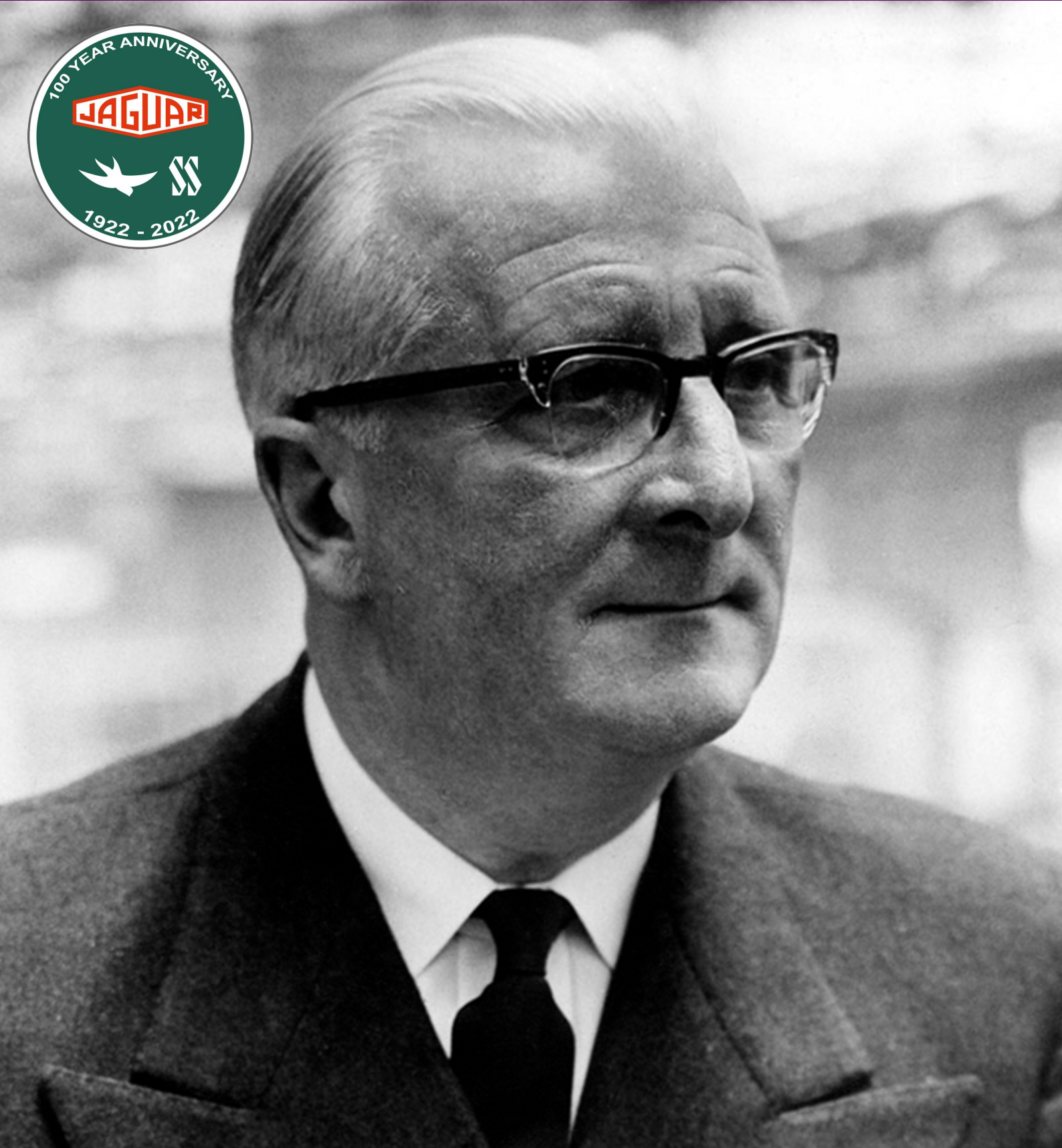


CLASSIC MARQUE

NOVEMBER 2022



100 JAGUAR YEARS: 1922 - 2022 (Part 2)

THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA

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President's Report November 2022

Having been interstate for the September monthly meeting I was pleased to hear the move to the Junction Hotel was well received.

