the owner picked up the car from the scene of the incident on a trailer and transported it to his garage at his property. And it's there the car has remained ever since, under the premise that it would be restored.

Following the owner's recent death, the car was offered from his estate as a 'restoration project'.

Showing to have covered 115,763 miles in its 61-year life, the Jaguar was clearly a used - as well as treasured, and despite the condition today still retains almost all of its original parts, most importantly the engine.

That said, it will need a substantial financial investment on top of the surprisingly steep auction purchase fee - and plenty of hours in a workshop - to bring it back to its absolute best. ■

Editor- Thank you to the Daily Mail Australia for this story.



Just 69 RHD versions of the XK150 3.8 S were built between 1959 and 1960,



The XK crashed in 1996 when it skidded in the rain and into a tree.



The steering wheel broke from the impact but the owner waked away.

Jaguar F-Pace 2021 - Review by "CarsGuide"

Editor- the following Review is by CarsGuide Richard Berry. I normally trim these reviews. However, Richard is a 20 year best-selling author, and although this article is lengthy, it is succinct and a must for anyone thinking of buying an F-pace, either new or second-hand.

Refreshed luxury F-PACE now a better alternative than a Mercedes GLC.

The Jaguar F-Pace might not be the last car you own, but it could be the last Jaguar with an engine you drive.

The very first F-Pace arrived in Australia in 2016 and even after all these years and the arrival of more rivals I still think it's the most beautiful SUV in its class.

Is there anything interesting about its design? 9/10

The new one seems to look a lot like the old one, but this new F-Pace has been given a pretty major styling overhaul inside and out.

Gone is the old F-Pace's plastic beak. That sounds weird but the previous F-Pace's bonnet stopped short of the grille and a nose cone had been fitted to cover the rest of the distance. Now the new bonnet meets a larger, wider grille and its flow from the windscreen down isn't disturbed by a large join line.

Also, more pleasing to the eyes is the badge on the grille. The snarling jaguar head is now larger and no longer mounted on a terrible looking large plastic plate. The plate was for the adaptive cruise control radar sensor, but by making the Jaguar badge bigger, the plate was able to be housed in the badge itself.

The headlights are slimmer, and the tail-lights have a new design which looks futuristic, but I miss the styling of the previous ones and the way they dipped into the tailgate.

Inside, the cabin has been made over with a giant landscape screen, new chunky climate control dials, a new steering wheel and the rotary shifter has been replaced by a regular upright one which is still small and compact, with cricket ball stitching.

While all F-Paces have a similar look, the SVR is the high-performance member of the family and stands out with its giant 22-inch wheels, a tough body kit, quad tailpipes, a fixed SVR rear wing, and bonnet and fender vents.

For this update the SVR has been given a new front bumper and larger cooling vents flanking the grille. But it's more



The F-Pace has been gifted new looks, new engines and better practicality. The snarling Jaguar head badge is now a larger and contains the adaptive cruise control radar sensor.

than just tough looks, the aerodynamics have been revised to decrease lift by 35 per cent, too.

What hasn't changed are the dimensions. The F-Pace is a mid-sized SUV measuring 4747mm end to end, standing 1664mm tall and with the mirrors out is 2175mm wide. That's not huge, but make sure it'll fit in your garage.

How practical is the space inside? 8/10

The F-Pace was always practical with a big 509-litre boot and great rear leg and head room, but the cabin re-design has added better storage and usability.

The door pockets are larger, there's a covered area under the floating centre console and in a victory for common sense and practicality the window switches have been relocated from the window sills to the armrests.

This is along with a deep centre console storage area, and two cup-holders in the front and another two in the rear fold-down armrest.

Does it represent good value? What features does it come with? 8/10

There's a Jaguar F-Pace for every budget as long as your budget is somewhere in between \$80K and \$150K. That's quite a large range in price.

There are four grades: The S, SE, HSE and top-of-the-range SVR. They all come standard with the R-Dynamic pack. There are four engines: the P250, D300, P400 and P550. ('D' for diesel). The higher the number the more grunt it has.

So, the entry grade is officially called the R-Dynamic S P250 and it lists for \$76,244 (all prices listed are MSRP - before on-road costs). Above this is the R-Dynamic SE P250 and it lists for \$80,854, then there's the R-Dynamic SE D300 for \$96,194 and the R-Dynamic SE P400 for \$98,654.

The R-Dynamic HSE P400 lists for \$110,404 and at the top is the SVR with the P550 listing for \$142,294.

Coming standard from the base grade up is the new 11.4-inch touchscreen, sat nav, Apple CarPlay and Android Auto, there's keyless entry, push-button start, dual-zone climate, power adjustable front seats, leather upholstery, LED headlights and tail-lights, and an auto tailgate.

The entry-level S and the SE above it come with a six-speaker stereo, but as you step into the HSE and SVR more standard features appear such as a 13-speaker Meridian sound system, plus heated and ventilated front seats. A fully digital instrument cluster is standard on all grades apart from the entry S.

The options list is extensive and includes a head-up display (\$1960), wireless charging (\$455), and an Activity Key (\$403) which looks like an iWatch that locks and unlocks the F-Pace.

Paint prices?

Narvik Black and Fuji White are standard at no extra cost for the S, SE and HSE. The SVR has its own standard palette and includes Santorini Black, Yulonh White, Firenze Red, Bluefire Blue and Hakuba Silver. If you don't have the SVR but want these colours it'll be \$1890.

What are the key stats for the engine and transmission? 9/10

The P250 is a 2.0-litre four-cylinder turbo petrol engine making 184kW (246 bhp); the D300 is a 3.0-litre six-cylinder turbo diesel producing 221kW (296 bhp); while the P400 is a 3.0-litre six-cylinder turbo petrol with outputs of 294kW (394 bhp).

The P550 is a supercharged 5.0-litre V8 producing a colossal 405kW (543bhp).

The D300 and P400 are new engines, both are straight sixes and replace the V6 engines in the old F-Pace. Superb engines, they are also found in the Defender and Range Rover.

Jaguar calls the D300 and P400 mild hybrids, but don't be misled by the terminology. These engines are not hybrids in the sense that an electric motor is working to drive the wheels along with a combustion engine. Instead, a mild hybrid uses a 48-volt electrical system to help take the load off the engine by helping it start and running the electronics such as climate control. And yes, it does help save fuel, but not stacks.

There's plenty of grunt from all these engines no matter which you choose, they all have eight-speed automatics and all-wheel drive.

How much fuel does it consume? 7/10

It doesn't make sense that Jaguar has announced that it will be going all electric by 2025 yet doesn't offer a plug-in hybrid in its Australian line-up, especially when there is one available overseas.

Yes, the D300 and P400 use clever mild-hybrid tech, but it doesn't go far enough to reducing fuel use.

The official fuel consumption for the petrol P250 is 7.8L/100km, the diesel D300 will use 7.0L/100km, the P400 is stated to sip 8.7L/100km and the P550 V8 petrol will drink 11.7L/100km. Those figures are "combined cycle" numbers, after a combination of open and urban driving.

What's it like to drive? 8/10

My two test cars at the Australian launch of the new F-Pace were the R-Dynamic SE P400 and the R-Dynamic S P250. Both were fitted with the road noise cancellation system which comes with the optional \$1560 Meridian stereo and reduces the level of road noise coming into the cabin. Which would I rather? Look, I'd be fibbing if I didn't say the SE



2021-Jaguar-F-PACE-R-Dynamic-SE-P400. Power adjustable front seats are standard from the base grade up.

