



CLASSIC MARQUE

FEBRUARY 2023



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President's Report February 2023

Welcome to 2023, and hasn't it started with a bang! The Club Calendar is rapidly filling with Register events and major events which make 2023 a significant year in the Club's history, namely hosting the 51st National Rally in April and the Club's 50th Anniversary dinner in July. All told, it will make 2023 a memorable year in the history of the JDCSA.

Register Secretaries are encouraged to post their events in TidyHq as soon as practicable. The event can then remain unpublished but visible to other Secretaries. This helps to reduce events happening on the same date and thereby allows members of other Registers to attend, if interested.

All British Day. There has been some enquiry regarding All British Day (ABD), in particular entry forms. This event, although a non-JDCSA event, is very well supported by our car club and the JCCC (Jaguar Classic Car Club). As a matter of fact, the combined club entry numbers topped 90 Jaguars/Daimlers, by far the largest car club group. Entry numbers for this year's ABD event has a total of 885 entrances. For those members who elected to "Roll-over" their 2022 entry you will be receiving your entry pass in the next week or two. You should be aware that the date for the 2023 ABD display day has shifted to the 1st Sunday in March. This move is hoped to result in more pleasant weather for the day.

New Year's Breakfast. It was pleasing to see numbers for the XJ, 420 Register New Year's breaky in January held at the Birkenhead Hotel have returned to pre

COVID levels with a good turn-out of various Jaguar models on display. Well done to Bob Charman. The COVID endemic may have disappeared as far as being news-worthy, however it continues to be a real danger particularly for the older members and those with respiratory issues, so please remain cautious.

Compact Register. The "Mark 2 Appreciation Run" organised by Phil Prior was another well attended event and it was great to see all the Mark 2's come out on what was a very warm day. The drive through the hills was picturesque with no problems encountered; except most people ate too much pizza!

February GM. The first General Club meeting for 2023 will be held on 7th February. Members are reminded we will have a guest speaker, Michael Neale. Michael is Chair of the "Bay to Birdwood" and will give a talk on acceptance of historic vehicles converted to Electric power, EV's, now allowed to enter this famous SA motoring event.

National Rally. Don't forget the National Rally in April to be based in Hahndorf. Some events are limited on numbers so you need to get in early and secure your tickets for the events you will be attending. The National rally Web site has been open for bookings for some time. There will be a short video presentation about the Rally shown at the February General Meeting.

Hoping to see you at various club events through-out 2023

Safe Motoring
Fred Butcher



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Front Cover:

The ex Des Brown 3.5 litre Mk IV Drophead Coupe

Back Cover:

Advert - 50th Anniversary Dinner 29th of July 2023



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February General Meeting "Guest Speaker"

Michael Neale, Chair of the 'Bay to Birdwood' will be our guest Speaker for our February General Meeting.

Earlier in 2022 it was announced to the international media that EV conversions of historic motor vehicles would be accepted into the 'Bay to Birdwood' for 2022. This was an important innovation being proposed by the History Trust of South Australia and the National Motor Museum.

Some people think this is a controversial decision whilst others believe that it is a fantastic example of much needed leadership in the historic motoring community.

Michael will outline the reasons as to why he thinks this move by the 'Bay to Birdwood' is an excellent move.

See you there - February 7th.

Events Calendar 2023

FEBRUARY

MARCH

APRIL
etc.

TUESDAY 7th FEBRUARY	JDCSA General Meeting. "The Junction", 470 Anzac Highway, Camden Park. Registration through TidyHq is required if you intend to have a meal prior to the meeting. The meeting starts at 7.30pm with meals available from 6:00pm. February General Meeting Michael Neale, Chair of the 'Bay to Birdwood' will be our guest Speaker.
WEDNESDAY 8th FEBRUARY	XJ, Mk10, 420G Register Meeting: 6:00pm to 9.00pm. The Bartley Hotel, Bartley Terrace, West Lakes Shore. For more information please contact Bob Charman. Email: charmanr161@gmail.com . Registration through TidyHq is required. XJ, Mk10, 420G February Meeting
WEDNESDAY 15th FEBRUARY	SS, MkIV & MkV Register Meeting. 7.00pm - 9.30pm. To be held at the home of Margaret Evans. Can members please advise Brenton if they will be attending the meeting. 0419 345 775
WEDNESDAY 15th FEBRUARY	XK & Marks 7 8 & 9 Register Meeting. 6.00pm - 9.00pm. To be held at the home of Ossie & Rayeena Petrucco, 29 Kurralta Dr, Burnside. Starting with a BYO BBQ followed by the meeting. Please advise Steve if you will be attending (Email: valsteve47@outlook.com) or register on TidyHQ. XK, Mk 7,8,9 Register Meeting
THURSDAY 16th FEBRUARY	E, F & GT Register Meeting: From 7.00pm To be held at the property of Jeremy Cordeau, Glen Osmond. . This meeting was limited to 40 members and now closed.
TUESDAY 28th FEBRUARY	Deadline For All Articles For January Classic Marque (Inc. Classified Adverts). Thank you. Please contact Editor: Graham Franklin M: 0490074671 or Email: editor.jdcsa@mail.tidyhq.com
SUNDAY 5th MARCH	38 Years of the All British Day Echunga Entries closed. For more details goto. All British Day Echunga
TUESDAY 7th MARCH	JDCSA General Meeting. "The Junction", 470 Anzac Highway, Camden Park. Registration through TidyHq is required if you intend to have a meal prior to the meeting. The meeting starts at 7.30pm with meals available from 6:00pm.
WEDNESDAY 8th MARCH	XJ, Mk10, 420G Register Meeting: 6:00pm to 9.00pm. The Bartley Hotel, Bartley Terrace, West Lakes Shore. For more information please contact Bob Charman. Email: charmanr161@gmail.com .
WEDNESDAY 15th MARCH	SS, MkIV & MkV Register Meeting. 7.00pm - 9.30pm. To be held at the home of David & Angela Rogers. Can members please advise Brenton if they will be attending the meeting. 0419 345 775
THURSDAY 16th MARCH (Lunch)	Jaguar Ladies Social Group Lunch. 12:30pm - 2:00pm Lunch will be held at the Virginia Nursery Gawler Road, Virginia. More details closer to the event.
THURSDAY 16th MARCH (Evening)	E, F & GT Register meeting. 7.30pm - 10.00pm To be held at Classic Performance Servicing and Dyno, 33 Chapman Road, Hackham. Members are asked to provide a plate of supper and alcohol may be consumed on the premises. Registration through TidyHq is required. E, F & GT March Meeting 2023
THURSDAY 23rd MARCH	Multivalve Register Meeting & Dinner. 6.00pm to 8.30pm The Kensington Hotel, 23 Regent St, Kensington. 6:00pm for dinner with meeting at 7:30pm. Please register to attend the meeting, or you have any difficulty with this please contact Peter Buck on 0421 061 883. Register - Multivalve Register Meeting
APRIL 14th to 21st	Jaguar National Rally 2023 Centre of operations will be at The Haus, 38A Main St, Hahndorf SA. Registrations are now open and close 28 February 2023. More information on page #16 and on Tidy Hq. Register - National Rally 2023
MONDAY 17th APRIL	E, F & GT Register run, "Stray Cats at The Bend" Sports Day Booking for "Lunch and Laps" and/or "Speed off the Street" are to be made directly with 'Bend Motorsport'. Please goto TidyHQ for more details. "Stray Cats at The Bend"
SATURDAY 29th JULY	JDCSA 50th Anniversary Dinner 06:00pm - 11:00pm National Wine Centre of Australia, Corner of Hackney Rd & Botanic Rd, Adelaide. Tickets at \$105:00 per head, which includes the TidyHQ surcharge, will go on sale Wednesday, 1st March, 2023. Tickets will be limited to 200 with a waiting list thereafter.

Club Torque - Editor's Column

Good news - we finally have had a public release of information from the JLR CEO on the state of development of the new EV's that Jaguar have scheduled for 2025. Jaguar will give the first preview of its new, all-electric future later this year.

In the meantime, there has been a lot of concern and commentary regarding the future of Jaguar in various newspapers and magazines. The latest Jaguar Magazine has dedicated some 16 pages to features and opinions from some of the world's best authorities on the marque and former Directors who give

their honest assessments. For \$12.95 (2 beers), it is worth getting hold of a copy.

As ever the optimist, I am confident about the future of Jaguar and can't wait for more information to come out about the brand new three-vehicle line-up.

Inside you will find an amazing story about a **1935 SS1 'Airline' Coupe that has been with the same owner for the last 77 years.** It is for sale by auction through Shannons for what appears to be a very low estimate of \$270,000-\$290,000. Hopefully it won't go overseas.

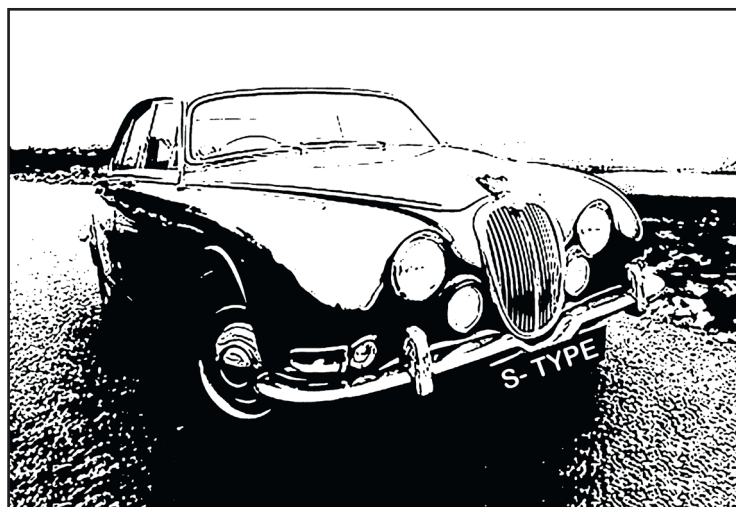
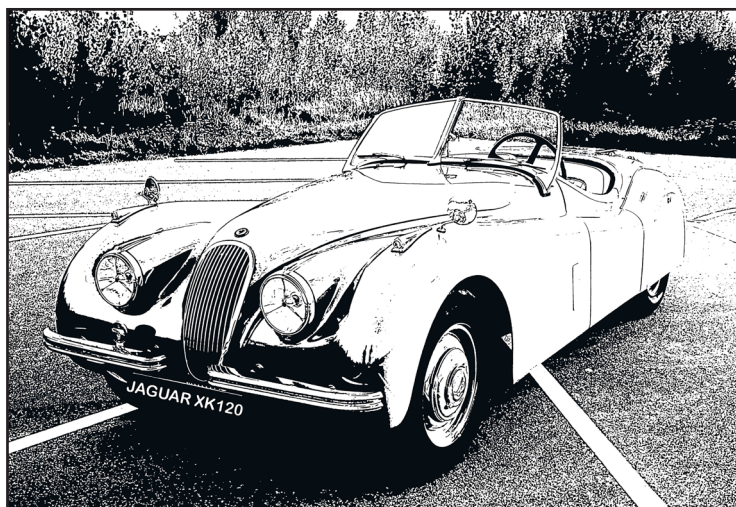
As per last month, we continue to go back over the last 50 years of the JDCA via interviews with members. This month is Des Brown, who reaches 50 years of membership this year.

There is a review of an F-Pace SVR that makes you want to go out and buy one; as well as an update on the 2024 I-Pace.

There is lots more to read including the XJ/Mk10/420G breakfast, the Compact Register run, Ladies Social Club lunch, and the latest news from Jaguar.

Enjoy - Graham

2023 Jaguar/Daimler Anniversaries



There are a number of anniversaries to celebrate this year. These include: -

- ◇ 85 Years: SS Jaguar 3½-litre produced from 1938.
- ◇ 75 Years: XK120 launched 27 October 1948 at the London Motor Show.

- ◇ 60 Years: 'S' Type announced on 30th September 1963.
- ◇ 50 Years: XJ6/XJ12 Series 2 produced from September 1973.
- ◇ 30 years: XJ81 (XJ40-based XJ12/Daimler Double Six) introduced at the Amsterdam Auto Show in February 1993.

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 February, 2023 magazine:

- ◇ Danielle & David Mobbs: 1985 Jaguar XJSC 5.3L Cabriolet
- ◇ Noel Hinson: 1972 Jaguar XJ6 4.2L Sedan
- ◇ Liana & John Torresan: 1970 E-Type 4.2L Coupe & 2018 Aston Martin V12 DB9 GT
- ◇ Ian Dingwall & Katie Bunney: 1998 Jaguar XJR 4L Sedan

The following applications listed in the December 2022 Classic Marque magazine have been accepted:

- ◇ Craig Larkin: 1966 Jaguar E-Type 4.2L Coupe

- ◇ Shane Forster: 1988 Jaguar Sovereign XJ40 3.6L Sedan
- ◇ Mark Aldridge & Helen Hoare: 1977 Jaguar XJC 4.2L Coupe; 1962 Jaguar MK10 Sedan (5.7L (Chev V8 motor)); 1979 Jaguar XJS Coupe (5.7L Chev V8 motor); 1975 Daimler Sovereign Sedan (6.2L Chev V8 motor)
- ◇ John Hill: 1967 Land Rover S1 2.5L Utility
- ◇ Paul & Debra Corigan: 1991 Jaguar XJ40 4L Sedan
- ◇ Margie & Nigel Galliver: 2015 Jaguar XE 25T 2L Sedan; 1985 Jaguar XJ6 S3 v402L Sedan
- ◇ Ben D'Andrea: 1981 Jaguar XJ6 S3 4.2L Sedan

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

Daphne Charman
Membership Secretary

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Jaguar EV Plans on Track: First Look Expected In 2023

Jaguar will give the first preview of its new, all-electric future later this year, the firm's acting CEO has revealed, ahead of the brand's EV rebirth starting in 2025.

