

CLASSIC MARQUE

AUGUST 2021



FEATURE - JAGUAR XJ (X351)

THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA

NEW JAGUAR E-PACE

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CONNECTED, EVOLVED.**



Jaguar's first compact SUV has undergone a dynamic evolution, with the new E-PACE delivering a more assertive, connected, and refined driving experience than ever before. A refreshed exterior, enhanced interior, the latest Pivi Pro infotainment, new vehicle architecture, and a choice of powerful and efficient engines - including an advanced Plug-in Hybrid Electric Vehicle (PHEV) powertrain - making the new Jaguar E-PACE an irresistible motoring package.

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Overseas model shown. DL65541

President's Report – AUGUST 2021

Well, once again we have seen meetings and events cancelled, and if we needed a wake-up call we have certainly had it.

As I have constantly reminded members, please do not get complacent about COVID-19. We must continue to be responsible and follow the guidelines of SA Health. Your Executive Committee continue to monitor the situation closely and all events and meeting will continue to be subject to any changing health advice and regulations.

A big thank you once again to the Register Secretaries and Executive Members who continue to monitor the situation on our behalf.

The one silver lining to a COVID-19 lockdown is the time we can spend in the shed enjoying work on our beloved cars. What would we do without them?

The JDCSA Annual Dinner and Presentation Night set for Saturday 31st July remains under a cloud. Be sure we will be in touch with everyone if there are any changes to this event due to COVID restrictions. If you have not as yet registered, please visit TidyHQ to register, tickets are still available.

IMPORTANT NOTICE - JDCSA Annual Dinner and presentation Night scheduled for Saturday 31 July at the Glenelg Golf Club has been postponed due to COVID-19 restrictions. Further details to be provided.

Reminder - Guest Speaker For August

We are pleased to announce that our guest speaker for our August General Meeting will be a Mr Bob Jones who will give a talk on Archaeology.

After completing a traineeship with a South Australian dairy company and qualifying in industrial microbiology in 1975, Bob embarked on a 40-year corporate career, working in both local and overseas operations and general management roles.

In 2010 he decided it was time to further his long held deep interest in

archaeology. He returned to Flinders University in 2010 and completed both Bachelor and Masters degrees, majoring in Australian indigenous archaeology.

Currently Bob is at the midpoint of a part time PhD, investigating aboriginal earth mound structures on the Murray River floodplain near Renmark in the Riverland.

These structures are associated with the large scale cooking of bulrush roots dating from 5000 years ago and are potentially

I remind members of our Special General Members Meeting called for Tuesday 7th September 2021 at 7.30pm. The meeting will have the sole agenda item of adopting the Executive Committee's proposed new Club Constitution. All members have been emailed or posted a copy of the proposed new Constitution and we thank those who have taken the opportunity to respond with questions and comments.

The Annual General Meeting of the club will follow the Special General Meeting at approximately 8.00pm. There is still opportunity for nominations to be received for the Executive positions as advertised elsewhere in Classic Marque. A big thank you to those who have already accepted nomination to the Committee.

I am conscious that I have just one month left as President of the JDCSA. I will reserve my final comments for my annual report next month and will in the meantime be endeavouring to use my remaining time to ensure a very smooth handover of responsibility to our new President and Executive Committee following the AGM elections.

**Philip
President**



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Front Cover:
Richard and Frances Cotton 2011 XJ X351 twin- turbo six cylinder diesel.

Rear Cover:
Elle McPherson (45) at the launch of the Jaguar XJ X351 at the Saatchi Gallery in London on 9 July 2009.



associated with the development of a seasonal food production strategy and the broadening of diets to support local Aboriginal groups during a period of adverse climate change. ■



@sajaguarclub

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

Tuesday 3rd of August 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.

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](#)

Tuesday Evening 10th of August: Compact Register Meeting & Dinner: 6:00 PM - 8.30 PM

The Caledonian Hotel, 215 O'Connell Street, North Adelaide

Please contact Angela & David Rogers. Email: compacts@jdcsa.com.au or goto: [Compact Register August Meeting](#)

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

Wednesday evening, 11th of August 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

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

Wednesday evening, 18th of August 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, 19th of August 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.

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.

More Information: Alvin Jenkin 85292504 or [email e-torque@gawlercarclub.com](mailto:email-e-torque@gawlercarclub.com)

Tuesday 7th of September - 7.30pm.

JDCSA Special General Meeting an AGM. Police Association Building, Carrington Street, Adelaide.

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

10th - 13th September: E Type Spring Run - 60th Diamond Anniversary Event.

Centre of operations will be at The Barn, Mount Gambier, SA. **Registrations closed and under review due to COVID-19**

4th - 5th of September: 2021 THE BEND CLASSIC

Featuring a two day Supersprint competition, historic displays, track cruises, off track entertainment!

For more information: <https://www.thebend.com.au/the-bend-classic-2021>

Sunday 19th of September 2021: XK 7 8 & 9 Register Picnic Lunch Run - 11.00am to 5.00pm

Lenswood property of Graeme & Fiona Schultz, 1194 Adelaide-Lobethal Road, Forest Range.

For more info please contact Steve Weeks on 0414 952 416 or Goto: [XK 7 8 & 9 Register Picnic Lunch Run](#)

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

Wednesday evening, 22nd September: Multivalve Register Meeting & Dinner. 6.00pm to 8.30pm

The Kensington Hotel, 23 Regent St, Kensington SA

For more info please contact Peter Buck. Email: Peter.buck51@bigpond.com or Goto: [Multivalve Register Meeting](#)

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

Sunday 26th September: Bay To Birdwood (Post 1950 SOLD OUT).

For more information: <https://baytobirdwood.history.sa.gov.au/the-event/enter-your-vehicle-2/>

Sunday 24th of October 2021: SA JAG DAY - 11.00 am - 3.00 pm.

Please keep the date free !!!!

More details to be provided.

Editorial by Graham Franklin.

Included in this month's Classic Marque is a feature on the XJ (X351).

The X351 was the fourth generation of the XJ saloon. It has turned out that the most radical XJ ever built, was one of the best with storming performance, surprising agility, exceptional comfort and quality.

With Limousine and Wedding Car companies picking up low mileage cars, good examples (especially post-

2012 supercharged cars) are becoming harder to find. There are some examples provided on page 44.

As mentioned in previous CM's, the price of used Jaguars has increased by approx. 30%. As an example, some Mark II's for sale are included on page 45.

Included is a brief biography on member Ron Biddell who recently passed away. There is another favourite story from life-member David Seidel and one from Victorian Club member Linsey Siede. Their contributions are greatly appreciated.

There is also coverage of the Jaguar Formulae-E Jaguar Racing Team where driver Sam Bird made history winning the New York City E-Prix for the third time.

Inside you will find the latest news from Jaguar, as well as all the Register events and happenings.

Cheers

Quote of the month: Remember 'the virus doesn't have legs' (Nicola Spurrier - SA Chief Public Health Officer).

New Marketing Director

JLR has announced the appointment of Shannon Edwards as Marketing Director for its Australian operations.

Her role includes go-to-market strategy, current and future product planning, marketing communications, customer relationship management, brand and digital experience, data strategy, insights and supporting future growth.

Shannon, said: "It's an incredible privilege to join two iconic and innovative marques in Jaguar and Land Rover, making some of the most desirable and distinctive vehicles in the world". "Our global Reimagine strategy, coupled with impressive growth of the Australian business, make this an exciting time to join a very talented team."

Shannon previously spent time in senior marketing leadership roles at global luxury and consumer goods companies including LVMH, The Estée Lauder Companies and L'Oréal. Her appointment comes as JLR details its new Recharge strategy with Jaguar set to go EV-only by 2025. ■



More Plug-in Hybrids

JLR wants to bring more of its many plug-in hybrid models to Australia.

Under the Jaguar brand, it has plug-in hybrid versions of both the E-Pace and F-Pace crossovers. These are sold alongside the all-electric I-Pace.

JLR Australia managing director Mark Cameron said while he was eager to introduce more of the company's plug-in hybrids to Australia, and was pleased with the incentives being offered by certain States, it would still be some time before internal combustion engines disappeared from its line-up.

Mark highlighted plug-in hybrid versions of the Jaguar E-Pace, as the type of vehicle we could see on sale in Australia. "We have a great range of plug-in hybrids available globally that we are not selling in Australia".

"I'm looking at the market changes, condition changes, with a view to deciding what the best opportunity is to bring those vehicles to Australia. Obviously there has to be a business case, there has to be volume to warrant that." ■



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 August, 2021 magazine:

- Greg Souter: 1987 Jaguar XJS-C 5.3L Cabriole.
- Stephen Noble: 2013 Jaguar XKR 5.0L Coupe.
- Steven Meins: 1964 Jaguar S-Type 3.8L Sedan.

- Andrew Toomes: 1981 Daimler Sovereign 4.2L Sedan.

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

- John Evans & Janet Wilson: 1986 Jaguar XJ6 S3 Sovereign Sedan.
- Gordon & Marie Elley: Intention to buy an E-Type 2+2 Vehicle.
- Colleen & Philip Spencer: 2004 Mercedes E240 2.6L Sedan; 2010 Mercedes CLC200 2.0L 2D Coupe; 1998 Porsche Boxter 2.7L Soft Top Sports.

- Milton King & Anona Fitzgerald: 1978 Jaguar XJS 12cyl 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

Vale - Ron Biddell

We are saddened at the loss of our friend and club member, Ron Biddell, who recently passed away aged 81. Ron joined our club in 2016 and attended our events in his modern S-Type and XK8. Ron's son Leith, advised Steve Weeks that his Dad thoroughly enjoyed his time spent with our club..

Ron was born in Adelaide in 1939. As a youth he played Baseball competitively and represented South Australia and was selected for the Australian side. He was once looked at by the New York Yankees.

During Army National Service training, Ron watched the Air Force Mustang's and Canberra's fly over while on exercise and was inspired to become a RAAF pilot.

In 1961 at the age of 21, he successfully applied for pilot training and completed No 44 Pilot Course at Point Cook from late 1961 to 1962. He was presented with his Wings at RAAF Pearce by the Duke of Edinburgh.

After graduating from pilot training he was posted around Australia and overseas including two postings to Malaysia and one to Vietnam in 1967 flying Canberra's.

Fourteen years after enlisting, Ron was appointed chief flying instructor at the Central Flying School (CFS) at RAAF



Photo of Ron Biddell's 1996 blue 4.0 litre XK8 taken at All-British Day 2020.

Base East Sale and became leader of the Roulettes aerobatic team.

As Chief Flying Instructor CFS, he was responsible for coming up with the famous 'R' logo that has been used on the Roulette aircraft for over 40 years and the famous image of the Roulettes flying over Uluru. He was awarded the Air Force Cross in the 1978 Queen's Birthday Awards for his work with CFS.

Ron retired as a Squadron Leader from the RAAF in 1981 to focus on supporting his three sons. He retired to the Gold Coast becoming self-employed before moving to Adelaide in the early 2000's.

Ron joined the Air Force Association (AFA) Mitcham Branch in 2010 and in 2017 became President of the Club until this year when ill health forced him to retire.

Ron was recently awarded a Distinguished Service Award for his work with the Air Force Association SA Mitcham Branch.

Ron marched at the 2021 ANZAC Day March even though he had been fighting cancer for over a year with a condition that was causing pain and suffering.

Our club wishes to pass on our deepest sympathies and condolences to Ron's family and express that our thoughts are with them at this time.

Ron will be sadly missed by our club members.

Ron Biddell
(JDCSA Member 3690)

Reference: "Baseballer spins the wheel to become a Roulette" by Flying Officer Steffi Blavius, 13 November 2020 and Air Force Association - SA Division 1 July 2020 (facebook entry).



Wing Commander Ron Biddell (ret'd) organised for the Roulettes aerobatic team to fly over and be photographed flying over Uluru at sunset (June 7, 1977).