P400 with its smooth inline six that has seemingly endless shove, but it's \$20K more than the S P250 and neither engine is low on grunt and both handle and ride almost identically.

That ride has been improved in this new F-Pace with the rear suspension being retuned so that it's not so firm.

Steering is still on the sharp side, but body control feels better and more composed in this updated F-Pace.

On the twisty and quick country roads I tested the S P250 and SE 400, both performed superbly, with responsive engines, great handling, and serene cabins (thanks to the help of the noise cancelling tech).

The second part of the test was driving both in city traffic for the best part of an hour each which isn't pleasant in any car. The now wider F-Pace seats were comfortable and supportive, however, the transmission seamlessly swapped gears and even rolling on 22-inch wheels in the SE and 20-inch alloys in the S the ride was excellent.

What safety equipment is fitted? What safety rating? 8/10

The F-Pace scored the maximum five-star ANCAP rating when it was tested in 2017. Coming standard is advanced safety tech such as forward auto emergency braking (AEB), blind-spot assist, lane keeping assistance and rear cross-traffic alert.

This tech is great, but in the five years since the F-Pace first arrived safety

equipment has moved on even further. So, while the AEB can detect pedestrians, it's not designed to work for cyclists, there's no reverse AEB, nor evasive manoeuvre systems, nor a centre airbag. All are items which weren't common in 2017 but are now on most 2021 five-star rated cars.

What does it cost to own? What warranty is offered? 8/10

At the launch of the new F-Pace Jaguar announced that all of its vehicles would be covered by a five-year unlimited/kilometre warranty, a step up from the three-year coverage it used to offer.

The F-Pace will tell you when it needs maintenance. But you should sign up for a five-year service plan which costs \$1950 for the P250 engine, \$2650 for the D300, \$2250 for the P400 and \$3750 for the P550.

Verdict

The F-Pace has been gifted new styling, new engines and more practicality making it an even better SUV than it already was. You could seriously pick any of the grades and be happy with your purchase. Then there's the question of the engine...

How will you ring out the end of an era – with a four-cylinder petrol, a six-cylinder turbo diesel, an inline turbo six petrol or a cracking V8?

The sweet-spot in the range is the R-Dynamic SE 400, with just enough luxury and more than enough grunt. ■

Jag Owners Visit Mildura for XJC Anniversary

Editor- The following feature appeared in the "Mildura Weekly". The article includes interviews with Interstate Club members and provides a great follow-on from last month's excellent coverage provided by Phil Prior.

More than 40 Jaguar Car Club members from three states and their XJC model vehicles were in Mildura recently to celebrate the iconic car's 45th birthday plus one!

The group spent three days in the region, and on the Sunday morning had all of their classic cars on display at Nowingi Place, where they were joined by a number of local Jaguar car owners and their cars.

Geoff Leake, from the Jaguar Car Club of Victoria, explained why the anniversary was really marking 46 years.

"This is the Jaguar XJC 45th anniversary, which was actually meant to be celebrated last year here in Mildura," he said. "Unfortunately, with the COVID restriction hitting, it was all cancelled but we all kept our accommodation bookings open and we're back here in the 46th year celebrating the 45th!"

Geoff said: "We've got a group of XJC owners here from NSW, Victoria and SA for the event which has been organised by Phil Prior, president of the Jaguar Drivers Club of South Australia, who established the XJC register group more than five years ago."

Geoff and his partner are the owners of six various models of Jaguar.

The XJC model Jaguars are distinctive, characterised by having just two doors.



"Our XJC is the V12 model with low mileage and in original condition," Geoff said.

"I once said that I'd never have another V12 – I had one in the 80s. They like to drink the juice, and I haven't found a service station that they don't like – even when it's running perfectly alright with plenty of fuel, it will hesitate when we pass a service station!"

Geoff said the high-performance XJC V12 Jag is capable of doing 145 miles per hour – just on 235 kilometres an hour, which of course could only be legally achieved on a race track.

"They are a beautiful car. Very nice to drive and very quiet in the cabin when it's on the road ... and the engine is pretty much unbreakable. It's the accessories that make them such a complicated car," he said.

Geoff's partner Wandy McIntyre-Leake is the owner of the XJC V12 that the couple travelled to Mildura in for the anniversary.

"It's been a few years since we were in Mildura and it is interesting to see how much it has developed and changed over the years," Wandy said.

"We are delighted to be here for the anniversary and while it's actually the 46th anniversary, because my car is a 1976 model, it's the 45th for this one."

"Now living in Bundalong, near Wodonga, Wandy is a Tasmanian.

"I'm a 40-year member of the Jaguar club and I originally joined in Tasmania where I was secretary of that club and a life member before I moved to Victoria to be with Geoff almost seven years ago."

Wandy said that there are no shortage of activities and outings for members of the Jaguar Car Club to be involved in.

"We go away for weekends and most of the members have three or more models," she said. "In our case, we have six and two of those are pre-'1950, Mk5s and there is a whole register of us in Victoria.

"We only do the XJCs every five years, as the Jaguar club is broken up into both model and regional registers and we belong to the north-east register, which is based in Albury."

The Jag club members stayed at the Mildura Golf Resort, which was pleased to see them in town for the postponed event.

"We had a welcome dinner at the golf resort on Friday night where everybody caught up," Wandy said.

"And on Saturday night, it was a 'free' night and so a few of us ordered in pizza,



It was great to see other Jaguar models involved in the anniversary weekend.

Jag Owners Visit Mildura for XJC Anniversary (cont)



as we'd had a lovely lunch up at Trentham Estate, which was beautiful, and so people didn't need much dinner!"

The XJC V12 that Wandy and Geoff drove to Mildura in was purchased from the estate of a Tasmanian car club member who knew Wandy loved the car and so he said that she was to have first option to purchase it when he passed away.

"He bought the car in 1984 and I loved it. I just thought it was gorgeous and he coddled it like a baby and it didn't go anywhere or get wet," Wandy said.

"Sadly, in 2014, he died of cancer and he had left instructions with the club president and his partner, that it was to be offered to me first out of his estate.

"Geoff, who has been a Jaguar mechanic for 50 something years, really didn't want another V12, because they take a lot of looking after.

"I said to him 'Well what do we do about this one?' and he said 'You've got no choice; you'd better buy it!'"

"And so, we purchased it and it had only done 60,000 kilometres in its first 39 years, and we've now done 30,000 in it in six years. We've had a few stone chips touched up, but it has never been repainted – it's in original mint condition."

Mildura Mayor Jason Modica joined the Jaguar Car Club members at the golf resort on Sunday night, having met them earlier in the day at Nowingi Place. "The XJC was actually launched in Australia at the Aerodrome Ovals in 1976, which

is a nice occasion to recognise and remember, and so I thought it fitting to come down and speak to the group tonight," Cr Modica said.

"They're having their 50-year event in two- or three-years' time, and so I will be pitching for them to come back to Mildura again, which would be wonderful."

Councillor Modica said that the XJC is quite a unique car and not many of them were manufactured.

"I think there were only about 1500 of them made and I met with the XJC owners down at Nowingi Place this morning, who were talking up Mildura and what it had to offer," he said.

"We are delighted to have them in town, given they look for different places to

drive visit. I think because we are centrally located between the three states and have the accommodation, amenities and services that they need, Mildura was ideal.

"Many of the members I spoke to this morning mentioned the improvements to the riverfront and other parts of Mildura and they said that there seemed to be a lot of pride in the town and the municipality.

"When you here that back, you know that you are doing something right. There's always more work to do but we take those compliments when they come."

The history of the Jaguar is a fascinating one, particularly as the car was originally known as the 'Swallow Sidecar' – 'SS'.