Speaking as JLR announced improved results in the third quarter of its 2022-23 financial year, Adrian Mardell said that the process of reinventing Jaguar – labelled Project Panthera – is running on schedule, and that the investment required in engineering to maintain this progress is viable. He also suggested that JLR will give an early glimpse of Jaguar's future later this year, instead of in 2024 as expected.

“Our intention to pivot Jaguar to full EV brand remains in place,” Mardell said. “We already have advanced models which are being tested under research in several markets and we will finalise the model line-up over the next three to six months. We'll begin to share that information, perhaps with a sneak preview, later this year. You will see a first Jaguar product in 2025 and then further products after that.”



Mardell said that JLR is already drawing on technical partnerships with key technology providers in the project, and that more will follow.

“Our business model is about partnering; we don't want to do everything ourselves. We've announced several partnerships already – companies like nVidia and Wolfspeed. We're doing a lot of work with parent group TATA, and that will continue.

Jaguar is pressing ahead with its scheme to evolve into a luxury electric car brand as its CEO updates us on the state of play.

We will be making announcements of further partnerships in the course of this year. We feel very confident around Jaguar; the investment is affordable.” ■

Information for this story sourced from Auto Express.

JLR Posts First Profitable Quarter Since 2020

JLR has posted its first profit in nearly two years – thanks to easing chip shortages and booming sales.

In the three months to the end of December, JLR made £265 million profit, up from last year's £9 million loss.

JLR's sales for the twelve weeks to 31 December amounted to £6bn, an increase of 28pc on last year. The quarterly profit compared to a £67m loss for the same period last year.

Adrian Mardell, interim chief executive, said that 'chip shortages eased' and 'production and wholesales increased'.

Wholesale volumes – cars sold to dealerships – hit 80,000 units, the highest since early 2021 and 15 per cent more than last year.

The volumes were mainly driven by strong performances in the North American and European markets, while China lagged behind due to lockdowns that forced dealerships to close.

The healthy figures were reflected by JLR's parent company, India's Tata Motors, which announced profits of 29.6bn rupees (£293m) on Wednesday.

However, Tata Motors' CFO PB Balaji said JLR could miss its target of becoming debt free next year as lingering supply constraints threaten its turnaround, despite strong customer demand. ■

Information for this story sourced from This Is money, and The Telegraph UK.

Amid JLR Turmoil, UK Dealers Are Doing Very Well

The turmoil at JLR's headquarters within the U.K. has not impacted dealers, says Larry Zinn, chairman of the JLR Retailer Cabinet UK.

“The reinvention of Jaguar as an all-electric superluxury model stays on monitor, with a brand new three-vehicle line up due in about two years”.

“And whereas most of JLR's opponents have discovered methods to earn vital income by coping with the microchip

scarcity, JLR hasn't had a worthwhile quarter in nearly two years”.

“Although there is a backlog of 215,000 orders, the scarcity of cars is not all that unhealthy. It has helped cut back incentives and prompted clients to order their autos, typically with costly custom-made options”. Zinn further stated that “UK Dealers had an amazing 2022”.

“Jaguar Land Rover dealers have been performing at a very high level in relation

to the rest of the luxury industry,” stated Zinn.

“In the long term, if and when inventory normalizes, we'll certainly see margins go down, but the volumes will go up. Hopefully that's the offset that we need to continue to maintain the levels of profitability that we have. Additionally, with more volume comes more servicing and parts sales.” ■

Source: www.autonews.com.



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JLR Facing ‘Turbulent 2023’ Says Motoring Expert

Editor: The following article provides an overview of Jaguar’s turbulent history dating back to the 1990’s. It makes very informative reading.

Jaguar Land Rover (JLR) could be facing a turbulent year following the resignation of its Chief Executive Thierry Bolloré. This is the opinion of academic and former JLR chief engineer Dr Charles Tennant, who has written his thoughts for “Coventry Live” UK.

He has spoken of a “sorry tale of falling sales, financial losses, investment write offs, and a painful downsizing through thousands of job losses” in recent years. And he said the new CEO would have a big job on their hands when they take over.

Dr Tennant compared sales at JLR to BMW and Mercedes - both of whom have sold far more cars. And he has looked at JLR’s move to electric cars - which have been far from plain-sailing.

He said: “The Jaguar Land Rover car brands have a very chequered history going back decades, with multiple past owners who invested in new products to try and keep them at the top of their game. And to be fair, both brands being quintessentially British - quite unique - have enjoyed a decent amount of brand loyalty, particularly in North America”.

“This brand loyalty came from customers who enjoyed buying luxury premium products that set them apart from the mainstream, even when the actual cars did not always deliver a quality experience. Ford bought Jaguar in 1989 and aimed to capitalise on its brand loyalty by pushing through an ambitious product plan to boost sales to 200,000 - but apart from the large XJ saloon and XK8 sports car, new products such as the S Type and X Type saloons did not hit it off in the market”.

“Ford added Land Rover to its stable in 2000 and so, when Tata Motors bought JLR from Ford in 2008 (as Ford held a fire sale to raise urgently needed cash in the global financial crisis) they must have thought they had hit the jackpot for \$1.7 billion”.

“After all the product range had been rejuvenated, factories retooled, and sales were going well - especially for Land Rover. Tata Motors (like Ford before) were impressed by the brand loyalty and the market positioning JLR enjoyed. They hired German ex-BMW executive

Ralf Speth, who fuelled a decade long Tata Motors funded £25 billion product plan to take the vehicle lines from seven to fourteen and the workforce to over 40,000 people”.

“Production was expanded in the UK, Brazil, India, and Slovakia. They were aiming to boost sales to more than one million cars per year in a dash for growth targeting the hallowed profitable market space that BMW, Mercedes Benz, and Audi sell into”.

Things went very well until 2018 when sales plateaued at 614,309 delivering a £25 billion turnover and profits of £1.5 billion.

“However, since then JLR has not turned a profit and it has been a sorry tale of falling sales, financial losses, investment write offs, and a painful downsizing through thousands of job losses. The problem for JLR was that they were heavily invested in diesel power which was becoming a dirty word after the VW diesel gate fiasco, the Jaguar saloons were not selling well, and they were not pushing vehicle electrification hard enough”.

“Something had to change and Frenchman ex-Renault Thierry Bollore was hired by Tata Motors to replace Ralf Speth in September 2020 with a brief to return Britain’s biggest car manufacturer to profit. Bollore was in the process of transforming the company to an electrified future, which he termed Reimagine, when he unexpectedly resigned after only two years in the post”.

“At the strategic level Reimagine was aiming to create a future of modern luxury by design, but at an operational level difficult decisions were taken, and supply chain problems were creating chaos in production. Also, to everyone’s amazement he cancelled two Jaguar electric vehicle programmes, which were near start-of-production - Jaguar XJ large saloon and J-Pace SUV”.

“Instead, Jaguar was to be repurposed as a high-end low volume producer of all electric luxury cars by 2025 to take on Bentley, Porsche, and Aston Martin, rather than the likes of BMW”.

“It is worth pointing out that the new product plan effectively separated the Jaguar and Land Rover vehicle platforms and engineering, with Land Rover using the Modular Longitudinal Architecture (MLA) platform, whereas Jaguar are



Academic and former Land Rover chief engineer Dr Charles Tennant has given his thoughts on the challenges facing JLR.

designing an in-house platform called Panthera. JLR are still losing money with pre-tax losses for the past six consecutive quarters, whereas competitors are posting record profits on lower sales, by managing the semiconductor chip shortage much better through prioritising production on higher profitable cars”.

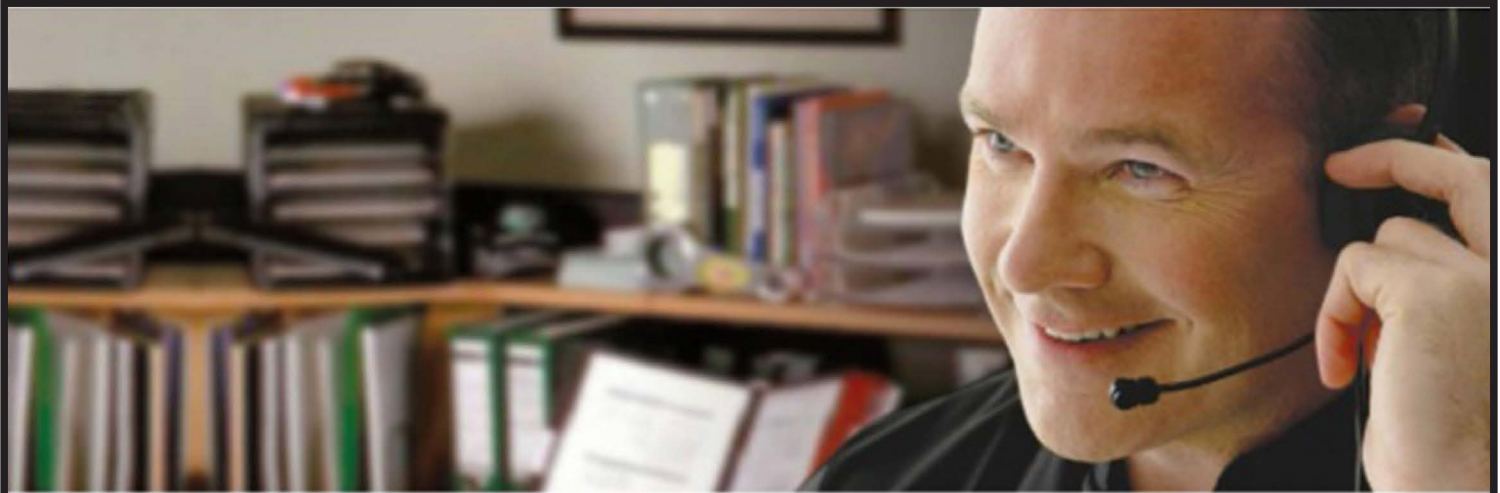
“To put this in context, BMW - even though their own sales were down by 10% - sold more than seven times the number sold by JLR between January and September this year. JLR sold 245,954 cars taking it back to the kind of sales it saw a decade ago. Mercedes sales dropped 6% yet still sold six times JLR volumes”.

“JLR sales have now slumped 28% even though it is sitting on an order backlog of over 200,000 cars - predominantly Range Rover and Defender models. JLR is now winding back production of its lower demand and profit cars such as Jaguar XE, XF, and E & F Pace (which are all now in run-out mode) as well as Range Rover Evoque and Discovery Sport”.

The latest results for the July to September quarter show a £178 million loss, which brings the total for this year to £697 million, so we can expect a FY23 loss.

“So, until the new CEO is sworn in at JLR, all the interim boss - Adrian Mardell - can do is to caretake the Reimagine strategy whilst getting a handle on the microchip crisis. The bigger question is what the new CEO will do when he or she takes charge.” ■

This story sourced via the Coventry Live app which provides the latest news from Coventry, Warwickshire and Nuneaton in the UK.



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Jaguar Formula E - Off and Racing

January has seen the first three races come and go; with mixed results for Jaguar. Envision Racing, who also race the Jaguar I-Type 6, stand 4th in the championship, followed by Jaguar.

Round 1 - Mexico City ePrix (15 Jan)

The opening round of the 2023 ABB FIA Formula E World Championship at the famous Autódromo Hermanos Rodríguez circuit saw Jaguar TCS Racing score points after two interrupted practice sessions hindered preparations.

In front of a sold-out crowd, Jaguar's lightest, fastest, most efficient electric race car ever, debuted the new Gen3 era of Formula E in the Mexican capital.

Mitch Evans lined up tenth on the grid after narrowly missing out on the qualifying. The safety car-filled race made it challenging for the Kiwi to find overtaking opportunities. When racing resumed in the new lap-based format, Evans made progress, climbing his way through the field. More accidents resulted in five more laps added to the 36-lap race.

Mitch Evans secured eighth-place with teammate Sam Bird retiring with a drive shaft failure on lap five. Envision-Jaguar finished 7th and 12th.

Round 2 - Diriyah ePrix (27 Jan)

Sam Bird secured a third-place podium on his 100th race in Formula E.

Under the lights of Saudi Arabia, Sam lined up third on the grid and on the seventh lap took the lead and held it for 23 laps. Despite strongly defending his position, he was overtaken near the end of the race and finished third.



Mitch Evans lined up sixth on the grid and the Kiwi, had a challenging race, but took the chequered flag in eighth position. Mitch was issued a five-second time penalty for causing a collision in the opening lap of the race, meaning he finished tenth overall.

Envision-Jaguar team finished 4th and 6th, resulting in all four Jaguar-powered race cars finishing in the top ten – the best of any manufacturer.

Round 3 - Diriyah ePrix (28 Jan)

Mitch Evans lined up in second place on the front row of the grid after a successful qualifying session. The Kiwi took the lead off the start line, but dropped back down the pack after over consuming energy while leading the race and finished in 7th position.

Sam Bird lined up in ninth position and carved his way through the pack,

showing his talent and experience in Formula E and made four impressive overtakes. With an energy rich Jaguar and a great race strategy from the team, Sam had the potential to move further forward but a late safety car halted his progress. Sam finished fourth, but secured an additional point for taking the fastest lap.

Envision-Jaguar finished 6th and 13th.

Sam Bird is fourth in the Formula E World Championship drivers' standings, while Mitch Evans moves up to ninth.