One issue that had caused concern was some members attending for a meal and not registering in TidyHq. Registration is important for catering purposes this enables the club to advise the Junction dining facility of numbers and in turn they can then make sure that sufficient staff are available for meals. Furthermore, registration enables the club to keep a record of those attending meetings and reduces the need to sign-in, a practice that has been overlooked of late.

With 23 October scheduled for the Club's "Show & Shine" day, all eyes were on the Weather. The previous Sunday, I was at Civic Park for the start of the Bay to Birdwood with the sun shining, I thought how can the BOM continuing forecast of wet for the following week, be true? On the Monday a decision had to be made as our caterers needed to know likely numbers in advance. To my and Di Adamson's relief, the decision was taken out of the Clubs hands by Council; true believers in BOM predictions, who notified Di that the Park would not be available for the 23rd due to the inclement weather forecast for that weekend. Accordingly, we then quickly moved to secure Sunday 13 November.

Having then spent much nervous energy with the Sun continuing to shine and knowing full well that naysayers would no doubt make comment, if it turned out to be sunny, the Weather Gods finally heard my plea and early Sunday morning it started to rain and continued to drizzle for the day.

Members are reminded Jag Day, apart from being the clubs display day, is also "Cats & Cans" day when the club donates to the Salvation Army, so please keep your non-perishable goods for the 13th.

The Jaguar National Rally (JNR) Working Group continue to meet on the last Monday of each month. The Rally Programme is mostly locked-in with only the Day at the Bend on Monday 17 April 2023 to be confirmed by the track

authority. As soon as this part of the rally programme is confirmed it will then be possible to open the Rally Registration site which is in the TidyHq Events page.

In October, Editor Graham and I attended the XJ, Mk10 Register meeting at the Bartley Hotel and the E, F & GT meeting held at Alan Bakers garage. Members are reminded that the next XJ, Mk10 meeting in November will be their auction meeting so please bring plenty of cash to scoop up the vast array of goodies!

At the E, F & GT meeting Alan Baker gave an update on the progress of the D-Type replica he is assembling. Alan pointed out the issues he is dealing with to meet the current ruling for road worthy registration. One major issue is compliance with exhaust emissions. This has necessitated fitting fuel injection to the engine.

Members are reminded to review the Club's Calendar in TidyHq. The calendar is continually being updated with Club activities and other car related activities that maybe of interest to our club members. The current calendar contains events into 2023 and this will enable members to plan ahead.

As I advised last month the club has been asked to supply cars for the Adelaide 500 Parade of Drivers and a possible static display. Roadsters/DHC vehicles are required for the Drivers Parade. Please contact Di Adamson (0407 862 758) if you can assist with a suitable vehicle.

Safe Motoring,
Fred Butcher

**KNOCK KNOCK
WHO'S THERE?**



CYLINDERS 3 and 4



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Front Cover:

Sir William Lyons

Back Cover:

100 year Anniversary - Swallow, SS and Jaguar (1922-2022)



