



CLASSIC MARQUE

JUNE 2023



Celebrating 50 Years of the JDCSA

THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA

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Club Torque - President's Column

President's Report June 2023

As we move into winter it is pleasing to see Club Registers remain active throughout the June and July period. Register Members are encouraged to join with other Register Members and enjoy the good fellowship that the Club encourages. It is through this open invitation policy between Registers and interaction with other similar minded car clubs, that makes membership enjoyable.

The British Classics Tour held on Sunday 7th May 2023 was well attended by club members. This event receives valuable support from the Victor Harbor Council and each year entrants enjoy a new route to Victor, parking in Warland Reserve. This year David and Angela Rogers beautifully restored Mk5 and Evan Dennings also beautifully restored 1969 E-Type Series 2 FHC, took-out prizes.

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

Annual membership renewals are due by June 30, and renewal notices will be sent out by email in the next couple of weeks . . . be sure to check your spam box, just in case it could end up there. Our highly organised Membership Secretary, Daphne Charman, has already sent out reminders by mail to those members that don't have access email.

Log Books will need to be handled the old-fashioned way. So, once you have renewed your club membership, those who have vehicles on Club Registration

will need to send your Log Books in by post for stamping and processing. Please enclose a stamped, addressed envelope for the return of the log Book(s). Remember if your Log Book is not updated and stamped your vehicle is deemed unregistered and fines can apply.

As we move closer to the AGM in September, nominations for Executive positions will be in order. Nomination Forms will be available in the July edition of Classic Marque. If you are keen to take a more active role in the running of the Club, please nominate.

If you are planning to attend the 50th Dinner Celebrations to be held at the Wine Centre, and are still to book, I suggest you do so ASAP. The venue is limited in numbers and we are fast approaching that limit.

COVID continues to circulate averaging over 5,000 cases per day Australia wide; I feel this is the lower number. For SA the daily number has increased by over 33%, so with an older demographic membership please remain vigilant.

On a more positive note, our Annual S.A. Jag Day is booked for October Sunday 15, at Civic Park Modbury. Hopefully this year the weather will be kinder than last year. I remain very hopeful, so take the time over winter to get your Jaguar projects finished so that your car(s) again look magnificent for this event.

Safe Motoring
Fred Butcher



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Front Cover:

McLaren Vale Vintage & Classic
(Photo Angela Rogers)

Back Cover:

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



@sajaguarclub

NOTICE

Membership renewals - **DUE SOON** Log book renewals - **DUE SOON**

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

Once you have done this, your Logbook can be updated for another year. Please mail your Logbook(s) to JDCSA, PO Box 6020, Halifax St, Adelaide, 5000, **Including A Stamped, Self-Addressed Envelope.**

From 1 JULY you must not drive your car until your Logbook has been updated for 2023/2024. Failure to comply could result in significant fines.

For further information please call Bob Charman on 0421 482 007

**** Log Books can also be updated at the July General Meeting****

Events Calendar 2023

JUNE

JULY

TUESDAY 6th JUNE	JDCSA General Meeting. "The Junction", 470 Anzac Highway, Camden Park. Registration through TidyHq is required by 2nd June if you intend to have a meal prior to the meeting. The meeting starts at 7.30pm with meals from 6:00pm. JDCSA June General Meeting.
WEDNESDAY 7th JUNE	XK & Mk 7 8 & 9 combined with Compact Register - Run to Anlaby Homestead. Guided tour of the house & gardens. Two course lunch, with unlimited tea, coffee & water. All welcome. \$78 per person. Please register on TidyHQ. Run to Anlaby Homestead
WEDNESDAY 14th JUNE	XJ, Mk10, 420G Register Meeting: From 6:00pm to 9.00pm. The Bartley Hotel, Bartley Terrace, West Lakes Shore. For more information, please contact Bob Charman. Email: charmanr161@gmail.com .
SUNDAY 18th JUNE	SS, MkIV & MkV Register Meeting: 12.00 noon - 3.30pm. Sunday afternoon at the home of David Rogers. Can members please advise Brenton if they will be attending the meeting. 0419 345 775
THURSDAY 22nd JUNE	E, F & GT Register Meeting. 6:30 pm - 10.00 pm. Workshop of Peter Thomas, 6 Walla Street, Lonsdale. Sausage sizzle dinner and meeting. If members wish to contribute to the meal, please contact Peter on 0438 861 922. Alcohol may be consumed on site. Registration is required via TidyHQ. E, F & GT Register - June Meeting
TUESDAY 4th JULY	JDCSA General Meeting. "The Junction", 470 Anzac Highway, Camden Park. Registration through TidyHq is required by 30th June if you intend to have a meal prior to the meeting. The meeting starts at 7.30pm with meals from 6:00pm. JDCSA July General Meeting
WEDNESDAY 12th JULY	XK & Mk 7, 8 & 9 Register Meeting. From 2.00pm - 4.00pm. The meeting is to be held at the home of Peter & Judy Goodale Please register on TidyHQ or phone Steve on 0414 952 416. XK & Mks 7, 8 & 9 June Meeting
WEDNESDAY 12th JULY	XJ, Mk10, 420G Register Meeting: From 6.00pm - 9.00pm. The Bartley Hotel, Bartley Terrace, West Lakes Shore. For more information, please contact Bob Charman. Email: charmanr161@gmail.com .
WEDNESDAY 19th JULY	SS, MkIV & MkV Register Meeting: 7.00pm - 9.00pm. More details will be provided closer to the event. Can members please advise Brenton if they will be attending the meeting. 0419 345 775
THURSDAY 20th JULY (Lunch)	Jaguar Ladies Social Group Lunch. Attendance at the David Roche Collection in Melbourne Street, North Adelaide in the morning and then afterwards, the Lion Hotel for lunch. More details will be provided closer to the event. Please register to attend the meeting through TidyHQ. David Roche Foundation & Lunch
THURSDAY 27th JULY	Multivalve Register Meeting & Dinner. 6.00pm - 9.00pm The Kensington Hotel, 23 Regent St, Kensington. 6:00pm for dinner with meeting at 7:30pm. Please register to attend the meeting through TidyHQ. July Multivalve Register Meeting
SATURDAY 29th JULY	JDCSA 50th Anniversary Dinner. 6.00pm - 11.00pm National Wine Centre of Australia, Corner of Hackney Rd &, Botanic Rd, Adelaide. Tickets at \$105.00 per head are now on sale. "Members, past and present have priority on ticket sales until 31st May, when ticket sales open for members to invite family and friends." More details & registration through TidyHq: JDCSA 50th Dinner
THURSDAY 17th AUGUST	XK & Mk 7 8 & 9 Register Mystery Run. 9.00am - 3.00pm A breakfast & lunch mystery run through the Adelaide hills with the Rover & Riley Clubs. All welcome. Please register on TidyHQ. Register Mystery Run
12th - 16th SEPTEMBER	Multivalve Run to Broken Hill - Fully booked Any questions, please contact Tricia or Peter Clarke: Mobile: 0422 128 066 or 0403 327 299 Email: xkr1@optusnet.com.au Broken Hill Run
SUNDAY 15th OCTOBER	SA JAG DAY - 10.00 am - 3.00 pm. Civic Park Modbury, 995 North East Road, Modbury SA More details will be provided closer to the event. Please place the date in your calendar.
23rd - 25th OCTOBER	XK & Mk 7, 8 & 9 Register Border Run It will be three full days with visits to farms, wineries and private gardens. More details will be provided closer to the event.
3rd - 5th NOVEMBER	SS, MkIV & MkV Register Border Run to Mt Gambier Details will be provided closer to the event. For more information, please contact Brenton on 0419 345 775

Club Torque - Editor's Column

This month's magazine has continued with stories and photographs of the very successful Jaguar National Rally.

With over 800 photographs to look through, it was not possible to cover all events and all cars in detail. I apologise if I have missed your photo or car.

Also included is the latest news relevant to all things Jaguar, including more wins for Jaguar powered Formula E race cars and a procedure for putting out EV fires.

This month's Q&A is 50-year Club member Alan Hearse. Alan won't be

known to a lot of members, so have a read of his story. He is quite a character; and used to host some pretty wild party's that some members will chose not to remember. And there is a new members story from Trevor Elburn & Lynne Veness. Thank you, Trevor and Lynne.

Also, a heart-warming story by members of the E, F & GT Register who helped a son give his father a lovely birthday surprise. So enjoy this story too.

You will find a story analysing the question "Has Jaguar's '90s supercar

been badly treated". The answer is of course - YES.

The Jaguar Daimler Heritage Trust has created a new digital virtual 3-D journey through Jaguar's history. (Page 59).

There is a technical story from Peter Goodale on how to convert your car to Electric Power Assisted Steering.

There is lots more to read including some interesting Auction results and a 200mph Mark 1. Enjoy.

Graham
Editor JDCSA

Jaguar Ladies Social Group

Twenty-three Ladies had a very enjoyable luncheon at the Greenhouse Restaurant at the Feathers Hotel, Burnside on Thursday 18th May.

We were very pleased to welcome new club member Joy Magain who with her husband Barrie recently purchased Margaret Piper's Mark 2.

We also congratulated Claire Palmer on her and Ron's 60th Wedding Anniversary which was that day. A significant milestone.

Our next event is on Thursday 20th July. Ladies will be invited to attend the David Roche Collection in Melbourne Street, North Adelaide in the morning and then afterwards, the Lion Hotel for lunch.

This collection is held in a private home showcasing some amazing 17th and 18th century furniture, ceramics, paintings, clocks and exquisite workmanship.

Details will be posted on TidyHQ very soon.

Tricia Clarke
(0422 128 066)

JDCSA 50 Year Celebration Book

To celebrate JDCSA 50th birthday this year, our club has for the past 18 months been compiling a 50 year Celebration Book - and it's now finished and being printed.

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

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

◇ For local members please register your name only. Cost is A\$45. Books will be available for pick up at a General Meeting.

◇ For interstate members please record your name, address, email address and mobile number. Cost is A\$59 (\$45 + P&P in Australia).

◇ For any international members please contact me via email for the P&P at your location. The cost will be A\$45 + P&P.

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

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

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



50 Years of Grace, Space and Pace for Jaguars in S.A

New Member's Story - Trevor & Lynne



A Tale of Classic Cars and Unexpected Adventures.

Greetings, fellow Jaguar Car Club members!

Allow us to introduce ourselves. We are Trevor Elburn & Lynne Veness, and fuelled by a shared passion for classic cars, and unforgettable motoring experiences. Buckle up as we take you on a journey through our automotive adventures and a few humorous detours along the way.

Trevor, a seasoned member of the Triumph Sports Car Club, has always had a soft spot for classic automobiles. Growing up with a father who dedicated his life to GMH Holdens, Trevor was surrounded by a melting pot of British imports, including a splendid array of Jaguars. It was only natural that his love affair with these majestic felines began early on.

From the tender age of 16, Trevor embarked on his driving adventures with a bang—a Jaguar Mk 5, to be precise.

Over the years, his garage became a living testament to his devotion, housing a delightful collection of Jaguars including a Mk IV, E Type 4.2, Mark II, and an "S" Type. Oh, the nostalgia!

If only he had realized back then that they would be more than just cars—they could have been a most generous superannuation plan!

Ah, the memories that linger. Trevor's fondest recollection of owning a Jaguar or any classic car lies in the intoxicating scent of plush leather and the aroma of genuine timber gracing the cabins of these British beauties. It's amazing how something as simple as a smell can transport us back to the glory days of early motoring.

And speaking of memorable moments, let us regale you with a funny motoring mishap involving Trevor's beloved Mk V. Picture this: Trevor, cruising down a hill from One Tree Hill when, lo



New Member's Story - Trevor & Lynne (cont)

and behold, the brakes decided to take an impromptu vacation! But fear not, for Trevor is a resourceful chap. He swiftly tapped into his motoring wisdom and used the engine and gears as a makeshift brake to navigate his way home. Who needs traditional brakes when you have British ingenuity?

Now, let's turn our attention to Lynne, a senior executive in the Australasian automotive industry. As a veteran in the field, she had the pleasure of driving brand new cars every couple of weeks—quite the envy of many car enthusiasts.

However, when retirement beckoned, Lynne decided it was time to trade in the revolving door of production cars for

something with a little more personality and zest. Enter the MX5, a nimble roadster that brought her countless miles of sheer joy.

Joining the MX5 club with Trevor was an experience filled with camaraderie and laughter. But as life tends to throw curveballs, the MX5 eventually made way for a Range Rover V8 Diesel, and a Mercedes C200. Yet, Trevor's yearning for another "S" Type proved insurmountable. Now, their garage and driveway have become a symphony of cars, each holding a special place in their family.

So here we are, dear Jaguar Car Club members, a couple smitten by the allure

of classic cars, serenaded by the purrs of Jaguars, and navigating life's twists and turns with a touch of humour. We look forward to sharing more tales, joining you on exciting club events, and celebrating the timeless beauty of these remarkable machines.

Keep those engines roaring and the laughter rolling!

**Yours in motoring madness,
Trevor Elburn & Lynne Veness**



New Members

NOTICE BOARD

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

- ◇ Peter & Rosslyn Richardson: 1997 Jaguar XJ8 3.2L Sedan
- ◇ Damon Drummond & Laura Rustico: 1983 Honda Beat E-PP1 Coupe
- ◇ Barrie & Joylene Magain: 1962 Jaguar Mk II 3.8L Sedan
- ◇ Clive Bolton: 1997 Jaguar XK8 4L Coupe
- ◇ Albert (Jim) McBride: 2006 Jaguar XK8 4.2L Convertible
- ◇ Christopher Hunt: Jaguar Mark 1 Sedan
- ◇ Dean McCarthy & Jessica Geale: 1994 Jaguar XJ 4.2L Sovereign Sedan

The following application listed in the April 2023 Classic Marque magazine have been accepted:

- ◇ Lee & Emma Dedman: Jaguar Mk II 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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A Birthday Surprise

Alex MacKenzie recently contacted the Club to see if it were possible to provide a birthday surprise for his father, Ian who turned 78 on 12th May. Ian always had a desire for Jaguars and particularly E-Types. The information was passed to the E, F and GT Register and arrangements were made.