Because of the war situation and the connotation with the Nazi Party's Secret Service – 'SS', the company was compelled to change the name.

The first car to bear the 'big-cat' moniker, was the 1935 SS Jaguar 2.5l Saloon. It was produced under the Swallow Sidecar name, by the company first set up under William Lyons and William Walmsley in 1922.

Due to the notoriety that the SS name had acquired during the war, the evolution to Jaguar seemed like a natural one and the name became company-wide in 1945.

The Jaguar marque was born and the Mk4 model was the first of these. ■

Editor- A big thank you to the Mildura Weekly for this story and photographs.



Geoff Leake and Wandy McIntyre-Leake with Wandy's 1976 XJC V12.

XK 7 8 & 9 Register BBQ Run

Some 48 members attended our Register event that included a number of SS and Mark IV cars (well done to the SS Register) and a mix of XK120's, 420G's, Mark 7, 8 & 9's, XJ's, XJS's, an F Type and a number of "moderns".

It was more like a mini club run. It was so good to see a mix of cars and members from other Registers. To top it off the weather was perfect with a clear blue sky and the temperature in the mid to high 20's.

As well as Register Secretaries, committee members and our Patron Peter & Roz Holland, it was lovely to see and catch up with inaugural members Dave & Carol Seidel. Dave was the first Secretary of our Club and still to this day continues to contribute to the Classic Marque. Another inaugural member to attend the day was Bruce Fletcher (Member No 5) and his wife Ann.

My thanks go to a range of people who helped on the day. Julian Lugg and John Williams who helped with the burnt sausages; Peter and Heather Buck who

set up the area before the event; and all the ladies who were there to help with the food and A BIG THANK YOU TO STEPHEN & CECILIA SCHUBERT who hosted us at their beautiful property at Tanunda.

One other person to thank is my lovely wife Val, who took on the job of getting all the items required for the day, from the meat right through to hand sanitiser.

We had a quick meeting where Club and Register business was discussed. This was very short as all were waiting for the desserts to come out.

The meeting took the format of a welcome to all and Steve outlined the COVID19 rules for the day and talked about the 2023 National Rally that our Club is hosting to coincide with our club's 50th Anniversary. A 50th anniversary book is being produced by Tim White and noted that articles and photos are being sought.

Steve informed the gathering that the Victorian XK Register is planning a Border Run in October this year at Halls Gap.

Bob Kretchmer (SS Register Secretary) commented that the SS Register is also having a Border Run in October to nearby Hamilton.

Discussion closed and the 'party' continued.

Steve Weeks
Register Secretary



Too much car talk = Burnt Sausages!



XK 7 8 & 9 Register BBQ Run



XK 7 8 & 9 Register BBQ Run



Ian Trethewey and fellow members examining Ian's 1951 Mark VII



Robin & Deidre Ide, 1960 3.8 litre Mark IX manual.

XK 7 8 & 9 Register BBQ Run



There was a great turn up of members at the Register event including over 20 Jaguars ranging from a 1939 SS to a late model F-Type.



XK 7 8 & 9 Register BBQ Run



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



*Peter & Heather Buck going for a drive in
Julian & Moria Lugg's 1952 XK 120 OTS*



*Malcolm Adamson, 1948 3.5 litre
Mark IV Drophead Coupe*

XK 7 8 & 9 Register BBQ Run



*Bob and Margaret Kretschmer,
1939 SS Jaguar 1 1/2 Litre Sedan*



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



*Tony & Carol Blackford,
1959 Silver Mk VIII Sedan*

*Andrew Hayes - ex Jeremy Cordeaux
1948 3.5 litre Mark IV Sedan*

Victor Harbor British Classics Tour



Although in a period of uncertainty, the British Classics Tour took place on Sunday May 2nd. The event was hosted by the Historic Motor Vehicles Club Inc, based in Victor Harbor.

There was a slightly altered format this year due to the pandemic. The start of the event was at the Encounter Bay Oval complex where entrants admired each other's cars while enjoying a coffee and morning tea.

Not surprisingly Jaguars made up the largest contingent with over 40 cars, however there was a great mixture of famous and well-known British made cars from Austin 7's to Bristol's, Singer's, Aston Martin's, Triumph's and lots of MG's.

After formalities were completed, we travelled on a tour of the picturesque southern Fleurieu Peninsula via Goolwa, Middleton, Pt Elliot and onto Victor where we parked on the Warland Reserve.

The Tour is a major attraction and gladly welcomed by the Victor Harbor Council and local businesses. It is a regular event on SA's motoring calendar.

There were Trophy Awards from Best Presentation, Best Dressed to Best British Special. Congratulations to **Peter & Pamela Beaumont** who won the award for the "Best Convertible". ■



Victor Harbour British Classics Tour



Victor Harbour British Classics Tour



*Paul & Irene Noakes
1972 XJ6 Series 1 Saloon*



*Paul & Julia Harrland 1969
E-Type S2 roadster*



*David & Angela Nicklin
1972 XJ6 Series 1 Saloon*

Victor Harbour British Classics Tour



*Steven Connell
1971 XJ6 Series 1 Saloon*



Andrew Hayes - ex Jeremy Cordeaux 1948 Mark IV



*Bryan & Anne Blair O'Shaughnessy
1989 V12 XJ-S Coupe*

Victor Harbour British Classics Tour



David & Margaret Bicknell
1967 420 Saloon



Bob & Daphne Charman
1970 420G Saloon



Paul & Judy Taylor
1955 XK140 DHC

Victor Harbour British Classics Tour



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



*Gorden & Jeanette Brown
1961 Mark II 3.8 litre Sallon*



*James & Arcadia Komaromi
2007 Modern 3.0 litre S-Type*

Victor Harbour British Classics Tour



*Trevor Norley
1980 XJ6 Series 3 Saloon*



*Alan & Lurraine Davis
2004 X-Type Saloon*



*John & Robyn Whittaker
1969 E-Type S2 Coupe*

Victor Harbour British Classics Tour



E-Type, F-Type & Grand Tourer Register Report

This month's meeting was at Alan Baker's Garage in Somerton Park as featured on the RAA video: [In my Garage with Alan Baker](#). As always, it was a privilege for us to be able to visit Alan's Garage and inspect the cars he had on display.

Di Adamson provided an update on the 60th Anniversary E-Type Run with the Victorians and welcomed Andrew and Maria Sorrell and Gail Bradley and Keith Francis from the JCCV who travelled from Melbourne especially to attend the Register meeting.

Gail explained they are well advanced in their planning following their second visit to Mount Gambier and did an excellent job at motivating everyone.

It is going to be a terrific event and they have managed to attract no less than 10 sponsors to help keep the cost of the weekend down.

At this stage there are over 50 cars coming from Victoria - and hopefully an equivalent number from SA.

Gail and the crew brought examples of the regalia for trial fittings. Now is the time to book accommodation and register with Di. There is plenty of accommodation in Mt Gambier. (*Just try Tripadvisor, Wotif, etc*).

A big thank you to Alan Baker for opening his garage to us to see his E-Type, D-Type and another E-Type under restoration. Alan has made considerable headway with his D-Type and provided an update on his progress.

Also of interest is an amazing project E-Type. It was originally a wreck according to Alan. You wouldn't know it now. The amount of work that has gone into the car is simply amazing. Most panels have been completely replaced.

There is virtually nothing standard left on the car which has also been converted to a wide body with 10 inch rear wheels. At this point in time the cost has passed \$650,000 and heading towards the million \$ mark.