@sajaguarclub

Events Calendar 2022

NOVEMBER

| | |
|----------------------------------|---|
| WEDNESDAY 2nd NOVEMBER | XK & Marks 7, 8 & 9 Register Meeting: 7.30pm to 9.30pm To be held at Sue Harrisons, 68 Vine St, Magill. Please register if you will be attending the meeting: XK, Mk7, 8 & 9 Register Meeting |
| FRIDAY 4th NOVEMBER | John Blanden's Climb to the Eagle and Southern GP. 8:00 am Starting from Victoria Park Grandstand, Fullarton. Entries closed 30 September. |
| FRIDAY 4th - 7th NOVEMBER | XJ Mk10 420G / Multivalve Combined Weekend Trip to Port Fairy, A combined Register trip away to Victoria. Destinations include Port Fairy and an optional night in Halls Gap. A complete fun-filled weekend has been organised, including day trips, lunches and evening meals. Please register through TidyHQ. Combined Trip to Port Fairy |
| TUESDAY 8th NOVEMBER | JDCSA General Meeting. "The Junction", 470 Anzac Highway, Camden Park. Registration through TidyHq is required if you intend to have a meal prior to the meeting. The meeting starts at 7.30pm with meals available from 6:00pm. November General Meeting <i>Note: Date changed from 1st to the 8th (Venue N/A on 1st -due to Melbourne Cup).</i> |
| WEDNESDAY 9th NOVEMBER | XJ, Mk10, 420G Register Meeting: 6:00pm to 9.00pm. AUCTION NIGHT. The Bartley Hotel, Bartley Terrace, West Lakes Shore. For more information please contact Bob Charman. Email: charmanr161@gmail.com . |
| SUNDAY 13th NOVEMBER | SA JAG DAY and Cats & Cans - 10.00 am - 3.00 pm. Civic Park Modbury, 995 North East Road, Modbury SA. We hope to see you all there. More information page #7 or goto SA JAG DAY |
| WEDNESDAY 16th NOVEMBER | SS, MkIV & MkV Register Meeting. 7.00pm - 9.30pm. To be held at Caledonian Inn -Nth Adelaide Can members please advise Brenton if they will be attending the meeting. 0419 345 775 |
| THURSDAY 17th NOVEMBER | Jaguar Ladies Trip to Hahndorf for Lunch. 11.00am - 3.00pm Meeting at Beerenberg strawberry farm at 11 am for coffee and then to the German Arms for lunch at 1 pm. (Option of attending the morning tea, the lunch or both). <i>Husbands or partners are welcome to join us at Beerenberg.</i> Registration by 10 November is essential for catering purposes. Ladies Day |
| SUNDAY 20th NOVEMBER | E, F & GT Register Run to Normanville and Mt Compass. 9.30am - 4.00am Meeting at the Victorial Hotel, O'Halloran Hill at 9.30am, then to Normanville for morning tea. Then off to Mt Compass for lunch at the Mt Compass Golf Club. Registration is essential to confirm numbers for both venues. E, F & GT Register Run |
| SUNDAY 20th NOVEMBER | Shannons " Yankalilla Classic Motor Show". 9.00am- 2.30pm (Cars in place by 10.30am) Yankalilla Showgrounds 1 Jervois Road Yankalilla, SA. Vehicle (Includes driver & one passenger) A\$15.00. Sales end on 13 Nov 2022. For more information and bookings goto: Yankalilla Classic Motor Show |
| THURSDAY 24th NOVEMBER | Multivalve Register Christmas Lunch Run. 9:30am - 3:00pm Meet at The Marion Hotel at 9:30am. At 9:45am off to the east for a coffee pitstop. Then south-east for lunch, arriving at 12:30pm. Registration by 21 Nov. essential to confirm numbers for both venues. Multivalve Register Run |
| 1st - 4th DECEMBER | Adelaide 500 motor racing event for Supercars. Our club is participating in the Parade of Drivers and a possible track-side static display. Roadsters/DHC required. Please contact: di.adamson1@gmail.com 0407 862 758 |
| TUESDAY 6th DECEMBER | JDCSA Christmas General Meeting. "The Junction", 470 Anzac Highway. The meeting starts at 7.30pm with meals available from 6:00pm. For more information please contact the Secretary Steve Weeks on 0414 952 416 |
| SATURDAY 10th DECEMBER | XJ Mk10 420G Christmas Dinner & Show - Glenelg Golf Club. 5.30pm - 11.00pm. All Club members are invited to attend. Three-course dinner from 6.30pm followed by floor show. Cost is \$65.00 per person (drinks not included). Please register through TidyHQ. XJ Mk10 420G Register Christmas Dinner |
| SUNDAY 11th DECEMBER | E, F & GT Christmas BBQ 12:00pm - 5:00pm Christmas barbecue to be held at Forrest Lodge, 158 Onkaparinga Valley Road, Verdun Please bring picnic tables and chairs. A barbecue and salads will be provided by the Register. Please register if you are coming as we need to know the numbers for catering. E, F & GT Register |