Congratulations to Wimbledon Champion Ashleigh Barty

Ashleigh Barty has become the first Australian female to win Wimbledon since Evonne Goolagong Cawley in 1980, after her thrilling three set win at the 2021 Championships. With incredible skill, grace and unyielding determination, Barty's win had a deeper emotional significance for her.

Throughout the tournament, Barty wore a distinctive scallop-hemmed outfit to commemorate the 50th anniversary of Goolagong Cawley's fairytale first Wimbledon singles title in 1971. The dress is a symbolic celebration of one of the most powerful stories in tennis history.

As "a proud Ngarigo woman" who cherishes her shared heritage with the seven-times Grand Slam winner, Barty said, "It is my honour to wear this commemorative collection from FILA in celebration not only of Evonne's momentous victories on the court, but also her incredible legacy off it. For me to be able to wear an outfit inspired by her iconic scallop dress, an image that inspired me and our generation of indigenous youth, is amazing. I hope that my version of it, my outfit, can do the same for the next generation of indigenous youth coming forward."

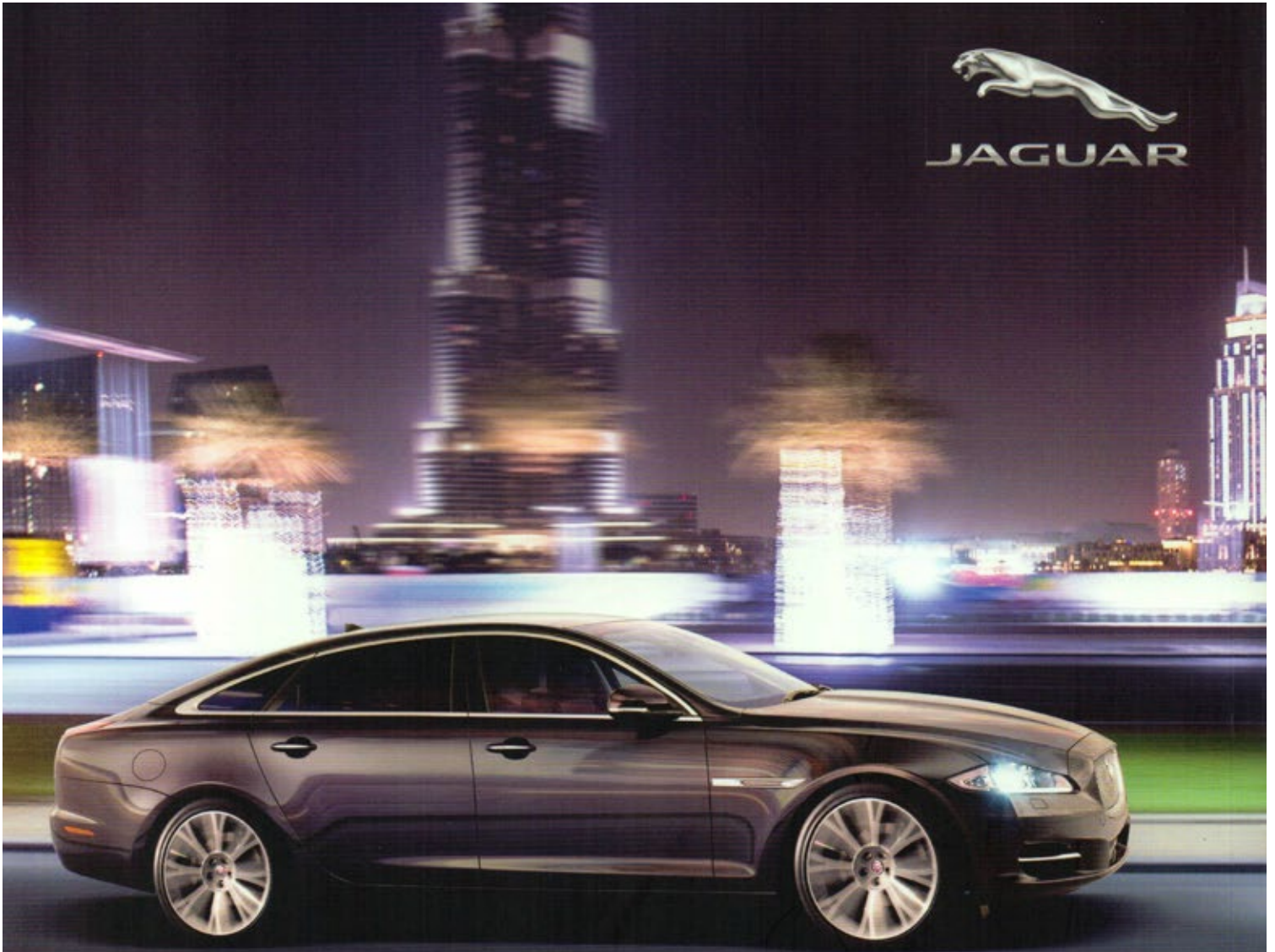
Ahead of the tournament, Jaguar announced it has renewed its partnership with the All-England Tennis Club (AELTC) for another five years. As Official Car of the Championships, Wimbledon, Jaguar supplies a fleet of vehicles, including the Jaguar I-PACE, to support the operations of the event. ■



Ashleigh Barty is a Jaguar Ambassador, along with Australian professional surfer Sally Fitzgibbons. Ash drives a Jaguar F-PACE.



Feature - Jaguar XJ (X351) (2010-2019)



SO ALIVE, IT HAS ITS OWN BODY LANGUAGE.

Alive with luxury. XJ is a dramatic combination of beauty, craftsmanship and effortless performance. Dig deeper - its aerospace derived, immensely rigid lightweight aluminium construction delivers improved driveability - quicker acceleration, shorter stopping distances, better fuel economy and more agile handling. While rear seat passengers can travel in even greater luxury and choose from a number of options including individual 'airline-style' reclining seats and 10.2 inch dual LCD screens with Rear Media Interface.

Discover more about what makes every XJ feel so alive.

JAGUAR.COM.AU

HOW ALIVE ARE YOU?

Feature - Jaguar XJ (X351) (2010–2019)

Editor- I was looking at running this review over three editions of Classic Marque, but it became too repetitive, and so unfortunately this review is much longer than I hoped. For those that have the time to read - Enjoy.

The Jaguar XJ (X351) was the fourth generation of the XJ saloon. Announced in 2009, and going on sale from 2010, the X351 combines revised styling with underpinnings of the X350.

Like several of its predecessors, the X351 was available in both standard and long-wheelbase form, as well as many Special Editions.

Concept and Design

While clearly linked to the XF, Ian Callum used its length and elongated teardrop shape of the three-side-window design to give the biggest Jaguar a new quality of sleekness.

The front had clear links with the XF, although with slimmer, sleeker lights and a larger, squarer grille which added a more aggressive appearance.

The rear was a contentious and unusual design element for Jaguar. The upright, swooping tail-lights, nicknamed “cat’s claws”, and the black roof panels at each side of the rear screen were designed to hide the XJ’s width.

There was also a standard full-length sunroof, that extended all the way back with just a single body-coloured roof panel that the designer referred to as ‘bridges on yachts’.



Jay Leno and Elle Macpherson unveiling the XJ X351 during the launch at the Saatchi Gallery in London on 9 July 2009. The XJ 351 was the same height as the XJ X350 but 32 mm longer and 34 mm wider, with the front of the car clearly linked to the XF.

The XJ X351 featured an innovative, all-LCD dashboard and console display. The dashboard could be configured to display various virtual dials in addition to the obligatory speedometer.

The console display was also able to present different views to the driver and passenger, including control of a sophisticated video and audio system.

Size and Weight

The X350 is very similar in all major dimensions to the previous XJ and used the same bonded/riveted aluminium monocoque structure pioneered in the

X350. This all-aluminium construction, (with 50% recycled material content), meant that it undercut the weight of the smaller (steel-bodied) XF by around 50kg and beat steel-chassis rivals like the Mercedes S-class and BMW 7-series by as much as 250kg.

Suspension

The biggest change was reversion to steel coil springs for the front suspension, retaining air suspension for the rear only.

The X351 XJ also had electronically-controlled, continuously variable damping (Adaptive Dynamics) with driver selectable modes.

Safety Equipment

Standard safety features for the X351 included dual front airbags, front side airbags, full-length curtain airbags for front and rear occupants.

Also, standard were anti-lock brakes, electronic brake force distribution, brake assist, electronic stability control, cornering brake control, traction control, active front seat head restraints and front seatbelts with pre-tensioners and load limiters. Furthermore, the XJ’s bonnet could also rise in the event of a pedestrian collision to cushion their (pedestrian’s) impact.

In December 2012, standard safety equipment was extended to include a blind spot monitoring system.



In the US, the XJ was unveiled at the 2009 Pebble Beach Concours d’Elegance. Like the X350, the X351 had a monocoque structure made from aluminium alloy components riveting and bonded together with aerospace-based processes. The car was 50kg lighter than the smaller XF.

Feature - Jaguar XJ (X351) (2010–2019)



The design of the X351 was a complete departure from any earlier XJ model. The most talked-about exterior styling feature was the design of the back of the car. It featured a wide and full rear deck and wrap-over tail-lights with the suggestion of a 'cat's claw' in the lenses.

Engines (2010-12)

The engines used in the X351 were enlarged/upgraded versions of the previously used V8 and V6 engines. Initially, three engines were available; a supercharged 5.0-litre all-alloy petrol V8; a normally aspirated version of the same engine; and a 3.0-litre twin-turbo diesel. In 2012, a 3.0-litre supercharged V6 engine was introduced.

The V8 was a new design with different bore centres from the outgoing 4.2-litre unit. The supercharged engine was available with two power outputs, 503bhp and 464bhp. The normally aspirated 5.0-litre V8 was good for 380bhp.

◆ AJD-V6 GenIII

The 3.0-litre AJD-V6 turbo-diesel engine has a compacted graphite iron (CGI) block, common-rail direct injection, piezo injectors, two variable geometry turbochargers, an air-to-air intercooler, double overhead camshafts, four valves per cylinder and 16.4:1 compression ratio. The turbochargers had parallel

sequential operation such that the primary turbocharger at low rpm and the smaller, secondary turbocharger supplied the primary with compressed air from 2800 rpm.

The diesel engine XJ X351 cars are recorded as having a fuel economy of 7.1 litres/100 km (40 mpg).

◆ AJ133 Gen III V8

The 5.0 litre AJ133 V8 engine has a die-cast aluminium block with cast-in iron liners and cross-bolted main bearing caps, spray-guided direct injection, graphite cast-iron crankshafts, double overhead camshafts (per cylinder bank), dual independent variable cam timing (DIVCT) and four valves per cylinder.

The naturally-aspirated engines also had camshaft profile switching (CPS) on the inlet camshaft, a variable inlet manifold and a compression ratio of 11.5:1. The supercharged engines had a Roots-type twin vortex supercharger, twin water-cooled intercoolers and a compression ratio of 9.5:1.

Transmission

All 2010 models of the XJ included standard six-speed auto transmission with Jaguar Sequential Shift carried over from the X350. The main change being steering wheel shift paddles rather than the "J" gate gear selector. An eight-speed automatic transmission was introduced from 2013 onwards.

Brakes

The standard braking package consisted of 355 mm ventilated front disc brakes and 326 mm rear ventilated discs. The 5.0S V8 variants were fitted with 380 mm front and 376 mm rear discs.

X351 Series I (2009-2012)

All XJ 351's were impressively trimmed, well equipped and available in four specifications: Luxury; Premium Luxury; Portfolio and Supersport.

Inside, the X351 featured a 12.3-inch high-definition screen which provided a 'Virtual Instrument' display rather than conventional instrument dials.

Feature - Jaguar XJ (X351) (2010–2019)

Furthermore, the Portfolio and Supersport variants had an 8-inch 'Dual-View' touch-screen in the centre console which enabled the driver and front passenger to view different content on the same screen.

Long wheelbase models were also fitted with four-zone climate control air conditioning, power-operated blinds for the rear and rear side windows.

Standard features for the X351 Premium Luxury editions included 19-inch 'Aleutian' alloy wheels.