Alan went through everything in detail from the bore and stroked 4.7 litre engine, a specially geared 5-speed gearbox, extensive electronic upgrades, and the list went on. It is hard to imagine that there will be anything like it on the planet when it is finished. It is already immaculate.

Thanks very much again to Alan & Pam Baker and our highly motivated Victorian friends for making such an enjoyable Register meeting.

Editor



Alan Baker's highly distinctive Series 1 E-Type that was a feature in a recent UK "Classic Jaguar Magazine" (February/March 2021)

E-Type, F-Type & Grand Tourer Register Report (cont)



Alan Baker is making good progress with his D-Type and provided an update on its progress. The car will have the ability to run on methanol.



Alan Baker is currently building a specially modified E-Type - where money is not a restriction. There is virtually nothing standard left on the car.



**E-Type Combined Border Run
60th “DIAMOND” ANNIVERSARY
Mount Gambier
10-13 September, 2021**

Registrations closing before 1 August.

The Jaguar Drivers Club of SA and E-Type Register of the Jaguar Car Club of Victoria welcome all E-Type Owners to their combined Border Run to commemorate the 60th “Diamond” Anniversary of the E-Type.

The celebration in Mount Gambier includes daily events and a gala “Diamond Banquet” for more than 100 participants. This promises to be the “Event of the Decade”.

Accommodation

Centre of operations will be at The Barn, Mount Gambier, SA, where just a few rooms remain, along with some outlying houses. Telephone The Barn (08) 8726 9999 and mention “Jaguar Weekend” to get the discounted rate. Pay one night as a Deposit (balance due 10 August, 2021).

Other options include Clarendon Chalets just 800 metres away, Colhurst House in the town or Commodore on the Park, to which has been added an historic house.

Itinerary

Friday 10 September:

- ◇ 9:00 a.m. - Meet in the carpark of Toll Gate Motel for driving instructions.
- ◇ After 4:30 p.m., collect your personalised “Show Bag” at The Barn.
- ◇ 6:00 p.m. - Informal meeting for all on the Terrace outside rooms 54-57. BYO nibbles and drinks.
- ◇ Evening - Free choice.

Saturday 11 September:

- ◇ 9:45 a.m. - Depart to the Mount Gambier Visitor Centre, A1 Princes Highway.
- ◇ 10:00 a.m. - E-Types will be displayed in Series order. Media opportunities. Depart 11.45 a.m.
- ◇ Afternoon at leisure to explore “The Mount’s” attractions. See Bulletin 4 published 1 June 2021.
- ◇ 6:00 p.m. - Pre-dinner drinks in The Palais at The Barn, bar prices for the evening.
- ◇ 7:00 p.m. Celebrate the 60th Anniversary “Diamond” Banquet. Three multi-choice courses will be served in a glittering diamond setting. International-quality entertainment is provided. ALL PLEASE DRESS IN WHITE TOPS (at least) to match the theme. Don’t miss this celebration!

E-Type 60th Anniversary Run to Mt Gambier (cont)

Sunday 12 September:

- ◇ 9:30 a.m. - E-Types to “muster” for a photo-shoot in front of our sponsors’ banners at The Barn.
- ◇ 10:00 a.m. - Drive to Penola, visiting the BP Roadhouse at Nangwarry (“Nanggas”) for discounted fuel and free coffees.
- ◇ 12:00 p.m. - Free wine-tasting at Raidis Estate, Penola, followed by 1:00 p.m. Greek-themed lunch.
- ◇ Afternoon at leisure to wander the Coonawarra, Naracoorte Caves World Heritage Site or the South Coast.
- ◇ 6:00 p.m. – Free choice, maybe a sausage sizzle in The Pergola, or dine at the famous Steakhouse Restaurant on site.

The “Diamond Team” has secured 10 substantial donations to help keep costs down.

Grateful thanks go to these businesses and people for their financial and other gifts:

Name	Who	What
Anonymous	?	Registrations/Show Bags
BP Roadhouse, Nangwarry, SA	Phil Dohnt	Discounted Fuel and two free coffees
David East Jewellers	Morry Rubenstein	Diamond Pendant for raffle
Glenn Olsen's Jag E-Type Restorations	Glenn Olsen	The Saturday Display
JLW Group Holdings	Allen Williams	Registrations/Show Bags
Kidmans Partners	Heinz Mai	Diamond Decorations
Mike Roddy Motors	Mike Roddy	Raidis Estate Lunch
OSS International	Andrew Sorrell	Banners & Design services
RK Restorations	Rob Stevens	Diamond Banquet
V & A Spiteri	Andrew Spiteri	Lanyards and diamonds

Costs:

- ◇ Registration: \$25.00 per person.
- ◇ Diamond Banquet: \$65 per person (optional, but not-to-be-missed)
- ◇ Sunday lunch: \$30 per person (optional)
- ◇ Raffle tickets: \$10.00 each (optional)

Your costs include accommodation, three breakfasts (although The Barn offers these for \$19.50 per guest on the Registration Form), Friday and Sunday nights meals, and drinks.

Bookings:

This event won't happen for another 10 years! It will be a magnificent occasion - one not to be missed. A lot of work has gone into organising this memorable event so that our two States can share E-Type information, knowledge and friendship, along with regalia, gifts and entertainment, in a beautiful setting.

Contact: di.adamson1@gmail.com for a link to the Registration Form.

E-Type “Diamond Anniversary” Apparel also may be ordered on this link before 15 June:

<https://form.jotform.com/210467697030860>





The Border Run will be held in the City of Hamilton in the Western District of Victoria, commencing on Friday the 29th of October and ending on Monday the 1st of November.

Accommodation

Accommodation for the weekend will be at the Comfort Inn Botanical, Hamilton. To book a room at the Motel please **DO NOT book through any booking service on the internet.** Please contact the Motel directly by phone 03 5572 1855 and inform them that you are part of the Jaguar Car Club group. Rooms start at \$130 p/night. If you cannot book a room there, alternate accommodation can be had at one of the other motels in town such as Goldsmith Motel (Ph. 03 5572 4347).

Itinerary

Friday 29th October: There will be a “meet and greet” at the Motels’ bar from 5.00pm onwards where you will receive your “showbag” which will contain your Border Run name tags, itinerary, maps and information on the region. Dinner will be at the Motel Restaurant from 6.30pm.

Saturday 30th October: Travel to the Hamilton Pastoral Museum where the cars will be displaying from 10.00am. In the afternoon we will visit the Narrapumelap Historic Homestead. Built in 1873, Narrapumelap Historic Homestead is considered to be one of rural Australia’s finest examples of French Gothic Revival Architecture. Dinner will be back at the Motel Restaurant.

Sunday 31st October: Morning visit to Campes’ Motor Museum in Hamilton. Afternoon lunch at the Coleraine Hotel (30-minute drive) and after lunch, we will visit Coleraine Classic Cars and the nearby Glenelg Fine Chocolate factory. Sunday “formal” dinner will be held at Alexandra House Sports Club, Hamilton.

Costs

Costs for the Border Run activities is \$70 per person. This includes Saturday car show and picnic lunch with coffee, entry into Narrapumelap Historic Homestead, entry to Campes’ Motor Museum and Coleraine Classic Cars.

NOT included are accommodation costs, Saturday and Sunday breakfasts, Friday night drinks & dinner, Saturday dinner, Sunday lunch and Sunday dinner and any drinks you may wish to buy during the weekend.

Bookings:

These Border Runs have always been very enjoyable weekends away with a group of very friendly people. If you wish to come along you don’t need a ‘Pushrod Jaguar’ but you will need to book a room with the Motel before the 31st July and complete a Victorian Club entry form.