DECEMBER

Club Torque - Editor's Column

Editorial by Graham Franklin

The feature for this month is a follow on from last month's Classic Marque that marked the Centenary of the foundation of the Swallow Sidecar Co. which later became Jaguar Cars (1922-2022).

Thank you for the stories from new member Dave Bradley and Victorians Linsey Siede and Clinton Breeze.

There is a story on the release of the new XF300 Sport model grade, which is now the sole XF variant for MY 2023.

Ditto - there is a story on the release of F-Type75 which is now in its final model year of production with Jaguar celebrating 75 years of petrol-engined sports cars that stretch back to the record-breaking XK120. (1948-1973).

Used cars have commenced a gradual price slowdown but it is unlikely that used-car prices will snap back to pre-pandemic levels any time soon. (P25).

There is lots more to read including the E F & GT Register Run to Mintaro, new '70-Edition' C-Type's and details of the 'Gen3' Formula E race car.

ENJOY

SA Jag Day and Cats & Cans - 13th November 2022

SA Jag Day has moved to the 13th November, due to a wet Civic Park.

Members are encouraged to attend the day which includes the CATS and CANS Charity food drive. Food and drink stalls will be available and this year the Club will celebrate 100 years of SS/Jaguar.

We are hoping for a nice day weather wise and a great day in all as we put our club and our cars on public display.

Cars can begin arriving any time after 9.00 am but need to be in position by 10.30 am. For safety reasons cars will need to remain in position until 3.00 pm.

There are four awards this year:

- People's Choice
- Best Saloon
- Best Sportscar
- Best Daimler 2.5 V8 / V8-250. (The car is celebrating its 60th anniversary).

A Salvation Army Truck will be positioned in the car park at the entrance to the oval to collect your cans and non-perishable goods.

So, bring the Jaguar/Daimler/SS Car and the family and whatever else you need to make it a great day out.

Graham Franklin
Events Coordinator

Vale Ken Murrell

Sadly, I have to inform our membership of the passing of Ken Murrell.

Ken & his wife Vivien were members of our club and they drove a red X300, and were often seen at All-British Day and SA Jag Day events.

Among his many talents Ken was a very talented karaoke performer and also a very successful breeder and show competitor of Old English Sheepdogs.

Ken developed lung cancer a number of years ago and sadly succumbed to the illness a few weeks ago.

Val and I attended the funeral, and in the video tribute there were several images of Ken with his X300.

On behalf of the JDCSA Inc, I sent our condolences to Vivien and the family.

Steve Weeks
Welfare Officer



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 November, 2022 magazine:

- ◇ Thao & Gary Earnshaw: 1963 Jaguar Mk II 3.4L Saloon.
- ◇ Morna & Norman Atkinson: 1973 Jaguar XJ6 S2 4.2L Sedan.
- ◇ Colin Penfold: Jaguar XJ12 HE 5.3L Coupe.

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

- ◇ Robert Devolle: 1955 Jaguar Mark VII 3.4 litre Saloon.
- ◇ Peter Smith: 1983 Jaguar XJ6 4.2 litre Sedan & 1994 XJ X300 4 litre Sedan.
- ◇ Teresa & David Bradley: 1974 Daimler Vanden Plas Sedan.
- ◇ Nicholas Tumicz: 1996 XJ X300 3.2 litre Sedan.
- ◇ Clive & Ben Williams: 1995 Jaguar XJ X300 4.0 litre Sedan.