The XJ Portfolio editions were equipped with 20-inch 'Kasuga' alloy wheels, 20 speaker sound system, four-zone climate control air conditioning, ventilated front seats with adjustable bolsters and massage function, an eight-inch 'Dual-View' touchscreen, TV tuner (digital and analogue), reversing camera, directional headlights, a combination wood and leather steering wheel, front seat memory settings, gloss burr walnut veneers, suede headlining and tyre pressure monitoring.

The XJ Portfolio and Supersport editions were also fitted with 'Active Differential Control' (ADC), a computer-controlled differential in the final drive which could vary the degree of differential locking and the



XJ production finished on 5 July 2019. This XJ is the last RHD production XJ saloon. It is the final UK specification X351 and fitted with the 3.0 litre V6 diesel engine. It was handed to the Jaguar Daimler Heritage Trust for preservation. Between 2010 and 2019, more than 120,000 X351's were built

proportion of torque to each driven rear wheel according to surface conditions and the power applied.

The XJ Supersport was similarly equipped to the Portfolio, but distinguished by its 20-inch 'Mataiva' alloy wheels, parchment semi-aniline leather seats, gloss figured ebony with ribbon laser inlay veneer, leather headlining and rear seat entertainment system including a DVD player and wireless headphones.

2011 Model Year Changes

New options included:

- New Rear Seat Comfort package which incorporated electric recline, lumbar adjustment and massage functions to reinforce the ultimate executive limousine experience.
- Executive Pack option was added to the XJL Portfolio model. This included the provision of fold-down laptop trays and an electric rear sunblind,



Jaguar Ice Driving Experience. In 2013, the X351 became the only XJ equipped with all-wheel drive. With the increased capability, the AWD's were made available for owners who lived in regions where snow and ice made winter driving hazardous, notably the US Northeast and Midwest, and Canada. The all-wheel drive cars were only available with the supercharged 3.0 litre V6 petrol engine.

Feature - Jaguar XJ (X351) (2010–2019)

upgraded carpeting, combination wood and leather steering wheel, gloss wood veneer choices and chrome mirror housings.

- A Sport and Speed Pack option included a new front splitter and rear spoiler, suede headliner, sport seats with contrasting stitching, bright metal pedals, either piano black or carbon-fibre interior trim, gloss black exterior trim, red brake calipers, and Venom 20-inch wheel design.
- Illumination Package (standard on Supersport model) was available as option of other XJ models.

XJ 5.0 V8 Portfolio Prestige

The XJ V8 Portfolio Prestige was a special model developed for the Hong Kong market.

Based on XJ L Portfolio with a 5.0-litre V8 engine, it included XJ rear seat comfort pack and gloss oak interior veneer as standard equipment.

XJ Ultimate

The XJ Ultimate was a special model introduced in 2012. Available only in the long wheelbase configuration, the car was developed by JLR's specialist

'Engineered To Order' (ETO) division and was unveiled at the 2012 Beijing Auto Show.

The Ultimate, as the name suggests, was at the time the most expensive version yet of Jaguar's flagship model with a price tag in 2012 of A\$500,000.

X351 Series II (2012-2015)

Changes included:

- Naturally aspirated 5.0 litre engine replaced with 3.0L supercharged V6
- Eight-speed automatic transmission for all models.
- Jaguar's Intelligent Stop/Start system extended to all petrol/diesel engines.
- Suspension enhancements further optimised passenger comfort.
- The supercharged V8 engine claimed fuel economy gains of up to 11% with emissions reductions of more than 8%.
- Infotainment system updates enhanced the audio and navigation interfaces and usability.
- Suspension enhancements further optimised passenger comfort.
- From August 2013, the LWB models had increased rear headroom and the

rear suspension revised for greater ride comfort. Also available were adjustable 'airline style' reclining rear seats with memory settings, 3 massage programs, and fold-out tables.

XJ All-Wheel Drive

The all-wheel drive XJ's had a new front sub frame, revised steering rack, new front and rear differentials, new cross members, new undertray, acoustic heat shields (to hide the noise from the transfer case), unique tuning for the suspension and steering set-up and a recalibrated V6 petrol engine.

XJR (2013–2017)

Released in August 2013, the XJR was a high-performance variant of the XJ and available in short and long wheelbase.

The range-topping XJR was powered by a supercharged 5.0-litre V8 engine that was mated to an eight-speed 'Quickshift' automatic transmission.

Developed for the X152 F-Type, the Quickshift transmission enabled the driver to perform sequential shifts via steering wheel-mounted paddles and, when downshifting, the engine management system automatically



Jaguar marked 50 years of its flagship XJ luxury saloon with the production of the "XJ 50 Special Edition". The car was launched at the Beijing Motor Show in 2018 to celebrate half a century of trademark performance, technology and luxury.

Feature - Jaguar XJ (X351) (2010-2019)

blipped the throttle. Furthermore, a 'Corner Recognition' function recognised when the vehicle was cornering and would hold the current gear until exit.

The XJR had an electronically limited top speed of 280 km/h. Visually, the XJR could be identified by its unique front splitter, 'R' bonnet louvers, 'R' spec side sills and rear lip spoiler.

The Electronic Active Differential (EAD) and Dynamic Stability Control (DSC) systems were also calibrated to enhance handling characteristics.

The cars were fitted with 20-inch lightweight 'Farallon' forged alloy wheels with bespoke Pirelli low-profile tyres.

X351 Series III (2015-2019)

The XJ received a facelift in 2015. At the same time two additional models, a XJ R-Sport and a Autobiography edition were added to complement the continuing Premium Luxury, Portfolio and XJR models. Changes included:

3.0L Diesel Upgrade:

The X351.III included a more powerful 3.0-litre turbo-diesel engine which had new eight-hole piezo injectors (operating at up to 2000 bar). The primary turbocharger featured ceramic ball bearing technology for faster torque build-up and the introduction of a



XJ Autobiography. Here we're looking at the co-flagship of the range, which at the time, was the second-most expensive Jaguar you could buy in Australia. In 2017 the XJ Autobiography Long Wheelbase was priced at A\$299,995 (before on-road costs).

cooled low-pressure EGR (Exhaust Gas Recirculation) circuit (in addition to the high-pressure circuit). Furthermore, the X351.III XJ had electric power-assisted steering to reduce fuel consumption.

Styling Changes

The Jaguar X351.III XJ could be identified by its larger and more upright grille, sculpted chrome blades in the outboard air intakes, full LED headlights and twin 'J-blade' daytime running lights.

At the rear, the X351.III XJ had LED tail-lights with a new J-signature tail design, while the rear bumper had a gloss black valance and a slim chrome insert.

All-Surface Progress Control

The X351.III XJ was fitted with Jaguar's 'All-Surface Progress Control' (ASPC) which controlled acceleration at speeds up to 30 km/h. Operating at speeds between 3.6 km/h and 30 km/h, the driver could activate ASPC and use the cruise control switches on the steering wheel to set the maximum speed. ASPC would then accelerate the vehicle up to that speed, controlling the throttle and brakes (in opposition) to optimise traction on low-friction surfaces such as wet and slippery roads.

Interior

Inside, the X351.III XJ had upgraded interior trim with the Portfolio trim of the X351.II XJ applied to the Premium Luxury. Furthermore, the new XJ Portfolio feature soft-grain leather seats with diamond stitching and embossed headrests, and figured ebony veneers.

Jaguar XJ Sentinel (2010-19)

Jaguar launched the supercharged 5.0 litre V8 XJ Sentinel's in 2010. The cars are equipped with a purpose-built armouring system constructed from specialised high strength steels with Kevlar backing. The XJ Sentinel allegedly provided its occupants with protection from grenades and even 15kg of TNT.

The cars had substantial under-floor grenade protection and ballistic protection up to B7 levels (which covers handguns, assault rifles and even armour-piercing weaponry).



In 2010, David Cameron bought a fleet of armoured, custom built Jaguar XJ Sentinel's for use as Prime Ministerial cars. Each state-of-the-art armoured limo's were estimated to have cost £300,000.

Feature - Jaguar XJ (X351) (2010–2019)



In October 2017, the XJR was replaced by the more powerful XJR575. Its unmistakable exterior draws attention, identified by its 20-inch 'Farallon' wheels, red brake calipers, mild body kit, twin bonnet louvres, side sills and rear spoiler. Reviews highlight that the XJR575's relative lightweight helps it corner like a much smaller car, and its powerful engine assists with lunging acceleration.

The Sentinel were also equipped with an independent, self-contained oxygen supply, to protect the passengers against chemical or biological attack.

The cars were fitted with 19-inch wheels with Dunlop Self Supporting Technology run-flat tyres.

XJ Autobiography

Here was the co-flagship of the range, and was the second-most expensive Jaguar you could buy in Australia. In 2017 the XJ Autobiography Long Wheelbase was priced at \$299,995, before on-road costs.

Under the bonnet was the familiar 5.0-litre supercharged V8 producing 375kW of power at 6000rpm and 625Nm of torque from only 2500rpm.

The XJ Autobiography featured 'Autobiography Intaglio' quilted semi-aniline leather seats with contrasting stitching, a leather headliner, rich oak inlay veneer, illuminated stainless steel treadplates and air vents.

The Autobiography can be identified by its 20" 'Mataiva' alloy wheels and chrome front bumper air intakes and boot finisher.

Driver Assistance Systems

Within the X351.lll range, the XJ Autobiography was equipped with the following driver assistance systems as standard:

- Closing Vehicle Sensing (CVS): an extension of blind spot monitoring, CVS used 24 GHz radar sensors to alert the driver to vehicles that were approaching quickly from behind. Once such a vehicle was within 70 metres, an icon would be displayed in the instrument panel;
- Reverse Traffic Detection: used the same 24 GHz radar to detect approaching vehicles that may cross the reversing driver's path;
- A 360-degree surround camera system which used 4 cameras to provide a 360-degree view of the vehicle's surrounds, including a 'plan view';
- Semi-automated bay and parallel-parking ('Park Assist') which used ultrasonic sensors to measure the length of parking spaces and, if long enough, provided automated steering to manoeuvre the vehicle into the park space, while the driver-controlled vehicle speed.



Just to make sure that no one didn't know that the new XJR replacement produced 575-hp, it is seemingly everywhere you look: embroidered on the seats, emblazoned on the doorsills, stuck on the boot, and prominently displayed at the top of the dashboard

Feature - Jaguar XJ (X351) (2010–2019)

The XJ R-Sport

This model had 20-inch 'Venom' alloy wheels, a three-piece front splitter, deep side sills, side power vents, a rear spoiler and gloss black finishes for its grille mesh and rear valance.

The XJ R-Sport was fitted with the 3.0 litre, 340hp supercharged V6 and eight-speed automatic. It was available in both short and long wheel-base and all-wheel Drive.

The XJ R-Sport had sports seats, an R-Sport steering wheel and treadplates, Jet headliner and piano black trim. *[In 2016 the XJ R-Sport's sale price was A\$229,875 (plus on-road costs)].*

X351 Series III Update (2017-2019)

From October 2017 the previously listed *Driver Assistance Systems* for the Autobiography model were included as standard across the entire X351.III range.

In addition, the X351.III XJ was equipped with the following items as standard:

- Adaptive Cruise Control (ACC) with Queue Assist: ACC used a long-range 77 GHz radar to maintain a safe distance from the vehicle ahead with automated braking and could bring the vehicle to rest. The Queue Assist function also enabled the Jaguar XJ to accelerate from rest when the driver touched the accelerator pedal and to track the vehicle ahead;
- Lane Departure Warning: could prevent unintentional lane drift by triggering a visual warning in the instrument panel and a haptic warning (i.e. vibrations) through the steering wheel;
- Jaguar's Driver Condition Monitoring system: assessed the driver's steering inputs and interactions with other vehicle systems to detect fatigue. If detected, visual warnings in the instrument panel would alert the driver and prompt them to take a break;
- Lane Keep Assist (also called Blind Spot Assist): enhanced the existing

Blind Spot Monitor system by using the collision warning system in conjunction with the electric power steering system. If the driver was changing lanes and BSA detected that a vehicle was in the driver's blind spot or approaching the blind spot, gentle steering force would be applied to keep the vehicle in its lane.