Gordon and Marie Elly volunteered to host at their Hindmarsh Island property on Saturday morning, 13th May. Paul and Julia Harrland and Dylan and Julie Gilbert also agreed to be part of the event.

The morning was one of those glorious Adelaide autumn days. It was sunny, calm and by 09:30 the three E-Types were arranged at the back of Gordon and Marie's home, out of sight and they looked splendid with the Goolwa Channel as a back-drop.

With a story about going for a drive to meet a mate for a coffee, Alex duly arrived with his father. With everyone waiting out of sight on the upstairs balcony, it was a perfect view to gauge the reaction. Gordon met Alex and Ian and they walked down the grassed driveway adjacent the house and of course, when they rounded the corner, the cars were waiting. Ian looked a bit bewildered at first but took little time to inspect the E-Types and express his surprise and delight.

Father and son both enjoyed their rides around Hindmarsh island and afterward Marie supplied a superb morning tea and Ian was even more delighted and told his story about being a member of a rock band in Scotland. Whilst returning from a gig, their vehicle broke down, so the band had to fit into the manager's E-Type. Somehow the four of them crammed in and they had an eventful journey home, one which obviously left a lasting impression on Ian.



Peter Thomas

The E-Types waiting stealthily



Alex MacKenzie, his father Ian and Gordon Elly

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The late Bill Browne Mk II Goes to Good Home



Margaret handing over the Mark II to Barrie and Joy Magain

The handover of the late Bill Browne and Margaret Piper-Browne's much loved 1962 Mark II occurred on Thursday 11th May.

The new owners, Barrie and Joy Magain were thrilled to at long last have fulfilled a boyhood dream of Barrie's. Barrie and Joy from Hove are now new Club members and look forward to many Club events.

Margaret had held onto the Mark II since Bill's passing 18 months ago, but realised it was time to pass the beautiful example of this classic Jaguar onto other Club members who would love it as much as Bill did.

Peter and Tricia Clarke gave the Mark II some TLC and together with Phil Prior were delighted to help Margaret find new owners.

Tricia Clarke

Ex-Sir William Lyons Mark X Donated to JDHT



© Jaguar Daimler Heritage Trust

Sir William Lyons' personal 1962 Mark X saloon, 7868 RW, is now part of the Jaguar Daimler Heritage Trust (JDHT) after a very generous donation from JDCSA member Scott Shearman, the current owner of Lyons' former home, Wappenbury Hall. They went to pick it up in style with their 1956 Jaguar D-Type, 393 RW, creating a great photo opportunity!

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Clark Gable's 1952 Jaguar Surfaces After 41 Years

It's a car definitely fit for a movie star.

One of four Jaguar XK120s originally owned by Clark Gable is being put up for sale for the first time since 1982.

In 1952, the battleship grey roadster was delivered to the Hollywood legend in Cornwall, U.K., where he was working on the film "Never Let Me Go."

At the time the XK120 was the fastest production car in the world.

Gable ordered the XK120 with competition-style wire wheels and hood louvres, but also a rack for his golf clubs, according to RM Sotheby's.

The XK120 is known in the collector car world as "MDU 420," after its original registration number.

After filming wrapped up, he used it to tour Europe through to the end of 1953, then shipped it to California and sold it.

The next owner kept it until 1982, which was followed by a trip to Switzerland via South Africa during which it twice traded hands.

That's when the current owner's father took possession of it in the city of St. Gallen.

It's been there ever since and underwent a full restoration in 2011 that cost a reported US\$500,000, complete with a new red Connolly leather interior.

The car is now coming up for auction at the RM Sotheby's Villa Erbe event on May 20, with a pre-auction estimate that tops out at about that price.

That's more than twice what classic car insurer Hagerty values a typical 1952 XK 120 in show car condition at, but this isn't a typical XK 120.

"Despite being one of the most famous XK 120s in existence, 'MDU 420' could easily be enjoyed on a long trip across the European continent, just like Clark Gable did, or admired on any concours lawn for its outstanding condition and incredible beauty," the RM Sotheby's listing says.

"Few cars can claim to combine such charm, originality, condition and screen legend provenance, and 'MDU 420' will forever be one of them." ■

Editor - Information for this story sourced from Fox News and RM Sotheby's.



Photo: Clarke Gable with Sir William Lyons. Gable owned four (4) XK120s. In 1949 he took delivery of the first LHD production XK120, chassis #670003



Gable took delivery of this Battleship Grey 1952 model while filming "Never Let Me Go" in the U.K and then shipped the XK120 to France on a Bristol Freighter aircraft. (Alamy)



Gable then used MUD420 to tour Europe and then shipped it to California and sold it. The car was fully restored in 2011. Sold at auction (20/05/23) for €387,500 (A\$630,000).

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JLR Continues to Limit Production of Jaguars

Snapshot

- ◇ JLR revenue boosted thanks to semiconductor supplies improving.
- ◇ Pre-tax loss for year was £348m better than it was the year before.
- ◇ Profit before tax for final quarter was £368m – up from £9m in 2022.
- ◇ Debt is cut to £3bn.

JLR (formerly Jaguar Land Rover) will continue to prioritise production of its most profitable models until at least mid-2023, maintaining limited output of its saloons while component supply continues to be restricted.

Outlining its full-year sales and earnings figures, JLR hailed the success of the latest Range Rover, Range Rover Sport and Defender as the driver of its vastly improved revenues and reduced losses in 2022, and it confirmed that the trio account for more than three-quarters of its 200,000 unfulfilled customer orders.

This backlog, together with their higher profitability compared with other cars



Full-scale production of the Jaguar XE and XF will not return for several months.

in the line-up, means production of the top-rung cars continues to be the priority while semiconductor supply remains constrained; and **full-scale production of the Jaguar XE, Jaguar XF, will not return for several months.**

Interim CEO Adrian Mardell said: 'Demand for our exceptional modern

luxury vehicles remains strong, and with a pipeline of ultra-desirable electrified models on the horizon, I am excited and confident for our future.' ■

Editor: Information for this story sourced from CarDealer and Autocar.

How TATA Battery Plant Could Save UK Auto Industry

The BBC has reported that parent company TATA is set to build a multi-billion-pound battery gigafactory near Bridgwater, Somerset, England.

After decades of automotive decline, this could help turn Britain into a base for battery production, saving its ailing auto sector.

According to the report, talks are close to completion following offers of incentives by chancellor Jeremy Hunt. Other media reports indicate that Hunt has offered the full £500 million in support reportedly requested by TATA in March.

A JLR spoke person told Autocar that all discussions, decisions and subsidies are a matter for TATA, and that JLR will only be a customer of the TATA plant.

The shift from petrol and diesel engines to batteries is possibly one of the biggest opportunities for the UK to protect what's left of its auto industry. This is why the JLR battery plant deal is so important. The batteries used to power EVs are large, expensive and difficult to transport because regulators often class them as hazardous materials making transportation subject to strict regulations.

The answer to these regulations and the rules of origin requirements is to build battery factories in the UK. Otherwise, the UK simply can't make anything like the volume of cars it once did. It currently only has the capacity to make enough batteries for 40,000 cars a year.

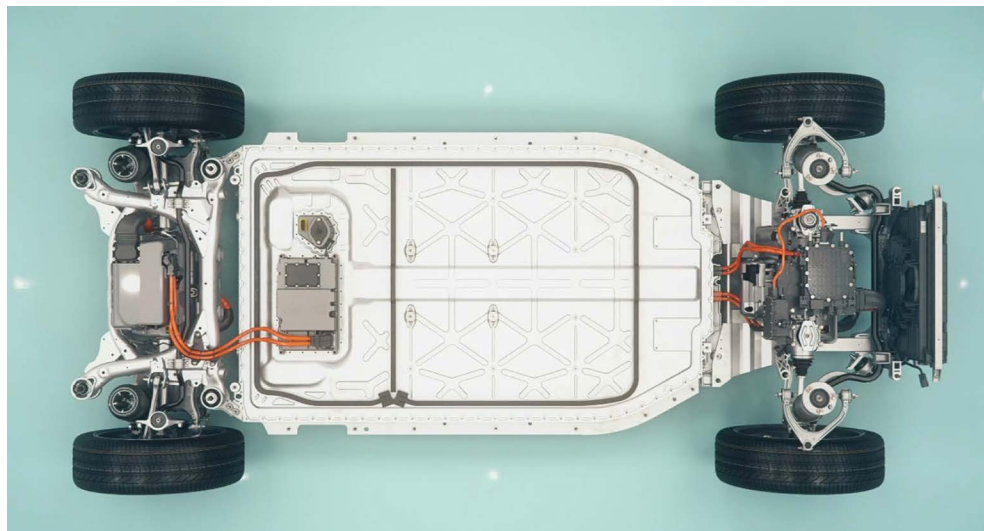
But EV battery factories are serious undertakings to build and run. Tesla's "gigafactories" are some of the largest buildings in the world.

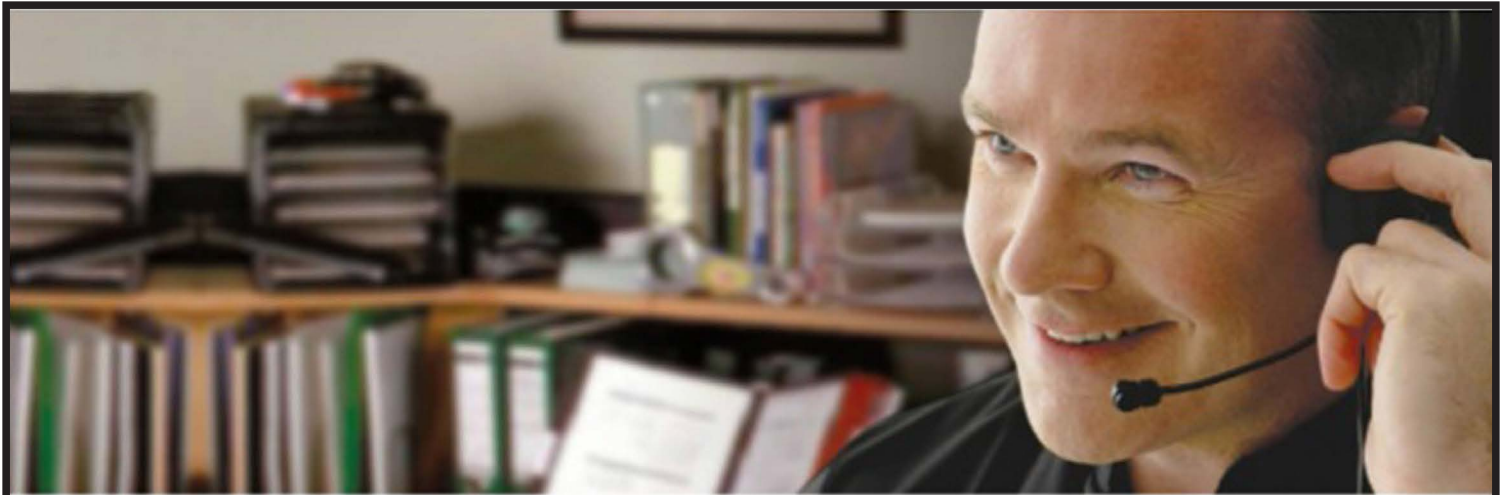
The explosion in global demand for EVs is likely to continue. Countries

like China, the US and Germany have moved faster than the UK to attract and even build the necessary infrastructure and manufacturing capabilities to start trying to meet this demand.

But it seems the UK government hopes to catch up, with the help of the largest "British" car manufacturer - JLR. ■

Editor: Information for this story sourced from BBC, Autocar and the not-for-profit media outlet "The Conversation."





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USA. Procedure For EV Fires - Cover in Wet Sand for Weeks

An autonomous I-Pace electric vehicle (EV) that caught fire at a US Waymo facility may take weeks to extinguish.

Fire crews in Arizona say that their official procedure for EV fires is now to cover them in wet sand for weeks after the fire has been put out. What started the fire in the first place is still not known, but the event started at one of the company's facilities in Phoenix. Owned by Google's parent company, Alphabet Inc., it is used to download data collected by test vehicles during their daily operations.

Though the situation was alarming, the facility's sprinkler system was able to contain the blaze, preventing it from spreading to other vehicles. Fire crews arrived on the scene and worked to extinguish the fire. No injuries were reported in the fire, and all employees safely evacuated the building.



The burnt out I-Pace EV being placed inside of a city dumpster prior to it being buried in wet sand for up to three weeks. It will then be taken to an EV recycling facility.

However, due to the potential nature of the incident, more than 60 firefighters were dispatched to the location. Hazardous materials experts were also sent to assist, a response that according to the crews who spoke to Fox News, will be standard for any future EV fire.

Since electric vehicle batteries are so energy dense, they burn extremely hot, and are very hard to put out. Given the nature of the fires, and the relative novelty of EVs, representatives with the department said that they are constantly developing new fire-fighting strategies.



Tesla cars have had more than their share of EV fires in the USA and elsewhere on the world. In Texas, this Tesla Model 3 burst into flames from inside while driving on the road.

A spokesman said that the fire actually provided the Fire Department with an opportunity to test its latest "wet sand" response tactic for EVs.

In this case, crews worked to douse the flames with water. Once the blaze subsided, the burnt out I-Pace was moved outside and covered in wet sand.

Waymo advised that they are working with firefighters to monitor the situation and identify the root cause. ■

Editor: Information for this story sourced from CarScoops.

USA - Confused Waymo I-Pace's Cause Traffic Jams

Police tried to unstick a cluster of confused autonomous I-Pace Waymos in Arizona this month, but to no avail.