There are 13 races to go with the fourth round of the Championship to take place for the first time in Hyderabad, India on Saturday 11 February. ■

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

US Road Safety Chief Warns of The Danger of Heavy EV's

The head of the National Transportation Safety Board (NTSB), Jennifer Homendy, has expressed concern about the heavier and heavier vehicles that are driving on American roads.

Homendy said there is an increased risk of severe injury and death for all road users from heavier curb weights and increasing size, power, and performance of vehicles, including electric vehicles.

She put into perspective the difference in mass between a big electric SUV like the GMC Hummer EV and a smaller combustion engine Honda Civic.

“A GMC Hummer EV weighs over 4,000kg. The battery pack alone weighs over 1300kg - about the weight of a Honda Civic (1225kg).

A Toyota Corolla weighs 1400 kg, where as a Tesla Model X 100D, (not a big car), weighs 2500 kg.

“The Mustang Mach-E, Volvo XC40 EV, and RAV4 EV are all roughly 33% heavier. That has a significant impact on safety for all road users,” said Homendy.

[An F-Pace weighs in at 1775kg, whereas the smaller I-Pace weighs in at 2133kg].

An electric car's driving range is directly impacted by its battery size - therefore the larger (and hence heavier) the battery pack, the longer the range.

There are, however, several companies such as Toyota that are working to bring solid-state batteries to market. These batteries have the potential to offer the same range as conventional lithium-ion cells but at half the mass. At the moment the cost of these batteries is prohibitive. ■

Editor: Information for this story sourced from Inside EV's.

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TATA to Build Jaguar EV Batteries in Europe

TATA Group aims to accelerate Jaguars shift to electric cars by setting up battery cell manufacturing operations in Europe.

JLR and TATA Motors will be the anchor customers for the facility, which will also sell battery cells to the wider market, said TATA Motors CFO, P.B. Balaji.

“We are well covered on the production plans for batteries, but we will require some cell capacity coming into Europe,” Balaji said while attending at the January 2023 India Auto Expo.

He added that TATA is finalizing plans and will announce details soon, declining to disclose the location of the facility and a time frame.

The facility will produce two cell chemistries — lithium iron phosphate for TATA Motors’ EVs and nickel manganese cobalt for the Indian automaker as well as JLR, Balaji said.



The plan should help the company better control critical parts of the supply chain, which has faced disruptions globally during the COVID pandemic.

The UK’s car industry has struggled in the aftermath of Brexit and in making the switch to EVs. The country has failed

to attract much investment in large-scale cell facilities, beyond one owned by China’s Envision Group. ■

Editor: Information for this story sourced from Automotive News Europe.

Jaguar Owner Joins Battle For Collapsed Britishvolt’s Factory

Britishvolt is a UK company established in December 2019. The company had planned to build a huge £3.8bn factory to produce EV batteries for various car manufacturers including Aston Martin and Lotus.

It began construction of the gigafactory in northeast England in 2021, but work was halted in August 2022 amid funding difficulties. The company went into administration on 17 January 2023.

206 employees of Britishvolt’s workforce were made redundant immediately and another 26 were being retained to assist with the sale of the business and its assets.

The project would have created 3,000 jobs and secured £100 million in Government funding. The site was viewed as an ideal location for a massive battery factory thanks to its deepwater port and access to clean energy and rail links.

But delays to construction meant this cash injection never materialised, with the Government refusing to advance £30 million of the promised support last year, leaving Britishvolt on the brink of collapse.

The Financial Times reported that, ‘according to people with knowledge of the discussions,’ both mining giant Glencore and Jaguar Land Rover owner

TATA Motors were among a number of firms believed to be interested in the site.

TATA had been in talks about providing rescue funding for Britishvolt when the start-up came close to bankruptcy last year, but walked away from the business without investing. ■

Editor: Information for this story sourced from the Financial Times UK.

TATA Motors Share Price Jumps On JLR Volumes

TATA Motors has increased global wholesales of all passenger vehicles in Q3 FY23 to 224,600 units, higher by 23 per cent as compared to Q3 FY22.

Jaguar Land Rover has reported a 15 per cent increase in wholesales to 79,591 units for the third quarter ended December 31, 2022.

JLR retail sales for the third quarter stood at 84,827 units, up 5.9% compared to the same quarter a year ago.

Jaguar Land Rover said it continues to see strong demand for its vehicles.

“As of December 31, 2022, the total order book increased to 215,000 client orders, up around 10,000 orders from September 30, 2022. Demand for the New Range Rover, New Range Rover Sport and Defender remains strong and represents 74% of the order book,” it added.

“All three businesses of TTMT are in recovery mode. JLR is also witnessing

a cyclical recovery, supported by a favourable product mix.

Commodities Broker, Motilal Oswal Financial Services, see up to a 25 per cent potential upside for TATA Motors Share Price. ■

Editor: Information for this story sourced from the CNN-News18 India.

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Australian 2024 I-Pace - Refreshed, Richer and Refined



Jaguar has updated the I-Pace with new design features and trims, further bolstering its appeal in the electric SUV sector.

History

First launched in 2018 and has since gained more than 90 global awards, including Design of the Year, Green Car and Car of the Year at the 2019 World Car of the Year Awards. The revised model builds on this for the 2024 model year with a more distinctive design, advanced specifications and expanded trim line-up.

Exterior

Notably, Jaguar has ditched the traditional-looking black grille in favour of a smoother fascia painted in atlas grey, with a new black and silver Jaguar badge in the middle.

Similarly, vertical blades underneath the headlights are finished in grey, while the front bumper, lower door and rear diffuser elements are body-coloured instead of gloss black.

The black pack becomes standard on all I-Pace variants, adding gloss black surrounds to the grille, windows, wing mirror caps and rear badges.

All wheel designs are now diamond-cut and the optional 22-inch alloys are now finished in satin grey with carbon fibre inserts.

The new I-Pace EV also adds two matte exterior colours to the palette – eiger grey and carpathian grey – and a

contrasting roof option, which paints the rear section of the panoramic glass roof black, for the first time.

Drivetrain and Driving Range

All 2024 I-Pace variants are all-wheel drive with dual electric motors producing 294kW of power and 696Nm of torque. Jaguar claims a 0-100km/h sprint of 4.8 seconds.

The I-Pace houses an 84.7kWh usable battery (90kWh gross), providing a 470km driving range (WLTP). It can be recharged at up to 11kW AC and 100kW DC speeds on a compatible charger.

The I-Pace can tow up to 750kg on a braked or unbraked trailer with a maximum roof load of 75kg.

Safety

The Jaguar I-Pace carries a five-star ANCAP safety rating tested under the 2018 criteria. It achieved 91 per cent for adult occupant protection, 81 per cent for child occupant protection, 73 per cent for vulnerable road user protection, and 77 per cent for the safety assist criteria. Six airbags (dual frontal, side and curtain) are standard.

Dimensions

The 2024 I-Pace measures in at 4682mm long, 1566mm tall, 2139mm wide (including wing mirrors) and 174mm ground clearance.

It has a 656-litre boot capacity, expanding to 1453-litres when the rear row seats are folded down. There's also a 27-litre 'trunk' under the bonnet.

Infotainment & Connectivity

Inside the spacious interior, both models have the fast intuitive Pivi Pro infotainment system, offering seamless connectivity through wireless Apple CarPlay®, Wireless Android Auto™, integrated Alexa voice control, Spotify, and what3words navigation.

Pivi Pro, together with other systems throughout the vehicle are kept up to date via software-over-the-air updates.

Availability & Pricing

The I-Pace will launch in Australia in July 2023, with the same EV400 model line-up pair – but prices are up slightly: -

R-Dynamic SE: \$148,800 (Up \$1,943)

R-Dynamic HSE: \$165,600 (Up \$5,383)

Warranty & Servicing

The I-Pace is covered by a five-year, unlimited-kilometre warranty and an eight-year/160,000km battery warranty with the Jaguar promising it'll retain at least 70 per cent of its health over that period. Five-years of roadside assistance is also included.

I-Pace buyers receive free servicing for their vehicle up to five years/200,000 kilometres (whichever occurs first). ■

Editor: Information for the story from Jaguar, Wheels Magazine and Drive.



Editor: The following review is for future F-Pace owners and makes you want to go out and buy one now.

Do you like V8 performance SUVs? Well, this is the cheapest one you can buy. Is it any good, though?

At \$149,900 before options and on-road costs, you actually get a lot of car for your money.

The 2023 Jaguar F-Pace SVR is a model by the brand's special vehicle operations that comes fitted with a monster supercharged 5.0-litre V8.

What makes the value proposition go from pretty darn good to sadly ironic is that it's also the cheapest SUV on sale in Australia with a petrol V8. Yes, I know about the Nissan Patrol, but we'll park the big rig under the off-road wagon category.

If you want something more road-focussed, dare I say performance-aligned, and with room for your kids and dog – this is the eye-watering entry price for an SUV with eight cylinders.

It goes to show how much the car market has changed, as a flick back to even a few years ago revealed a broader choice for people looking for something potent and sonorous.

These days, your choices are generally electrified six-cylinders or something fully electric. Which begs the next question, should you even be buying a 2023 Jaguar F-Pace SVR or is it outdated?

Cost Comparisons

The 2023 Jaguar F-Pace SVR sits at the top of the tree and starts from \$149,900 before on-roads and options.

It's worth mentioning that a comparable BMW M or Mercedes-AMG starts from around \$185,000 – making the Jaguar fantastic value for money. It's also got more power too.

Regardless of how you spend your money, anyone who opts for the F-Pace SVR model will receive a 405kW/700Nm 5.0-litre supercharged V8 engine with eight-speed sports auto, a performance-tuned chassis with adaptive dampers and configurable drive modes, two-stage exhaust to unlock the ruckus, and a bespoke SVR exterior styling package.

The base car already comes with everything you need.



F-Pace SVR: "She's the last of the V8s. You can shut the gate on this one. It's the duck's guts".

How much space does the Jaguar F-Pace have inside?

Inside the 2023 Jaguar F-Pace you'll find Goldilocks – as in a cabin that's not too big, not too small, but just right.

Over in the first row, the epic 14-way adjustable sports seats welcome you with cushioning arms. If they're too huggy, simply rotate the dial surrounding the lumbar adjustment switch to adjust how much the bolsters grab your fat bits.

Speaking of which, the lumbar adjustment is also brilliant. Both front seats can properly dig into your spine, readjust your posture, and help prevent soreness on longer stints behind the wheel.

Finally, not only are they heated and ventilated too, but they also look mint. Their slim and dainty profile makes the cabin feel bigger, and seeing a pair of compact bucket seats inside a huge SUV cabin is just plain unusual and cool.

The rest of the cabin is well sorted in terms of storage, with a pair of cupholders large enough for sports drinks and water bottles, a cute key holder just next door, huge armrest with USB power outlets, and generous pockets that extend the whole way across either front door.

Over in the second row, space continues the theme of just right. I'm 183cm tall, and sitting behind my own driving position left me with ample knee, leg and foot room.

I was able to stretch out a little, once again thanks to those space-saving front bucket seats. The rear seat is lovely and contoured, with subtle bolstering and a seat base deep enough to chock an adult's thighs.

In fact, the whole rear-seat arrangement is an SVR exclusive and a really comfortable place to be.

I fitted both a Britax Graphene child seat in a rearward position and Infasecure Rally in forward-facing position, discovering ample room for both.

The decent-sized glasshouse and tall roof line mean loading a child into a rearward seat is stress-free and simple. A four-year-old also found the second row easy enough to clamber up into before his father buckled him up.

Its boot isn't as big as you'd first think, but it's still exceptional. I was able to fit a large full-size pram and bassinet next to a pair of scooters and two backpacks.

Although it's not the largest SUV in its class, fitting in between medium and large SUVs on exterior dimensions, the boot sure feels like it. Underneath the single-level floor sits a space-saving spare wheel.

Infotainment & Connectivity

The 2023 Jaguar F-Pace SVR features an 11.4-inch touchscreen display with wired and wireless Apple CarPlay/Android Auto connectivity.

The software interface is great, too, as in it looks high-end and feels easy to use. Response time is swift, as you'll plug your phone in mid-call and it'll open Apple CarPlay and take over the conversation without delay. Perfect for the exec on the move.

Is the Jaguar F-Pace a safe car?

The 2023 Jaguar F-Pace SVR scored a five-star ANCAP safety rating after being tested back in 2017. Although outdated, it scored well for adult and

child occupant protection (93 per cent and 85 per cent), but fell down in terms of standard-fit safety assist systems (72 per cent).

Bear in mind that the scoring covers all models and not just our top-spec SVR model.

Safety Technology

As you'd expect from a flagship and six-figure European SUV, the 2023 Jaguar F-Pace has plenty of driver assist systems.

That includes the usual adaptive cruise control with lane-keeping assist, traffic sign recognition with smart speed adaptation, blind-spot monitoring, and forward and rearward collision monitoring with rear cross-traffic alert, just to name a few.

The safety systems are also really well calibrated and far from intrusive, with the adaptive cruise keeping pace on the downhill and not walking away in terms of speed, and the lane-keeping system so gentle you barely feel it.

Cost to Maintain?

The cheapest and best way to maintain your high-horsepower Jaguar is via the brand's pre-paid service plans. Purchased up-front for \$3750, the plan covers your car's maintenance needs for 130,000km or five years of driving, whichever comes first. That figure annualised is \$750.

Fuel Efficiency?

You don't buy a supercharged V8 to become a fuel miser. However, we did see an average fuel consumption hover around the 15L/100km mark. The official combined claim is 11.7L/100km.

If you plan to use even a modicum of its performance, it will cost you. You pay to play with high-end or high-performance vehicles.