XJR 575 (2018-2019)

In October 2017, the Jaguar XJR was replaced by the more powerful XJR575.

Visually, the Jaguar XJR575 could be identified by its 20-inch 'Farallon' gloss-black wheels, red brake calipers, mild body kit, gloss black surrounds for the front bumper and lower air intakes, twin bonnet louvres, side sills and rear spoiler.

Inside, the XJR575 featured embossed tread plates, a 575 intaglio and diamond-quilted seating.

This 575hp big cat not only provided high-octane performance but high-quality comfort.



Jaguar and actress Alexandra Daddario from "True Detective" and "Why Women Kill" teamed up to capture the beauty and essence of Jaguar's final run of the last generation XJ saloon. Known as the "XJ Collection Special Edition", this exclusive luxury sedan was only available to 300 customers and was based on the XJ X351 LWB 470 horsepower Supercharged V8.

Feature - Jaguar XJ (X351) (2010–2019)

2018 XJ50

Jaguar marked 50 years of its flagship XJ luxury car with the launch of a new special edition model. Revealed at the Beijing Motor Show, the Jaguar XJ50 celebrated half a century of trademark performance, technology and luxury.

The XJ50 was available in both standard and long wheelbase with a 3.0-litre diesel or petrol V6 engine. The exterior updates for the Jaguar XJ50 included Autobiography-style front and rear bumpers, purposeful new 20-inch Venom wheels, a black front grille and unique badging to the rear and side vents, while the striking colour palette includes Fuji White, Santorini Black, Loire Blue and Rosello Red.

Inside, the luxurious cabin features soft-grain diamond-quilted seats with an embossed leaper on the headrests and an XJ50 logo on the centre armrest. Unique intaglio branding and XJ50-badged illuminated treadplates also differentiate the anniversary edition, alongside anodised gearshift paddles and bright metal pedals.

XJ Collection Special Edition (2019)

Jaguar released one last special-edition variant to celebrate the luxury sedan.

The cars were limited to 300 examples exclusively for the U.S. market. The exterior of the XJL was available in Yulong White, Santorini Black or British Racing Green (the obvious choice) and wore 20-inch five-spoke wheels with a Satin Gray finish. A “Collection” badge on the rear deck lid signified the limited nature of the car.

All examples had door panelling in a gloss rich oak veneer with exclusive linear laser inlay. Jaguar also used “XJ Collection” branding on the metal tread plates, and an “XJ Collection One of 300” “intaglio” tag on the dashboard.

All 300 units were rear-drive long-wheelbase XJL Supercharged, and all 300 have 470 horsepower and 424 lb-ft of torque.

Reviews

Top Gear carried out a review of the XJ X351 in 2011 and Jeremy Clarkson gave it a rave assessment saying that driving it had a “NASCAR” feel about it.

Similarly, the TV program *5th Gear* reviewed the car in 2017 and sang its praises, noting that the car was “a mixture of supersoft cowhide and glistening aluminium and the X351 had one of the best interiors in the world”.

Collectability

The most radical XJ in history has also turned out to be one of the best with storming performance, surprising agility with exceptional comfort and quality.

Although more than 120,000 X351's were built, limited numbers came to Australia, especially non-diesel engined cars. It is very hard to find any supercharged XJ's for sale.

The absence of X351 Series II/III post-2012 supercharged cars from Classified adverts should be telling you something.

Discontinuation

Jaguar discontinued the XJ X351 in July 2019 to make way for a new flagship electric XJ planned to be built at Castle Bromwich. In February 2021, it was announced that the electric XJ successor would not proceed. ■

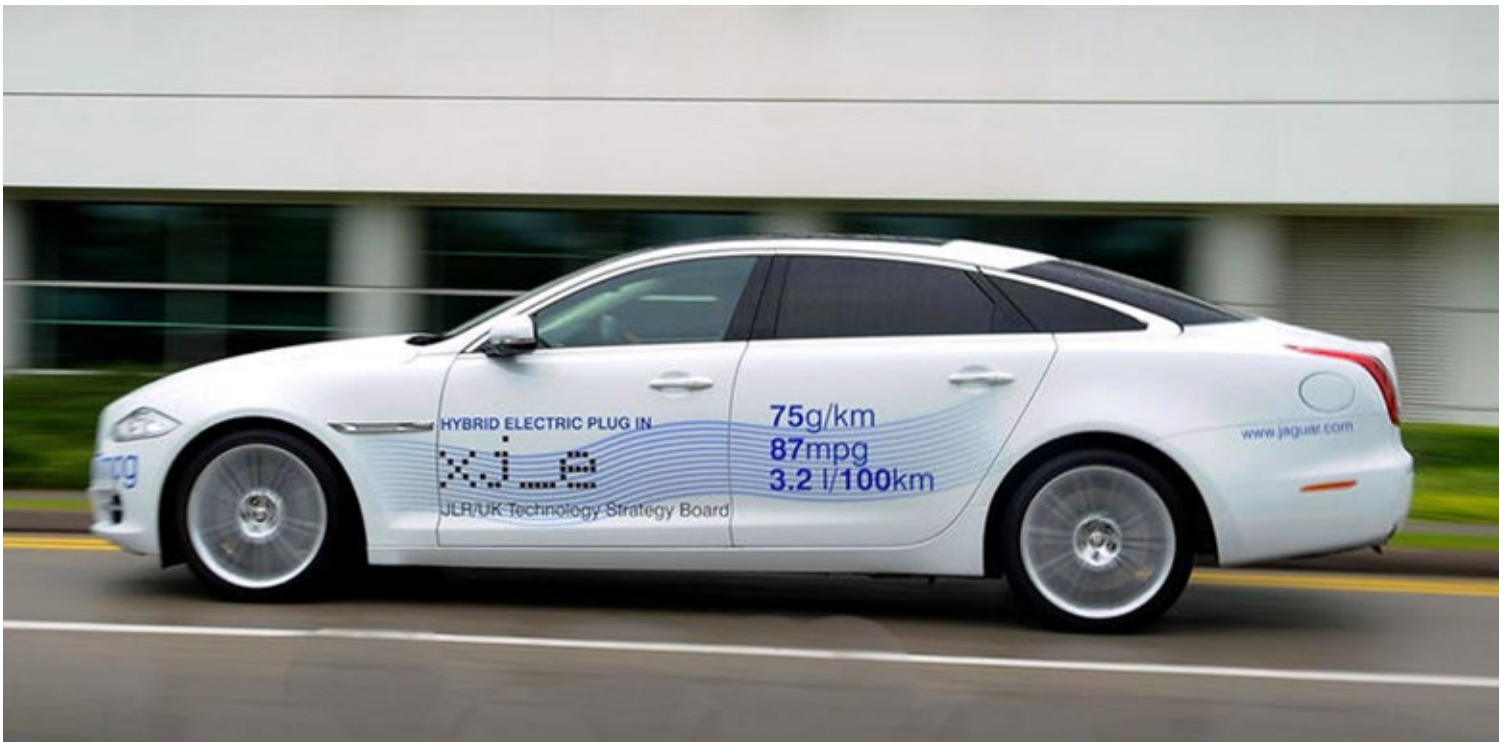
For more information and reviews regarding the XJ X351, consider the following videos.

[5th Gear - Review of the XJ X351](#)

[Top Gear - XJ Racing the Spin of the Earth](#)

[XJ X351 - Promotional video - Interior](#)

[50 years of Jaguar XJ - Promotional Video](#)



Although there was no plug-in hybrid version of the X351, a fully functional prototype was developed and unveiled at the 2012 Goodwood Festival of Speed. Powered by a 2.0-litre engine mated to an eight-speed automatic transmission and fitted with a 12.8kWh battery pack, there was a 25-mile electric-only range and the XJ_e was capable of 0-62mph in 6.5 seconds. It was restricted to 150mph yet was capable of returning CO2 emissions of just 75g/km.

Members Car- Richard & Frances Cotton XJ (X351)

My father, Dr Cotton had a Series 1 then a Series 3 loved them. However, when he moved to Mt Pleasant in 1975, they were not the ideal car, but this is where I got the bug for Jaguars. The interiors with the walnut and slick lines got me hooked. As I got to about 25 years of age I bought a 1990 XJ40 then another XJ, then an XK8 that went to British racing green and changed to look like an XKR. Then an X-Type, then an S-Type, then an XE, and then to my latest 2011 XJ6 X351 twin- turbo six cylinder diesel - which I love the most.

I have had nine overall, and I love the art Deco style interior and the motor that can get 5.3 litres/100km milage; which is unbelievable. The unique lines and cat claw rear lights in LCD. As Clint Eastwood said, "they are the best looking cars in the world". The leather burr walnut dash will never date and reliability has got better. Thanks for letting me share my experiences with Jaguar cars.



Celebrity XJ (X351) Owners



The Royal Family has a history of Jaguar ownership. Catherine Middleton, Duchess of Cambridge seen here in a XJ X351 long-wheelbase.



American actress Angelina Jolie has owned a number of Jaguars and is often seen touring around in her XJ X351 long-wheelbase.

Launch of the XJ (X351)



American actor David Hasselhoff ("Knight Rider"; "Baywatch"), together with Jay Leno and Elle McPherson, at the 2009 Launch of the Jaguar XJ X351 at the Saatchi Gallery in London on 9 July 2009.

Celebrity Jaguar Ambassadors



Jaguar Ambassador and actress Jessica Szohr ("Gossip Girl") at a 2011 "Jaguar XJ Driving Experience" promotion in Miami, Florida.



Jaguar Ambassador, actress (Wonder Woman) and former Miss Israel, Gal Gadot at a Jaguar promotion in California as part of 2013 "Pebble Beach Automotive Weekend". From the side view, the XJ can be differentiated from the XF the by triangular rear side window.

US Launch of the XJ Ultimate



American actress, former model and Jaguar Ambassador Christina Hendricks at the 2012 US launch of the XJL Ultimate at Pebble Beach. Christina is a six times "Primetime Emmy Award" nominee and two time "Screen Actors Guild Award" winner for the TV drama series "Madmen". In 2010, Esquire magazine named Christina "the sexiest woman in the world". The Jaguar however, was the star of the show.

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CEO Promises to Fix 'Unacceptable' Quality Issues

Jaguar Land Rover boss Thierry Bolloré has pledged to solve the firm's reliability and quality issues once for all.

The CEO had previously told investors that quality and reliability cost JLR over 100,000 sales per year and the French businessman has finally taken matters into his own hands.

Thierry told *'Autocar'* that following the promotion of manufacturing director Nigel Blenkinsop to a board position for quality and customer satisfaction, JLR has already slashed warranty expenditures by a third for model year 2021. The executive also outlined recent changes to JLR's vehicle design process, which involved upgrading and standardizing technology, improving how components are designed and integrate with one another.

"We now have a member of the board responsible for the whole value chain,

which makes a big difference," Bolloré told the *'Autocar'*. "We're improving processes to get better quality by design."

"Our results have been unacceptable, but we know how to fix them. It's not science, just hard work. Already the 2021 results are better, but we have more to do."

JLR indeed has more to do to execute its "Reimagine" plan, which it described in February as "a sustainability-rich reimagination of modern luxury, unique customer experiences, and positive societal impact."

JLR have long been plagued by quality and reliability issues globally. In the most recent "What Car?" Reliability Survey, Land Rover finished last out of 31 car makers, with a score of 78.2%, almost 10% worse than the brand directly above it. Poor performance in China notably led to protests outside JLR's Shanghai headquarters in 2018.



All the while Jaguar hopes to become a sustainably profitable carmaker. The big question is - can Thierry sustain those improvements to its quality and reliability from here on out?

Information for the story from "Autocar". ■

I-Pace to Support Rolls-Royce World-Record Flight



The Jaguar I-Pace can be rigged with the equipment to tow the Spirit of Innovation electric plane

The Spirit of Innovation, a Rolls-Royce all-electric airplane, is scheduled to take flight for the first time soon, and will be towed around the tarmac by a Jaguar I-Pace as a support vehicle.