Detailed Program, Itinerary and Entry Form can be obtained from Bob Kretschmer at kretsch@internode.on.net or Phone: (08) 8357 8233 Mobile 0427 711 400.

XK, Mk 7, 8, 9 Register - Border Run to Hall's Gap (15 Oct 2021)



The Great Grampian's Gallop: 15th-17th of October

This event will be hosted by the Victorian XK Register. More details will be provided soon. Reserve the date now!!!
For more information please contact: Steve Weeks on 0414 952 416 or Email: xk789@jdcsa.com.au

52nd Jaguar National Rally in Tasmania (17-26 March 2022)

2022 Jaguar National Rally Program

Thurs. 17th March
Early Arrivals

Friday 18th March
Registration
Welcome BBQ

Sat 19th March
Display Parliament Lawns
Salamanca Market etc.
Themed Dinner

Sunday 20th March
Sporting Event
Baskerville
Alternate Event

Monday 21st March
Peppermint Bay Cruise or
Peninsula Tour
Presentation Dinner

Accommodation Options



Wrest Point Casino



Strahan Village



Baskerville Raceway



Tues. 22nd March
Depart Hobart
The Wilderness Wall
Arrive Strahan Village
Welcome Seafood Buffet

Wed. 23rd March
Gordon River Cruise 8
am-2.30 pm with buffet
lunch inc.

Thurs. 24th March
Wilderness Railway 8.30
am - 5.45 pm, inc. lunch

Friday 25th March
Free to explore
Farewell seafood buffet

Saturday 26th March
Depart Strahan for home
or extra touring.

1st Sunday

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

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

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

Murray Bridge “Coffee and Cars” - 8.00am to 10.00am, ***MOVED to Wharf Precinct, Wharf Rd down by the river.***

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

2nd Sunday

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

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

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

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

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

3rd Sunday

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

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

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

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

4th Sunday

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

Last Sunday of Each Month

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



American actor, comedian and producer Ben Stiller has owned a number of Jaguars including this 2002 supercharged XJR

Around the Market - Shannons June Auction

2021 Shannons Winter Timed Online Auction (Closes 15th June)



1965 Daimler 2.5 V8 Saloon. Early restoration. Same family for 20+ years. Recent upgrade. No Reserve (Estimate \$18,000-\$24,000).



1948 Jaguar Mark IV 3.5Ltr Saloon, Australian delivered car. Recent refurbishment (\$26K). No Reserve (Estimate \$35,000-\$45,000)



1989 XJS convertible. Two-owner car. Just 23,000km! Lovely example. Original owner's and workshop manuals. (Estimate \$50,000-\$60,000)



1966 E-Type 4.2 Series 1 Roadster. Factory RHD. Restored from ground up. New hardtop to replace existing. (Est. 280,000-\$340,000)



1988 XJ-S V12 convertible. Australian delivered car. Only 88,588 kms. Maintained in original condition. (Estimate \$45,000-\$55,000)



1991 XJ-S V12 Coupe. Australian delivered. Rare pre-update V12. Extensively refurbished. 135,284 kms. (Estimate \$42,000-\$48,000)



1969 E-Type 4.2 Series 2 2+2 coupe. Australian delivered unrestored RHD. Period sunroof. 51,500 miles (Estimate \$75,000-\$100,000)



1971 E-Type V12 Series 3 2+2 manual. Australian delivered. Early restoration. Very good condition. (Estimate \$140,000-\$165,000).

Around the Market: Pickles June Auction - Belmore NSW

Mk IV & Mk V Private Collection for Sale (Pickles Auctions Belmore) [Starts 11th June](#)



1950 Mark V, 3.5 Drophead Convertible. Silver, Red leather. 78,159 miles



1948 Mk IV, 3.5 Drophead Convertible. Cream, Red Leather. 18,582 miles



1950 Mark V, 3.5 Sedan. Silver & Black with Cream Leather. 35,005 miles



1948 Mk IV, 3.5 Sedan. Grey/Charcoal with Grey Leather. 55,799 miles



1950 Mark V, 3.5 Sedan. Silver & Black with Tan Vinyl. 39,934 miles



1947 Mk IV, 3.5 Sedan. Grey/Charcoal - Burgundy Leather. 24,291 miles



1950 Mark V, 3.5 Sedan. Silver & Black with Red Vinyl. 63,316 miles



1950 Mark V, 3.5 Sedan. Gold with Beige Vinyl. 88,106 miles



1950 Mark V, 3.5 Sedan. White with Red Cloth and Vinyl. 19,780 miles



1949 Mark V, 3.5 Drophead. White with Red Leather. 49,561 miles



FOR SALE: XJ6 - Series 3

Local car, bought about 6 years ago and in that time has completely overhauled all mechanical, cooling, and transmission systems. Interior in good condition.

Includes spare set of rust free panels which require sanding, painting, and fitment to finish off. Perfect project 90% of the work complete! Walk-in SA rego. (inc. countless spare parts).

Price: \$10,000 - Offers Invited

**Contact: Contact Dane Wilden
0431 058 951**



FOR SALE: 1970 E-Type S2

- ◇ Australian delivered 1970 2+2, 4.2L
- ◇ All original new paintwork with guarantee of no rust by the painter.
- ◇ On historic rego with JDCSA

Looking for sensible offers but not expecting top dollars

Contact: Adrian Lund 0405 742 910



FOR SALE: 2005 S-Type 3.0L V6.

- ◇ Owned for past 10 years.
- ◇ Reluctant sale due to age/health.
- ◇ Car is in immaculate condition. 163,000 km
- ◇ Regularly serviced & maintained.

Price: \$15,000 ONO

Contact: Bill Brown

0447 554 535 (car is at Tennyson)



FOR SALE: 1975 XJ6 4.2 Auto

- ◇ The car belongs to a long time club member and is in good sound original condition.
- ◇ Air conditioner recently overhauled at a cost of \$2,500.
- ◇ Velour upholstery. Currently on Club Registration

Price: \$7,500 ONO

**Contact: Rowan on behalf of owner -
0401 275 276**



FOR SALE: 1963 S-Type Auto

- ◇ Mechanically very good. BW65 gearbox. Maintained by Geoff Mockford. No expense spared.
- ◇ Original paint, some rust in rear RH door. Original interior, rear seat almost pristine. Near new headlining.
- ◇ Engine overhauled when I purchased the car. Travelled reliably for 50,000 miles in my ownership.

Price: Best Offer

Contact Stephen Wade on 8388 5582

FOR SALE: Jaguar/Daimler Parts

On behalf of Josephine Orford (parts that belonged to her late husband).

See list below. No prices set but any reasonable offer will be considered.

Phone Michael Pringle

0418 311 422

Suit Daimler 2.5L or V8250 or SP250			
No.	Item	Part No	Comment
2	Cylinder heads	136769 or 136404	corroded waterways - repairable (?)
4	Tappet covers	C22079 or C20982	vg condition - need polishing
1	Tappet block & bush assembly	C22079 or C20982	
3	Rocker shaft assembly		
1	Inlet manifold	C22412 or 307372	
1	Water pump inlet pipe	C20842 +	
1	Water pump body	C20913	
2	Water outlet pipe (thermostat housing)	C20848	
1	Camshaft	C27413 or C21282	or 135873 OK condition
1	Torque converter drive plate	C22144	
1	Gearbox support plate	C22665	
1	Timing chain cover	C21042	
1	Oil pump assembly	C21975	
1	Oil cleaner filter head	9670	
1	Air cleaner assembly	Plate 7: 1.2.5.11/12	
2	SU HD6 carburetors		No needles
1	Throttle & mixture control bracket assembly	C23453	
1	Tie rod & tube assembly		
1	Steering box		unknown condition
Suit Jaguar MKII or Daimler V8			
1	Set interior wood trim		mostly complete - fair condition
1	Set interior wood trim		incomplete - needs restoration
1	Collection of various chrome body trim pieces		good/fair condition
Other			
2	P100 headlamps (MKIV?) inc brackets		fair condition
1	Shell motor spirit can		2 gal embossed
1	Golden Fleece motor spirit can		2 gal embossed
1	Castrol petrol can		
1	Shell sign		
And other "garagenalia"			

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 repaired. Sill panels replaced.
- ◇ There many spares - 4 doors; 4 front mudguards; 2 bonnets; 2 boots plus others. (No photographs).