What Is It Like to Drive?

For the money, there's nothing quite like it. Other alternatives from Europe will be similarly good looking, feature similar technology and equally impress your friends, but will also probably come with a highly efficient and maybe hybridised driveline. They might even be fully electric too.

What you're certainly not getting for similar money is a thumping Mercedes-AMG V8 or beastly Bavarian straight-six turbo, let alone a good old-fashioned V8 stamped FoMoCo (Ford Motor

Company) with a gnarly supercharger strapped to its head.

It's the star of the show, and the reason why you'd spend 150 big ones on this car over something more frugal, 'newer' or both. The noise upon start-up is just raucous, with the cold-start V8 throb rattling your car port, garage door, or neighbour's windows.

Put the boot into it and it just gets better, too, with its sharp and progressive power curve backed by the sweetest of sweet automotive melodies. The engine puts its mighty 405kW to the tyres elegantly so, and directly in contrast to the noise it makes.

It's fast everywhere in its power band and totally doesn't mind being lugged in a higher gear from lower RPM either. It's smooth where it sounds coarse, and civilised to engage even though it sounds anything but.

Which you'll find yourself doing lots of if you get the chance. I know this is a massively overused sentiment, but in the 200-plus cars I've had the privilege of road-testing in my career, only a select few truly saw me 'taking the long road home'.

I genuinely enjoyed driving it, and continually found excuses to do more needless driving in it. My choice of roads saw me frequent the Southern Highlands district of New South Wales where conditions can be unforgiving in terms of surface, but rewarding in terms of shape. Some sections I love are slightly off-camber – the ideal place to unstick

a big, heavy SUV. The Jag wasn't taking my invitation to act uncouth at all, with its clever suspension tune dialled in just right for less-than-ideal roads.

You feel the weight, sure, but the steering and general controls provide enough clarity to enjoy, rather than balk at, what it does. It's genuinely comfortable too in its softest setting, meaning when you're not being a tool it doubles as a rather nice and lovely family car.

Unlike some hi-po vehicles from Europe that can be utterly uncompromising as daily drivers due to their performance chops, the F-Pace SVR slots right into the sweet spot as a fast, competent and comfortable road car for five.

Should I Buy a Jaguar F-Pace SVR?

Never thought I'd be quoting the mechanic from Mad Max in the review of an SUV, but "She's the last of the V8s. You can shut the gate on this one. It's the duck's guts".

If you want a seriously high-performance family car around the \$150K price bracket, this is easily one of the most effervescent and emotive choices left on the Australian market.

Do me proud and buy one. Underneath all the V8 fanfare you'll still find a perfectly sized and comfortable family car. ■

Editor: Review by Justin Narayan, Senior Journalist Drive Australia. For full report and 59 photographs goto: [SVR Review](#)



Inside the 2023 Jaguar F-Pace SVR you'll find Goldilocks – as in a cabin that's not too big, not too small, but just right. For the money, there's nothing quite like it.

Jaguar National Rally 2023



REGISTRATIONS ARE NOW OPEN!

RALLY OVERVIEW 2023

The Jaguar Drivers Club of South Australia aims to provide a very casual and affordable event where Jaguar club members from across Australia can come together and enjoy a very relaxed occasion catching up with old friends, making new friends and celebrating the Jaguar marque.

LOCATION - Hahndorf South Australia

The 2023 Jaguar National Rally will be located in Hahndorf, in the Adelaide Hills, South Australia, Hahndorf is classified as Australia's oldest surviving German settlement. People of all cultures and ages enjoy its charm and hospitality. There is so much to see and do in the beautiful Adelaide Hills.



The Rally will be located at the Haus Conference Centre, incorporating, The Manna Haus Restaurant. The Haus Restaurant is located at 38a Mount Barker Road, Hahndorf, SA

SPORTING DAY—At The BEND MOTORSPORT PARK
A great day is planned at this world class facility. Get on track or just enjoy the social occasion watching the action and socialising over lunch in the restaurant.



The **BUTTON** below will take you to a page on the JDCSA web page and give you a link to the full Rally Program details and instructions on how to Register for the Rally, the Post Rally Tour and Sporting Day at The BEND MOTORSPORT PARK.



POST RALLY TOUR - "Southern Vales Tour" - (Tuesday 18 - Friday 21, 2023)

We are calling this event the "Southern Vales Tour" and it will be based in McLaren Vale approximately 30 Klms south of Adelaide.

The Southern Vales is a premier tourist and wine district encompassing the magnificent southern coastal and hills landscapes. Daily tours from McLaren Vale will ensure the attractions of the region are thoroughly explored and enjoyed.

NOTE: The Tour will be limited to interstate visitors only and overall numbers will be limited.

[Register Here](#)

www.jdcса.com.au/jaguar-national-rally-2023

Rally Director: Philip Prior M: 0402 670 654 E: philipprior@bigpond.com

Electric E-Type Conversion - With a Manual Gearbox

Oxfordshire firm Electrogenic, known for its 'drop in' EV conversion kits, has expanded its range to include the E-Type - retaining the manual gearbox.

Engineered and developed in the UK, the Electrogenic kits use the firm's own electronic systems for battery and charging management as well as the driver interface. The powertrain itself also employs Electrogenic's unique system for creating high-density battery packs, as well as their UK-made reduction gearboxes.

Using bespoke componentry like this rather than off-the-shelf kit allows the conversion to be tailored to the vehicle's structure and ensure that the EV conversion is reversible. Batteries are fitted under the bonnet and against the rear axle in place of the fuel tank and spare wheel, while the motor and reduction gear assembly are mounted on the gearbox hanger.

The E-Type kit is offered in three different varieties:

- The E43, featuring a 43kWh battery and 120kW offering a 120-mile range.
- The E62 which uses the same motor with a 62kW battery to offer over 200 miles.
- The high-performance E48 which pairs a 48kW battery with a 150kW motor for a 0-60mph time of under five seconds with a range of 160 miles.

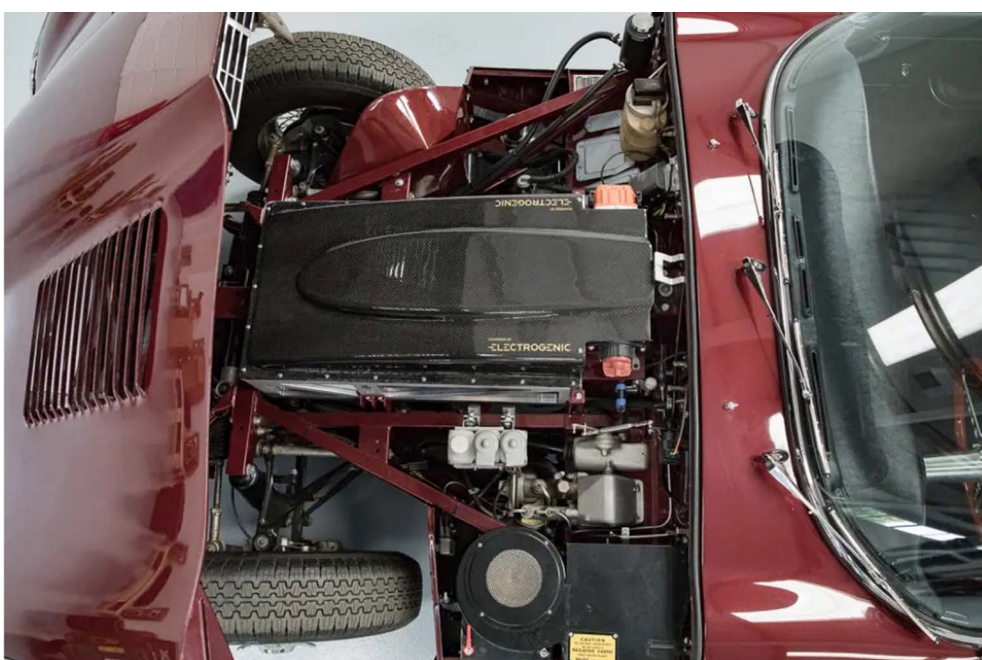
Unusually in this era of weighty electric SUVs, Electrogenic points out that the E43 and E48 conversions result in a lighter kerb weight than the original E-Type, while the E62 is almost identical to the standard car.

Option - Manual gearbox

The electric motor can be bolted directly onto the original gearbox and drive the rear wheels using a clutch and all the gears - just as the E-Type was always meant to be driven. In an E-Type you can expect about 5 kilometres/kWh - though it does depend on how you drive it!

All models are equipped with a CCS socket (Combined Charging System) for rapid charging. ■

For more details goto: electrogenic.co.uk.



Electric E-Type battery box.



The manual gearbox can be retained to maintain the classic E-Type driving experience. The dashboard is unchanged and the dials and gauges are repurposed.



Interview

Q and A Des Brown:

Member No. 44

Questions; Graham Franklin
Answers: Des Brown

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

Des: Yes, I was young and living in Ardrossan, working in a bank. The Bank manager's son did competitive push-bike racing and went to Victoria for a race. When he returned, I asked him how he went and he said he did okay and that he had also bought a car. It was parked out the front and it was none other than an SS100. He paid £500 pound for it. At the time I thought it was a bit 'agricultural'. I don't know what ever happened to it, and all I remember was that it was red.

G: I gather you have owned a number of cars in your lifetime?

Des: Yes, seventy-seven (77) in total. My first car was a 1948 Austin 8 Sports Tourer. I used to look in the Adelaide Advertiser used car section, which in those days also contained interstate cars. So, I often travelled interstate and bought a second hand car. I generally kept them for a while, played around with them, and then bought something else.

On occasions, I also travelled to London and attended high end auctions where I also bought cars that included a couple of Jaguars.

G: What make of cars have you owned?

Des: Overtime I have owned a few new cars like Holdens and the like, but mainly used cars including Minis, Hillmans, Toyotas, Austins, Fords, Mazdas, Mercedes, Chryslers, Rovers, Alphas, Datsuns, Triumphs, Hondas, Magnas, Porsches, Nissans, Suzukis, Audis and Jaguars of course. (At this stage Des handed me a list of all the cars he has owned including the miles/kms he travelled in each - totally over 1.5 million kilometres).



One of Des Brown's Series 2 XJ6



Series 2 Daimler Sovereign



Late Series 1 XJ12L

Interview - Des Brown (cont)

G: Okay Des what about Jaguars?

Des: A Mk 2, S-Type, Mk4 Drophead Coupe, Mk4 Saloon, Modern S-Type, X-Type, XF, XJ6 (four), XJ12, Daimler Sovereign and a Daimler Double-Six Vanden Plas. In Jaguar kilometres travelled, it is about 250,000 kms.

G: How did you become interested in Jaguar cars?

Des: I don't really know. It just happened. They were always on my mind. I had various Holdens and Minis and then I bought a Mark II 2.4 litre. It was the 10th car I owned and I did about 35,000 km in it. Then there was the 3.8 litre S-type and various XJ6's, XJ12, etc.

G: And then the 1948 3.5 Litre Mk 4 DHC?

Des: Yes, I bought the Mk 4 for \$1,700 in 1978 in SA from a Rob McWilliams who had stored it under canvas for 11 years. To my knowledge the car was always a South Australian car and originally owned by RM Williams (The Stockman Outfitter).

I hired a trailer and took it home. Over the years it moved dozens of times from place to place and took about 25 years to restore. It was finally finished around 2004 and then I started entering it in concours. (At this stage Des showed me a book with every single \$ he'd spent restoring it, including the hours taken).

G: So, Des did you restore it?

Des: No, most of the work was done by Don Evans who had also restored a Mk IV drophead. His car was clearly one of the best in Australia and possibly the world, winning many concours trophies. He used to pip my car by a few points, but every now and then my car would be judged slightly better.

G. Both these cars are no longer in South Australia?

Des. Unfortunately, not. I sold my car in 2015 to Fred & Elaine Williams of Victoria. Don sold his car about the same time and it went overseas.

Don passed away in 2016, but Margaret has remained in the club and often



Des Brown's Series 2 Daimler Sovereign



One of Des's favourite Jaguar's - Series 2 Daimler Double-Six Vanden Plas



Interview - Des Brown (cont)

hosts Register meetings in her home.

I understand you used to race cars?

Des: I used to compete in Motorkanas and regularly competed in annual championships in Hay. I did very well and won in my Mini Cooper. I also raced a Porsche at Mallala and at Calder in Victoria.

Did you race Jaguars?

Des: Yes, I did a couple of timed sprint races at Mallala in my Daimler Double-Six Vanden Plas. On one occasion I came around the final corner, flattened it, the rear broke away, and the car went across the finish line sideways. A lot of fun.

Have you been a member of any other Car Clubs?

My first was the Morris 850 Club and also the Porsche club where I was treasurer for a while.

I am still a member of the JCCC. (Jaguar Classic Car Club)

JCCC - I don't know much about that. I was in Darwin when the JCCC broke away from the JDCSA and some members left our club. Do you recall what happened?

Des: Yes, two other members and myself formed the JCCC. The problem was that we couldn't have Register meetings without permission, we couldn't go on runs together unless we had insurance, we had a lot of unnecessary restrictions placed on us and there were also financial issues. We felt isolated from the rest of the club.

G: That was very unfortunate Des. In the early days of the club the 'XK' Register and the "Pushrod" Register were the backbone of the club. A lot of the oldest members of the club are still found in these registers. It was a shame that it couldn't have been resolved.

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

Des: Well obviously, the Mk 4 drop-head because I owned it for so long and it went through a nut and bolt restoration. Also, the Daimler Double-Six Vanden Plas. I did about 18,000 km



Interview - Des Brown (cont)



in that car and it was really quite special.