Rolls-Royce plans to attempt a world record flight with the Plane by reaching a target flight speed of over 300 mph.

While Rolls-Royce Motors Cars Ltd. has yet to deliver an electric vehicle, Rolls-Royce Holdings has a keen focus on aircraft and a road map to create net zero emissions in operations by 2030. Rolls-Royce Holdings remains one of the largest manufacturers of airplane engines in the world.

Its latest all-electric plane looks to set world records and bring the world one step closer to zero-emissions air travel.

Rob Watson, director of Rolls-Royce Electrical, elaborates: "Rolls-Royce and JLR are UK pioneers who are focused on advancing electrical technology. We are delighted that JLR are loaning us I-PACE vehicles as we bid to develop the world's fastest all-electric plane. It is important that the program is carbon neutral and this will be supported by having all-electric cars for ground support".

According to Rolls-Royce, the electric propulsion system of the Spirit of Innovation can deliver over

500 horsepower with the aid of the most energy-dense battery pack ever assembled for an airplane. This battery can provide enough energy to fly from London to Paris on a single charge. The Rolls-Royce Spirit of Innovation has already completed key ground testing and taxiing with the I-Pace, and will next prepare for the first test flights in the coming months.

Information for this story sourced from "Electrek" an American news website dedicated to electric transportation and sustainable energy. ■

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Battery Pack Comparison Reveals Stark Differences

Automotive engineers recently compared the battery packs of prominent electric vehicles in the market. The adjacent chart shows the stark differences between the battery packs of various electric vehicle manufacturers.

The Tesla Model 3 and Model Y have the most range at 310 miles and 315 miles, respectively. Tesla uses battery packs with a 75 kWh capacity for both of the vehicles. (Tesla has since started using battery packs with 82 kWh capacity for the Model 3 refresh released last year. So, the range on charts may need to be updated).

The chart specifically highlights that the battery capacities of the Jaguar I-Pace and the Audi e-tron were good examples of battery packs with higher capacities that resulted in low ranges.

Weighing 599 kg, the Jaguar I-Pace's battery pack had a capacity of 90 kWh but only had 234 miles of range. On the other hand, the Audi e-tron's battery pack weighed 700 kg with 95 kWh capacity, but only 218 miles of range.

Vehicles	Battery Pack Weight	Battery Pack Capacity	Driving Range
Tesla Model 3	439 kg	75 kWh	310 mi
Tesla Model Y	437 kg	75 kWh	315 mi
Chevy Bolt	436 kg	60 kWh	259 mi
Jaguar I-pace	599 kg	90 kWh	234 mi
Audi e-tron	700 kg	95 kWh	218 mi
BMW i-3	233 kg	22 kWh	81 mi
Mach-E	485 kg	68 kWh	211 mi

Battery pack capacity does not necessarily increase range.

These two vehicles, the I-Pace and the e-tron are examples that the battery pack capacity is not the way to go to increase range.

The report noted that there are other things that manufacturers can do to help increase the range in their vehicles such as improving the efficiency of motors and

gearboxes, aerodynamics of the vehicle and the weight of the entire vehicle.

The report added that the wiring in the I-Pace and e-tron was "not very well done" and stated that this can cause losses in electricity for e-vehicles.

Information for the story from Teslarati, a multi-platform media company. ■

The U.S. Demand Info on Autonomous Driving Crashes

Companies have recently gained permits for road testing of fully autonomous vehicles in the San Francisco Bay Area. Go there and chances are you'll soon begin seeing heavily modified versions of the Jaguar I-Pace and Chrysler Pacifica Hybrid cruising around town driverless.

But oddly enough, both of these companies, and the 100 or so more currently developing autonomous and driver assistance technologies, were not required to report crashes to the National Highway Transportation Safety Administration (NHTSA).

Previously, the federal government safety agency found out about incidents from local and national news coverage, just like the rest of the public. That's no longer acceptable.

NHTSA has now released a new Standing General Order that requires all of these tech companies to inform the department of crashes. The previous White House administration balked at the idea of doing this because it didn't want to harm innovation with more regulations.

Tech companies and carmakers must now submit specific crash information



If you were to go to San Francisco, the chances are that you would see fully autonomous versions of the Jaguar I-Pace running around - without a driver!!!.

whenever there's been an accident when a vehicle's Automated Driving Systems (ADS) were engaged at the time.

Requiring automakers to hand over crash info is nothing new. They've been required to do so for years whenever a vehicle's airbags are deployed, when a passenger is injured or killed, or if a pedestrian

or bicyclist was somehow involved. Not surprisingly, safety advocates have applauded the NHTSA's decision but there haven't been any comments from the tech companies or automakers so far.

Information for this story from 'CarBuzz' ■

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JLR Forced to Reduce Output Due to a Shortage of Semiconductors

JLR warned a global semiconductor shortage is worsening and deliveries in the second quarter will be 50 percent worse than initially thought.

“The chip shortage is presently very dynamic and difficult to forecast,” JLR said in a statement that was filed to Indian stock exchanges by parent Tata Motors. “The broader underlying structural capacity issues will only be resolved as supplier investment in new capacities comes online over the next 12 to 18 months, and so we expect some level of shortages will continue through to the end of the year and beyond.”

JLR joins other automakers, including Ford, Toyota, Nissan, Hyundai and Volkswagen, who have warned that shrinking inventory due to the semi-conductor dearth will keep squeezing sales.

A shortage of automotive chips began in December 2020 as consumer demand for personal devices such as [laptops](#), [tablets](#) and [gaming devices](#) soared amid pandemic lockdowns. This has persisted through 2021, with a factory fire in March at ‘Renesas’, a major chip manufacturer in Japan, and frigid weather in the U.S. exacerbating the crisis.

The shortages are threatening to slash \$110 billion in sales from the car industry, consulting firm AlixPartners forecast in May, and has forced auto manufacturers to overhaul the way they get the electronic components that have become critical to contemporary vehicle design. *(Information for this story from “Automotive News”).* ■



A factory fire at a large Japanese chip manufacturer has compounded the current shortage of semiconductors.

British Company Unveils 400hp V12 E-Type

A British company by the name of “E-Type UK” has just unveiled a bold Jaguar E-Type Series 3 restomod that features a 6.1 litre V12 engine.

Launched under their ‘Unleashed’ brand, the V12 version of this E-Type is based on the original 5.3-litre unit re-bored to 6.1-litres. It features unique fuel injection, a ceramic-coated sports exhaust, five-speed manual gearbox, 16” triple-laced wire wheels, a high-flow radiator, oil cooler and fans.

The E-Type’s have four-piston brake calipers with braided lines, adjustable dampers, polyurethane suspension bushings, and uprated anti-roll bars.

“E-Type UK” has also made a number of visual alterations to the iconic British car,



including the fitment of new front and rear chrome bumpers and a distinctive front grille. However, the most obvious change is the fitment of modern LED

headlights that have a dramatic impact on the overall look of the car.

Extensive work has also been done to the interior of the car. It has been re-trimmed in brown leather across the seats, door panels, and centre console. Meanwhile, the new dashboard is finished in luxurious black leather with yellow contrast stitching.

Also found within are heated seats, LED lighting, push-button start, and an audio system with Bluetooth connectivity. However, those that order an E-Type can spec out the interior however they like.

“E-Type UK” says each build takes 4,000 hours and with that in mind, each example costs £325,000 (A\$600,000), excluding the cost of a donor car. *(Information for the story from “CarScoops”).* ■



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Jaguar Formula E Team Wins in New York

In race 11 of the season, Jaguar Racing's Sam Bird made it a fairytale win in the Formula E race held in New York on Sunday July 11th. Sam took a dominant start-to-finish flag victory and jumped to the top of the Drivers' standings.

However, on the other side of the Jaguar garage, the team were left ruing a potential one-two finish after their other driver Mitch Evans suffered severe damage to his car whilst trying to defend second place position. Mitch recorded the fastest lap of the race but this was of little reward after finishing down in 13th.

History: Formula E

The whole goal of Formula E is to bring racing and electric vehicle technology to the people. The series races almost exclusively on temporary street circuits in cities like Paris, Berlin and New York, which means it's a lot easier for the average population to attend an event.

2020-21 Formula E Season

The seventh season of the Formula E kicked off on February 26/27 in Diriyah, Saudi Arabia.

- ◇ Race 1: Mitch Evans finished 3rd with Sam bird DNF after a collision.
- ◇ Race 2: Sam Bird won the race with Mitch Evans DNF after a collision with 3 laps to go.
- ◇ Race 3 (Rome): Jaguar Team finished 2nd and 3rd.
- ◇ Race 4 (Rome): Mitch finished 6th and Sam DNF after collision with 1 lap to go.
- ◇ Race 5 (Valencia): Mitch DNF after collision and Sam disqualified due to excess use of energy.



Jaguar Racing driver Sam Bird has made history winning the New York City E-Prix for the third time, the only Formula E driver to have won three times at the same circuit. This impressive win has seen Bird retake the lead in the drivers' world championship.

- ◇ Race 6: (Valencia): Sam and Mitch finished 14th and 15th.
- ◇ Race 7 (Monaco): Mitch finished on the podium in 3rd with Sam 7th.
- ◇ Race 8 (Mexico): Mitch finished 8th and Sam DNF after collision.
- ◇ Race 9 (Mexico): Mitch finished 9th with Sam finishing 12th.
- ◇ Race 10 (New York): Sam finished 9th and Mitch DNF after electrical problems.
- ◇ Race 11 (New York): Sam finishes first and Mitch finishing 13th after clouting a wall and damaging the rear suspension.

After race 11, Sam leads the championship ahead of reigning FIA Formula E Drivers' Champion António Félix da Costa who drives for Chinese Team DS Techeetah. British Team Envision Virgin Racing narrowly leads

the Teams' Championship ahead of DS Techeetah and Jaguar.

Races 12 and 13 will be held in London with the final two races in Berlin on the 14th and 15th of August.

Update

London: Mitch Evans finished 3rd in race 13 to maintain Jaguar in 3rd position in the Team's Championship.

Sam Bird was involved in accidents in both races and failed to score any points, and now sits in 3rd position overall. They are now heading to Berlin.

Irrespective of the final outcome, JLR has confirmed Jaguar Racing will continue to compete in the series in 2021/22 and in 2022/23 with the new Gen3 Formula E car that will allow pitstop "flash recharging". ■



Formula E Panasonic Jaguar Racing Team drivers Mitch Evans & Sam Bird. Jaguar currently holds 3rd position in the Team Championship.

NOTICE OF AGM 2021

Jaguar Drivers Club of South Australia Inc.

NOTICE of SPECIAL GENERAL MEETING and ANNUAL GENERAL MEETING

Members are given notice that a **Special General Meeting**, of the club will be held at 7.30pm. on Tuesday, September 7, 2021 at the Police Club Building, Carrington Street, ADELAIDE SA . This meeting is convened to consider the proposed changes to the club's constitution as recommended by the Executive Committee.

The **Annual General Meeting** of the JDCSA will follow this Special Meeting, commencing at approximately 8.00pm. The business of the AGM will be the consideration of annual accounts, the reports of the Executive Committee, the election of Executive Committee Members and normal monthly business as deemed necessary by the Executive Committee.

Nominations to the Executive Committee

Nominations are being called for the following positions on the JDCSA Executive Committee.

President - Vice President - Secretary - Treasurer - Committee Members (2)

Nomination forms are available from the Secretary (*and included below*). Completed forms need to be returned to the Secretary prior to the commencement of the AGM.

JDCSA Annual General Meeting

Tuesday 7th September 2021

NOMINATION FORM

As a financial member of the JDCSA we wish to submit the following nomination.

Position:

Name of Nominee:

Signature of Nominee

Name of Nominator

Signature of Nominator

Name of Secunder

Signature of Secunder

**This Form needs to be completed and handed to the club secretary
prior to the commencement of the AGM.**

A One Horsepower Soapbox by David Seidel

In my formative years which seemed to go on forever (approximately 1950 to 1960) the news was full of Sir Donald Campbell and his record-breaking land speed record attempt on Lake Eyre. These events all inspired (or conspired) me to make my own land speed record.