- ◇ Sandra & Robert Mack: 2002 Jaguar X-Type 2.1 litre Sedan.
- ◇ Rosemarie Kavanagh & Phillip Thompson: 1963 Daimler 2.5 V8
- ◇ We hope you will take advantage of the benefits available, and that you will contribute in your own way to make this a better club for everyone.

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

Daphne Charman
Membership Secretary



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**The Jaguar Drivers Club of South Australia
Presents**



SA JAGUAR DAY

13th November 2022

10.00 am to 3.00 pm

At Civic Park

North East Road, Modbury

FREE ADMISSION

We will be celebrating

100 years of Jaguar

Food and Drink stalls on site

Lucky Prize Draws through out the day

Over 100 Jaguars from 1920's to current on display

All Jaguars welcome

Vehicles must be in place by 10am and stay til 3 pm

A good day out for all the family



New Members Story - Dave Bradley

My love for Jaguars came about when the XJ Series 1 was introduced to the Australian market [1968]. What a beautiful looking vehicle it was, but in my opinion, something was amiss, and I couldn't put my finger on it. Then in 1973, the Series 2 came out, and BANG!! There it was...

Jaguar had raised the front bumper and in my mind, and, still today, perfection.

I still to this day remember in 1984, riding my then, brand new Harley Davidson down from Mt Lofty, through to Blackwood and caught up with a S2 XJ6 (Arctic white, with chrome spoked rims; still to this day I remember). I had ample times to overtake, but couldn't. I was mesmerised by how this graceful lady just swept silently around steep corners and sharp turns with seemingly no effort. That's when I said to myself, I NEED ONE OF THESE.

So in 1989, just by chance, I managed to acquire a 1974 Daimler Vanden Plas as a wreck [totally blown motor] and said, "Here we go", let's see what can be achieved.

To my readers, I was a committed American enthusiast at the time, with my Harley and owning a 68 HK Monaro,



with a 307 Chev engine [I'm reaching for the tissues as I write, let's not go there] and decided; let's throw a 400cc Chev motor, that was originally planned for a speed boat, in the Daimler. Done deal, 6.6 litre engine, with a tricked up 350 Turbo Hydromatic transmission. Perfection.

The car passed all of Regency Park Road Transport certifications, and on the road, we go, the best suspension and braking system I have ever driven. In that time frame a stainless-steel exhaust system and mufflers were fitted, [which to this day are still in great condition] a new

vinyl roof and the interior woodwork stripped and replenished with genuine walnut burr bought from an importer down at Port Adelaide.

Well, this is where it all stopped, having a young family growing up, at the time no such thing as the internet to garnish information, the front rack and pinion leaking like a sieve, and the then pet dog eating the back driver's side door. (That's a story for another time).

I had, had enough and put the dear old girl under covers in the garage to be looked at, for a later time.



New Members Story - Dave Bradley (cont)

Well then, talk about Rip Van Winkle. 20 years flew past in a blink of an eye, and here we are in 2020. The Pandemic!

Here we are all stuck at home, lets pull the Daimler out into the sunshine! The first thing to happen, our daughter was visiting, who was at that time 31, with her own family, jumps in the back seat, closes the door and sits there for a few minutes, only to emerge and say PIZZA! It smells exactly the same as it did when I was ten years old, PIZZA! I told her to get out, and go home.

Anyhow, the last three years have been devoted to totally restoring all the mechanics possible (engine, trans, suspension, brakes, and totally the rear end). What's left to do?

17-inch rims and a decent bottom paint job. That's when myself and my wife Teresa, who has supported my crazy ideas and childlike tantrums [I get that from my daughter] for the last 35 years, dealing with the Daimler, decided to try and join the SA Jaguar Club, waiting for rocks to be thrown my way for having a LUMP! [Can you believe it? they're called Lumps! didn't know that until 2020].