Price: Negotiable.

John Lueders on 0405 605 566

FOR SALE: 1986 XJ6 Engine & Transmission 120,000 km.

Price: \$500 for the lot.

Phone Desmond 0411 781 880

FOR SALE: X-Type Brake Parts

I am selling new brake parts for a mate. Jaguar X-type 2.1 litre. Set of new unopened disc rotors, brake pads & seals. Suit 2001-04

\$330 negotiable to reasonable offers

**Contact: Kevin McEvoy: 8297 5976
or 0414 951 919**



FOR SALE: F-Type Spare Wheel

As new - \$180

Contact Tony Human on 412466503

Jaguar Drivers Club of South Australia



Annual Dinner and Presentation Night

Saturday July 31, 2021

6.30—7.00pm for pre dinner drinks

Glenelg Golf Club

James Melrose Drive, Novar Gardens

\$65.00 each

Register and pay on TidyHQ by 23rd July 2021

GET YOUR TICKET

Marg Thomas (08) 8374-3228 - Daf Charman (08) 8248-4111

Ros Holland (08) 82710048

Register Minutes (SS, Mk IV, Mk V)

SS, Mk IV, Mk V Register



Currently meeting the 3rd Wednesday of each month.

Minutes of meeting held at the home of Ross & Jan Rasmus Thursday 20th May 2021.

Previous Minutes:

The April 2021 Minutes were adopted.

Present:

Bruce Fletcher, Bob Kretschmer, John Lewis, Robert Paterson, David Rogers, Antony Veale, Ross Rasmus, Brenton Hobbs, Malcolm Adamson.

Guests:

New intending member, Andrew Hayes was an apology.

Apologies:

David Adamson, Des Brown

Special Note: The event was another Trial Evening Meeting being the 3rd. Thursday in lieu of the traditional last Wednesday and was successful. See also Cls. 7 below.

Correspondence: None

1. SA/Vic Border Run 2021:

Bob has just received Run details from Victoria which he will issue to our Register members plus known JCCC interested members tomorrow.

Please note the special costing arrangements whereby the Entry Fee of \$70.00 pp only covers the administrative costs, all meals & function costs are PAYG.

Bob, Malcolm & Daniel Adamson are still the only members indicating their intention to participate.***

2. Combined States Border Run 2022:

Bruce has had contact with the Qld. Club which indicated that preliminary

numbers for Cowra are lower than for previous Runs. Organisation arrangements are in hand.

3. Welfare:

- Des Brown is to have another hip replacement very soon followed by respite.
- Jack Richards is in hospital for further testing.

4. JDCSA:

- The combined XK, 7 8 9 Register hosted BBQ lunch for the SS, Mk1V & MkV Register was a success with our group being increased by Bruce & Ann, and Malcolm together with CM Editor Graham plus Bob K's guests Andrew & Vicky Hayes.
- The CM May Issue included a special feature about the SS Register involvement with Border Runs.
- Bruce advised that he had been contacted by the 50 Yr. Anniversary Coordinator Tim White about early aspects of the Register.

5. Technical & Parts:

◇ Restoration Projects:

SS Airline; Bruce Fletcher & Malcolm Adamson:

Wiring loom installed, gauges trial fitted, other instruments tested, fuel tank fitted, Upholstery 30%. ETA by Christmas.

1 ½ Litre Sedan; Ross Rasmus:

- Chromed items received & fitted, radiator installed enabling bonnet, mudguards & body lining up to complete including inner footwell panels to be inserted.

- Headlight shells mounted with wiring to connect.
- Upholstery now complete.
- The engine has been run OK.

MkV David & Angela Rogers

- Engine still with machinist, ETA for the block mid June. Chrome work still in Dubbo.
- All new front-end bushes & ball joints ordered from Barrett's UK.
- Body progressing well at the painters, chassis painted, rear shocker brackets & units fitted incorporating units from a late Saab 900.
- Timberwork due est. 4 weeks.
- Diff & brakes stripped, diff housing painted now waiting on lower ratio centre from Steve Weeks.

6. General Business:

Members were invited by Ross to his workshop to inspect his Restoration project.

See Cls 5 above for current progress. There was general favourable response (as we have come to expect from Ross).

7. SS Register Meeting Dates:

The subject Thursday evening date & time was successful.

David Rogers can now be available Wednesday evenings.

June meeting WEDNESDAY 16th. Venue TBA.

Meeting closed at 8.45 pm.

Thank you, Jan for the supper

Bob Kretschmer
Register Secretary



Register Minutes (Multivalve)

Multivalve



Meet the Third Wednesday of the odd Calendar Month.

Minutes of meeting held on Wednesday 19th of May 2021 at the Kensington Hotel, Regent Street, Kensington.

Attendees:

Barry & Hazel Brown, Peter & Heather Buck, Fred Butcher, Evan Spartalis, Daphne & Bob Charman, Jim & Arcadia Komaromi, Hugh Guthrie, Graham Southern, Phil & Colleen Spencer, Jo Orford & Michael Pringle, Ron & Claire Palmer, Geoff & Margaret Thomas, Peter & Tricia Clarke, Lesley & John Clarke, Peter & Ros Holland, Tony Human & Gabriela Orford, John Castle, David Brewer.

Apologies:

Bill Brown & Margaret Piper, Ray Smithers & Judy Langdon, Steve & Cecilia Schubert, Geoff & Valerie Clayton, Tom & Marj Brindle.

Minutes of Previous Meeting: Agreed.

Matters Arising from Previous Minutes

No matters arising.

Welfare:

Ron Biddell is now bed-bound but enjoying seeing visitors. Peter Buck to keep in touch with him for as long as possible. Ron's son will keep the Club advised of his condition.

Club Business:

- ◇ The next general meeting is on Tuesday 1st June.
- ◇ The Compact Register is having dinner on Tuesday 8th June at the South Adelaide Football Club. All members welcome.
- ◇ The Annual Dinner & Presentation night is on Saturday 31st July at the Glenelg Golf Club. Pre-dinner drinks 6:30-7:00pm followed by a 3-course dinner, \$65.00 a head.

- ◇ The XJ Register have a trip to the Riverland on the 6-8 August. Bob Charman gave a brief description of the events planned for the weekend – all members welcome.

As always, all meetings and events must be booked through TidyHQ and are subject to Covid-19 rules.

Register Business:

- ◇ It is hoped to organise a lunch run in June – date to be determined but members will be advised as soon as this is known.
- ◇ Traditionally the July Multivalve Register meeting has been held at Solitaire on Unley Road. This was cancelled due to Covid last year but it is hoped we can return there this year. Peter Buck to check with Solitaire and advise members. If not, the meeting will be held once again at The Kensington Hotel.
- ◇ Potential 3-day weekend trip in October – interest was expressed by members. Peter Buck to look at organising something, possibly revisiting a run from long ago thanks to Claire & Ron's file record which goes back years.