How to build a Soapbox

I longed for something more than my cherished BSA pushbike to satisfy my lust for four wheels. The soapbox period was looming. My dad had a large workshop to service tip trucks and therein was a smorgasbord of tools, nuts and bolts, benches and an oxy set, all of which I was allowed to use with care. This I did. Now to gather the pieces needed and build a soapbox.

In the course of dad's sand and metal carting business, my younger brothers and I would accompany him to one of the sand washing plants, one of which adjoined the local rubbish dump. There we would find many treasures in abundance – old prams (steel framed of course), old motorbike goggles and many other interesting antiquities such as snuff boxes.

For the purpose of soapbox building, the English prams were the best as they had wheels with ball bearings, so off came the body and we used the frame as a chassis.

The basic box layout was a frame with back axle and wheels, a wooden box to sit on and a long centre section to which we attached the front axle together with a crude centrepoint steering and a piece of rope.

Road Test

To road test these often-fragile contraptions, we fixed a long rope to one of my brothers' pushbikes and then he pulled this around the neighbourhood while I steered for some evaluation. Now to really make this a better test we found an alternative solution.

Our family owned a little black pony called Bonny. She was a good-natured animal and I noticed that on the rear of the saddle were some spare hitches. Then a light bulb moment came to me – why not just hook the tow rope up to these unused devices, put on my old motorcycle goggles and gee up! Wow!



David Seidel on Bonny = 1 horsepower

Away we went as one of my brothers took the reins of the pony. Our little dog Bob ran alongside and joined in the fun. Now I fully understood the meaning of horsepower.

Never Stand Behind a Horse

One day while we were attempting to break all speed records with our one horsepower well-oiled machine, an unforeseen emergency stop had to be made and I ran into Bonny's back legs. Then whack! She gave an almighty kick and up went the soapie and myself into the air. I can still remember the soapbox passing me on the way down. We had to curtail this idea for a while and think of another form of motive power for safety reasons and also because mum was convinced that this would never have happened if we hadn't been playing about on a Sunday.

Then bingo! Another lightbulb moment.

Downhill Run

There was a steep road not far from our home which was well paved and not too built up. Well, this proved successful until a second attempt at our speed record came undone. I had made an extra platform on the rear so that after giving me a push start my little brother could jump on and squat down. This he did, and away we both went. At the half-way mark of our adventurous downhill run, I suddenly remembered that to our

left were stables for trotting horses and on weekdays the trainer would walk them across the road for weekend race preparation. Guess what?

Today was one of those days, and lo and behold there was one crossing directly in front of us. Too late! I couldn't stop. I steered expertly between the handler and the horse's front legs and yelled at my brother to keep his head down. We continued on this epic quest for speed, and the attempt was our best ever. I can still hear the words of excitable encouragement echoing down the hill from the handler (although some of the words I had never heard before!)

Time to Pack It In

Even though we had success, we had to abandon our curled-up fritz and tomato sandwiches which we had left at the top of the hill in our lunch bag. We felt this was a small price to pay for our successful speed attempt and I suggested to my brother Robert that it may be best to go home a different way, which we did.

We celebrated in a slightly subdued manner with a tall glass of lemonade each, hoping that the trainer hadn't recognised us and that mum wouldn't find out (we weren't even playing about on a Sunday!).

So much for horsepower.

David Seidel

Auto & Technik Museum at Sinsheim

Between 2001 and 2007, I worked for an Australian company that had an office located in Coventry England, but they also had an office in Mannheim Germany, and customers throughout Europe which I also used to visit regularly. I used to stay in hotels in the German villages of Viernheim and Weinheim, but on weekends explored the countryside.

On one of the visits in February 2006 to see some customers, we were travelling south from the Office in Mannheim and had only gone about 30 kilometres, when I did a double take. What I thought I saw was two Concorde's on the roof of a building, and when I asked my German colleague what it was, he said it was a Technik Museum and was well worth seeing.

So, on Saturday, I headed off to locate this Museum and spend a few hours whiling away the day. At around midday I arrived at the Auto & Technik Museum at Sinsheim, which is located about 10 kilometres South of Heidelberg just off Autobahn 6.

Übersichtsplan

AUTO & TECHNIK MUSEUM SINSHEIM



I was immediately drawn to this building with the two huge planes on the roof, and eagerly entered the building. I paid for my ticket and was amazed at what was in front of me – Aeroplanes and Cars of all descriptions and vintages, Military vehicles, Tractors, Motorbikes and even Trains. OMG where to start!!

I had prepared for a few hours, but quickly looking around, this would take the entire afternoon.



My Favourite Museums - Part 1 by Linsey Siede

In the entrance foyer was an Amphicar of which I was familiar, as a friend of mine in Michigan had one and had taken me for a drive (ride) from his house on a lake across the water to the other side of the lake, and back on the road. Looking across the inside of the building, there was just too much to take in, cars on the floor, planes hanging from the ceiling. Everything was in pristine condition, and two of the first vehicles I came across were a Bugatti Royale and an old BMW motorbike.



Vehicles were seemingly divided broadly by Country, as there was a specific area for the American vehicles. This included the obligatory Corvettes, Chevrolets and Harleys, but also included Dragsters, Funny Cars and one-off show vehicles.



The US exhibition area was quite large and also included the iconic Pink Cadillac amongst a host of other vehicles and displays.

My Favourite Museums - Part 1 by Linsey Siede



I lost count of the Mercedes vehicles displayed, and not to be outdone by the USA display, there was a magnificent purple 1928 Mercedes model 630, and a beautiful red 1938 model 540K amongst the many others exhibited.



Other model Mercedes displayed included a 1912 model 22/40, a 1922 model 28/95, a 1939 model 540 K B Cabriolet, two 1929 Mercedes-Benz model series SS (Super Sport), a 1938 model 770 K Cabriolet, and a 1936 model G4 with dual rear axle. There were large ones like the G4, small ones like the 1938 model 170H, and very expensive ones like the range of Maybach's including models W5SG, Zeppelin DS7 and DS8, SW35, SW38 and DSH. My head was starting to spin, and I had hardly scratched the surface. I moved past the vehicle section and came across an area dedicated to Military vehicles and memorabilia of all sorts.



My Favourite Museums - Part 1 by Linsey Siede



There was even a plane that had been found underwater, rescued and transported in tact to the Museum for display. There was an early Lufthansa plane amongst the Military display, and as I moved past this there were large Military transport vehicles.



How much bigger can they get I thought to myself, and pretty soon the question was answered with nothing less than a working 1942 "Panther" tank with a Maybach 12 cylinder engine, many other German tanks, and also a number of American tanks including a "Sherman". Oh, come-on I thought, this is ridiculous, and then I spied a line-up of old steam-rollers, all displayed inside the building.



Of course as you have probably guessed by now, this wasn't even the largest display, because as I strolled in disbelief past the tanks and steamrollers, I came across the Trains, the bulldozers including a Catapillar D9, the Tractors and Traction engines, and so many more that blew my mind!!!

My Favourite Museums - Part 1 by Linsey Siede



As I moved past all of these incredible displays, I became aware that there were also a number of displays located outside the building. I looked at my watch and thought to myself, yeah no problem, I've still got plenty of time, but gee I had better leave enough time to look at the planes on the top of the building - the thing that attracted me here in the first place.



I made my way outside and was gob-smacked. There before me were lines of Tanks, earthmoving equipment and planes everywhere. One of the unusual things with this Museum is that many of the displays are open to the public, as you can probably see from the photos below of the planes. If you look closely you can see a slide coming down from the underbelly of the plane in the foreground, and a spiral staircase leading up into it. It is open for inspection inside by climbing the stairs, and then for those adventurous enough, you can exit by using the slide.



My Favourite Museums - Part 1 by Linsey Siede

The list goes on and on, but I thought to myself, it's about time I checked out those two Concorde's on top of the roof. I made my way up, and when I got there I could see some differences between the two, with probably the most obvious being the different paint schemes. Yes one was indeed an Air France Concorde, but the second was the Russian version called the "Tupolev", the Russian Concorde.

The stories of how they got from their original locations to be on top of a building (in take-off positions) in Germany is an incredible one, and too long to go into here. I climbed the ladder at the rear to enter into the Concorde which had all the interior still intact, and walked up the aisle to the cockpit. There was a Perspex partition to block off the cockpit area, but all the controls were still as they had been left.



Externally the paint colours on the Tupolev were not only different to the Concorde, there were two small wings mounted just behind the cockpit. The story of the two began in the 1960's when the designers from the East and the West were trying to beat each other to have the first supersonic passenger airliner. The Tupolev was actually the first to take to the skies, beating the Concorde by about 3 months.



The immense likeness of the two aircraft naturally gave rise to the suspicion of industrial espionage, but ultimately was never proven. In early January 1969 the Tupolev prototype hit a speed of 2,150 km/hr, and it was the first passenger plane in the world to reach Mach 2. Unfortunately at the Paris Air-show in 1973 the Tupolev crashed in front of filming Press from all over the world. After several years of further development, there was a second crash, and the last regular flight of the Tu-144 Tupolev took place on June 1st 1978. It was transported 4,000 kms from Moscow to be at the Sinsheim Museum.

It was now getting close to shutting time, so I thought I had better make my way back to the entrance, and as I got closer, I noticed that people were going into another building across from the entrance to the building I was in. Oh no I thought don't tell me there is more. I made my way inside, and to my horror I saw more displays at least as large as those in the first building. By now I was running low on both time and space on my camera, so hurried around the displays.

In this building the displays were on two levels, and there were Ferraris (literally by the truck load), bikes, racing cars, and you guessed it - yes even some Jaguars.

My Favourite Museums - Part 1 by Linsey Siede



There were more Bugatti's and many more Mercedes (although a little more modern this time), and even more Trains.



My Favourite Museums - Part 1 by Linsey Siede



Amongst the Mercedes displays in this building there was a large display of gull-wing vehicles, a quite a large range of different Ferrari models, and even land speed record holding vehicles.



There was a broad range of Formulae One vehicles including a 6 wheeled Tyrrell, and a range of open-wheelers from the USA racing competitions.



I was a kid in a Candy Shop, and with a few minutes to spare, I made it to exit which like most exits nowadays, involved walking through the shop with all the goodies for sale. I made my way to the book section, and found quite a thick book titled "Auto & Technik Museum Sinsheim" containing 239 pages, and a lot of information on what I had just seen.

Right next to it I noticed a similar book with a different cover, and when I turned the book I had in my hands over and looked at the back cover, it said "Technik Museum Speyer", and there was another 177 pages on this Museum. Bloody hell I thought to myself, lucky I hadn't planned anything for tomorrow!!

(Editor - A Big thank you to Victorian Car Club Member Linsey Siede)

Coffee and Cars In and Around South Australia

1st Sunday

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

2nd Sunday

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

3rd Sunday

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

4th Sunday

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

Last Sunday of Each Month

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



Advertisement for the 2019 "XJ Collection Special Edition". Jaguar teamed up with American actress Alexandra Daddario (Baywatch 2017) for a promotional photo-shoot. (The XJ was built in the UK while Alexandra has Italian, Irish, Hungarian/Slovak ancestry).

Magazine - Classic Jaguar (June/July 2021) "Sprint Special"



The June/July edition of Classic Jaguar includes the following feature stories:

- ◇ **Sprint Special:** They get the grips with a one-off E-Type lightened and built for sprints and hill-climbs; a unique car created by its owner.
- ◇ **Buying an XK150:** They offer in-depth advice for potential XK150 buyers.

- ◇ **Series XJ Marketing:** A look at some of the most memorable adverts and brochures promoting this best seller.
- ◇ **American Influence:** We look at how American tastes and demands helped to develop the E-Type Series II.
- ◇ **On-Track Action:** We meet an Australian Jaguar specialist who races a rather special ex-Group A XJ-S.