However, the turbo diesel XF that I currently drive is a lovely car. I enjoy driving it because it handles very well, has plenty of get up and go, and is very economical.

Any interesting or special 'Jaguar' experiences?

Des: After Ardrossan, I was transferred with the bank to Adelaide. I was staying at a house in Glenelg with two other guys. The woman that owned the house had a garage out the back. One day I was looking around in the garage at various motor bike and side car parts. I found a name plate lying in the dust on the floor. It looked interesting and I kept it.

It wasn't until years later, thanks to the internet, that I searched for the history of the name plate and found out that it was none other than the name of William Walmsley's first sidecars. History shows that he designed the polished aluminium sidecar which he attached to ex-War Department Triumphs and the like. It had a bullet-shaped streamlined octagonal body, quite unusual for the day. He called it the "OTASELL", and registered the design officially in April 1921. They were advertised for sale at £28.

At the time I had no idea that the "OTASELL", went on to be built by the 'Swallow Sidecar Company'. At that stage, any hope of retrieving and restoring this sidecar was long gone.

G: A fascinating story Des, anything else you would like to add?

Des. No that's all.

G. Thank you Des very much for your time and photographs.

Photo Top: Des Brown (left) and Don Evans working on Des's 1948 3.5 Litre Mk 4 DHC.

2nd Photo: Des's car won many awards including Best Restoration in 2004; Most Desirable Car in 2006; and a Silver Award at the National 2007 Concours d'Elegance.

3rd Photo: The finished restoration.

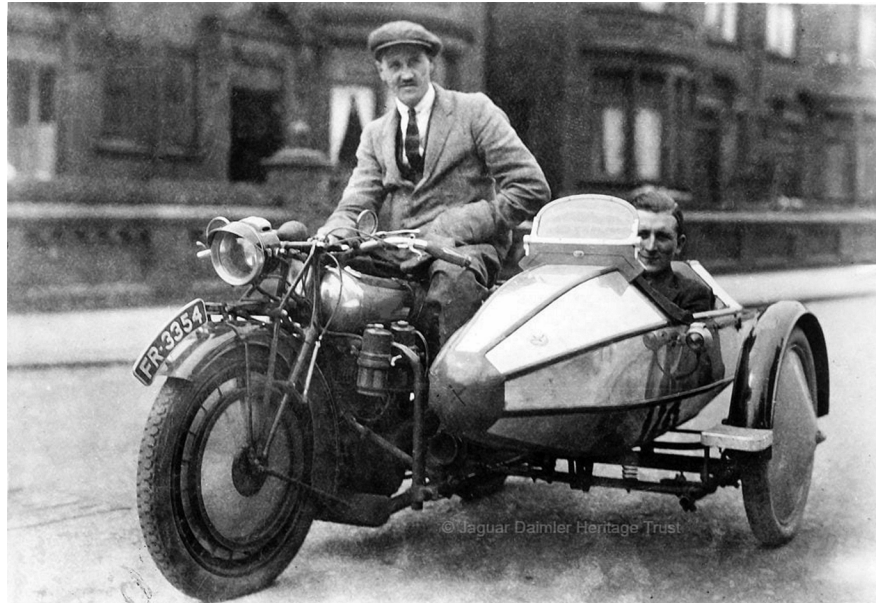
4th Photo: Nameplate belonging to William Wamsley's OTASELL Sidecar. In Des's younger years, he was looking around in a garage at miscellaneous bike and sidecar parts and picked up this nameplate. It turned out it was from a sidecar that was William Walmsley's first design that went on to be 'The Swallow Sidecar Company'.

Jaguar Daimler Heritage Trust - On this Day (February)

On 2 February 1923 two Brough Superior SS80 motorbikes were delivered to Swallow so they could attach Sidecars for the 1923 Motor Cycle Show in London.

The Model 4 Super Sports sidecar was the most popular of all the sidecars produced by the company during the Blackpool years. The pointed tail was unique to the Model 4 but like the earlier Model 2, was made from aluminium panels on an ash frame. Weight was kept down to about 80 lbs, which William Lyons thought was important, as many of their competitor's sidecars were too heavy for the motorbikes of the day.

Both Walmsley and Lyons were keen motorcyclists in their youth and owned a variety of machines, but the Brough Superior was their favourite. A Brough, originally owned by Lyons, is reported to be still in existence. These bikes, often known as 'the Rolls-Royce of motorcycles', were the products of George Brough of Nottingham. ■



William Walmsley on SS80 Brough Superior motorcycle, and William Lyons in the Swallow side car. King Edward Avenue, Blackpool 1923.



On 8 February 1985 Sir William Lyons died at his home (Wappenbury Hall) aged 83. His wife Greta, Lady Lyons, died the following year.

Jaguar Daimler Heritage Trust - On this Day (February)

This car was found in a very sorry state in 1994 by Gavin Head who, understanding its importance as a Swallow bodied Wolseley, bought it and started its restoration. In 2003 the Jaguar Daimler Heritage Trust managed to convince Gavin to part with the car and finished the restoration to fill a gap in the history of the evolution of the Swallow cars.

The Wolseley Hornet and later the Hornet Special with Swallow bodies were a milestone in Swallow history. These were the first true sports cars that William Lyons of Swallow had offered, and were also his first six-cylinder cars.

Two Swallow bodies were offered, a boat-tailed two-seater, and this four-seater costing £225. Both were very stylish and came in a wide variety of bright colour schemes. Around 324 Hornets and 206 Hornet Specials were bodied by Swallow. ■



On 10 February 1932 the Trust's 1932 Wolseley Hornet Swallow Tourer was built.

On the evening of 12 February 1957, a ferocious fire broke out at Browns Lane Jaguar Plant destroying hundreds of cars.

The majority of cars destroyed included XK140's, Mark VIII's, Mark I's and nine of the twenty-five XKSS that had already been completed or were semi-completed. (Most of the surviving 16 XKSS's were exported and sold in the US).

Almost 3.5 million pounds worth of damage occurred and nearly half the main factory destroyed. Fortunately,

no heavy plant had been lost as the fire had mainly effected the service, trim and final test areas. Had the fire reached machinery, it may have taken months or even years to replace.

Jaguar were inundated with offers of help from suppliers, building contractors, and fellow manufacturers including loans of plant and equipment. Employees rallied to the cause with shovels and anything they could lay their hands on to clean up the mess.

The task of rebuilding started within 48 hours of the fire and tarpaulins were erected to provide temporary protection for employees. Within 9 days production on a limited scale had recommenced, and within six-weeks the lines were humming again as the firm struggled to meet demand. The fire did however delay the release of the XK150.

All vehicles and components damaged in the fire were totally destroyed to prevent any items being sold to the public. ■



On 12 February 1957 a ferocious fire broke out at Browns Lane damaging half the factory. Goto video: [Jaguars Come Back Fighting \(1957\)](#)

Jaguar Daimler Heritage Trust - On this Day (February)

After a period of great expectation, the X-TYPE was unveiled to an international audience at the Geneva Motor Show in March 2001. The X-TYPE was the youngest member of the expanding Jaguar family. It was Jaguar's first entry into the compact sports saloon market. The X-TYPE was the smallest-engined Jaguar for thirty years, since the classic 2.4 litre and Mark 2 models of the 1950s and 1960s.

The X-TYPE featured an innovative technical specification. There were five different versions available including the all-wheel drive model which offered agile handling and sure-footed road holding. The car was built in Jaguar's totally refurbished Halewood plant, located on Merseyside in the north-west of England, the result of an investment of £300 million.

With the X-TYPE, Jaguar connected with a new and different type of customer. ■



On 15 February 2001 the first production X-TYPE was built (X1 TYP). The car was delivered to the Jaguar Daimler Heritage Trust for preservation.



On 15 February 1978 this Squadron Blue car was the very last XJ12 2-door XJ Coupé to be built. This car is now part of the Jaguar Daimler Heritage Trust.

The idea of making a two-door pillarless version of the XJ saloon had surfaced very early in the car's development as Jaguar became aware of the growing American market for hardtop cars in the 1960s. Indeed, early XJ6 styling models were all two-door cars.

Built on the short wheelbase floorpan from the original Series 1 saloon, the distinguishing feature of the two-door coupé was the pillarless window style with no doorframe or B-post. The doors were four inches longer than the standard saloon front doors. Further changes included folding front seats to allow access to the rear. All production coupés featured a black vinyl roof covering, and the XJC badging on the boot lid.

At that time the Jaguar XJ 5.3C cost £11,755, with an extra £321 for the Kent light alloy wheels. ■

This SS Airline is one of the best-known and most well-preserved remaining examples. It was delivered new in March 1935 to a Captain S Clough. After passing to a second owner in 1948, the car was bought in 1984 by the History of Jaguar Museum who had the car fully restored. The car was subsequently purchased by Jaguar Daimler Heritage Trust.

Like many other cars of the period, the Airline paid lip service to the then current fashion of streamlining and also reflected the Art Deco style.

It has been said that William Lyons did not personally like the model, and the Airline has been attributed to the influence of William Walmsley, Lyons's original partner, who would soon leave the Company.

Whatever, it is without doubt the most striking of all the different SS1 body styles, with many unique features, such as the twin wing mounted spare wheels. ■



On 16 February 1935 The Trust's SS1 20hp Airline, AWR 564, was built. The Airline was only in production for two years from 1934-36, during which time 624 were built. Now only a handful exist - including Malcolm Adamson's recently restored car.

Jaguar Daimler Heritage Trust - On this Day (February)

WHP 205J was one of the earliest E-type V12 cars built. It was the tenth right-hand drive 2+2 coupé by its chassis number and was registered on 19th February 1971.

The car was originally part of Jaguar's press fleet. It had its moment of fame when it was used with a Jaguar jet fighter to create some dramatic photos! It has been retained as part of the Jaguar Daimler Heritage Trust collection (JDHT) ever since.

Early in 2020 the Jaguar E-Type driver, Tony Bell, from the Jaguar fighter photoshoot came in to see us at the JDHT Collection Centre and told us about his day out filming. He was just told to take the car to an airfield for a photo call and follow the instructions. After various passes and photographs Tony asked the pilot how close he could get to the roof of the car. "How thick is the paint?" came the reply! ■



On 19 February 1971 The Trust's Series 3 E-type V12 2+2, was registered WHP 205J. The car was used for a promotional photo shoot with a RAF Supercat JAGUAR Fighter.



On 22 February 1993 the XJ81 was launched at the Amsterdam Auto Show

Given the model code XJ81, the XJ40-based XJ12 and Daimler Double Six were introduced at the Amsterdam Auto Show in February 1993.

The XJ81 was and powered by a 6.0-litre version of Jaguar's V12 engine. This was mated to a GM 4L80E 4-speed automatic gearbox.

It could be identified by the XJ12 or Double Six badge on the rear and a V12 emblem on the glovebox.

The XJ12 used the two twin-headlamp pairs, black radiator grille vanes, and a gold "growler" badge on the radiator grille top, while the Daimler received the rectangular headlamps.

Early cars used stainless steel window frames and on later cars they were changed to black. ■

At the launch of the E-type at the Geneva Motor Show in March 1961, two cars served as press demonstrators. One of them was this car, 77 RW, built in February 1961 as the first production open two-seater.

It was famously driven out to Geneva in a dramatic 17 hour overnight run by Norman Dewis, then Jaguar's Test and Development Engineer. 77 RW was later used by The Motor for their road test, published 22 March 1961 and it is now the oldest surviving open E-type.

Originally the E-type was available either as an open two-seater, or as a fastback fixed head coupé. Both cars shared the same basic structure, a monocoque with a front subframe, and were powered by a 3.8 litre version of the proven Jaguar XK engine, developing 265 bhp.

The E-type's looks were sensational, and it quickly became a symbol of the 1960s. Thanks to its unbeatable combination of price and performance, offering a top speed of close to 150 mph (241 km/h) at little more than £2,000, it became an instant success, particularly in the vital American market.

In 2000, Mr Michael Kilgannon, the long-term owner of this historic car, kindly put 77 RW on permanent loan to the Jaguar Daimler Heritage Trust. The car was then completely restored with the generous assistance of the Martin Robey Group (manufacture of parts for Classic and Modern Jaguars). ■



On 24 February 1961 the first production E-type roadster 77 RW was registered.



YOU'RE INVITED TO THE
50th Anniversary Dinner



SATURDAY, 29TH JULY, 2023

HICKINBOTHAM ROOM,
NATIONAL WINE CENTRE

TICKETS ON SALE
MARCH, 2023

Jaguar Ladies Social Group

Jaguar Ladies Social Group

We had our first luncheon for the year on Thursday 19th January at the Marion Hotel.

What a lovely afternoon with 20 ladies attending. We celebrated Betty Castle's birthday with an impromptu little cake and candle thanks to Marj. We received excellent service from the Hotel staff which made for a very successful event. Mary Saliba has agreed to be our function photographer. Thanks Mary

Our next event will be Thursday 16th March and we will be going to the Virginia Nursery Gawler Road, Virginia. It has

a café where we can order a light lunch after checking out the beautiful plants. Put this date in your diary Ladies. Daphne is kindly researching this event and details will be put on Tidyhq and invitations sent soon.

Regards

Tricia Clarke

Secretary

0422 128 066

triciacclarke_1@hotmail.com



SA Jag Day (Sunday 18 December 2023)

If you would like any of the following photographs, or those from last month's edition, just email me your registration number and I will send you a high resolution copy. Email: editor.jdcsa@mail.tidyhq.com.



Section of many people and Jaguars on the day. The weather could not have been better.