Car Talk:

- Fred Butcher: Might take one of the old cars to Yorke for a run on the weekend.
- Evan Spartalis: Took the X300 to Mildura, ran like a charm.
- Bill Browne: 2010 XF 3L twin turbo, unfortunately has not been well enough to drive it for several weeks.
- Phil Spencer: Joined the Club recently but doesn't yet own a Jaguar – is working on it!
- Hugh Guthrie: 1998 XK8 4-litre convertible – started tonight having been on a trickle charger. Has kept Sovereign in business recently and his wife has now agreed to drive it (Peter Buck take note.....).
- Graham Southern: Visiting as a guest with Hugh – owns a 1978 Nissan Skyline coupe, and has had it for 30 years. His wife complained it was too noisy so he has had a silencer fitted to it.
- Michael Pringle: Using his XE as a shopping car.
- Jo Orford: 2001 XKR – currently being used as a cat basket as the cars take it in turn to be used.

- Peter Holland: Trouble free, running well.
- Geoff Thomas: Nothing to report.
- Ron Palmer: XF, over 70,000kms. Car running beautifully.
- Jim Komaromi: 2007 S-type. Running well, nothing to report.
- David Brewer: 2010 5-litre XK Coupe, black, runs like a charm and still turns heads.
- Bob Charman: XF, beautiful car windscreen wiper problem now identified as a wiring issue, gets 35 miles to the gallon. Daphne reminded the group the XF is her car together with the S-type, also running well; 1985 XJ6 still sitting on the driveway; Big Red running well; Bob knows of a Series 2 in good condition being sold – will give details to Phil Spencer who expressed interest in having a look at it.
- Peter Clarke: 2018 F-Pace (Tricia's car) very good at towing, very economical; 2014 XKR, 37,000 kms, in January last year discovered corrosion in the front grid aluminium panel – had previously noticed water leaking after washing. Disappointingly Peter has been informed by Jaguar customer service that it won't be repaired under warranty, despite the backing of Solitaire. Peter has written a 2-page letter for the Australian Jaguar magazine which will be featured in the next issue entitled "Breaking the Code of Silence".
- Tony Human: 2017 F-type, Gabriela has discovered that the 12" back tyres can now fishtail.
- Peter Buck: X308 Sovereign 3.2 V8 – loves it and drives it at every opportunity.

Any Other Business:

Peter asked members to consider succession planning for the Club, e.g. Phil Prior has resigned as President from the end of the year. Ron Palmer would appreciate help with Regalia with a view to taking it on. Help will be needed at the forthcoming National Rally in 2023.

Next Meeting

Wednesday 28th July, either at Solitaire or The Kensington Hotel – TBA.

Meeting closed at 8:35pm.

**Register Secretary
Peter Buck**

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

XK, Mk 7, 8, 9 Register



Minutes of the XK, 7, 8 & 9 Register held at the home Rod & Peggy Davis May 19th, 2021.

Attendance:

Steve Weeks, Richard & Carla Smith, Rod & Peggy Davis, Onslo & Wendy Billinghamurst, Sue Harrison, Peter & Judy Goodale, Graham Franklin.

Apologies:

Val Weeks, Peter & Ros Holland, Rob & Vicky Loffler, John & Lindsey Williams, Dinu Wijesinha, Julian & Moira Lugg, Robin & Deidre Ide.

Minutes of the Previous Meeting:

Minutes were accepted.

Club Business:

- ◇ Bereavements and Obituary Policy: Steve informed those present of the Guidelines that were approved at the May GM.
- ◇ 50th Anniversary Book: Tim White is preparing a commemorative 50th Anniversary Book and is looking for article and photos, especially older ones.
- ◇ 2023 National Rally: The 2023 Rally is being hosted by our Club in the Hahndorf area, Phil Prior is the Rally Coordinator, meetings are currently being held prior to the General Meetings.
- ◇ AGM: Steve reminded all that In September all Committee positions are vacant.

Register Business:

- Ron Ozlanski: Steve informed the meeting of the passing of our Register Member – Ron Ozlanski. A Vale notice will be in the next Classic Marque.

- Tanunda day went very well, 48 people attended with a good range of cars, thanks to all who helped, especially Stephan & Cecelia for hosting the event.
- Border Run – Roy Armfield attended our recent GM and informed that the Border Run will be at Halls Gap 17th to 19th October, various day runs are planned.
- Victor Harbor British Classic Day been and gone, great day.
- Logbooks - avoid the rush and get in early. Dave Burton will be at the July and August GM's, but you are deemed to be unregistered after June. Life members can renew now, non-life members can renew as soon as they have renewed their club membership.
- Regalia Ron Palmer: Steve informed that Ron can now do credit card transactions for any Regalia sales.
- Car Parts, Steve has now collected the parts from Evan and is storing them at his house, includes doors, front mudguards, 7 and 9 seats, boot lids, front suspensions with brakes, a Mark 7 front seat (upholstered) and a Mark 9 front seat (needs upholstering but has all the wood tables and trays in good condition). The parts remain the property of Evan but are safely stored.
- Register Activities: Steve sought guidance on what should be in our Register Calendar for the rest of the year, the general feeling was that evening meetings are good with lunch runs organized every so many months so that we can drive our cars to a venue.
- The general comment was that we should organize a Christmas lunch at a member's house and keep it simple.
- Those who attended the Tanunda day commented that it was good to see the SS Register there and that it is good for the smaller Registers to work together on some runs.
- The Club's Annual Dinner is in July and it was suggested that we try to have our own table (numbers permitting).
- Combined car clubs run. Steve is working on Register Run with the

Riley and Rover Clubs, there is also some interest from the Morris 8 Register, it will most probably a Thursday or Friday and starting at a winery for breakfast/coffee and then lunch at the Greenman Tavern at Ashbourne

Member's Cars:

- ◇ Richard & Carla took their new XJS update to Tanunda and a Cars N Coffee.
- ◇ Rod & Peggy, XK still in the garage.
- ◇ Peter & Judy, The XK is in the shed, Peter commented on how some coolants can damage a Radiator if not changed regularly.
- ◇ Sue Harrison, has found some parts that she would like to sell, including a pair of headlights.
- ◇ Onslo & Wendy has given in and has ordered an electric power steering assembly for the XK150.
- ◇ Steve. Val is upset with the 150, she cleaned it for an outing and the fuel pump failed.

The meeting closed at 9.00pm.

We adjourned for supper. Many thanks to Rod & Peggy for hosting us.

Steve Weeks



I cant win can I ??? first I'm spending too much time in the garage - then you don't want me in here!!

Register Minutes (XJ, Mk10, 420G)

XJ , Mk 10 & 420G Register



Meet Second Wednesday of each month

Minutes of meeting held on Wednesday 12th of May, at the Bartley Hotel, West Lakes Shore. Held after a lovely meal at 6.00pm.

Present:

David Bicknell, Bob & Daphne Charman, Peter & Heather Buck, Richard Chuck, Fred Butcher, Steven Connell, Alan & Lorraine Davis, John & Claire Evans, John Flanigan, Don & Toni Heartfield, Laurie Leonard, Darryl & Fay Leyton, Louis Marafioti, Chris Michael, Gary Monrad & Oggi Stojanovich, Graeme & Betty Moore, Paul Moore, Trevor Norley, Geoff & Margaret Thomas, Phil Prior, Noel & Carmel Trew.

Social Secretary

Betty reports that tonight's lucky numbers was won by Darryl Leyton.