- ◇ **D-Type Development:** An in-depth look at the Jaguar that brought aviation inspired technology to the racetrack. A full tribute to the legendary D-Type
- ◇ **Lynx Eventer:** We investigate some of the automobilia connected with this stylish conversion.
- ◇ **Mark II Wheel Bearings:** They take a look at what's involved in changing a Mk2 wheel bearings. ■



A story about the ex Gary Wilmington Australian Touring Car Championship campaigner's XJ-S that has been meticulously restored and now raced in the Heritage Touring Car Series.

Magazine - Jaguar World (August 2021) "XKR-R"

The August 2021 edition of Jaguar World includes the following feature stories:

- ◇ **XKR-R:** The magazine track tests one of two SVO produced XKR-Rs that feature a manual gearbox, a 400bhp 4.0 V8, stiffer suspension and a race-inspired interior which today forms part of the extensive Jaguar Daimler Heritage Trust collection
- ◇ **E-Type V12 with six-speed Auto:** Motor Legends has developed a modern six-speed automatic conversion for Jaguar's V12. We try the first application of the unit in an E-Type Series 3 to discover how it brings out the best in both the car and engine...
- ◇ **XF Sportbrake D200:** To prove how economical and practical the new Jaguar XF Sportbrake D200 with mild hybrid power is, we drive the facelift model to the most northerly campsite in mainland UK.

- ◇ **Mark II 3.4:** They drive a Mk 2 that has been sensibly modified over a long period of time to achieve a car suitable for modern use (sourced from Classic & Sportscar Centre).
- ◇ **XJ-XC TWR 6.0 litre Manual:** The magazine gets to drive what is apparently the only XJ-S Cabriolet to be fitted with a TWR's 6.0-litre V12 and a TWR manual transmission.
- ◇ **XJ40 vs Alfa Romeo 164:** With many commonalities, which is the best sports saloons of the Eighties and Nineties. You will be surprised.
- ◇ **XJ12 Series 3:** This 1980 XJ has spent considerable time in storage resulting in a low mileage car in remarkably original condition. Find out the remarkable history of this early XJ12 Series 3 with a mere 20,000 miles on the clock,



- ◇ **Modern Workshop:** In the workshop section, JagDroid explains how to update the touchscreen of the X-Type, S-Type and X350 XJ. ■

Around the Market: Ex Kerry Packer's Twin-Turbo XJ-S For Sale



Ex Kerry Packer modified 1977 XJ-S fitted with twin-turbo 7.0 litre V12 engine and 5-speed manual gearbox for sale at Lloyds Auction.

In 1979, at the request of Lindsay Fox, Kerry Packer brought his British Racing Green XJS V12 automatic to Oran Park to do a few laps with race car driver Kevin Bartlett, to give instruction.

After a few laps and terse conversation KP took the wheel with KB offering to remove himself if he didn't start listening to his directions. From there the friendship bond between them grew from adversity.

KP then asked "so now how do we make it go".

Rymec were commissioned to build the early days twin IHI turbo setup producing 1200bhp with 30 psi but removing the EFI and computer management replaced by raw SU's making the car either undrivable or breaking driveline components every step of the way.

Eventually reason prevailed and the auto was ditched for the Getrag 5 speed, detroit locker and the EFI reinstated after many small fires, broken parts and mishaps.

A fire at the Rymec premises gutted the car that was then purchased by Gary Walker, son of Roly Walker Jaguar spares

who were well aware of the mythical beast as they had supplied many of the parts. They then rebuilt it from the ground up using no expense spared recommissioning it in perfect black duco and tuned to a much more usable 740bhp although still capable of 1000hp on race slicks and gentle application of the immense power.

This car was used as the test bed for the Roly Walker built Gary Wilmington Group A XJS to see what would break as the street car didn't have to follow group A homologation requirements.

The car was built with a 320km/h top speed, 11.0 sec standing 400m time and an incredible 5th gear 30km/h to 250km/h acceleration capability without a stutter or gulp.

Only previously rumoured to exist this mythical beast is now for sale and represents a feat of power and engineering refined over years to build/rebuild a legendary Jaguar supercar.

Lloyds auction closes 31st July 2021



Around the Market: Lloyds Australia July Auction

Lloyds Timed Online Auction (Closes 31st July 2021)



1966 Jaguar E-Type Roadster Series 1. Ex LHD. Full restoration by Jag E Type Restorations in 2006. Includes hard top.



1969 Jaguar E Type Series II (2+2 auto). First owner from 1969 to 2019. New paint, original interior. 59,679 Miles.



1991 Jaguar XJS V12 Convertible, Australian delivered 5.3 litre V12 auto. 128,860 km.



1997 Jaguar XK8 Convertible. 164,884 km.



1990 Daimler XJ40 4.0 litre saloon. Does not start or drive. The body has marking all over it and rust in some area's.



1977 Jaguar XJ, Currently not running, will not start, rust evident on body panels, cruise control, alloy wheels. 70,346 Kilometres



1959 Mark IX, 3.8 litre auto. 42,000 Miles



1949 Mark V, disc brakes and 5-speed manual conversation, custom vent guards, re-trimmed red interior. 20,492 Miles.

Looking at Buying a XJ X351?

The following is a collection of XJ X351's that were advertised for sale during July. The adverts are provided for information only, are not endorsed by our club, and the cars may no longer be available for sale.



2011 XJ Premium Luxury LWB 3.0L Turbo Diesel 97,690km. \$43,000



2012 XJ Premium Luxury SWB 3.0L Turbo Diesel, 141,301km \$44,950.



2014 XJ Premium Luxury LWB 3.0L Turbo Diesel 149,517km. \$51,999



2011 XJ Premium Luxury SWB 3.0L Turbo Diesel 81,547 km. \$59,990



2014 XJ Premium Luxury LWB 3.0L Turbo Diesel, 49,200km. \$69,500



2014 XJ Portfolio SWB Supercharged 3.0L V6. 52,690km. \$71,000



2017 XJ Premium Luxury LWB 3.0L Turbo Diesel, 90,610km \$84,777



2017 XJ R SWB Supercharged V8. 34,112km. \$139,990

Looking at Buying a Mark II?

The following is a collection of Mark II Jaguars were advertised for sale during July. The adverts are provided for information only, are not endorsed by our club, and the cars may no longer be available for sale.



1965 Daimler 250 V8 auto. 53,000 miles. \$55,000



1966 Mark II 240 manual. Original Unrestored. 33,000 km. \$50,000



1960 Mark II 3.4 litre manual. 143,975 km. \$69,950



1962 Mark II 3.8 litre manual. 129,714 km. \$69,950



1960 Mark II 3.8 litre manual. 11,092 km. \$74,800



1962 Mark II 3.4 litre manual. 63,500 km. \$75,000



1960 Mark II 2.4 litre manual. 29,075 km. \$79,950



1960 Mark II 3.8 litre manual. 42,884 km. \$92,000

NOTICE

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

By now you should have received an email or letter asking you to renew your financial Membership with JDCSA.

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

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

If you need any further information, call Dave Burton on 0417566225

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.

Goodwood Claims Two Jaguars at Hillclimb



A Jaguar XJR-12D Group C race car sustained heavy damage during a crash at the recent Goodwood Festival of Speed during the event's timed shootout session. The driver, seasoned veteran Justin Law, was unharmed. The same couldn't be said of the car. The Jaguar XJR-12's were built by the Jaguar Cars-backed Tom Walkinshaw Racing team for both Group C and IMSA Camel GTP. Weighing 900 kg and powered by a 7.4 litre V12 developed 750 horsepower The XJR-12 is famous for winning the 1990 24 Hours of Le Mans race.



The second incident involved a road-going Jaguar XJR-15. This crash was also captured on video and occurred on the straight section of the hillclimb. The XJR-15 can be seen suddenly spearing to the left and slamming into hay bales beneath an overpass. This impact badly damaged the front of the car, which will need some serious repairs to bring it back to its former glory.

The Jaguar Sport XJR-15 two-seater sports car was produced by JaguarSport, a subsidiary of Jaguar & TWR between 1990 and 1992. Only 53 cars were made, each selling for GB£500,000. The chassis was mechanically based on the Le Mans-winning XJR-9, designed by Tony Southgate. The body of the XJR-15 was designed by Peter Stevens, who went on to co-design the McLaren F1. The XJR-15 was the world's first road-car made entirely from carbon-fibre. There are reportedly only 4 in Australia with one currently for sale for \$975,000.

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

On July 15th a group of us braved the rain and cold and headed up to Tom's home at Teringie. We all crowded around the open fire and were served finger food while we managed to empty half-a-dozen bottles of red.

Tom showed photos of the 60th anniversary event on a big screen. Tom also had highlights from the previous weekend's Goodwood Festival of Speed.

There was discussion about a 1965 E Type that came up for sale at Bennetts Classic Car Auction. Members who attended reported strong bidding and saw the car sell for \$157k. Not bad considering it has been gathering dust in a garage for 34 years and will need significant work.

Tom gave an update on the John Johnson E-Type history investigation and upcoming events including the 2021 Adelaide Classic Motoring Festival. This looks like it will be an amazing event with both on and off-track events.

Tom has reached out to the organisers regarding the JDCA putting on a display/track drive with all our E Types (all attendees from the 60th to be invited), XJS, XKs and F Types. More info to follow. Save the dates September 4th and 5th.

<https://www.thebend.com.au/the-bend-classic-2021>

Graham gave another plug for the 60th Anniversary Run to Mt Gambier and the National Rally in Tasmania. Vice-President Fred spoke about proposed arrangements for Jag Day in October and All-British Day next year.

The meeting finished in Tom's garage for a look at his E-Type. Another enjoyable night. ■



Do you own a Series 1.5 E-Type 2+2?

Trying to track down more E-Types.

Only seven (7) RHD Series 1.5 E-Type 2+2's came to Australia. The E-Type Register Secretary for the JDCA, Bob Alexander is trying to keep track of all seven cars.

In 2019 there was an E-Type sold in Adelaide around late 2019 to early 2020. It is unsure if the car was sold to someone in our Club or in fact if the car actually remained in South Australia.

The car they would like to track is a 1968 Carmen red Series 1.5 RHD 2+2 Auto Coupe, Vin No. 1E51287BW, engine number 7E 55066-8 and the registration number at the time of sale was SPR 104.

If by chance, if any member happens to have purchased the car or knows where this car is please contact Tom Herraman (etype@jdca.com.au) or (editor@jdca.com.au) and we will pass on the details to Bob Alexander.

Your help would be greatly appreciated.

Editor



XJ, Mk 10 & 420G Register



Meet Second Wednesday of each month

Minutes of meeting held on Wednesday 14th of July, at the Bartley Hotel, West Lakes Shore. Held after a lovely meal at 6.00pm

Present:

Steve Arthur, Ron & Rosie Bailey, David Bicknell, Bob & Daphne Charman, Robyn Charman & Keeley Mucklow, Peter & Heather Buck, Fred Butcher, Don & Elaine Cardone, Alan & Lorraine Davis, Henry Elliott, John Flanigan, Don & Toni Heartfield, Laurie Leonard, Fay Leyton, Gary Monrad & Oggi Stojanovich, Graeme & Betty Moore, Paul Moore, Trevor Norley, David & Angela Nicklin, Phil Prior, Evan Spartalis, Geoff & Margaret Thomas.

Social Secretary

Betty reports that tonight's lucky numbers was won by Laurie Leonard.

Apologies

Jeannie DeYoung, John & Claire Evans, Louis & Nella Marafioti, Ray & Barb Offe, Ann-Marie Pijanka, Borys & Ellaine Potiuch, 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 will be emailed.
5. August General Meeting – Police Club. It's our turn to supply supper.
6. Club A.G.M. at September General meeting.
7. XJ Dinner & Show – Glenelg Golf

Course. 11th December. Tickets on sale – 1st August.

Tonight's edition of Car Talk was an historic event. It is the first time in 12 years that Evan Spartalis actually spoke about some of his cars.