The jam occurred in Downtown Phoenix and saw 12 Waymos get "confused" and ended up clogging the road. According to one user, police attempted to intervene, but as there were no human drivers behind the wheel, the police weren't exactly able to tell the befuddled Waymos where to go.

A Waymo spokesperson said, "Our driving technology prioritizes the safest driving path with the information it has at any given moment. Sometimes, that means our vehicle will pull over or

come to a stop if it's assessed to be the safest course of action in that instance, as happened here. We identified the software glitch that contributed to this situation and made appropriate updates across our fleet within 24 hours."

However, the incident is the latest in a long line of run-ins with authorities for driverless cars. While no injuries have been reported, it's not the first time that the behaviour of autonomous cars when being directed by first responders has been called into question. In San Francisco, a fire department official claimed that incursions of autonomous vehicles have now become a "daily

occurrence." In one such incident, a driverless car kept creeping towards a firefighter who was yelling at it to stop and would only do so when those at the scene smashed the car's window.

How driverless cars should respond to human instructions - particularly from those in law enforcement - is a concern that evidently has room for improvement. Whether such a solution can be found in the near future is another question. ■

Editor: Information for this story sourced from CarScoops.

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Four Wins in a Row for Jaguar Powered Formula-E Cars

Jaguar powered cars finished **FIRST** and **SECOND** on the iconic streets of Monaco.

Monaco Round 9 -Snapshot

- ◇ Nick Cassidy (Envision Jaguar Racing) won the race and now moves to the top of the Formula-E World Championship.
- ◇ Jaguars Mitch Evans finished second and moves to fourth in the drivers' standings.
- ◇ Envision Jaguar Racing now moves to the top of the team standings.
- ◇ Jaguar TCS Racing remain third in the teams' standings just behind Tag Heuer Porsche Formula-E Team.

Kiwi Nick Cassidy (Envision Jaguar Racing) fired to the top of the ABB FIA Formula E World Championship with a storming drive from ninth on the grid to the race win in an absorbing 2023 Monaco E-Prix.

Cassidy led home fellow Kiwi Mitch Evans (Jaguar TCS Racing), having fended off his countryman until a late-race Safety Car made the win certain for Envision Racing, who were under severe duress from the factory Jaguar driver.

The 150mph game of chess ebbed and flowed as leaders vied for control and to set the pace, but Cassidy's decisive early-race moves yielded the ultimate result, with the Kiwi placing his I-TYPE 6 perfectly around the outside of three at the Fairmont Hairpin on Lap 4 and managing to hit the front as early as Lap 7 through the first round of ATTACK MODE activations. Once his engineer



*Jaguar powered cars finish **FIRST** and **SECOND** at Monaco Formula E-Prix.*

gave the green light for a six-lap sprint finish, Cassidy didn't look back - despite the close attentions of Evans' factory Jaguar.

Evans had himself clambered from sixth on the grid to second at the chequered flag and was within touching distance of Cassidy right to three laps from the race finish when an accident caused the race to finish behind the safety car. This meant that Evans couldn't progress further and he had to settle for second-place.

This meant that New Zealand one-two made it four wins on the spin - a new Formula E record for a single nation.

Jaguars Sam Bird lined up in P16 after a challenging qualifying session. Sam held his position off-the-line and started

to work his way through the pack. He gained eight places and was up into P8 when he missed the ATTACK MODE loops with three laps to go. This dropped him down to P10 where he crossed the line in the final point scoring position. Sam was given a post-race 5-second time penalty for causing a collision, meaning his final result was P16.

To watch the 5-minute highlights of the race goto: [Monaco Formula E Round 9](#)

The ABB FIA Formula E World Championship heads to Jakarta, Indonesia for a double-header race weekend on 3 and 4 June 2023. ■

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



The famous La Rascasse corner at Monaco. Jaguar TCS Racing lies third in the world championship with 7 races to go. Next up - Jakarta



Interview

Q and A Alan Hearse

Member No. 111

Questions; Graham Franklin

Answers: Alan Hearse

G: Hi Alan. You joined the club in the first year of the Club and are member number 111. Do you remember much of the early days of the club?

A: I remember the dirt motorkhana's in a paddock at Elizabeth and racing against people like Peter Norris, Dave Burton, Phil Smart and Brian Walker in their Jaguars. Hell - it was great.

And if there were no club events on we used to get together on the weekends at someone's place. I lived at Tennyson, right on the beach and we used to have parties there. If people were too intoxicated to drive their Jaguars, they used to sleep on the beach. It was a lot of fun.

G: Yes, I remember. Lucky, we didn't die from alcoholic poisoning.

G: What was your first car?

A: It was a 1948 Ford V8 side-valve with surfboard racks. On one trip it blew a head gasket at Crystal Brook and I just left it there.

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

A: My mate had a white Mark 1 Jaguar and my dad had a Mark VII, and because dad had a car yard, different model Jaguars passed through.

But when I saw an E-Type for the first time I was just captivated and entranced by them. I mean, what else was around then - Holden EK's and XK Ford Falcons. I just had to have one.

G: So, you bought a Jaguar.

My first one was a Mark II 2.4 litre and then I bought a Gold Series 1 1965 4.2 litre FHC that reportedly belonged to Miss Australia, and Miss World, Penny Plumber.



Alan's E-Type (S2) at the Adelaide F1 drivers parade along with the factory XJ13



Interview - Alan Hearse (cont)

G: You had that car in 1973 when you joined the club. I remember that car, it had triple Weber's on it.

Yes, it was at my dad's house where I was doing some work on it and someone stole the triple SU's. So, I put Weber's on it. It was a great car.

G: Then you got the red E-Type roadster?

A: Yes, I still have that. I love roadsters.

G: So, what have you been up to over the past 50 years of the club?

A: Long story. I studied and went to Canberra working on computers for the Commonwealth. The computer occupied 2 entire floors and probably had less capacity than my mobile phone has now. It wasn't for me so I came back to Adelaide and worked for my dad in his car yard that I now own.

I used to go over to Sydney and buy MGB's for \$1,000 and bring them back and sell them in Adelaide for \$1,500.

Apart from the car yard I used to run licensed alcohol double decker pub, club and nightclub tours. Also, ladies night outs, bucks parties, wine tours etc. It was full on and quite stressful dealing with drunken patrons.

I also used to run Snow Ski Tours. That was seasonal work.

As an aside, I have also participated in Dragon Boat Racing for the last 30 years. It helps to keep me fit.

G: Are you still running the double decker's?

A: No. COVID-19 put an end to it. I sold two of the busses and have the other one up for sale. Its good because I can spend more time with the car yard now as it was a bit chaotic trying to run both.

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

A: Yes. The Austin Healey Owners Club of SA. It formed just a few years before the JDCSA. I am still a member and I still have a Healey roadster that I drive in summer. Peter Norris was also into Healey's and a member until the dreaded cancer took him prematurely.

G: Yes early 50's.

G: Do you have any funny motoring or club experience?

A: Remember I said I had friend who had a white Mark 1. It was in 1966 and we were down at Tennyson on Military Road. Not many houses around then, mainly sand hills.

Anyway, we were playing with the carburettors and my friend offered me a drive and I got up to about 100mph and then pulled up to have another look at the carbies. The next thing this white Valiant came screaming up with its brakes locked with a person inside holding up a sign "Police". An unmarked police car. Coped a fine and lost my licence for a while, but nothing really. The police and courts were pretty lenient in those days.

G: Of all the Jaguars you have owned, which was your favourite? I guess the red E-Type roadster?

No, the Gold FHC. It was my first E-Type, and as I said, I was just entranced with it.

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

A. No that's all.

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



Technical - Electric Power Assisted Steering Columns

Electric Power Assisted Steering (EPAS) fitted to an XK140 DHC by Peter Goodale.

Peters Attraction with Jaguars.

The Jaguar XK120 first popped up on my radar in the early fifties. As a student just entering University and with little savings, at best, I could afford a second-hand motor bike. At least then I could get myself to Sellicks Beach where in those days motor racing was held before the circuit at Port Wakefield was developed. That is 70 years ago but I can still remember the thrill of watching an XK120 racing on the beach. And when in Adelaide, I could take myself to admire the red XK120 parked in the old SA Fire Brigade HQ in Wakefield Street.

Thirty more years would pass before I felt comfortable purchasing a classic Jaguar, not an XK, but a 1959 Mk II 3.8, and joined the JDCSA.

A couple of years later on an overseas trip to a conference, and while in England a chance encounter with an XK owner led to me agreeing to purchase his 1956 XK 140 FHC. Some 7 years later, and back in SA, fellow club member Peter Holland let it be known that he wished to sell his 140 DHC to finance a domestic project. I had always particularly admired the



ECU located in side wing

XK drophead so the upshot was that I now had two XKs.

The drophead was in a totally dismantled state, but I had just retired from an engineering practice where I had spent the greater part of my working life, and saw this as a project to fill in all the spare time I was about to enjoy.

Reality soon dawned: you do not have spare time in retirement, in fact how did I ever find time to go to work? You see, we had chosen to retire to the country and with an old house to renovate and a couple of other car projects already in place it was another 10 years before the restored 140 rolled out of the workshop. In the ensuing years the car has clocked up 25,000 miles almost entirely on rallies and club events.

Time for EPAS

In keeping with many other British cars of the period, and before power assistance, all the XKs had really heavy steering: manageable in my younger days but not now.

Fortunately, there is a solution! Electric Power Assisted Steering (EPAS) where an electric motor imparts a torque to the steering column through a worm and wheel coupling has become universal in car manufacture today and aftermarket manufacturers are providing kits to suit old cars including Jaguar. The only downside is the cost.

From experience I have learned that it is sometimes necessary to make a component to complete a restoration project, so why not design and make a power steering system to fit to the XK. Always one for a challenge, I was encouraged in my thinking by two fellow engineers who had successfully fitted an MGF EPAS to their MGBs.

I acquired, for little cost, an MGF unit to consider how this might be incorporated into a steering column to fit the XK and set for myself a relatively simple design brief.

I. Remove the existing steering column intact and put aside for reinstallation if ever required and with minimum alteration to the body. (In the event a bracket spot welded to the firewall locating the column had to be drilled out, but could always be reinstated with screwed fasteners.)



Column installed in XK140

II. Reuse the existing steering wheel and telescopic adjustment and position the EPAS unit out of obvious sight so that at a glance the car looked original.

It quickly became apparent that the EPAS unit would have to be located and fixed hard against the firewall concentric with the existing hole and oriented so as not to impede the proper operation of the clutch or brake pedal. A new 1.6 mm steel bracket attached with three 5/16 UNF bolts at a suitable spacing would provide for the torque reaction in service.

Design and construction of an upper steering column to marry up the EPAS and the original steering wheel became the major task. It just so happens that I am one of those people who never discards anything from past projects and puts them away where most times I can find them again.

Amongst the collection was a complete Mk 2 steering column which I figured could be suitably shortened and rebuilt and the necessary parts machined to accomplish this task. Because the Mk 2 inner column is designed to be introduced into the outer from the top (and cannot be readily altered) some means had to be found on assembly to join the inner shaft to the EPAS inside the outer tube.

Technical - Electric Power Assisted Steering Columns (cont)

This was resolved by drilling two diametrically opposite holes in the outer tube large enough to insert a 6mm roll pin to couple up the inner column as shown on the general arrangement drawing. The photo shows the assembled unit in the car.

The section of shaft in the engine bay connecting the EPAS output shaft to the steering rack was fabricated from 1 inch steel shaft machined to accept a splined connection via a UJ to the rack pinion and a cut down section of the MGF output shaft at the upper end. This section includes a sliding spline connection to facilitate assembly and ensure that no end thrust can be transmitted into the EPAS unit.

The ECU for the unit is rubber mounted to the bodywork behind the side trim panel of the drivers footwell as shown in the photo. The power and control circuit cables that plug connect the EPAS and ECU can also be seen.

In addition, the ECU has additional cables for the following inputs: -

- 12V+ power supply from the battery via a 35A fuse (Lucas colour code-brown) + Earth(black)
- 12V+control supply via the ignition switch (Lucas colour code-Green)

A square wave voltage from a Hall Effect Transducer to sense road speed. My car was fitted with a Toyota Supra gearbox with speedo cable end modified to suit. Sensor part no C6006 available from New England Instrument Co has the 22mm nut and cable ends to fit in series at the gearbox. This unit provides 8 pulses per revolution which equates to a 160Hz signal at 60 mph. This signal modulates the torque assistance inversely with road speed, i.e., reduced assistance at increasing speeds

Engine speed. As best as I could determine engine speed does affect any output signals but the system would not

work without it. A connection to the CB terminal on the coil brought the system to life.

Did the Installation & Performance Meet Expectations?