I classify the Daimler as a HYBRID! Not an uncouth Lump! But Bob and Daff Charman welcomed us with open arms into the club. We may be new to the club, but have enjoyed attending the monthly XJ register of the club, with everyone having a fantastic time. (Should have been involved 20 years ago!).

I have even been able to have the dear old Harley registered under historic registration with the club. My final words.....to be an owner of a Jaguar, no matter what year, model or hybrid is an immense privilege, and in my own situation, to be able to repair, restore, and create with my own hands, my Daimler, that's what puts a smile on my dial.

**Cheers
Dave Bradley.**

Editor: What a fantastic story. There are a number of Jaguars running around with V8's in them, and they are all very much part of the club. Welcome aboard.



100 Facts About Jaguar (Part 2)

2022 marks the centenary of the foundation of the Swallow Sidecar Company which later became Jaguar Cars. A big thank you to the Jaguar Daimler Heritage Trust for the information and photographs needed to compile this story.

Fact 51: In 1963 Jaguar acquired Coventry Climax who in the fifties and sixties had built highly successful Grand Prix engines, as well as fork-lift trucks and fire pumps.



Fact 52: At the New York Motor Show in 1965, Jaguar launched the new 4.2 litre E-type with a real Jaguar on the stand.



Fact 53: The XJ 13 was built in secrecy in 1966 as a potential Le Mans contender, but there was an unfortunate lack of urgency about the project and by the time the car was completed, its design had become obsolete against new cars from Ferrari, Ford and the Porsche 917. However, the XJ13 is still one of the most beautiful racing cars of all time thanks to the talent of aerodynamicist Malcolm Sayer, and the potential of its 502 bhp, 5 litre V12 engine.



Fact 54: On 20 January 1971, a film crew arrived at MIRA to capture footage of Norman Dewis driving XJ 13. On the penultimate lap, the car went into the safety fence and started to roll. Luckily Dewis quickly turned the ignition off and wasn't strapped in so he managed to dive "under the scuttle and hung on to anything that was there". He escaped unharmed and XJ13 was rebuilt..



Fact 55: In 1968 the XJ6 was launched and the following year, it won the 'Car of the Year' Award. The shape was another Lyons masterpiece and is regarded by many as the pinnacle of his career. The car was notable for its suspension which chief engineer Bob Knight had developed to reach new standards of handling and road holding, coupled with remarkable passenger comfort.



Fact 56: In 1972 the car for which the V12 engine had been primarily designed for, was finally launched – the XJ12. This was Lyons' crowning achievement. Jaguar could now claim that the XJ12 was the fastest production four-seater in the world. The maximum speed was just short of 140 mph, whilst 60 mph could be accelerated to in 7.4 seconds.

100 Facts About Jaguar (Part 2)

Fact 57: In 1972, Sir William Lyons retired at the age of 71, handing over the Jaguar reins to Lofty England. The company had been in existence for some 50 years and was now one of the most respected in the world.



Fact 60: Group 44 built a car around the V12 engine for IMSA racing in the States, the XJR-5. The car finished third on its debut at Road Atlanta and won at the same venue in 1983.



Fact 58: On 28 July 1980, Jaguar took control of the Castle Bromwich body plant.



Fact 61: On 12 October 1983 Jaguar launched the Cabriolet version of the XJS, the XJS-C powered by the new 3.6 litre AJ6 engine. Jaguar's first open car since the demise of the E-type.



Fact 59: In 1981, following the fuel crises of the seventies, Jaguar announced new High Efficiency (HE) cylinder heads for the V12 engines to achieve better fuel consumption. The XJ-S HE was capable of 155 mph and returning 27 mpg at a steady 56 mph.



Fact 62: The 1984 season was a good one for Tom Walkinshaw Racing (TWR), who had added a third XJ-S to the team. The team dominated the European Championship with a string of wins and Walkinshaw ended the season as the European Champion.



100 Facts About Jaguar (Part 2)

Fact 63: Sadly, in February 1985 Sir William Lyons passed quietly away at his home, Wappenbury Hall.