SA Jag Day 2022





SA Jag Day 2022



SA Jag Day 2022



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



Geoffrey & Lynda Gough, 1975 Red XJ6 4.2 litre (S2)



Daniel Marshall, 1983 Maroon XJ6 Jaguar Sovereign (S3) auto

Don & Margaret Bursill, 1977 Silver 5.3 litre XJ12 (S2) LWB Sedan



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



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



David & Annette Magee, 1996 Ice Blue 4.0 litre XJ (X300) auto

Phil & Suzanne Prior, 2008 Silver Grey 4.0 litre XJ (X358) V8 Auto



Evan Spartarlis, 1997 Sapphire Blue 3.2 litre XJ (X300) auto

Nick Tumicz, 1996 Red 3.2 litre XJ (X300) auto



Paul & Janice Moore, 1997 Green XJ (X300) auto

Hugh & Catherine Cardle, 2017 Santorini Black XF (X250) auto



Robert & Lynda Cain, 1983 Gold 4.2 litre XJ6 (Series 3)



David & Carol Seidel, 1985 Fawn 4.2 litre XJ6 (S3) Vanden Plas



Don Tamblin & Bronte Elliott, 1975 4.2 litre XJ Coupe



Roland Donders, 1990 Regency Red Daimler XJ40 4.0 Litre



Ivan and Janine Cooke, 1970 Black XJ6 4.2 litre Series 1



Di Williamson, 1975 Green Sand XJ12 Coupe 5.3 litre V12



Santo Caruso, 1992 Blue XJ40 4.0 litre

Clive Williams, 1995 Green XJ6 (X300) 4.0 litre auto



Peter & Heather Buck, 2001 gold XJ X308 Sovereign 3.2 litre V8

Mr Gorman, 1987 Regency Red Daimler Sovereign XJ40



Laurie Leonard & Noela Adi, 1986 OEW 4.2 litre XJ6 (Series 3)

Mark Aldridge & Helen Hoare, 1975 Blue Daimler Sovereign (V8)



Louis & Nella Marafioti, 1999 Blue 3.2 litre XJ8 (X308) auto



Greg Castle, XJ (X300) auto



Wayne & Beverley Buttery, 2013 Italian Racing Red XF



Ron & Claire Palmer, 2014 Ultimate Black XF (X250) Sedan



Henry Elliott & Kerri Bruggemann, 2004 Silver 3.0 V6 Modern S-Type



Modern S-Type - (No Details)

SA Jag Day 2022



Bob & Sandra Mack, 2003 Topaz XJ8 (X351) auto

Tim Collis, 1999 Carnival Red Modern S-Type



Nigel and Jane Eate, 1997 Bronze XJ (X300) auto

Ian Cooke & Heather Gale, 1990 Maroon 4.0 litre XJ40 auto



Richard & Frances Cotton, 2012 Black XJR (X351) Twin Turbo V6

XJ Mk10 420G Register New Year's Breakfast

Great way to start the year. On Sunday the 22nd January, the XJ/Mk10/420G Register held our annual New Year's Breakfast at the Birkenhead Tavern, on the Port River.

Once again we turned on the weather and we had 66 people attend. With perfect weather, great location, great food and Jaguar people, what more could you expect - a perfect day to start our season.

David Mouldale won the lovely Jaguar Monogrammed Towel Set.

Bob Charman



XJ Mk10 420G Register New Year's Breakfast



Compact Register - "Mark 2 Appreciation Run"

A good turnout of 17 Jaguars and 48 members attended the run that started from the Coles Carpark Glynburn Road Firlie. Departing at 9.30am we all enjoyed a leisurely and interesting drive via Kersbrook to Tenafeate Creek Winery, Yattalunga. Parking was reserved for us along the driveway and under the shade of large trees. *(Nice and cool but no good for taking photographs).* From 11.00am we all enjoyed three hours of wine tasting and grazing on the delights of the Tenafeate, that included dukka dip, bruschetta, cheese platters, and as much pizzas as we could eat. A big thank you to Phil Prior for organising another great event.



Compact Register - "Mark 2 Appreciation Run"



Nigel & Mandy Stevens, 1965 Maroon Daimler 2.5 V8 auto

Andrew Moulds, 1964 Red Mark II 4.2 litre auto



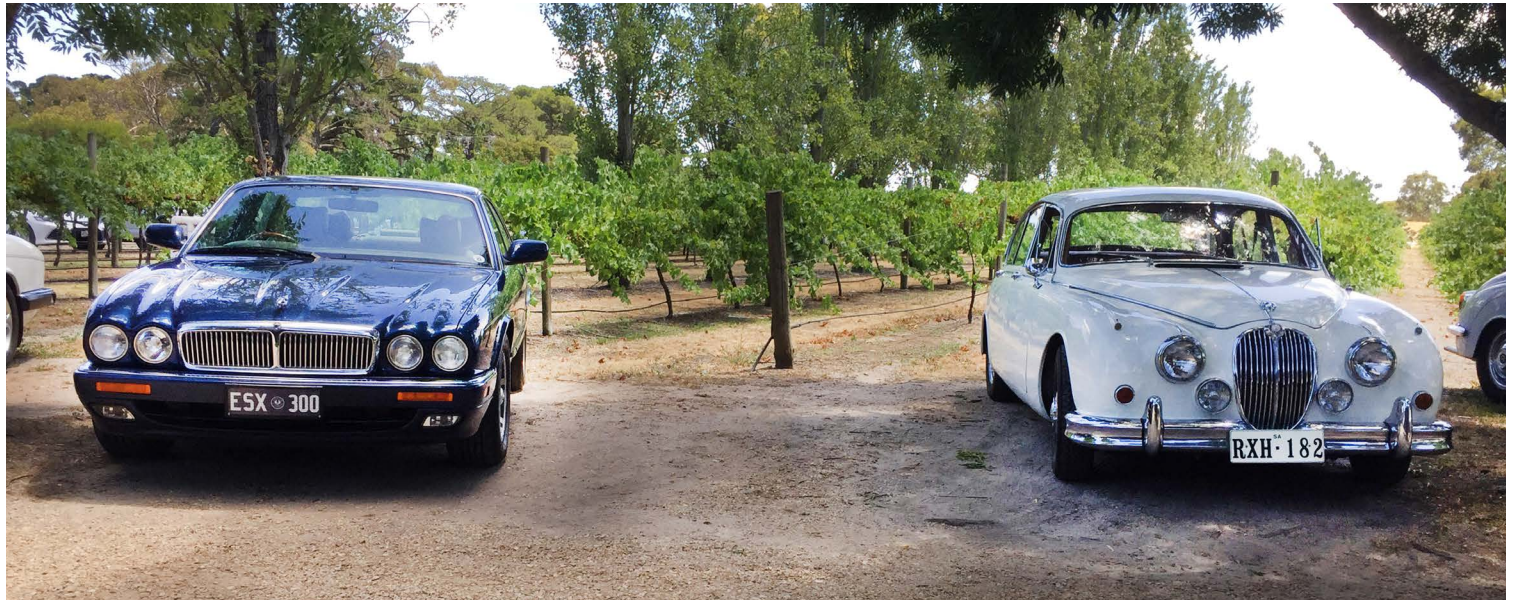
Andrew & Milly Costi, 1964 Old English White Mark II 3.8 auto

Christopher & Anne Hatcher, 1959 Gunmetal Grey, 4.2 litre Mark II



Ray Smithers & Judy Langdon, 1968 Old English White 340 Manual Overdrive

Compact Register - "Mark 2 Appreciation Run"



Evan Spartarlis, 1997 Sapphire Blue 3.2 litre XJ (X300) auto

Geoffrey Wilden, 1960 Mk II 3.8 litre Sedan



David & Margaret Bicknell, 2003 Dark Green X-Type

Denise & John Stokes, 1963 Gunmetal Grey Daimler 2.5 V8 auto



Andrew & Samantha Butcher 1969 Grey Daimler 250 V8

Peter & Ros Holland, Grey X-Type

Compact Register - "Mark 2 Appreciation Run"



Jo Orford, 2001 British Racing Green XKR (X100) 4.0L V8 S/C Cabriole

Phil & Suzanne Prior, 2008 Silver Grey 4.0 litre XJ (X358) V8 Auto



Jim & Arcadia Komaromi, 2007 Mistral Blue 3.0 litre Modern S-Type

Warren Bullock, 1988 Old English White 4.0 litre XJ40 auto



Fred Butcher, 1962 Red Daimler SP250 V8 Roadster

Peter & Trish Clarke, 2014 Stratus Grey XKR (X150) 5.0L S/C V8



The latest edition of Octane includes the following stories:

- ◇ **Rally Jaguar XK120:** NUB120 sister car is out of the shadows. (Nine page story with photos).
- ◇ **Zak Brown Jaguar XJR 10:** What McLaren's F1 boss drives on his day off. (Nine page story with photos).
- ◇ **Jensen White Lady:** Very first car from West Brom, now restored.
- ◇ **BMW Observer Coupé:** Unique glass-roofed 6-series explored.
- ◇ **The Octane Interview:** Gavan Kershaw, essence of Lotus distilled.
- ◇ **Chevy Camaro Z28:** On the road in super-rare original muscle car.
- ◇ **Porsche Cayenne:** 20 years of the SUV that saved Zuffenhausen
- ◇ **Bugatti Centodieci:** Exclusive drive of the ultimate hypercar.
- ◇ **Columns:** Motor mouths Jay Leno, Derek Bell, Stephenn Bailey and Robert Coucher exhaust themselves
- ◇ **Octane Cars:** Alfa Romeo Duetto joins the Octane fleet.
- ◇ **Overdrive:** A visit to Citroen's classic car collection
- ◇ **News:** An influx of new restomods on the scene.
- ◇ **Letters:** Band leader Billy Cotton's petrol-head legacy. ■



Ian Appleyard's 'NUB120' is credited as the most successful competition Jaguar XK120 of all time, but it's sister car deserve just as much recognition. PPE101 raced alongside NUB120 and formed part of the trio of XK120's that took the team prize for Jaguar in the 1953 RAC Rally. It shows that it doesn't always take a full restoration to bring a famous car back to its former glory. (Nine page story).



The boss of McLaren Racing, Zac Brown, relaxes away from Formula 1 by racing in historic events in his Jaguar XJR-10. The XJR-10 was Jaguar first foray into V6 forced induction. The main problem is that the engine management system is so complex that when they race they need to take an engine management specialist with them, just to keep on top of it. (Nine page story with photographs).



The latest edition of Australian Jaguar Magazine includes the following stories including JDCSA member Scott Shearman and Chris Hatcher's Mark II.

- ◇ **Jaguar on a Precipice:** Former Jaguar public relationship head John Crawford explains what Jaguar needs to do.
- ◇ **Jaguar without a CEO:** It is crisis time for Jaguar again as it finds itself in manufacturing limbo.
- ◇ **Great Scott:** Scott Shearman is from Adelaide but he quietly purchased Wappenbury Hall and is restoring it.
- ◇ **Why Jaguar - Why:** Trying to find a reason why Jaguar continue to attack the Magnusson family.
- ◇ **XJR-S Trickery and Lies:** We were told about a very low milage rare XJR-S in the U.S., which has had one owner and was the prototype. Careful research trips up the person who made what they knew to be false claims.
- ◇ **Mk2 Gets a Major Makeover:** Finch Restorations specialist put all of its skills into restoring and up-grading a Mk 2.
- ◇ **XK150 Is a Classic We Love:** The last in a series of world beating classic sports models which put Jaguar on the world stage.
- ◇ **Big Scoop:** We find the fate of the D-Type XKD503 which finished third at Le Mans in 1955 for Ecurie Francorchamps and then raced in the US and Cuba. It went missing in 1958 but we now know what became of it.
- ◇ **Ernest Wagstaff:** The founder of Shell Australia was the first person to drive between Melbourne and Adelaide when there were no roads. It was 1907 and he drove a new Daimler.
- ◇ **Jaguar Smatterings:** Nobody remembers the many E-Types which have raced, so we go looking for them and hope to identify some. ■

We never thought it would come to this, and especially after Jaguar was purchased by Indian family giant business Tata in 2008. The stark facts are that Jaguar is on the verge of extinction under the dominance of Land Rover. In this edition we have features and opinions from some of the world's best authorities on the marque and former Directors who give their honest assessments. It is not good but can't be avoided.

hits a serious

THE 'RESIGNATION' OF JAGUAR LAND ROVER CEO THIERRY BOLLORÉ AFTER JUST TWO YEARS OF TURMOIL CASTS A WORRYING DOUBT OVER JAGUAR'S FUTURE.

WHY DID HE GO, WILL HIS ALL-ELECTRIC POLICY REMAIN, WILL THE ALMOST COMPLETE NEW XJ AND J-PACE BE RESURRECTED TO KICK-START JAGUAR'S REVIVAL?

OR WILL JAGUAR BE SOLD OFF AGAIN?

WORDS - LES. HUGHES
IMAGES - JAGUAR CARS - JAGUAR MAGAZINE

crisis point



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

- ◇ **Up-rated XKR:** They sample a neatly up-rated X150 which takes inspiration from the XKR-S and may just be the better road car.
- ◇ **XFR Le Mans:** They unearth one of the lesser-known special edition Jaguars, created by dealer group Stratstone.
- ◇ **E-Type Lightweight Replica:** It may not be an exact replica of the famed lightweight racers, but this nicely finished creation comes very close.
- ◇ **TWR-Powered XJ12:** Adding the TWR-developed 6-litre engine to the sober Series 3 XJ creates a hilariously capable sports saloon.
- ◇ **Isle Of Man Road Trip:** Our XKR takes on the challenge of mountain roads and the famous TT course on an island, which has a lot to offer for the keen driver.
- ◇ **XJ40 Sport:** Three decades after the arrival of the XJ40 3.2S, we run over the history of Jaguar's attempts to reach a younger buying demographic.
- ◇ **Buying The XJ-S:** As a new record is set at auction for the model, could now be the time to get in on the XJ-S before values follow the E-Type? Here's what you need to know if you're after a pre-facelift car.
- ◇ **Workshop: XF Gearbox & Differential Service:** Changing the fluid and filter in the Mk 1 XF diesel.
- ◇ **Rust proofing:** Keeping the creeping orange menace at bay
- ◇ **From the Archives - 1985:** (See below) ■



From the Archives

Snapshots from 100 years of Jaguar.