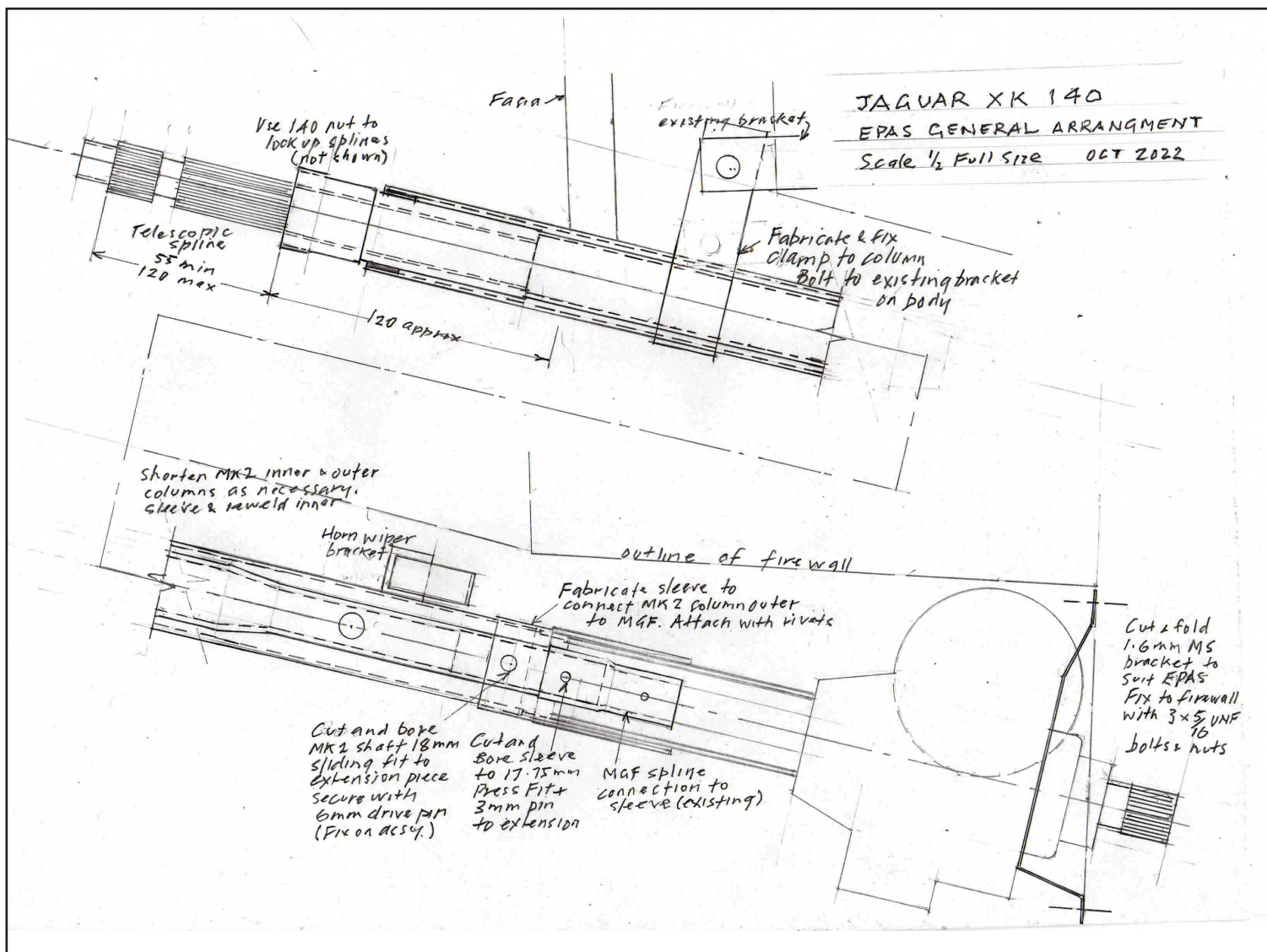
Out of pocket expenses were less than 10% of the cost of an aftermarket kit.

Labour costs (measured by time spent) were through the roof (to be expected on a one-off project).

Driving experience cannot be faulted. The effort required on the wheel is modest at all speeds and there is no sense of intrusion to normal driver input.

Got to be satisfied with that.

Peter Goodale
JDCA member 1004



EPAS General Arrangement

Jaguar National Rally - Sunday Display Day



Continuation of photographs taken at the National Motor Museum, Birdwood SA. Thank you to Angela & David Rogers and everyone else that sent in photos. Greatly appreciated.



Jaguar National Rally - Sunday Display Day (cont)



Jaguar National Rally - Sunday Display Day



Evan Spartalis, 1968 Old English White 420 (4.2 Litre)



Phil Smart, Opalescent Dark Green 420G (4.2 litre) (QLD).



Malcolm Adamson, 1969 Old English White 420G Auto



Rick Luff, 2017 Dolomite Brown F-Pace



Jaguar National Rally - Sunday Display Day (cont)



Paul & Gaby Kuhlmann, 2002 modern S-Type 4.2 litre V8



Murray Aitken, 1985 Gold (Antelope) XJ6 Sovereign (S3) 4.2 litre



Ian Cooke & Heather Gale, 1990 Maroon 4.0 litre XJ40



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



Geoff & Margaret Thomas, 1975 Silver XJ6 (S2)

Jaguar National Rally - Sunday Display Day (cont)



Josephine (Jo) Orford, 2001 XKR Classic 4.0L V8 S/C convertible



Rolland Short, 2013 Black XKR (X150)

Jaguar National Rally - Sunday Display Day (cont)



Borys & Elaine Potiuch, 2009 Jaguar XF 2.7 turbo diesel



Ron & Claire Palmer, 2014 Ultimate Black XF Sedan



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



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



Norm & Morna Atkinson, 1973 Maroon XJ6 (Series 2)



Ray Smithers & Judy Langdon, 2010 Maroon X-Type Auto



Greg & Lyn Castle, 1995 Light Blue 4.0 litre XJ X300 Sovereign



Jeff & Deb Schiller, 1969 Maroon 4.2 litre XJ6 (Series 1)

Jaguar National Rally - Sunday Display Day (cont)



Andrew & Milly Costi, 2005 Grey XJ8 (X350)



Phil & Suzanne Prior, 1978 Sepang Metallic Bronze 4.2 XJC Auto



Peter & Heather Buck, 2001 Gold 3.2 litre Sovereign XJ8 (X308)



Geoff & Margaret Thomas, 1975 Silver XJ6 (S2)



Richard & Dianne Chuck, 1972 Daimler XJ (S1) 4.2 litre Sedan



Steve & Val Weeks, 2006 Dark Blue X-Type



David & Margaret Bicknell, 2003 Green X-Type

Jaguar National Rally - Sunday Display Day (cont)



Stephan & Cecilia Schubert, 1994 Metallic Grey XJ40 V12 6.0L



Malcolm Adamson, 2002 Silver XJ8 X308



Bob & Sandra Mack, 2003 Topaz XJ8 (X350) auto



Peter Drake & Denella Moss, 1986 XJ6 (S3) 4.2 litre TWR



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



Mark Aldridge & Helen Hoare, 1977 4.2 litre XJC Coupe

Jaguar National Rally - Post Rally Tour



Day One - The Range Restaurant

On Tuesday, the first day of the post rally tour, we left The Manna Haus in Hahndorf in a loose convoy at 10:00am and headed for McLaren Vale. On arrival in the town, we had some free time either to relax with a coffee or to explore the main street, which many chose to do.

At mid-day we gathered at The Fleurieu Visitor Centre to drive to The Range Restaurant in Mt. Compass for lunch. The restaurant had been especially opened for us by our hosts Rik and Jenny. The meal and views from the dining room over the golf course were both excellent and enjoyed by all. After lunch we headed back to McLaren Vale and checked in to our accommodation at the McLaren Vale Motel, settling in before happy hour at 5.30pm and a BBQ dinner.



The 'mob' prior to boarding the "Spirit of the Coorong" for a 3-hour lunch cruise

Day Two - "Spirit of the Coorong"

On Wednesday morning we gathered at the Motel for a short briefing before leaving at 10am for Goolwa, where we had an hour for a coffee or a wander in the town before either boarding the "Spirit of the Coorong" for a 3-hour lunch cruise along the beautiful Coorong, or taking the Cockle Train to Victor Harbor to explore the town and Granite Island.

Local Jaguar Club members joined the party on the boat for a wonderful 3-hour lunch cruise to the Murray mouth and the wetlands beyond, with excellent commentary from the Captain. The birdlife was bountiful and didn't disappoint and everyone enjoyed watching the seals as the boat negotiated the lock at the Goolwa barrage.

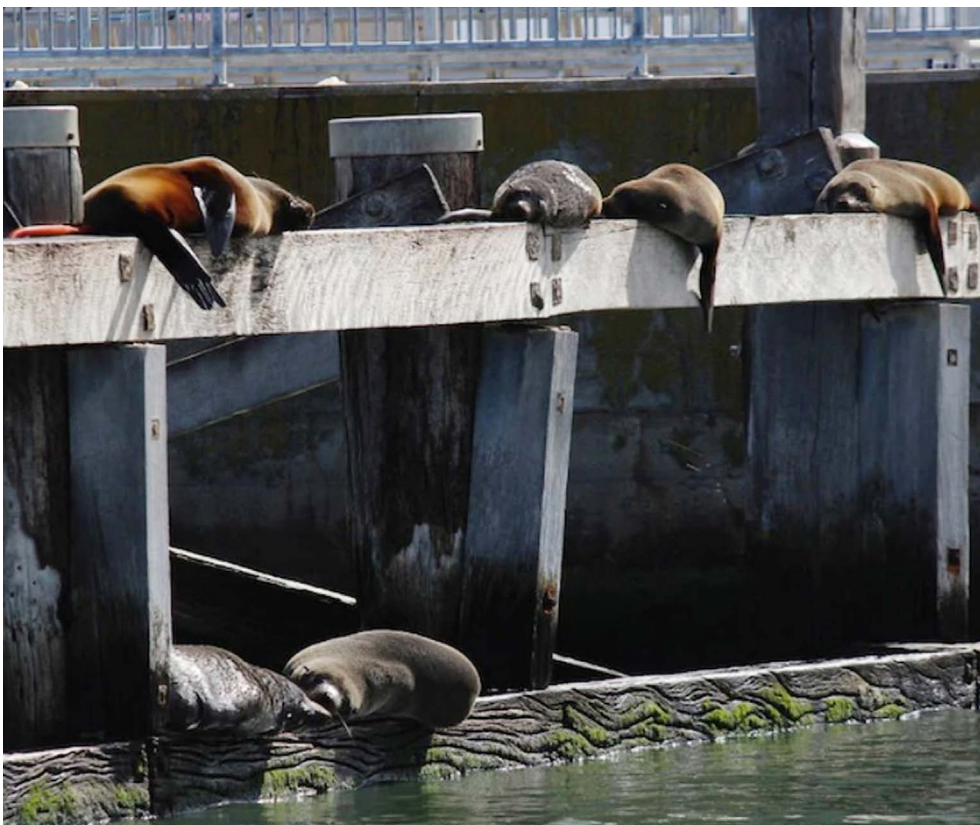
Day Two - "Cockle Train"

Those who chose to travel in the first-class carriage on the Cockle train to Victor Harbor enjoyed panoramic views of the countryside and many took the horse drawn tramway along the causeway to Granite Island, home of the fairy penguins.

At the end of the afternoon, everyone made their own way back to McLaren Vale and enjoyed some free time before a short stroll to Carmel's Restaurant for a superb dinner.

Day Three - D'Arenberg Cube

Thursday morning was originally planned as free time to explore McLaren Vale, but during the previous evening a show of hands indicated an interest to visit the D'Arenberg Cube, a six minute drive from the Motel. The Cube is a five-storey building situated in the d'Arenberg vineyards and is currently hosting a fascinating display of art and sculptures by Salvador Dali. The general



Seals at Goolwa Barrage Lock. They were cute (but the local fisherman would disagree).

Jaguar National Rally - Post Rally Tour (cont)

consensus was that the visit was well worth it, many enjoyed the wine tasting on the top floor and all agreed the toilets were indeed a sight to behold...!!

On leaving The Cube, we headed back to the Motel to pick up a few stragglers and set off on a scenic run to Lady Bay Resort at Normanville for a light buffet lunch, where again we had magnificent views across the golf course and over to the ocean. After lunch we returned to the motel via Normanville and Carrickalinga, to the spectacular Myponga reservoir for a photo opportunity. We had the car park to ourselves and more photos were taken of the variety of Cats lined up together than the spectacular views over the reservoir!

Final Night

For our last evening together, we drove a short distance to Oxenberry Farm Wines, to enjoy an amazing buffet in the function room. The room was lit up with a multitude of fairy lights, adding beautifully to the ambience of the celebration. Here we were joined by the Rally Director, the SA Club Patron and



We were treated to a host of bird life - Coorong Red Necked Avocets

a few local members. At the end of the evening a few of our interstate friends stood up on behalf of all participants and said how much they had enjoyed the post rally tour, which was much appreciated. Many of them also came separately and thanked us personally.

Heather and I would like to thank Graeme and Betty Moore for their invaluable help

and support with running the post rally tour. It would have been very difficult without them as co-hosts.

We look forward to Tasmania next year!

Peter & Heather Buck
Post-Rally Tour Leaders



Jaguar National Rally Post Rally Tour - Jaguars at Myponga Reservoir

Has Jaguar's '90s Supercar Been Badly Treated?

Editor - The XJ220 was big, fast and criticised. 30 years on, does that criticism still stack up? In the recent weekly edition of the British auto magazine Autocar, they carried the following feature story.

Autocar Feature

A machine whose sensuous looks were only exceeded by thumping twin-turbo performance. But the car is controversial, not least due to appalling bad timing and luck. But was all this unfair? Autocar's Andrew Frankel investigates....

Thrill

Say what you like about it (and plenty have), just looking at a Jaguar XJ220 provides a thrill you'd struggle to match driving most sports cars. A Lamborghini Aventador is visually madder but that was never what let the XJ220 pull jaws south on every pavement it passed. The Jaguar's still stronger draw is that to its sheer, size, Keith Helfet's design adds almost indescribable beauty.

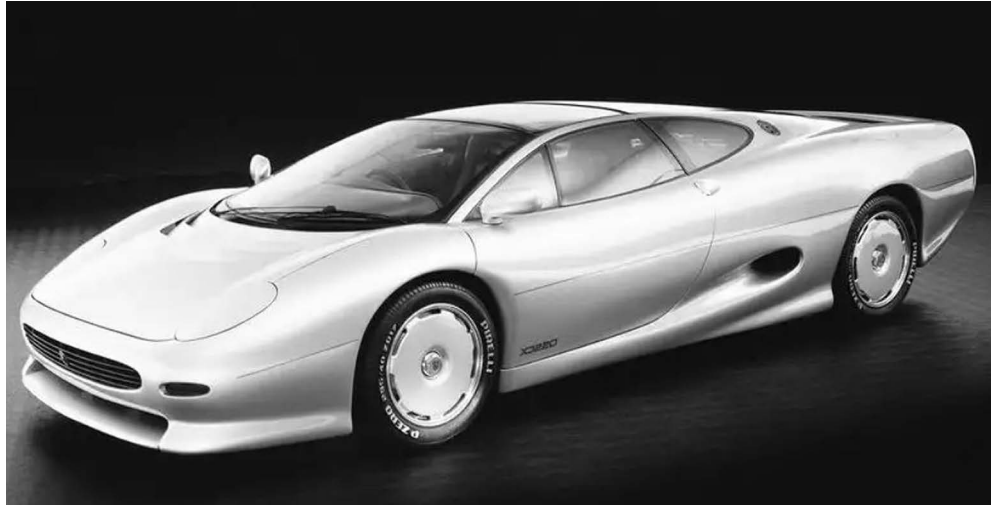
Rarity

Now mix in colossal power, success at Le Mans and astonishing rarity. Just 283 were made, making it only fractionally less scarce than that legendarily endangered species, the 272-strong Ferrari 288 GTO.