Car Talk

- Ron & Rosie Bailey: Series 3 needs R/H Mirror.
- Pete & Heather Buck: X308 going well.
- Fred Butcher: Took the XJC Coupe and the Mk2 to Coffee & Cars at Modbury on Sunday. No other Jags there.
- Don & Elaine Cardone: XJ6 has problem with the alternator.
- Bob & Daff Charman: XF windscreen washer problem fixed. Decided the \$10 option was better than the \$2000 one. Charlie fixed it.
- Henry Elliott: XJ6 Series 3 going well. Bought Bill Browne's S Type.
- John Flanigan: Can't drive all the cars. Currently restoring XJC V12, hoping to have it on the road in two to three months.
- Don & Toni Heartfield: Had the Mk2 at the Auto Electrician for two days. Unable to fix problem. Charlie fixed it in two hours. Drove the XJ6 to Goolwa and back. Went like a charm.
- Laurie Leonard: XJ6 Series 3 leaking oil.
- Fay Leyton: XJ going well. The Holden side swiped at the shopping centre. Going in for repairs next week.
- Gary Monrad & Oggi Stojanovich: The XJ going very well.
- Graeme & Betty Moore: Took the XF to the Barossa and was waved straight into the priority parking space right in front of the Winery.
- Paul Moore: Series 3 and X300 both going very well.
- Trevor Norley: XJ6 Series 3 going great. The X Type had an identity problem. (The Mannum boys called it a Mondeo). I fixed the problem. It now has a British Racing Green windscreen banner with the word 'Jaguar' in white and a silver leaper.

- Phil Prior: Has a problem with stray cats following him home. He found a Series one manual under some rubbish in the open carport on the driver's side which means that side of the car needs some work.
- Evan Spartalis: X300 - Adjustable seat motor U/S; E Type – Needs a bit of work; Mercedes – Waiting to go on the hoist when the Mk2 is finished; Mk2 – Been on the hoist for 23 years. Can't remember what's wrong with it; XJ6 – He thinks he still has one but can't remember where it is; Mk7 – Not sure. Thinks he may have sold it; Thunderbird - Sweet as apple pie. Just can't find it; Nissan Patrol - Needs new tyres, battery, windscreen wiper blades, starter motor and an oil change. Apart from that, it purrs like a cat; On his recent change of locations, he found two cars he didn't know that were his until he did a Rego check.
- Other members: Nothing to report.

Meeting closed at 8.00pm

Our next Register meeting will be at the Bartley Hotel on Wednesday the 11th of August, 2021.

BOB CHARMAN
Register Secretary

It's been a great blessing to be at home with the wife these last few months. We've caught up on everything I've done wrong in the last 20 years.



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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 Robin & Diedre Ide July 14th, 2021 @ 7.30pm.

Attendance:

Steve Weeks, Richard Smith, Peggy Davis, Wendy Billingham, Sue Harrison, Peter & Judy Goodale, Julian & Moira Lug, Robin & Diedre Ide, Stephan & Cecelia Schubert, John Williams.

Apologies:

Val Weeks, Peter & Ros Holland, Rob & Vicky Loffler, Lindsey Williams, Don Pritchard, Onslow Billingham, Rod Davis, Carla Smith

Minutes of the Previous Meeting:

Minutes were accepted.

Club Business:

- ◇ Annual Dinner: Still on (subject to Covid-19), Steve to organize a Register Table for those going.
- ◇ 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. Registers may be called upon to organize fringe events.

- ◇ AGM: Steve reminded all that In September all Committee positions are vacant, however we currently have nominations for all positions.

Register Business:

- ◇ Border Run – Roy Armfield attended our recent GM and informed that the Border Run will be at Halls Gap 15th to 18th October, various day runs are planned. It was decided that we should have a Register Meeting prior to the run to ensure that all organisational points are covered. At this stage we have 2 groups going, one leaving on Thursday and staying overnight at Bordertown and one leaving on Friday and driving straight through.
- ◇ Logbooks avoid the rush and get in early, Dave Burton will be at August GM, but would prefer members to Mail their Logbooks in.
- ◇ Welfare, questions were asked regarding the health and well being of John Clarke and Rob Smith, Steve to follow up.
- ◇ Register Meetings: It was agreed that evening Register Meetings should start at 7 pm however we will hold a Register Meeting at the Police Club prior to the October General Meeting given that our Register is providing the supper.
- ◇ Christmas Register Breakup: It was agreed that this should be a small

function, Peter & Judy offered their home for such a function, Steve to liaise with them to organize the details.

- ◇ Election of Register Secretary: Steve Weeks was re-elected.

Member's Cars:

- ◇ Richard & Carla has recently had the XK120 and his new XJS out.
- ◇ Rod & Peggy, Rod has been collecting tool kits and is now selling.
- ◇ Julian & Moira, the XK120 is running well.
- ◇ Peter & Judy, nothing to report.
- ◇ Sue Harrison has found a lot of paperwork including some old logbooks and has a few Mark 9 parts for sale.
- ◇ Stephen Schubert: has just had the XK150's head rebuilt by Geoff Mockford, the car is now running great, Steve commented on the range of talent available to us in South Australia,
- ◇ Onslow & Wendy, The XK150 is booked in for the power steering to be fitted by Geoff Mockford.
- ◇ Steve, the XK150 is now back on the road and is being used regularly.

The meeting closed at 9.00pm.

We adjourned for supper, many thanks to Robin and Diedre for hosting us.

Steve Weeks

SS, Mk IV, Mk V Register



The Register meeting was to be held at the home of David and Angela Rogers on Wednesday evening 21st July, but cancelled due to COVID-19 restrictions.

Day 7 of SOCIAL Distancing: Struck up a conversation with a spider today. Seems nice. He's a web designer.

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Multivalve



The Multivalve Register meeting was to be held on Wednesday 28th July, at Solitaire Jaguar, but had to be cancelled due to COVID-19 restrictions.

One-off Pininfarina-bodied 1954 Jaguar XK120 SE Restored



This unique long-lost Pininfarina-bodied 1954 Jaguar XK120 SE, the only one in the world, has been restored to its original condition after a painstaking process, taking almost 8,000 hours. The car was in the U.S. and had been in storage for 40 years.

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<p>Our thanks to First National Real Estate Lewis Prior, who generously print this monthly club magazine.</p>			

Club Notices

GENERAL MEETING ROSTER 2021

August	XJ, Mk 10, 420G
September	Multivalve Register
October	XK, 7, 8, 9 Register
November	E, F, GT Register
December	Compact 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 6th of July 2021 at The Police Club, 27 Carrington St, Adelaide.

Meeting opened at 7.30pm.

Welcome:

Philip welcomed everyone to the meeting and reminded people to sign in on sheets in the foyer as per COVID requirements.

New Members:

Richard Cotton – 2011 XJ6 and Allen Elliott – do not have a Jaguar at the moment but has his eye on an XJ Series 1 and Grant Murdoch – XJ40

Apologies:

Peter and Heather Buck, Steve and Val Weeks, Tom and Marj Brindle and Onslow and Wendy Billinghurst, Steve Arthurs, Arcadia and Jim Komorani, Malcolm Adamson, Faye Layton, Boris Potiuch, Geoff Wilden, Tim White.

Minutes of Previous Meeting:

These have been distributed via the magazine and were approved as an accurate record of the meeting on 1st June 2021.

Business Arising: Nil

Welfare:

It was reported that Bill Browne is not doing so well; Louis Maraforti has MND for surgery; Rob Smith has moved to a new residential aged care facility and we send our best wishes to them all.

Our club acknowledged the passing of Rosemary Hill-Ling and Ron Biddell during the past month.

President's Report:

- Phil thanked the Governance Committee for their work on the constitution and also appreciation to those members who have provided feedback. The constitution will be presented to the Executive Committee for ratification and then will be presented to members at a Special Meeting of Members on 7th September 2021.
- The AGM is coming up and nominations are invited from members. All positions will be declared vacant which are outlined in the magazine.
- August meeting – the guest speaker will be Bob Jones who is a specialist in archaeology.
- 2023 National Rally is to be held in Hahndorf in April. Planning is happening and more details will be available in due course. There will be a promotional video for Tasmania.

- 2022 National Rally in Tasmania and people are encouraged to attend when registrations open in September. There will be a contingent from SA.

Vice President's Report:

- Fred reminded everyone to do the little jobs on their cars during the winter. Fred spoke of events which he has attended in the past month. He also spoke of the work of the Governance Committee.

Secretary Report:

- Various magazines have been forwarded to Register Secretaries for distribution. Letters of condolence have been sent to the families of deceased members.

Treasurers Report:

- Heather advised that she is working on the end of financial year figures in preparation for annual review. TidyHQ has worked well for collection of membership fees.

Membership Report:

- A number of new memberships as per the magazine.

Editor's Report:

- Graham shared the contents of the July magazine which has been published. He reminded people to share their stories.
- If you have not received the electronic magazine by the monthly meeting, please make contact with Graham who will check email details.
- Paper magazines have been posted.

Events Coordinator:

- Graham spoke of upcoming events as highlighted in the magazine and our website. Graham reminded everyone that they are welcome to attend all events even if it is not their Register. The border runs are coming up and people are encouraged to attend these fun events with our interstate Jaguar owners.
- Phil reminded everyone of the need to register for events.

Logbooks:

- Dave reminded everyone that their log books are now overdue and your registration has lapsed which will incur a fee if you are pulled over. He has completed about 300 so far.
- Australia Post have increased their postage fees, particularly those envelopes which are a bit thicker. One Log book is \$1.10, two log Books will now cost \$2.20.

ACJC: No Report

Regalia: Ron has a range of polos and woven shirts available for people to try on, as well as new caps. The new car grill badges will be available at August General meeting.

Librarian: As Tom & Marj are not present tonight there are no books available but people are reminded to return any books they have at home.

MSCA: (Marque Sports Cars Association) – they enjoy having a run around a race track. Next month they are up at The Bend (east course) and they are looking for flag wavers to assist. Speak to Barry for details.

Compact Register: Dinner at the Caledonian Hotel at North Adelaide on Tuesday 10th August – all welcome

XJ Register: Next Wednesday at the Bartley Hotel. Coming up is a trip to Renmark – please see TidyHQ for details. Christmas Show planning is happening and rehearsals are in full swing, tickets go on sale 1st August.

Multivalve Register: Next meeting is at Solitaire Motors on 28th July.

E-Type/F-Type/GT: Next meeting on 15th July. XJS/XK8 members are also welcome to attend as this is your register.

SS/MkIV/MkV: Next meeting is Wednesday 21st July at David and Angela Rogers' home

XK/Mk 7,8,9: Steve advised that their next meeting will be at the home of Robin and Diedre Ide's plus a run-on 19th September to Lenswood.

Other/New Business:

- Jag Day:** 24th October – Di is looking for volunteers to join the committee and for the day and a couple of small jobs to be done beforehand. Marshalls on the day. Everything is booked and we are looking forward to a great day.
- Annual Dinner:** 31st July. Registrations are going well but please do not delay in booking your ticket.

Guest Speaker: Next Month

Next Meeting:

To be held 7.30pm Tuesday 3rd August 2021. Supper and Minutes by XJ Register.

Meeting Closed 8.30 pm.

THANKS to Compact Register for minutes & supper tonight. ■

JDCSA - Club Directory 2020 -2021

Club Postal Address:

PO Box 6020, Halifax Street, Adelaide SA 5000

Club Web Site / Email

Web: www.jdcса.com.au

Email: info@jdcса.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@jdcса.com.au

Treasurer: Heather Buck

Mobile: 0432 549 086

Email: treasurer@jdcса.com.au

Secretary: Steve Weeks

Mobile: 0414 952 416

Email: xk789@jdcса.com.au

Editor/Events Coordinator: Graham Franklin

Mobile: 0490 074 671

Email: editor@jdcса.com.au

Membership Secretary: Daphne Charman

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

Email: membership@jdcса.com.au

Web Master: Tom Herraman

Mobile: 0423 214 644 Email: info@jdcса.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 Wednesday 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@jdcса.com.au

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

Angela & David Rogers

Email: compacts@jdcса.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@jdcса.com.au

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

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

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

XJ THE