It's a delightful offbeat shot this month as a young King Charles III at the wheel of a loader during a visit to the Royal School of Military Engineering back in 1985. During the visit, the Prince of Wales ripped apart this Jaguar XJ, described as a fun-size replica of his own car, although eagle-eyed readers will have spotted that the car in question is in fact a Series 1 XJ. It seems unlikely that the future King was driving around in a car discontinued 12 years previously, so we will assume army PR budget didn't extend beyond the contents of the local breaker.

100% PURE
CLASSIC
JAGUARS

XK8 'SHAGUAR' ROADTRIP
"YEAH BABY" - SPYING ON THE
SOUTH DOWNS - VIA GOODWOOD



CLASSIC JAGUAR

V12 XJS FACELIFT

ONE MAN'S SKILL ENHANCING
HOME RESTORATION
EXPERIENCE



E-TYPE SERIES 1-3
AN UNUSUAL REBUILD



XK120 RACERS
A RETURN TO BOREHAM



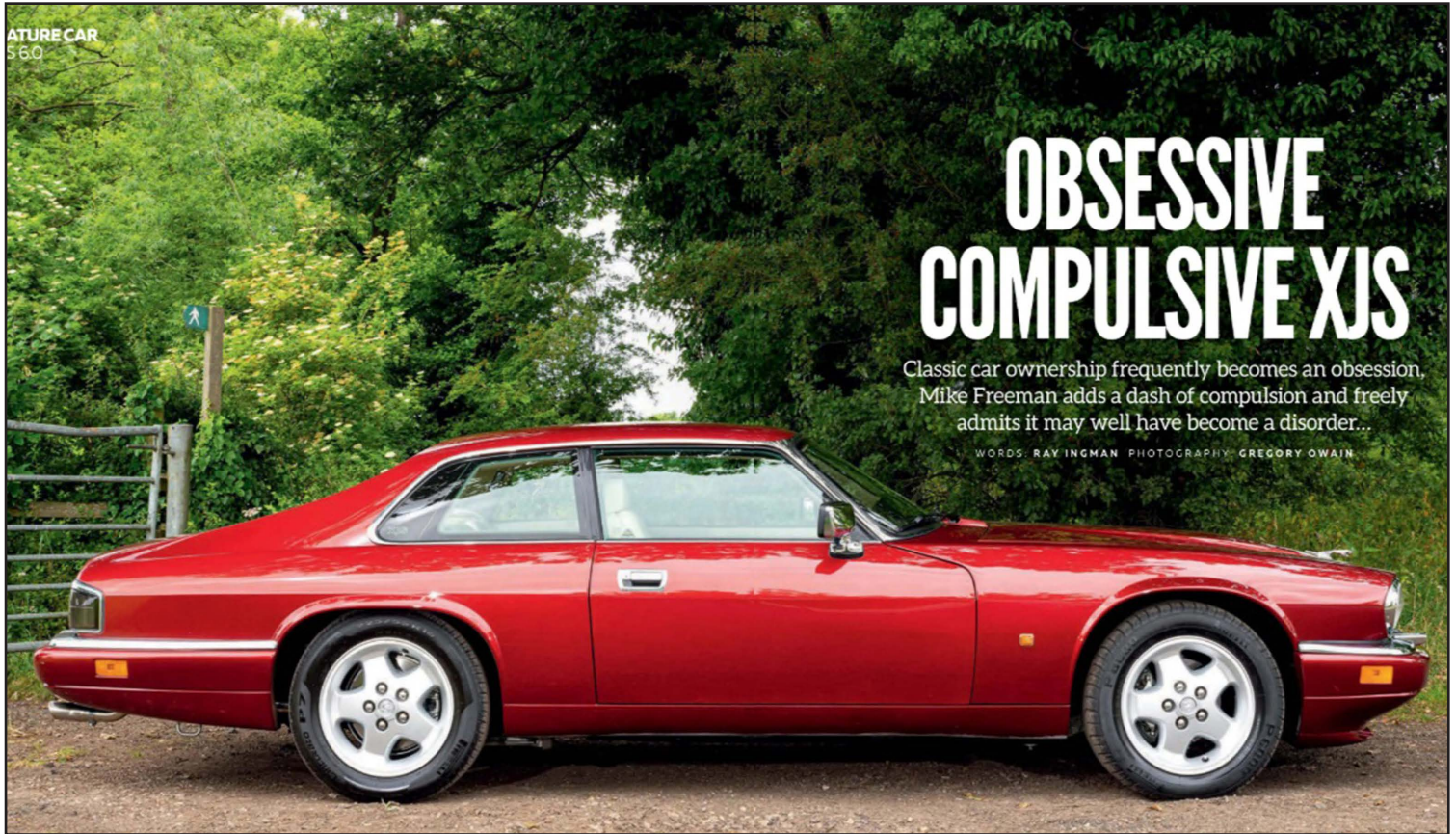
TRACKDAY NOVICE
SHARING THE EXPERIENCE

PLUS JAMES BOND XKR • STORYLINE • XJ40 DIARY
ALBERT DYMOCOCK ARCHIVE - 'LOFTY' ENGLAND



The latest edition of Classic Jaguar includes the following stories:

- ◆ **Cover Story – Facelift XJ-S:** Classic ownership frequently becomes an obsession. The article details the restoration of a 6.0 litre XJ-S and highlights the lack of 'facelift' specific information available. As a result the owner has set up his own YouTube channel that details step by step restoration of various tasks such as front & rear suspension, brakes bodywork etc.
- ◆ **James Bond XKR:** Richard Gunn 'Dies Another Day' to tell you the story. The XJR nearly stole the limelight from the Aston Martin. The XJR is now part of the collection at the National Motor Museum, Beaulieu.
- ◆ **On Tour in Austin Powers' XK8:** Peter Simpson spirits it away from the JDHT collection and does a road trip in the XJ8 Shaguar.
- ◆ **An E-Type for £20.00:** A fascinating E restoration tale of an E-Type body saved from the scrap metal dealer and a rebuild resulting in a combined E-Type Series 1/2/3.
- ◆ **FRW 'Lofty' England:** Eric Dymock reveals his early career including the famous LeMans wins.
- ◆ **Racing XK120's Return to Boreham:** It could have rivalled Silverstone, but didn't. Boreham Circuit is now a disused motor racing circuit and airfield, but was the site of many races that included Stirling Moss and Duncan Hamilton's XK120's.
- ◆ **Workshop:** Jim Patten reveals how to cure tappet noise.
- ◆ **Secrets of Rustproofing:** Craig Talbot demonstrates the subject on his Daimler Limousine.
- ◆ **On Track:** A pictorial visit to the Goodwood Revival. ■



OBSESSIVE COMPULSIVE XJS

Classic car ownership frequently becomes an obsession. Mike Freeman adds a dash of compulsion and freely admits it may well have become a disorder...

WORDS: RAY INGMAN PHOTOGRAPHY: GREGORY OWAIN

Facelift XJ-S: The article details the restoration of a 6.0 litre XJ-S and highlights the lack of 'facelift' specific information available. The owner has set up his own YouTube channel which can be accessed by going to [Jaguar XJS OCD](#) and watch many of the restoration videos.

Upcoming Shannons Auction

2023 Shannons Summer Timed Online Auction. (Closes 28th February)



1951 Mark V 3.5 litre Saloon. Same owner for last 50 years. Restored in 1975. Spent last 5-years in storage. (Est. \$15,000 - \$20,000)



1965 Mk II 3.4 Saloon. (Est. \$25,000 - \$30,000).



1962 Mark II 3.8 manual (was 2.4 auto). Substantial upgrade work. Duco has deteriorated. History supplied. (Est. \$25,000 - \$35,000).



1967 Daimler 2.5 V8 Saloon. (Est. \$20,000 - \$30,000).



1989 XJ-S 5.3 litre V12 coupe. (Est. \$20,000 - \$30,000).



1988 Jaguar XJ-S 3.6 litre auto. UK car imported in 2003. Various trim and mechanical work completed. (Est. \$28,000 - \$38,000).



1962 E-Type (S1) 3.8L Coupe. Bryson delivered. Same owner for last 37 years. Substantial work but showing age. (Est. \$100,000 - \$120,000).



1961 E Type (S1) 3.8L 'Flat Floor' roadster. (Ex LHD). Trim and paint fair. Would benefit from a restoration. (Est. \$160,000 - \$180,000).

Upcoming Shannons Auction

2023 Shannons Summer Timed Online Auction. (Closes 28th February)



1935 SS1 'Airline' Coupe. Same owner for last 77 years. Restored in 1980. Full documentation. (Est. \$270,000 - \$290,000)

With just over 600 ever built and only a handful imported to Australia, it is incredible to think that this 1935 SS1 Airline Coupe has been in the same owner's hands for 77 years!

Kevin Taylor is the longest continuous owner of an SS1 in Australia and, we'd venture to suggest, the world.

Purchased in July 1946 from a used car yard in Elizabeth St, Melbourne when Kevin was just 24 years old, the SS1 was originally dispatched from the Swallow factory in July 1935. The SS1 passed through a number of hands here during the war before Kevin bought it and, being a machinist and able to keep it going, simply drove the car as it was for many years which included a number of interstate trips.

After almost 20 years of continuous service the gorgeous Airline was benched as family and life happened, before work began on a full restoration after an 11 year hiatus around 1980.

The SS1 Airline Coupe was completely rebuilt and restored back to factory

specifications, Kevin tracking down many original and rare parts that had gone missing during its earliest days here. Kevin did all the mechanical refurbishment himself, including reconditioning the engine, while a new timber frame was made, and the bodywork, preparation, paint, and trim were handed over to specialists. Kevin then did the final assembly.

Originally leaving the factory in black and silver, it is now presented in bright red (replacing a slightly darker hue) with pale yellow wheels, it looks simply stunning – like the restoration was done last week, not 40 odd years ago!

The tan leather trim and beige carpets are just as good, the interior now restored to factory specifications after earlier owners had made modifications. Its chrome work gleams, including a pair of second-hand headlights bought in London, and the world "immaculate" somehow seems inadequate a description.

Significantly, the engine runs its original RAG carburettors (most SS cars have

been converted to SUs), and recent engine work has included a replacement cylinder head and gasket, and resealed valves.

The SS1 Airline comes with photos of its display at Motorclassica (where it was shown twice), various correspondence from Kevin outlining its history and work done, a copy of a magazine feature on the car, a copy of the Owner's manual and, rarest of all, a genuine Owner's manual which is believed to be the last remaining original copy! Amazing.

Having owned the SS1 Airline coupe for 77 years, Kevin simply told us: "It is about time someone else should become the proud owner." Thought to be one of only two SS1 Airlines in Australia, there will never be another opportunity like this one. Previously on Victorian club registration, the 1935 SS1 Airline Coupe is being offered for sale here unregistered. ■

MANUAL SWAP



In the UK, a resourceful Jaguar enthusiast has converted his XKR to a manual by using a six-speed ZF S6-53 out of a S-Type diesel. It's not exactly a direct bolt-in deal, and requires a custom pedal (from Swallow Racing), but it looks to be a fairly straightforward. Better still, the automatic robbed the engine of around 70 horsepower. For those interested, watch the video link to see the whole process happen! Goto: [XKR Auto to Manual Conversion](#).



And in the USA, a resourceful Jaguar enthusiast has converted his 1998 XJ8 to a Ute. It's possibly the only Jaguar XJ8 Ute on the planet and is available to buy right now for US\$29,000 (AU\$41,000). It still has the original V8 engine, five-speed automatic transmission and has 93,841 miles on the clock. All you have to do is pay the import costs and convert to RHD.

“Cars & Coffee” In and Around S.A.

SUNDAY Morning ‘CARS & COFFEE’ Themed Events

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

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

Compiled by Grant Zippel. Updated: 18/01/2023



Gemma Ward. Following the launch of the XE, the Australian model and actress became a Jaguar Ambassador

Classified Adverts

1961 Mark II, 4.2 litre Manual

- ◇ Currently Registered
- ◇ Lots of spare parts and body panels.
- ◇ More photographs available

PRICE - \$45,000 ONO

Contact Leith 0421 136 664

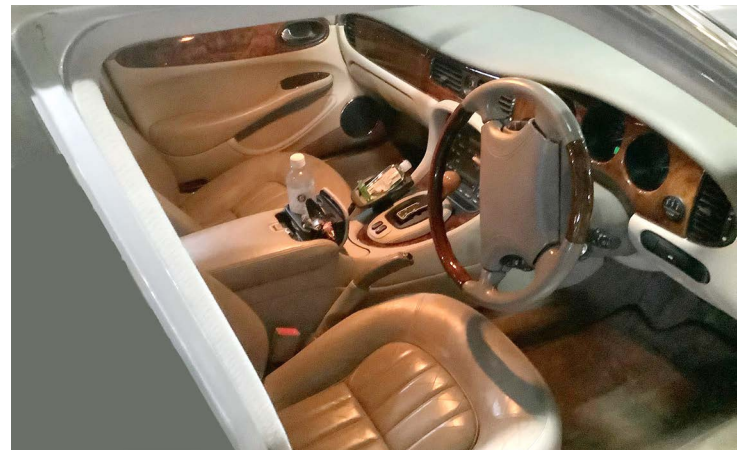


2000 XJ8 (x308) Sovereign 3.2 V8.

- ◇ 144,200 kilometres. One owner since new.
- ◇ Full service history by Sovereign of Kent Town.
- ◇ New tyres and superb condition inside and out.
- ◇ Selling on behalf of elderly gentleman. More photos available.