And yet despite its looks, power, pedigree and scarcity, despite even an engine that came straight from a Group C car just like the GTO, the XJ220 has spent most of the decades it has so far existed unloved by the public and something closer to an embarrassment to its creators.

Beginnings

Now is not the time to twist knives into old wounds but, briefly, Jaguar showed a concept of a car called XJ220



The original concept XJ220 with quad cam V12 and 4WD

at the 1988 Birmingham motor show (pictured). It was necessarily massive, to accommodate its four-cam V12 engine and four-wheel drive system. In the crazy final thrashings of Margaret Thatcher's bull market, the world went wild for it.

Jaguar asked Tom Walkinshaw (1946-2010) to see if it could be produced, who duly came up with the specification of the car we know today: a rear drive car with a bonded, riveted aluminium tub powered by an engine that had started life in the Metro 6R4 rally car, but developed by TWR into a formidable racing weapon used to win IMSA and Group C races in the back of the Jaguar XJR-10 and XJR-11 respectively.

Recession

A run of 350 cars was commissioned, for which 350 £50,000 deposits were not hard to find. But by the time the car was developed and ready to be delivered, the global economy had caught a very heavy cold. Some of the 350 turned out

to be speculators and tried to flee their commitment, while others were sincere customers who nevertheless found themselves lacking either the will or the way to pay for their new car.

Rather than take the hit, Jaguar sought to ensure its customers made good on their commitment, eventually winning in court.

The shadows

But victories were rarely more Pyrrhic than this: Jaguar had forced its investors to either to take their car or buy their way out of it, but not before dragging its name through the mud.

And, in the meantime the attention of those who could afford to spend such sums on a mere car was being drawn inexorably south from the Midlands to a Surrey town called Woking, where an intriguing little project from McLaren was rapidly taking shape.

Test Drive - Size

Sitting there in the watery morning sunshine, it seems altogether too outlandish for use on the public road. It is utterly intimidating.

Then you sit in it. The windscreen seems almost horizontal, its leading edge as far away as that of a Renault Espace. The driving position is actually very comfortable and the seats nothing less than outstanding, but in every direction it seems to carry on half as far again as most normal cars. And visibility behind and over the shoulder is not just limited, it's almost non-existent.

Start-up

But you can't turn back now so you still turn the key, thumb the button and hear the V6, all its chain-drive camshaft,



L-R: The architects of the XJ220 - Keith Helfet and Jim Randle

Has Jaguar's '90s Supercar Been Badly Treated? (cont)



It doesn't matter from what angle you look at XJ220 from - It is simply stunning.

turbo-whooshing, angry, ugly glory. The memory of sights and sounds two decades gone come back as if they'd left only last week.

Pure

Tentatively I prod the nose out onto roads made damp and greasy by light but steady rain. XJ220s have a reputation for being vicious in the wet and provide nothing – not even ABS – to help you. It is an entirely analogue car: Don' Law's race driver son Justin recalls a car that swapped ends on its owner in a straight line as he changed from fourth to fifth at 170mph in a straight line. Happily, XJ220s are also so strong you can destroy everything up to the A-pillars and the windscreen won't even crack.

Civil

At first it feels wide, sluggish and cumbersome. Everything from the steering to the brakes, clutch and gearshift is heavy. The ride is stiff but not the disaster I'd feared and while the engine and massive tyres mean noise levels in the cabin are quite high, this is not an un-civilised car. To this day the odd European eccentric still uses an XJ220 as a high speed, intercontinental daily driver and you can almost see why.

They need a seven grand service every other year, but if you look after them XJ220s are also exceptionally reliable.

On the road

So now it must be driven fast. Pick your moment, select third gear to minimise wheelspin and go. At 2500rpm it's not interested at all, but by 3000rpm you are absolutely flying. That is all the warning you get. Big turbos and fuel

injection with all the sophistication of a pressurised watering can compared to modern systems see to that.

And it goes without ceasing to 7200rpm. Twenty years ago, this car hit 60mph in 3.6sec, without four-wheel drive, traction control, launch control, flappy paddles or sticky tyres. So equipped there's no question it would have ducked under 3 seconds.

True grip

And suddenly you are in another world. I've been doing this job for a while now, but cannot recall another road car whose personality changes more with speed. As loads start to penetrate the suspension, this once truculent and clumsy car comes alive in your hands. The steering is a miracle, the precision with which this vast car can be guided something quite beyond your imaginings.

Grip in fast corners seems beyond anything mere tyres could muster and probably is: XJ220s have proper downforce. Horrible cliché though it is,

this car really does shrink around you.

Twitchy

Only once does it bite. Accelerating hard away from a tight corner I change into third and jump back on the gas just a little too eagerly. The turbos spool, ripping the grip of its massive 345-section rear Bridgestone's from the soggy tarmac, jinking the car sideways. There's a moment, little more than enough to raise the eyebrows of one occupant and twist the wrists of the other, before normal service is resumed.

But it is a reminder that this is a car from another age: in a modern supercar if it had happened at all, one electronic saviour or another would have checked it before you'd even noticed.

Injustice?

It seems to me that whatever the rights and wrongs of the spat between Jaguar and its customers 30 years ago, the one innocent party standing in the middle was the XJ220. In the right conditions it remains a superlative driving tool, a total sensory experience you'd need a McLaren F1 costing ten or twenty times more to substantially better or, at the very least, the relatively common F40.

Righting wrongs

One thing is at least clear: 30 years is enough for the wounds to heal. It is time the XJ220 took up its position as one of the great supercars of its or any era. For any other fate to befall it would be to perpetuate a travesty of justice that should never have occurred in the first place. ■

This story was reprinted from Autocar UK and written by former Australian automotive journalist Andrew Frankel.



McLaren Vale Vintage & Classic

As always, the McLaren Vale Vintage & Classic turned out to be a great family day celebration of vintage and classic motoring. The Main Street was closed off to mainstream traffic for about one hour for the public to line the streets to watch the cavalcade of vehicles pass by. The Jaguars and the Triumph Stag Owners Club then headed to Shottesbrooke Wines for food and drinks. This year's event raised money for the Women's and Children's Hospital Foundation Beach House project, the local CFS brigades of McLaren Vale and McLaren Flat and Southern Koala Rescue.



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



McLaren Vale Vintage & Classic (cont)



McLaren Vale Vintage & Classic (cont)



McLaren Vale Vintage & Classic (cont)



JCCV: Silent Auction - Ladies Jacket

SILENT CHARITY AUCTION FOR A RARE PIECE OF JAGUAR MEMORABILIA

JAGUAR D-TYPE 2002 PEBBLE BEACH CONCOURS D'ELEGANCE LADIES JACKET



Dehen Varsity Jackets now sell for US\$600. This bespoke Dehen Jacket is very rare and was only available at the Pebble Beach Concours d'Elegance event in 2002

Size on jacket – Small – Will fit up to Australian size 12

Condition – Like new – never worn

This black-on-grey with burgundy sleeve insert Women's Varsity has a classic and versatile style. Customised for the event with Jaguar D-Type graphic appliquéd and embroidered on the back.

Product details

Premium 24 ounce Melton wool body in Grey

Premium leather sleeves, pocket welts

100% worsted wool trim in solid Grey

Premium satin lining

Snap front closure with old style nickel parts

Sizing: Garment fits true to size

Origin: Made in Portland, Oregon USA

Go to <https://www.32auctions.com/JagMemories> and follow the instructions to place a bid

The auction runs from 5th June 2023 until 16th June 2023

Donated by Mandy Anderson, previous owner of Karen and Alan McKinnon's Jaguar Mark IV.

ALL PROCEEDS FROM THE SALE OF THIS JACKET WILL GO TO CHARITY

British Classics Tour 2023 to Victor Harbor

The British Classics Tour was held on Sunday 7th of May. It was organised by the Historic Motor Vehicles Club with valuable support from the Victor Harbor Council.

The cars gathering at 8.30 am at the McLaren Vale and Fleurieu Coast Visitor Centre where the traditional Scones, Jam and Cream with Tea or Coffee was available for purchase. Vehicles then travelled through numerous, picturesque Fleurieu towns, enjoying a wonderful scenic drive, culminating at Victor Harbor where the cars were then on show to the public. There were lots of Jaguars and other British marques represented and a good day was had by all.



Congratulations to Evan Denning for winning best car and David and Angela for best family car.



British Classics Tour 2023 to Victor Harbor (cont)



John Whittaker - 1969 Jaguar XKE 4.2L 2+2 Coupe (LHD)



Peter & Heather Buck, 2001 Gold 3.2 litre Sovereign XJ8 (X308)



Peter & Ros and Holland, 2002-2009 X-Type



Steve & Val Weeks, 2006 Dark Blue X-Type



Julian & Moira Lugg, 1952 Black 3.5 litre XK120 OTS



Robin & Barbara Turner - 2014 F-Type roadster

British Classics Tour 2023 to Victor Harbor (cont)



Fred Butcher, 1962 Red Daimler SP250 V8 Roadster



Trevor Norley, 1980 Old English White Series 3 XJ6



Trevor Norley, 2001-2009 X-type



David & Margaret Bicknell, 2003 Green X-Type



Ron & Claire Palmer, 2014 Ultimate Black XF Sedan



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



James & Arcadia Komaromi, 2007 Mistral Blue 3.0 Litre S-Type



100% PURE
CLASSIC
JAGUARS

THE 2+2 E-TYPE STORY
ALL YOU NEED TO KNOW ABOUT THE
FAMILY-FRIENDLY VALUE E-TYPE



CLASSIC JAGUAR

XJ6 vs P6

JAGUAR AND ROVER DUEL IT OUT IN
THIS BRITISH LEYLAND BATTLE

TECH
GUIDE
SERVICING
YOUR XJ40



JAGUAR XJ81
FIRST 6.0 XJ TURNS 30



DAIMLER V8
BUYING THE BEST



YOUTHFUL AMBITION
XK8 CABRIO RESTORED

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

- ◇ **Cover Story - XJ6 2.8 Vs Rover P6 3500:** British Leyland siblings fight it out. They decide the winner. "If you were doing well in the early 1970s, a Rover P6 3500 was almost a badge of rank. But if you were doing really well, its British Leyland sister car the Jaguar XJ6 would be within reach. But was the jump from a Rover to a 2.8 XJ6 really worth it, or would you have been better saving for a 4.2?"
- ◇ **XJ81 (XJ40) Anniversary:** As the first 6.0L V12 Jaguar and shortest lived V12 saloon turns thirty years, they examine its story.
- ◇ **XK8 Restoration:** Andrew Roberts shares the story of young owner Eliot Barden and his childhood dream car.
- ◇ **Buying A Daimler V8:** Tempted by a 2.5 V8 or V8-250? We show you what to look for.
- ◇ **The Family E-Type:** Paul Guinness charts the history of the 2+2 model. "An E-Type but without the same flowing lines from nose to tail pipes; it's as if the artist lifted his brush for a moment in painting the profile."
- ◇ **X300 Sovereign Running Report:** Our editor introduces his X300 3.2 Sovereign LWB.
- ◇ **E-Type Running Report:** Peter Simpson takes his E-type to Ireland.
- ◇ **Workshop - Servicing The XJ40:** Rob Hawkins guides us through how to keep your XJ40 in fine fettle.
- ◇ **C-Type Scrapbook:** Ray Ingman on the story of XKC 034. ■



A Brief History: XKC 034 was the last C-Type officially exported to the USA. The first owner was Jack Sheppard of Tampa, Florida - whilst in his possession, it was extensively campaigned in races including the Sebring 12 Hours and various SCCA (Sports Car Club of America) events. In 1955 it was sold in a heavily damaged state and rebuilt incorporating the fitment of a V8 engine (reputedly from a Corvette). In this form it was raced by Bill Zorn of Illinois until 1963, when he sold it (less the V8 engine) to XKC 022 owner, Dave Rubin who used it to refurbish his car. That achieved, the car was passed to Mark Daniels of Milwaukee who used it to repair XKC 015. In 1966 the car was sold to a Jim Grief from Wisconsin who proceeded to ignore it in a barn for nearly a decade. 1975 saw its purchase by historic car dealer, Ali Lugo, which is where the current owner Tom Jaycox ownership began. Tom completed its long-term 20-year restoration in 1996 using another C-Type (XKC 032) as a life size shop manual and parts catalogue in one!