Previous Minutes: Carried

General Business

1. Saturday 31st July – Club Annual Dinner. Glenelg Golf Course.
2. Still no notice from Shannon's.
3. SA Jag Day – Oct 24th Civic Park.
4. 6-7-8 August – Register run to the Riverland. Details Tidy HQ.
5. Club calendar – Photos from our Register would be nice.

Car Talk

- David Bicknell: 420 Accelerator Pedal. XJ6 OK & Gertie OK.
- Pete & Heather Buck: X308 – Coolant light on. Topped up and all OK.
- Bob & Daff Charman: XF windscreen washers not working.
- Steven Connell: Did McLaren Vale V&C. Great day.
- John & Claire Evans: S Type serviced. Use daily drive to Hamley Bridge.

- John Flanigan: XJS New seat belts. Also XJC 12cyl. Running - to restore.
- Don & Toni Heartfield: XJ going well. Working on the Mk2.
- Laurie Leonard: Car not going. Problem with air flow meter.
- Darryl & Fay Leyton: Took Derek out for a run. Sovereign OK.
- Louis Marafioti: XJ8 Have cooked the motor.
- Chris Michael: All good.
- Paul Moore: On Blue plates – passed inspection again.
- Trevor Norley: Ser3 passed inspection blue plates. X Type all OK.
- Phil Prior: XJC 45th anniversary. Mildura – 3 from SA Good outing. All cars came home in one piece. Great week end.
- Others members: Nothing to report.

Meeting closed at 8.30pm

Our next Register meeting will be at the Bartley Hotel on Wednesday the 9th June, 2021.

BOB CHARMAN
Secretary

XJ, Mk10, 420G Riverland Weekend (6-8 August 2021)



XJ Mk10 420G RIVERLAND WEEKEND - 6-8 August 2021

Fri, 6 Aug 2021

05-08-2021 09:30 AM
08-08-2021 11:30 AM

**THIS MEETING REMAINS SUBJECT TO ANY CHANGES IN
COVID - 19 RESTRICTIONS
YOUR REGISTRATION IS MANDATORY FOR ATTENDANCE**

Register



This Daimler Super V8 LWB limousine was specially commissioned by the Royal Family and equipped with a sliding armrest to accommodate the Queen's handbag. The car is also of historic interest as it was the very last of the Jaguar and Daimler X308 range, built in July 2002. The car was handed to the Jaguar Daimler Heritage Trust in 2004 but sold nine years later at auction for more than £10,000 above its estimated price.

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Club Notices

GENERAL MEETING ROSTER 2021

June	E, F, GT Register
July	Compact Register
August	XJ, Mk 10, 420G
September	Multivalve Register
October	Multivalve Register
November	XK, 7, 8, 9 Register

CLASSIC MARQUE

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

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

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

JDCSA - General Meeting Minutes

Minutes of the JDCSA Monthly Meeting Tuesday 4th of May 2021 at The Police Club, 27 Carrington St, Adelaide.

Meeting opened at 7.30pm

Welcome: Phil welcomed new members and visitors, Noel & Cindy Schmidt (E-Type), Richard MacLean (E-Type), Julian Lugg introduced Roy Armfield and his wife (Victorian XK Register Secretary) also attending was Mark Walker-Roberts (our guest speaker for the night).

Apologies:

Tim White, Sue Harrison, Don Tamblyn, [Phil and m Brown](#), Barry and Hazel Brown, Malcolm Adamson, Geoff Mockford, Brian Taylor.

Welfare:

Ron Biddell is at home in Palliative Care. Brian Taylor's wife (Elizabeth) has passed away.

Minutes of Previous Meeting: Accepted

Business Arising:

Phil told the GM that the Executive Committee had discussed the matter of Obituary Notices that was raised by Geoff Thomas and offered the following proposal:

It is important that the Club recognises the passing of a club member, therefore the following guidelines are suggested for approval.

“Upon becoming aware of the death of a club member, regardless of who they are and how long they have been a member of the Club, we endeavour via the Club Secretary or Register Secretaries to”.

1. Contact the family to express our condolences personally.
2. Seek permission from the family to print in Classic Marque an Obituary Notice and/or a Vale Notice, including when possible, the details of any funeral service.
3. Send a group email in the form of an Obituary Notice, via the Club Member's TidyHQ data base informing all club members of the death of the member.

The meeting voted in favour of this proposal:

President's Report:

- Phil asked those present to consider nominating for Committee positions at the coming AGM.
- The Mildura Muster went very well, with 17 XJC's from 4 states attending.
- The Club is considering the manufacture of a new grill badge, cost to be about \$40 each, comment was sought, a show of hands showed that about 20 present would buy one.
- The next National Rally will be held in Tasmania on the 17th March 2022. Those interested should start making plans to attend.

Vice Presiden'ts Report:

The Multi Valve Register Run went very well, a great range of cars attended.

The updated Constitution is now with the Executive Committee for review, it will then be made available to the membership for comment. Fred thanked Tim White, Peter Holland and Julian Lugg for their hard work in preparing it.

Secretary Report:

No correspondence to report.

Treasurers Report:

Heather has presented to budget to the Executive Committee for comment.

Membership Report:

Daphne – we are averaging 4 new members per month.

Renewals will be sent out online soon.

Editor's Report:

Graham informed all of the events listed in Classic Marque and that there are three interstate Border Runs planned, namely the E-Type run to Mt Gambier in Sept; SS (Pushrod) Register run to Hamilton in October and the XK & Mk 7/8/9 Register run in October.

Graham informed the GM that Steve Weeks had won the Paul Skilleter Journalistic Award for 2021.

Graham also thanked those, who had contributed articles for Classic Marque.

Logbooks:

Renewals are due by 9th June and he will be processing Logbooks at the July and August GM's. David reminded members

that anyone who does not renew their Logbook will become unregistered.

ACJC: No report.

Regalia: Ron informed that he is now able to accept credit card payments. Phil reminded members that we should not expect that Ron and Claire will always be doing this job. Now is the time for someone to join Ron with the idea of learning the ropes.

Librarian: Tom and Marj were congratulated for having done the job for over 10 years now.

MSCA: No report.

E Type Register Report:

No Report.

Compact Register Report:

David and Angela will be retiring from the position of Register Secretary at the AGM.

XJ Register Report:

The Renmark run has over 50 attendees to date, the Historic Village will be opening up to be fully operational, just for us.

Multi Valve Register Report:

Peter said that the run to Glazier Rock went very well. The next Register Meeting will be at the Kensington Hotel.

SS, Mk IV & Mk V Register Report:

No report.

XK 7, 8 and 9 Register Report:

The Tanunda BBQ run went very well. Next Register Meeting in on 19th May.

Other/New Business:

Roland Donders noted that Ron Tamblyn with his Mark 2 won an Award as part of the “*The Virtual All British Day*”.

Thanks to the XK 7 8 and 9 Register for supper.

Meeting Closed 8.35 pm.

Guest Speaker: The meeting was then entertained by a great talk by Mark Walker-Roberts

Next Meeting: 7.30pm on 2nd June.

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/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

Public Officer: Tim White

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

Club Patron: Mr Peter Holland

Phone: (08) 8271 0048

Club Services / Club Representatives

Technical Officer: Geoff Mockford

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

Regalia: 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- Meet 3rd Thursday each month.

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

Email: kretsch@internode.on.net

XK & MK 7, 8, 9 - Meet TBA

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 4th Wednesday of the odd Calendar month

Peter Buck Mobile: 0421 061 883

Email: Peter.buck51@bigpond.com

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



JAGUAR DRIVERS CLUB
SOUTH AUSTRALIA

S550-BGA
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