Phone Peter Buck, 0421 061 883 to arrange viewing.

\$19,000 Negotiable



1997 XJ X300 3.2 Litre

The owner of the car is a neighbour of Bruce Fletcher and unfortunately he has recently passed away. The X300 has travelled just over 200,000 km, but according to Bruce, it is in exceptional condition.

The car has been regularly serviced and has new tyres.

PRICE - \$10,000.00

Contact Bruce Fletcher for details - 0499 440 046

(The car is pale blue but not the car shown in photograph).



1956 Jaguar Mark 1 2.4 litre Manual

- ◇ This is a restoration project.
- ◇ The engine runs well and the gear box and diff are good.
- ◇ The brakes and clutch are not working.
- ◇ The body and interior need restoration.
- ◇ More photos are posted on Gumtree.

PRICE - \$6,500 negotiable

Contact John Richardson - 0400284116



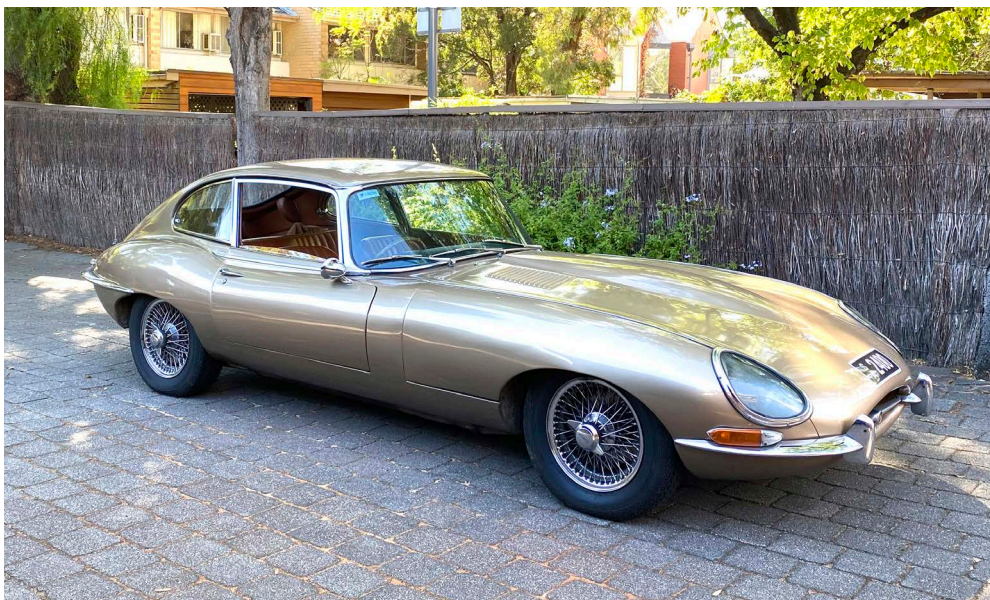
Classified Adverts

For Sale 1967 4.2 Litre E-Type 2+2 Auto

- ◇ Purchased by the owner in July 1975 (47 years).
- ◇ Fully registered and well maintained.
- ◇ In excellent original condition, inside and out.
- ◇ Engine No. 7E515759; Chassis No. 1E 50287 BW
- ◇ Number Plates sold separately.
- ◇ Excellent opportunity to own an E-Type that you can just drive.

\$115,500 Negotiable

Email peacockblack35@gmail.com



1977 XJ Complete Car with 350 Chev & T350 Transmission.

- ◇ The car is in almost perfect condition, very straight & almost rust free - tiniest rust in bottom of fender.
- ◇ Paint average. Have 4 litres of paint for a respray.
- ◇ Interior very good condition. Re-upholstered in 2001.

PRICE - \$14,000

Contact Clint Press

E-mail: oneclintpress@hotmail.com

FOR SALE: 1975 JAGUAR XJ5.3C

- ◇ Rather special well loved original car.
- ◇ Fully registered and well maintained.
- ◇ Green Sand paintwork is in very good condition No evidence of rust or damage.
- ◇ The interior is excellent, with good woodwork, velour interior with the seats having had lambs wool covers most of its life. The carpets are original and worn.
- ◇ A detailed inspection report by Geoff Mockford is available.

PRICE: \$69,000

Please contact Philip Prior 0402670654



WANTED

**XK150 right angled tachometer drive
(most probably the same as a Mark 1 or Mark 9)**

Please call Steve Weeks on 0414 952 416

Upcoming Events



E, F & GT Register Meeting. Thursday, 16th February 2023

The first Register meeting of the year will be held at the Osmond
The collection has over 100 cars mostly English and European cars.
The garage is well equipped with tools, spares, history etc. Please see TidyHq for parking details.
Members are asked to please bring a plate of supper to share and wine may be consumed on site.

FULLY BOOKED

This meeting will be limited to 40 people and members must pre-register. Please Goto: [E, F & GT Register Meeting 2023](#)

For further information please contact Suzanne Jarvis on 0478 717 775



McLaren Vale *Vintage & Classic* 2023



McLaren Vale Vintage & Classic 2023

When: Sunday, 23 April 2023

Time: 8am – 5pm

(Grand Parade 11am)

Where: Main Road, McLaren Vale

Vehicle registrations are now open and entries can be completed by filling out the online form, with an entry fee of \$35 per vehicle.

Entries will close on 20th March 2023.

Register your vehicle: <https://www.trybooking.com/events/landing?eid=989315&>

Keira Knightley Exiting From What?



Quiz: Be the first to let the editor know what model Jaguar this celebrity is sitting in for a prize. (editor:jdcса@mail.tidyhq.com)



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Find out what your home is worth FREE!

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



Karlie Ridley
(02) 83580999
Rental
Management

Club Notices

GENERAL MEETING ROSTER 2022/23

February	Multivalve Register
March	XK, 7, 8, 9 Register
April	E, F, GT Register
May	XJ, Mk 10, 420G
June	Multivalve 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 December 2022 General Meeting Minutes

Minutes of the Jaguar Drivers Club of South Australia Inc General Meeting held at The Junction Sports Bar on Tuesday the 6th of December 2022.

Chairperson: Fred Butcher

Meeting commenced at 7.30pm

Apologies: Tony & Gabriele Human, Graeme & Betty Moore, Wayne Buttery, Jeanette Brown, Bob Charman, Alan Bartram, Peter & Tricia Clarke, David Cocker

New Members/Visitors: Former members Nigel & Margie Galliver; they have an XE and a Series 3 XJ6.

Welfare: Steve reported on the passing of Hazel Brown. Bob Charman is also in hospital.

Previous Minutes: Moved for acceptance by Heather Buck & seconded by Jo Orford.

Business Arising:

50th Anniversary Book: Tim White reported on the progress of the book. He is now about 2 weeks from finalising the final draft.

SA Jag Day: Di Adamson reported that the day will be held on the 18th of December, the PA System, Shannon's along with Regalia sales are organised, but it will be more of a BYO picnic lunch or go over to TTP. The Salvation Army will be there to collect donations from members.

50th Dinner: Suzanne Jarvis gave the meeting an update on the event. It will be held on July 29th. Tickets will be on sale early in 2023.

President's Report: Fred Butcher

Fred's report is in December Classic Marque.

Vice President's Report: Michael Pringle Michael is still pursuing various sponsors for the 2023 National Rally. He also attended the Adelaide 500 & commented on what a great job Di Adamson had done with the cars for the Drivers Parade & the static display.

Secretary's Report: Steve Weeks

Steve informed the meeting that the

Executive Committee has discussed the 2 options for Individually Built Vehicles and following member feedback, we have opted for Option 2.

Treasurer's Report: Heather Buck

Heather said that club finances were OK.

Membership Secretary: Daphne

Daphne said that we have 7 new memberships for December to date.

Editor/Events Coordinator: Graham

Graham spoke on the many events coming up. He thanked members for their contributions to Classic marque over 2022 & asked for more articles for 2023. Next years magazines will feature on the 50 years of the club and contain interviews with long term members.

National Rally 2023: Phil Prior:

The Rally Registration Forms went online last week and so far we have received 100 registrations.

Logbooks: Bob Charman.

In Bob's absence, Daphne said that Bob is progressing well with a logbook system on TidyHQ.

Regalia:

Graeme modelled a National Rally shirt; Regalia items can be viewed & purchased on TidyHQ.

M.S.C.A: Barry Kitts

All events are finished for this year.

Library: Tom Brindle:

Tom now has a number of new books available.

Compact Register:

Phil Prior has posted a Compact Register run on the 8th of January, it will start at Burnside & finish at a Tenafeate Creek, cost is \$40 per person, all details are in TidyHQ.

Jaguar Ladies Social Group: Tricia Clarke

In Tricia's absence, Heather informed that the next event will be a lunch at the Marion Hotel on the 19th of January.

XJ Mk10 420G Register: Bob Charman.

In Bob's absence Daphne informed that Bob has organised the annual XJ Breakfast at the Birkenhead Tavern in

January. Tickets are available in TidyHQ.

Multi-Valve: Peter Buck

Peter Buck: Peter explained how he and Heather worked as a team when organising Register events. The Register meetings for 2023 are already in TidyHQ.

E.F.& GT: Suzanne Jarvis

Suzanne said that the recent register runs have been well attended and has scheduled many events for 2023. Suzanne was congratulated for her contribution to the Register this year.

SS/ Pushrod: Brenton Hobbs:

Graham Franklin attended the last register meeting and said that it was well attended.

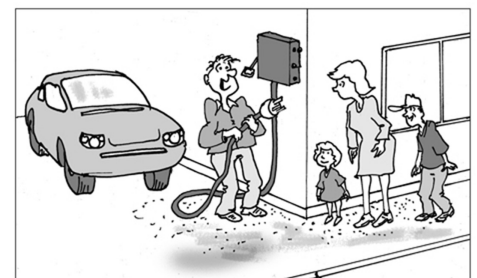
XK & Marks 7 8 & 9: Steve Weeks

The Register Christmas lunch resulted in over 30 members attending. The next event will be a Register meeting on the 15th of February.

New Business:

Our Vice President, Michael treated us to an amusing poem, "The Ballad of Stanley & Louisa", which was well received by all present

Meeting Closed at 8.25 pm.



Turn off the lights, shut down the appliances!
I'm going to charge our electric car.

**What part of "STAY AT HOME"
did you not understand?**



JDCSA - Club Directory 2022 -2023

Club Postal Address:

PO Box 6020, Halifax Street, Adelaide SA 5000

Club Web Site / Email

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

Email: jdcsa@mail.tidyhq.com

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

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

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

Your Committee

President: Fred Butcher

Mobile: 0428 272 863

Email: fmbutcher@bigpond.com

Vice President: Michael Pringle

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

Email: mlp7516@icloud.com

Treasurer: Heather Buck

Mobile: 0432 549 086

Email: treasurer@jdcsa.com.au

Secretary/Public Officer: Steve Weeks

Mobile: 0414 952 416

Email: valsteve47@outlook.com

Membership Secretary: Daphne Charman

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

Email: membership@jdcsa.com.au

Editor/Events Coordinator: Graham Franklin

Mobile: 0490 074 671

Email: editor.jdcsa@mail.tidyhq.com

Register Secretaries/Committee members

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

Brenton Hobb. Email: bmhobbs@bigpond.com

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

Steve Weeks: 0414 952 416

Email: valsteve47@outlook.com

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

Currently Vacant

Email: jdcsa@mail.tidyhq.com

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

Bob Charman Phone: (08) 8248 4111

Email: charmanr161@gmail.com

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

Suzanne Jarvis. 0478 717 775

Email: jdcsa@mail.tidyhq.com

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

Peter Buck Mobile: 0421 061 883

Email: Peter.buck51@bigpond.com

Club Services/Club Representatives

Club Patron: Mr Peter Holland

Phone: 0408 810 884

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

Email: charmanr161@gmail.com

Jaguar Ladies Social Group:

Tricia Clarke. Email: triciaclarke_1@hotmail.com

Regalia: Graeme & Betty Moore.

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

Librarian Tom Brindle

Phone (08) 8387 0051

Web Master: Tom Herraman: Mobile: 0423 214 644

Email: jdcsa@mail.tidyhq.com

TidyHQ Administrator: Tim White: 0419 809 021

Email: casuti3bigpond.com

Australian Council of Jaguar Clubs (ACJC)

Club Representative: **Phil Prior.**

Mobile: 0402 670 654. Email: philipprior@bigpond.com

Federation of Historic Motoring Clubs (FHMC)

Club Representative: **David Burton** Mobile: 0417 566 225

Marque Sports Car Association (MSCA)

Club Representative: **Barry Kitts:** 0412 114 109

All British Day

Club Representative: **Alan Bartram:** 0418 818 950

Technical Officer: Geoff Mockford

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

Club Registration (For MR334 Application Form)

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

YOU ARE INVITED TO THE
50th
Anniversary Dinner



SATURDAY, 29TH JULY, 2023

HICKINBOTHAM ROOM
NATIONAL WINE CENTRE

PLEASE ADD THE DATE
TO YOUR CALENDAR