Jaguar World (June 2023)



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

- ◇ **Final 50 E-Types:** Revisiting the commemorative edition produced to mark the end of E-Type production.
- ◇ **F-Type 75:** We dash across Spain in the limited-edition V8 which will mark the end of Jaguar sports car production.
- ◇ **Le Mans '53:** We mark the 70 years since Jaguar's win put the brand on the motorsport map.
- ◇ **Tech:** Delving into the workings of Jaguar's adaptive Computer Active Technology Suspension (CATS).
- ◇ **Living With The X300:** What's involved in owning and running the '90s XJ which became a modern classic while you weren't looking.
- ◇ **Modified X-Type:** A selection of carefully installed OEM-style upgrades turn this X-Type into the car it could have been from the start.
- ◇ **XJ Survivor:** They find a XJ (series 2) which has survived the ravages of the British climate by emigrating to Scandinavia.
- ◇ **Workshop Q & A:** Headlight adjustments on modern XKs and XJ40 suspension issues.
- ◇ **Workshop - XK Oil Pump:** Dropping the subframe and removing the sump on a Mark 1 Jaguar.
- ◇ **Workshop - XF Air-conditioning Fix:** Stripping down the front end and replacing the condenser.
- ◇ **Archives: Snapshot from 100 years of Jaguar** (see below). ■



From the Archives: We roll back the clock to July 1975 this month with this shot of the Jaguar XJ12 based fire tender taking up position before the start of that year's British Grand Prix. Despite the hailstorm during the last three laps which caused Scheckter, Hunt and Donohue to aquaplane out of contention the modified XJ 12 wasn't called on for its intended duty, but had it been needed it was well up to the task. The rear seats were replaced by a 200-litre tank with twin 20-metre hoses coiled up in the footwells and the boot full of cutting kit and fire extinguishers. Oh, and the polished Wolfrace slot mags and twin air horns on the offside front wing. This year was the first GP to include the new hairpin at Woodcote, which had been demanded by the sport in the interests of safety, yet which was still obviously considered a crash site as it's here that the XJ12 was stationed. Jaguar-based fire tenders have been a constant presence at Silverstone ever since, with the circuit later using the XJ40, X300 XJR and then S-Type R and XE.

230 Classic Cars Up For Sale at Dutch Auction

The fascinating story behind the Palmen Barn find Collection

For the last 40 years, a man referred to only as 'Mr Palmen' has been creating his collection in Dortrecht, just south of Rotterdam. Stashing his acquisitions across two buildings and a church, the various makes and models have been kept in incredibly good condition.

Palmen would reportedly add to the collection, rarely selling any once he acquired them, and regularly started the engines to prevent them from seizing. Palmen also did all the maintenance himself.

The variety is more than eclectic. He had a refined taste and extensive knowledge of rare and special cars as he was professionally dealing in similar cars from the mid 60's before he started collecting.

Most of the collection is in an unrestored and original condition. He rarely showed the collection to anyone, so very few people knew of its existence.

Circumstances and older age have forced Mr Palmen to sell his vast collection to a Dutch auction house specialising in classic cars. All the vehicles have now been put under one roof and will now be going up for sale.

Although Mr. Palmen loved Italian and German cars, the British were well represented with Jaguar, Daimler Dart, MG, Triumph Aston Martin, Singer, Jensen Healey, AC Bristol, Sunbeam Talbot, Rover, Bentley and Rolls-Royce.

The 230-treasure trove is being referred to as one of Europe's largest barn finds, although it should be noted that the cars weren't lost to begin with.

The cars are to be auctioned in 3 lots on June 5th, 6th and 7th. ■

Editor - Information for this story sourced from BBC Top Gear and Classic Cars Auctions.



230 Classic Cars Up For Sale at Dutch Auction (cont)



1960 Jaguar XK150 FHC 3.4S



1963 Jaguar Mk X 3.8 litre



1967 Daimler 250 V8



1963 Jaguar MK II 3.4 litre



1948 Jaguar MKV DHC



1966 Jaguar E-type (S1) 4.2 Convertible



1960 Daimler Dart Convertible



1960 Jaguar MK IX

UK Auction Results - Goodwood Members' Meeting (April)



1991 XJR-S 6.0-Litre Coupé. Sold for £35,650 (A\$66,750)



1960 XK150 3.8-Litre 'S' Coupé. Sold for £97,750 (A\$183,000)



1969 E-Type (S2) 4.2-Litre Roadster. Sold for £66,700 (A\$125,000)



1970 E-Type (S2) 4.2-Litre Coupé. Sold for £42,550 (A\$79,700)



1956 XK140 SE Roadster. Sold for £92,000 (A\$172,000)



1973 E-Type (S3) V12 Roadster. Sold for £44,850 (A\$84,000)



1956 Mk 1 3.4L Appendix K Competition. Sold £55,000 (A\$103,000)



1961 E-Type (S1) 3.8L 'Flat Floor'. Sold £172,500 (A\$323,000)

Auction Results - Lloyds Classic Car Auctions (27 May)

Most lots closed well below market value. Unsure if all or any sold - but most were unreserved.



1947 Green 2.5 litre Mark IV (Chassis: 511378). (Location S.A.). Indicating 8,787 Miles. **Highest bid - \$16,001.**



1964 3.8 litre Mark II manual. Well presented. Restoration documents with pictures. Indicating 290 Miles. **Highest bid - \$32,500**



1966 3.8 S-Type auto. 25y owner, leather & woodwork redone, 2-pac paint job, motor reconditioned. Always garaged. **Highest bid - \$15,750**



1968 Burgundy 4.2 litre 420 manual. Comprehensive restoration. New interior & repaint. Won multiple awards. **Highest bid - \$30,000**



1972 Cream 5.3 litre (S3) V12 E-Type. 5 speed manual. Indicating 59,010 Miles. **Highest bid - \$72,000**



1968 4.2 litre (S2) E Type 6-Speed Manual. Major body modifications. Air-conditioning, power windows, wide wheels. **Highest bid - \$44,000**



1988 5.3 litre V12 (S3) Sovereign auto. Air conditioning, power windows, cruise control, sunroof, Log books. **Highest bid - \$12,500**



1976 XJ6 (S2) 4.2 litre auto. Owners manual with original service books. Barn find. Non start/run. **Highest bid - \$802**

SUNDAY Morning 'CARS & COFFEE' Themed Events

DATE	EVENT NAME + <i>Facebook Name/Page Link</i>	SUBURB / TOWN (South Australia)	TIME
1 st SUNDAY	Cars & Coffee Barossa	NURIOOTPA – Bean Addiction, 18-28 Tanunda Road	0800-1030
“ “	Cars & Coffee Blackwood	BLACKWOOD – Montagna Café (Woolworths Car Park)	0800-1000
“ “	Cars & Coffee Murray Bridge	MURRAY BRIDGE – Wharf Precinct Car Park, Clark Street	0800-1000
“ “	Coffee & Classics	GEPPS-X ON HOLD AWAITING NEW LOCATION	0830-1030
“ “	Coffee & Machines	ABERFOYLE PARK – The Hub Cafe, 5/130-150 Hub Drive	0800-1000
“ “	Coffee n Cars in the Vale	McLAREN VALE – 130 Main Road	0800-1030
“ “	Hot Rod Haven (Hot Rods & pre-65 customs)	WEST BEACH – Henley Sailing Club, 1 Seaview Road	0800-1030
2 nd 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
3 rd 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
4 th 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.



VALE - Tina Turner with her personalised number plated silver 1973 Series 3 XK-E convertible. (Died 24/5/23 aged 83).

Classified Adverts

WANTED TO BUY XK120 ROADSTER

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

Please phone Andy on
0431 603 536

FOR SALE 1963 MK II 3.4 (Manual Overdrive)

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

PRICE: Negotiable

Please Contact Brian Clutterham 0419 829 233

FOR SALE

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

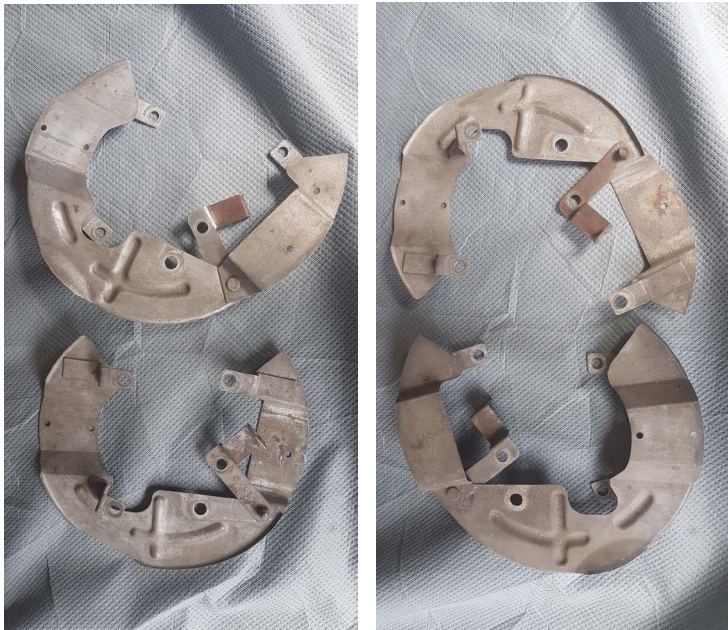
Used on all S1 and S2 4.2L cars including 2+2.

Asking \$150 for both

Please contact Gary Dunn

Email. Garygt40@hotmail.com

Mobile 0438 886 486



WANTED

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

**Please contact David Seidel
0411 380 388**

WANTED

ABS Brake Control Module for 2003 Jaguar X Type

**Please contact Bob Jacobs 0400 232 210 or
bobjacobs43@gmail.com**



FOR SALE: 1988 XJ-S

5.3 Litre V12 Auto

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

**“Expressions of Interest for
JDCA Members”**

Contact Rick Luff 0411 426 913

Email: - rickluff@inet.net.au

Multivalve - Register Minutes (May)

Multivalve



*Multivalve Register meet bi-monthly.
XJ81 celebrating 30 years: 1993-2023.*

Minutes of meeting held on Thursday 25th of May 2023 at the Kensington Hotel, Regent Street, Kensington.

Attendees: Peter Buck, Graham Franklin, Evan Spartalis, Walter & Beryl Bullock, Tricia & Peter Clarke, John Castle, Claire & Ron Palmer, Judy Langdon & Ray Smithers, Jim Komaromi, Bob & Daphne Charman, Marj & Tom Brindle, Jo Orford & Michael Pringle, Robyn & Robert Welch and Ros & Peter Holland.

Apologies: Tony & Gabriella Human, Steve & Cecelia Schubert, Margaret & Geoffrey Thomas, Arcadia Komaromi, Heather Buck and Fred Butcher.

Minutes of Last Meeting:

Proposed by John Castle and Seconded by Lesley Clarke.

Matters Arising from Previous Minutes: Nil.

Welfare:

- Tony Human out of hospital and recovering at home.
- Geoffrey Thomas had a small "turn" and awaiting MRI
- Rob Smith residing in home at Oaklands Park and doing well

Club Business:

- The Coffee Table book celebrating the Club's 50 years is now available at a cost of \$45 per copy and Tim White will be bringing several copies to the next General Meeting at the Junction Hotel.
- The EF> Register is planning a run to Hindmarsh Island to visit Chris Baldock's home on Saturday, 27th May, 2023.
- XK, Mk 7-8-9 Register and Compact Register is planning run to Anlaby

House, Hamilton, SA on June 7th, 2023. Numbers are limited.

- There are 28 seats available at the Club 50th Anniversary Dinner to be held at the Adelaide Wine Centre on Saturday, 29th July, 2023. After 31st May, ticket sales will be open to friends and relatives of members.
- All of these events are published on Tidyhq.
- Michael Pringle has resigned as Vice President of the club and Tim White is standing in that role until the AGM in September, 2023.
- The nominations for Executive positions will be printed in the July, 2023 Classic Marque.
- Bob Charman has ordered 100 new logs books in preparation for the renewal of memberships and Dave Burton has organised for the mail to be forwarded to Bob from the mail box in Hutt Street for a 2 month renewal period.

Register Business:

- Peter Clarke reported on the run to Broken Hill on 12-16 September, 2023 and there are no changes to the date. Events that will be organised for this run will be uploaded on Events page of TidyHQ and members can pay through this avenue.

Car Talk:

- **Evan Spartalis:** Purchased a Jaguar 420 sedan which is going well.
- **Graham Franklin:** XJRS is going well.
- **Ron Palmer:** 2014 XF 3L Supercharged Sedan going beautifully. Done 86,500ks.
- **Peter Holland:** All Cars purring nicely.
- **Jim Komaromi:** 2007 Jaguar S-Type going well after Radiator and Alternator Repairs.
- **Peter Clarke:** 2014 XKR done 45,000 Km is running beautifully. F-Pace that was sold to his daughter had major engine failure with metal in the sump oil. Engine was replaced at \$26,000, \$3,000 labour and \$11,000 for car hire. Fortunately vehicle had extended warranty cover!
- **Ray Smithers:** 2010 X-Type, done

98,000km and going beautifully and the 340 has new mag wheels and is also chuffing along nicely.

- **Bob Charman:** All cars going well but lost the keys to the XJ6 while shifting vehicles from garage. The car is parked outside his son's house next door. The trip to the Copper Coast Cornish Festival was excellent and the weather was great. There were several Jaguars at the meet.
- **Lesley Clarke:** Lesley has sold her X300 Jag to a person in Melbourne. She sent the new owner photos of the car and he bought it immediately. Money transferred to Lesley's account and the vehicle was picked up 2 weeks later.
- **John Castle:** 2003 Jaguar S-Type 2.5L is running beautifully.
- **Tom Brindle:** XJ40 repairs are underway and the Mark II overdrive is being repaired by Charlie Saliba.
- **Walter Bullock:** Nothing to report!!
- **Michael Pringle:** The XE Jag is the shopping vehicle and he has sold the Daimler Special Sports to a person in Victoria.
- **Jo Orford:** New Tyres needed on the XKR and has had a service. There is a bit of a rumble in the differential and hopefully will NOT need a new one!
- **Peter Buck:** X308 needs new shockers and Charlie Saliba will be doing that job.

Any Other Business:

- Marj & Tom Brindle celebrating 49th Wedding Anniversary
- Bob Charman mentioned that a Jaguar Mark II Sedan, red colour, beautifully presented is for sale for \$38,000. The owner is not in the club but is an old footy friend of Bob's. Bob and Daphne have both seen this car and it is a really lovely car. Charlie Saliba has just done a service on it and Bob has photos for anyone who is interested.

Next Meeting Date: Thursday 27th July at The Kensington Hotel.

Meeting closed at 8:20pm.

Peter Buck
Register Secretary

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

SS, Mk IV, Mk V Register



Currently meeting the 3rd Wednesday of each month.

Minutes of Meeting held at the home of Ross Rasmus - Wednesday 17th May 2023

Previous Minutes: The Minutes of 19th April 2023 as issued were accepted as a true record of the meeting.

Present: Bruce Fletcher, Des Brown, Bob Kretschmer, Brenton Hobbs, John Lewis, Malcolm Adamson, Ross Rasmus, Jack Richardson, Graham Franklin, Antony Veale, Fred Butcher.

Guests: Nil

Apologies: Warren Foreman, Ian Sholl, Andrew Hayes, Alan Miller, Rob Paterson, Greg Castle, Daniel Adamson, David Rogers.

New Member: Nil

Correspondence: Nil

Welfare:

- Bob K now has a serious iron deficiency and is improving slowly.
- Brenton H recovering quickly.

JDCSA:50th Anniversary Dinner

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

SA/VIC Border Run 2023: Mt Gambier.

- The run will be 3-6th November 2023
- Bruce and Ann have just travelled to Mt Gambier to check on arrangements.
- Twenty-Five Rooms to be \$132 per room. (Attached info)
- Evening meals arranged but caterers need to more definite numbers to quote lunches.
- Permit arranged to park in front of tourist bureau for display on Sat morning 10-12.
- Cave visit is an idea to be checked out.

Technical & Parts:

- Bruce has converted a MK4 water pump to a ceramic seal.
- Brenton and Adam have installed water pump into Mk4 and so far, is a success.
- Brenton picked up new water pipes and banjo bolt for MK4 3.5 from Worcester Classic spares in England.
- Bruce is going to take apart the springs on the Mk4 and grease between the leaves.
- Bruce picked up a set of Bullet mirrors free for the Daimler.

- Ross showed us the 1.5 after coming back from the painters.
- We won't get into the Porsche issues.

General Business:

- The SS, MKIV & MKV register will be 50 in 2024.
- We need to look at what celebrations we want to do for the register's 50th so we can get any money needed included in the 2023-2024 budget. The register started on 18th April 1974.
- Bob K is visiting winery's checking them out for the SS Register 50th anniversary lunch.
- Ross spoke about a MK4 1.5 on the internet that the owner quoted 3800 hours to restore and the general feel was this is what it would take if you get a tally of all the hours.
- Membership renewals going out on the 9th June.
- Car Talk

SS Register Meeting Dates:

- Sunday Afternoon 2pm - 4pm partners welcome- 18th June - David Rogers.
- If you can host a meeting for other months, can you please advise Brenton Hobbs

Meeting closed at 8.50 pm.

Thank you to Ross and Jan for hosting this meeting and supplying supper.

Brenton Hobbs
Register Secretary

Compact Register Bulletin (May)

Hi Compact Members,

It is my intention to produce a periodic Compact Register Bulletin that will be delivered approximately bi-monthly. The aim of the bulletin will be to keep members fully informed on JDCSA matters and compact issues and events in particular. So in this Bulletin

1. **JDCSA General Meeting Tuesday June 6th 2023.** The Junction Bistro, it is essential that you register if your coming for a meal. [JDCSA June General Meeting.](#)

2. **Visiting Anlaby Homestead:** All compact Register members should have received the invitation from the XK 7, 8 & 9 Register to join them on a midweek run to Anlaby Homestead on Wednesday 7th June 2023. Registration is required via TidyHQ. [Run to Anlaby Homestead.](#) You are encouraged to make your own way to Anlaby Homestead arriving before 10.00am.

3. **Club Facebook Pages:** Did you know that the Compact Register has its own Facebook Page. We have 31 Members and it would be great to see this page as a place for interaction and comment on all this to do with our Compact cars. If you use FB please join up now. <https://www.facebook.com/groups/1195623717196901>. or just search FB for "JDCSA Compact Register".

The JDCSA also has two FB pages, "Jaguar Drivers Club of South Australia", for general information and "JDCSA - Members group" for general discussion parts for sale and wanted etc.

4. **TidyHQ** - I am sure we are all very familiar with this site when it comes to club events. But did you know that you can have access to your own details/profile on TidyHQ.

- Go to <https://jdcsa.tidyhq.com/>
- Click on your Name/Icon in the top right hand corner

- Select Member profile
- **Keep all your information up to date.** In particular details on your cars including adding photos. *NB. If you make changes be sure to go right to the bottom of the page to SAVE.*

5. I have had a contact with a member from the Aston Martin Car Club who is keen to organise a joint run with us in the near future. We may organise something for July, so stay tuned.

That is enough from me for now . . . Drive safely . . . and ENJOY!

Philip Prior

M: 0402670754

E: philipprior@bigpond.com

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

XJ, Mk 10 & 420G Register



1973 XJ Series 1 & 2 celebrating 50 years

Minutes of meeting held at 7.30pm on Wednesday 10th May, at the Bartley Hotel, West Lakes Shore.

Present:

David Bicknell, David & Teresa Brady, Peter Buck, Walter & Beryl Bullock, Don & Margaret Bursill, Fred Butcher, Andrew & Margaret Byles, Trevor & Lynn Elbern, Bob & Daphne Charman, Alan & Lorraine Davis, Jeannie DeYoung, Don & Toni Heartfield, Suzanne Jarvis & Peter Thomas, Colin Dadow, Fay Leyton, Bob & Sandy Mack, Danny Marshall, Louis Marafioti, Gary Monrad & Oggi Stojanovich, Graeme Moore, Paul Moore, David & Angela Nicklin, Adela O'Reilly, David & Angela Nicklin, Sandy Nicholson, Trevor Norley, Michael Pringle & Jo Orford, Borys & Elaine Potiuch, Evan Spartalis, Geoff & Margaret Thomas.

New Members at our Meeting:

Club members Jo Orford and Michael Pringle, and Suzanne Jarvis and Peter Thomas were welcomed to their first meeting of our Register.

Apologies:

Don & Kathy Tyrrell, Tom & Marj Brindle, Richard Chuck, Heather Buck (At the King's coronation) Betty Moore, Bryan & Ann O'Shaughnessy, Charlie & Mary Saliba, Steve Arthur, Darryl Leyton.

Tonight's Lucky Draw:

David Bicknell was tonight's lucky winner. Back to back winner.

Special Mention:

After the recent marriage of Jaguar Club members Jo Orford and Michael Pringle,

our Register handed the couple a lovely Wedding Present on behalf of us all on the XJ Mk10 420G Register.

Club & Register Business:

- ◇ **April National Rally.** Phil Prior and his Rally committee have to be congratulated for hosting a very successful National Rally.
- ◇ **29th July. 50th Anniversary Dinner.** Suzanne was on hand to speak of the Dinner. Will be an unforgettable night. Members urged to get their tickets soon.
- ◇ **May 18th. Ladies Lunch.** At the Feathers Hotel, Glynburn Road.
- ◇ **Sunday 21st May - The Copper Coast Classic.** Starting from Wallaroo. Buy ticket before Sunday 12th.
- ◇ **Our November meeting is Auction night.** So it's time to start looking for those unwanted items around the house.
- ◇ **Our Christmas Dinner and Show.** On Saturday the 2nd December at the Glenelg Golf Course. Ticket prices have been kept at the same price as last year. \$65 each. Tickets will go on sale on Monday the 31st July. Two days after the 50th Anniversary Dinner.

CAR TALK

- **David Bicknell:** X Type needs new expansion tank, otherwise all OK.
- **Davis & Teresa Brady:** All good.
- **Pete Buck:** N.T.R.
- **Walter & Beryl Bullock:** N.T.R.
- **Andrew & Margaret Byles:** Still tidying up XJS. May start on the XJC soon.
- **Don & Margaret Bursill:** XJ12 going very well.
- **Fred Butcher:** N.T.R.
- **Bob & Daff Charman:** XJ still needs bit of work, all others OK.
- **Trevor & Lynn Elbern:** V6 'S' Type all OK.
- **Richard Chuck:** Taking the Daimler S1 on Sunday to Birdwood.
- **Alan & Lorraine Davis:** Waiting for part for the X Type.

- **Jeannie DeYoung:** All going well.
- **Don & Toni Heartfield:** Driven all 3 lately. All going good.
- **Suzanne Jarvis and Peter Thomas:** XJ6 Series 2 coming along OK. Have plenty of parts is anyone needs some. The E- Type still has a fair way to go before it will be ready for the road.
- **Colin Dadow:** Only had a ute now as he sold Peter Thomas the E-Type.
- **Darryl & Fay Leyton:** Darryl is selling 'Derrick' for his Grandson.
- **Bob & Sandy Mack:** XJ8 electronic points engine failure lights up but nothing wrong.
- **Danny Marshall:** All good but the electrical system needs looking at.
- **Louis Marafioti:** XJ8 going well.
- **Gary Monrad & Oggi Stojanovich:** N.T.R.
- **Graeme & Betty Moore:** All good. Sold lots of stuff for the Nationals. Some old and some new.
- **Sandy Nicholson:** Hyundai going very well thanks.
- **Trevor Norley:** XJ6 and X Type going well.
- **Paul Moore:** X308 up for sale. He is now back on the road again.
- **Michael Pringle & Jo Orford:** XKR Serviced and two new tyres. Sold the 1951 Daimler Special to an 80-year-old gentleman from Geelong.
- **Borys & Ellaine Potiuch:** N.T.R. Still working on XJ Series 1.
- **Evan Spartalis:** Bought a 420. Looks OK. All others good.
- **Geoff & Margaret Thomas:** N.T.R.

Meeting closed 8.15pm.

Our next Register meeting will be at the Bartley Hotel on **Wednesday 14th June, 2023.**

Bob Charman
Register Secretary

E, F & GT Register Report (May)

E, F & GT Register



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

Dear members,

Before I delve into Register events in coming months, I would like to share with you an email received from Alex McKenzie, son of Ian McKenzie, sent to Register member and host, Gordon Elly. Gordon and Marie provided a delightful morning at their home on Hindmarsh Island, for a surprise birthday gift to Ian, including a display of E Type Jaguar cars, morning tea and a drive around Hindmarsh Island.

"I want to say a massive thank you for last Saturday. I've never seen my Dad so happy. It was a dream come true for him. He was blown away at your generosity and he is very appreciative. Thank you for organising everything, including the morning tea, and also for inviting the other Jaguar Drivers Club of SA members to join us too. It was a great surprise seeing the other two cars as well. We both enjoyed our rides!"

On behalf of the Register, I sincerely thank Gordon and Marie for their generosity. Peter and I had the pleasure of enjoying the occasion, along with Paul and Julia Harrland and Dylan and Julie Gilbert. Thank you all for participating and making the morning a great success.

E, F & GT Register Meeting, Thursday, 22nd June, 2023

I would like to invite all members of the E, F & GT Register to a meeting, to be held at the workshop of Peter Thomas, 6 Walla Street, Lonsdale on Thursday, 22nd June, 2023, beginning 6:30pm.

Peter has spent the past six months building an extension to his workshop and equipping the new area. To celebrate the completion, Peter is opening the workshop for a sausage sizzle dinner and meeting for the Register.

If members wish to contribute to the meal, please contact Peter on 0438 861 922 to co-ordinate. Alcohol may be consumed on site.

I look forward to seeing you all and celebrating the occasion with Peter. We are also celebrating the end of another budget year and spending what little is left of Register funds on the barbecue. We look forward to sharing with members.

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

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

The Jaguar Drivers Club of South Australia invites all members to attend the Club's 50th Anniversary Dinner celebrations to be held in the Hickinbotham Room, National Wine Centre, Corner Botanic and Hackney Roads, Adelaide, on Saturday, 29th July, 2023 beginning 6:00pm.

The inaugural meeting of the Jaguar Drivers Club of South Australia was held on Tuesday, 25th July, 1973. To honour this date, two Jaguar cars, one a Series 3 E Type, built or produced in 1973, will be on display in the Hickinbotham Room.

The 50th Anniversary Dinner will include complementary drinks and canapes on arrival, a three course meal of choice, presentation of awards and dancing to and entertainment by, The Foenander Brothers six piece band. Dress code is black tie or lounge suit preferred.

From 31st May, invitations may be extended to family and friends at the same ticket price of \$105.00.

Maintaining the same ticket price for all is for the benefit of members to invite family and friends. It is an offer to members from the Club, so members may invite people they feel might enjoy the occasion with them.

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

Please be advised tickets are limited to 200 people. Ticket sales to date have reached 168. If you have not already done so, please register here - [JDCSA 50th Dinner](#).

JDCSA 50th Celebration Book

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

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

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

E, F & GT Register Secretary

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

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

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

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

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

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

200mph Mark 1 Jaguar

Editor: The following story is about an obsessed American known as Kris who wanting to do 200 mph in his road registered Mark 1 Jaguar.

England 1950's

Skies were grey with smog. People were grey with nicotine. Even the cars were grey. In fact, life in fifties' Britain was pretty grey all round. However, in 1955 a ray of sunshine appeared in the shape of the new Jaguar Mark 1 saloon.

This was powered by 2.4 or 3.4-litre twin-cam straight six based on the XK120 sports car engine. In 1956, The Motor magazine ran a 3.4L up to 119.8 mph. The car was loved by cops, robbers and race car drivers such as Sir Stirling Moss, Roy Salvadori, Mike Hawthorn and Australians David McKay, Ron Hodgson and Ian 'Pete' Geoghegan.

Jagrolet

Kris bought the Mk 1 in 1987. He drove it that way until Hot Rod magazine's 'Dare to be Different' campaign inspired him to turn the 120mph 'Jagrolet' into a street legal 200mph race car.

He fitted it with a 327/Turbo 400 along with wide wheels and associated modifications. The modified Mk 1 did the quarter mile in 11.70 seconds. In 1994, the 327 was replaced with a 350 which turned a credible 9.89/137 mph.

In 2003 Kris decided to try his hand at land speed racing. With a 2.56 rear



The Mk 1 Jaguar has been fitted with at least 10 different engines not including the original 3.4 litre XK engine. The car first hit 200mph powered by a 572 cubic inch big block V8. The current unit is a 6.0 litre LS with twin turbos.

end, he went 159mph. Kris returned for several years trying to break 200mph, but failed.

Determined to break that barrier, he installed twin turbos and bumped his speed to 182mph, but melted two pistons.

Close But No Cigar

He wasn't done yet though, and with the help of a friend he built a 572ci Chevy that made 850hp naturally aspirated. That Mk 1 went 195 mph, but still not the magic 200 he was looking for.

Then in 2011, running on nitro (N20) the 572ci finally went 204mph. After 10 years of trying, Kris had finally made it into the 200mph club.

Not Finished Yet

His plan now is to drive from his home south of Nashville, Tennessee to Blytheville, AR, and run the Arkansas Mile - and, of course, go 200mph. We have no doubt he will.

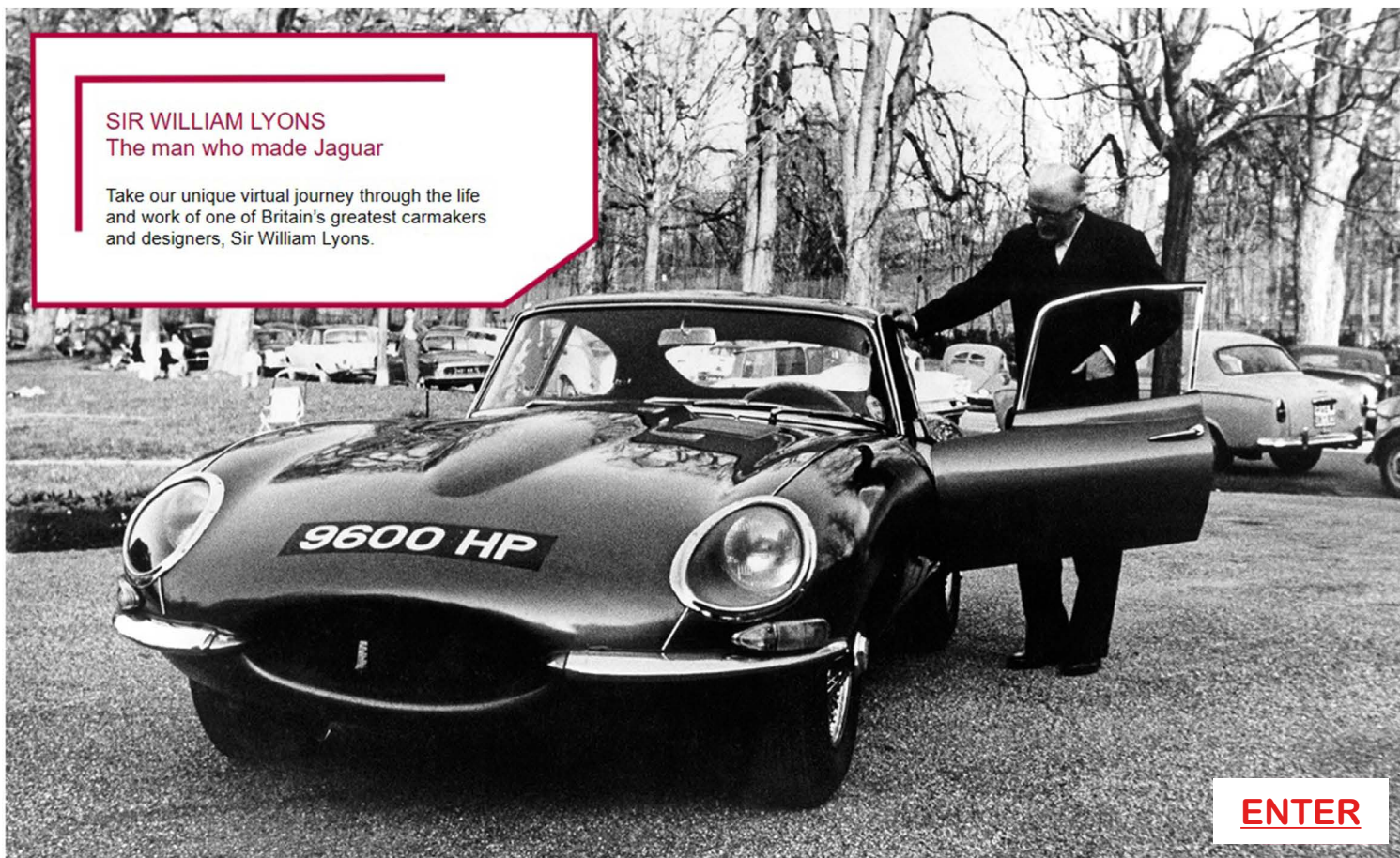
Editor: Information for this story sourced from Custom Car Magazine.



JDHT Ground-Breaking Online Exhibition Journey

SIR WILLIAM LYONS
The man who made Jaguar

Take our unique virtual journey through the life and work of one of Britain's greatest carmakers and designers, Sir William Lyons.



ENTER

The Jaguar Daimler Heritage Trust (JDHT) has created a new digital virtual journey through Jaguar's history. It is also the first vehicle museum experience to be originated online. From the first SS sidecars to the E-Type Jaguar, it gives a vivid 3-D tour in virtual space through Lyon's life and his creations. The free exhibition can be accessed at www.sirwilliamlyons.com using PC, laptop, smart phone or tablet.



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Club Notices

GENERAL MEETING ROSTER 2022/23

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

CLASSIC MARQUE

Classic Marque is the official magazine of the Jaguar Drivers Club of South Australia (JDCSA). The opinions and views expressed in published articles are wholly those of the respective authors, and are not necessarily those of Jaguar, the Editor, the Club, or its members.

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

JDCSA April 2023 General Meeting Minutes

Minutes of the Jaguar Drivers Club of South Australia Inc General Meeting held at The Junction on Tuesday the 2nd of May 2023.

Chairperson: Fred Butcher.

Prior to the meeting starting, Fred announced that Michael Pringle has resigned as Vice President. Fred thanked Michael for his contribution to the club, including his involvement of the National Rally Committee, working with Tim White on the 50th Anniversary Book & tireless efforts in seeking sponsorships.

Meeting commenced at 7.30pm.

Apologies:

Tony & Gabriela Human, Stephen Arthur, Jo Orford, Michael Pringle, Roland Donders, Gordon Brown, Jim & Arcadia Komaromi, Betty Moore, Heather Buck, Ron & Claire Palmer, Leslie Clarke, Roger & Di Adamson.

New Members/Visitors:

There were no new members or visitors.

Welfare:

Tony Human is still not well and has been in and out of hospital. We wish Tony & Gabrielle the very best wishes from all present.

Previous Minutes:

Moved for acceptance by Bob Charman and seconded by Peter Holland.

Business Arising:

▪ **50th Anniversary Book:**

Tim White gave a report on the book, which is now one week from printing, 300 have been ordered, the cost is \$45 & members can order & pay for a copy on Tidy HQ. When ready, the books can be picked up at a General Meeting.

▪ **50th Dinner:**

Suzanne Jarvis informed the meeting that tickets were still on sale at \$105 per person, she now has 154 attending the event and should easily reach the target of 200. There will be 20 non member tickets available after the 31st of May.

▪ **National Rally/ACJC:**

Phil Prior said that the National Rally was a great success and he has received many emails thanking him for the event as Rally Director.

Phil thanked the Rally Committee (Michael Pringle & Jo Orford, Peter & Heather Buck, Fred Butcher, Steve & Val Weeks, Peter & Ros Holland, Graeme & Betty Moore and Di & Roger Adamson) for their efforts.

Phil gave a brief report on the various activities and said that the budget report will be completed soon.

Peter Buck then gave a report on the Post Rally Tour, which was also very successful (Peter & Heather were helped by Graeme & Betty Moore). Peter thanked Heather for her work and organisation that had made it the success that it was, Peter also has received many messages thanking the four of them for the Tour.

President's Report - Fred Butcher:

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

Vice President's Report: No report.

Secretary's Report - Steve Weeks:

We have received letters from Federation of Historic Motoring Clubs (FHMC) regarding the State Government grants to car clubs (when received we only had one week to respond. Unfortunately we had no events planned that meet the criteria).

The other letter was from the Federation informing our club that the Public Officer will now be responsible to sign off on the logbook submissions & undertake audits from time to time.

Treasurer's Report - Heather Buck:

Heather Buck: Heather has now completed the National Rally Budget report.

Membership Secretary's Report:

Daphne reported that we have received 6 new memberships, she noted that there are more XJS's joining the club. She is busy preparing the 50-year membership certificates and noted that most of our 50th year members will be attending the dinner.

Editor's/Events Coordinator Report - Graham Franklin: June edition of CM emailed yesterday. Graham will be overseas for a month so the cut off for articles will be a week earlier than normal. More photos of the National Rally & Post Rally Tour in the June Classic Marque.

Logbooks - Bob Charman:

Bob noted that we are close to logbook renewal time and he emphasised that any logbook that expires will result in the car becoming both unregistered and un-insured.

MSCA - Barry Kitts:

There is a relay race at Mallala this coming weekend.

Regalia - Graeme Brown:

There is no regalia on display tonight. Graeme was able to sell a lot of old stock at the Rally and some Rally stock has also been sold to Tasmania for their National Rally next year.

Library - Tom Brindle:

Tom has a good display of library items; he also showed the latest XK book by Terry McGrath & John Elmgreen.

Compact Register - Phil Prior:

The Compact Register will be joining the XK 7, 8 & 9 Register on the 7th of June for the run to Anlaby Homestead. There may be a run with the Aston Martin Club in the future.

XJ Mk10 420G Register - Bob Charman:

The next Register Meeting is on the 10th of May at the Bartley Hotel. Bob canvassed the members of the Register regarding the meeting venue. The result was that they would prefer to remain at the Bartley rather than go back to Shannon's meeting room.

Ladies Social Group - Tricia Clarke:

Tricia Clarke: The next Ladies Lunch is at the Feathers Hotel on Thursday the 18th of May Tricia has many more lunches planned.

Multi-Valve - Peter Buck:

A Register meeting is planned for the 25th of May at the Kensington Hotel.

E.F.& GT: Suzanne Jarvis:

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

SS/ Pushrod - Brenton Hobbs:

In Brenton's absence, Malcolm Adamson said that the next Register meeting is on the 17th of May. The Border Run in Mt Gambier is progressing well and the Border Run in 2024 will be to Hamilton, Victoria.

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

The next Register event is a run to Anlaby Homestead, the Compact Register has been invited to attend, however all club members are welcome to the event, details are in Tidy HQ.

New Business:

Peter Clake addressed the meeting to inform that Margaret Brown is wishing to sell her late husband's Mark 2 (Bill Brown). Peter will be handling the sale for her and Margaret is hoping that the car will go to a club member. The car is a 1962 3.8 automatic. Please call Peter if interested.

Next General Meeting:

The next General Meeting will be on June the 6th at The Junction, Anzac Highway.

Meeting Closed at 8.30 pm.

**Steve Weeks
Secretary**

JDCSA - Club Directory 2022 -2023

Club Postal Address:

PO Box 6020, Halifax Street, Adelaide SA 5000

Club Web Site / Email

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

Email: jdcsa@mail.tidyhq.com

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

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

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

Your Committee

President: Fred Butcher

Mobile: 0428 272 863

Email: fmbutcher@bigpond.com

Vice President: Tim White

Mobile: 0419 809 021

Email: timgwhite1975@gmail.com

Treasurer: Heather Buck

Mobile: 0432 549 086

Email: treasurer@jdcsa.com.au

Secretary/Public Officer: Steve Weeks

Mobile: 0414 952 416

Email: valsteve47@outlook.com

Membership Secretary: Daphne Charman

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

Email: membership@jdcsa.com.au

Editor/Events Coordinator: Graham Franklin

Mobile: 0490 074 671

Email: editor.jdcsa@mail.tidyhq.com

Register Secretaries/Committee members

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

Brenton Hobb. Email: bmhobbs@bigpond.com

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

Steve Weeks: 0414 952 416

Email: valsteve47@outlook.com

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

Phil Prior. Mobile: 0402 670 654.

Email: philipprior@bigpond.com

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

Bob Charman Phone: (08) 8248 4111

Email: charmanr161@gmail.com

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

Suzanne Jarvis. 0478 717 775

Email: jdcsa@mail.tidyhq.com

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

Peter Buck Mobile: 0421 061 883

Email: Peter.buck51@bigpond.com

Club Services/Club Representatives

Club Patron: Mr Peter Holland

Phone: 0408 810 884

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

Email: charmanr161@gmail.com

Jaguar Ladies Social Group:

Tricia Clarke. Email: triciaclarke_1@hotmail.com

Regalia: Graeme & Betty Moore.

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

Librarian Tom Brindle

Phone (08) 8387 0051

Web Master: Tom Herraman: Mobile: 0423 214 644

Email: jdcsa@mail.tidyhq.com

TidyHQ Administrator: Tim White: 0419 809 021

Email: casuti3bigpond.com

Australian Council of Jaguar Clubs (ACJC)

Club Representative: **Phil Prior.**

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

Federation of Historic Motoring Clubs (FHMC)

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

Marque Sports Car Association (MSCA)

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

All British Day

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

Technical Officer: Geoff Mockford

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

Club Registration (For MR334 Application Form)

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

REGISTRATIONS CLOSE ON (OR BEFORE) 17th JULY

YOU ARE INVITED TO THE

**50th
Anniversary Dinner**



SATURDAY, 29TH JULY, 2023

HICKINBOTHAM ROOM
NATIONAL WINE CENTRE

TICKETS ON SALE NOW VIA TidyHQ

[BUY NOW - VIA THIS LINK](#)