Fact 64: The XJ40 was launched in Europe in 1986 and in the United States in 1987. With the new suspension designed by Jim Randle, the prototypes were built and tested in every climate over a total of 5 ½ million miles.



Fact 65: After its flotation in 1984 Jaguar achieved considerable success in the growth and development of its business. The profitability of the company funded substantial improvements to manufacturing and engineering facilities, and the establishment of a new £52 million product engineering centre at Whitley in Coventry which opened on 23 May 1988.



Fact 66: For the 1988 Le Mans, three of the five XJR-9 entered went on to finish first, fourth and sixteenth. The winning Jaguar, driven by Jan Lammers, Johnny Dumfries and Andy Wallace, completed 394 laps and covered a distance of 5,330.86 km (3,313.15 miles). In comparison, the winning D-type of 1957 covered a distance of 4,397 km (2,732 miles).



Fact 67: In September 1989, Jaguar announced considerable enhancements to the XJ6 range with the engine going from 3.6 to 4.0 litres. In introducing the new 4.0 litre, Sir John Egan stressed the extent of the changes had resulted in what he liked to describe as a 'world class car'.

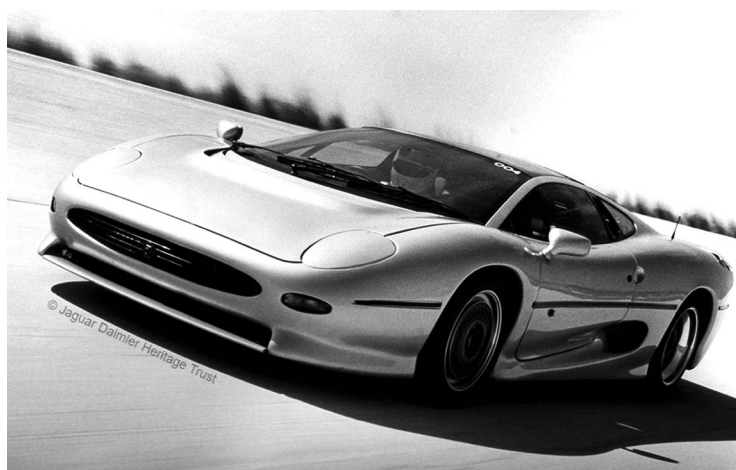


Fact 68: At the beginning of 1990 the Ford Motor Company purchased Jaguar and immediately began an investment programme for new models and build methods.



100 Facts About Jaguar (Part 2)

Fact 69: The Jaguar XJ220 became the world's fastest production car after scoring top speed of around 213 mph (343 km/h) in independent road tests in 1992.



Fact 70: Ford continued to build on Jaguar's heritage by continuing the firm's participation in motorsport and in 1990, two XJR-12s scored first and second place at the famous 24-hour Florida classic at Daytona. The winning Jaguar, driven by Davy Jones, Jan Lammers and Andy Wallace, was four laps ahead of the other Jaguar.



Fact 71: At the 1990 Le Mans, Jaguar came in first and second place with the XJR-12, earning the company its seventh victory. Jaguar also regained the World Sports Car Championship with the revolutionary XJR-14, dominating the series which included the Le Mans 24-hour race.



Fact 72: Despite narrowly missing out on victory, Jaguar finished second, third and fourth with three V12 engine XJR-12s at the 1991 Le Mans.



Fact 73: Having made its public debut as a concept car at the 1988 Motor Show, the XJ220 became a production reality during 1991. JaguarSport created a purpose built factory at Bloxham near Oxford for a limited production run of 350 cars.



Fact 74: During August 1993 Jaguar installed a new, £8.5 million, assembly line at the Browns Lane Plant replacing lines that had been installed thirty years previously. The new state-of-the-art facility provided a further boost to quality control and efficiency at Browns Lane, so that both Browns Lane and Castle Bromwich achieved the coveted Ford Quality Standard - Q1.



100 Facts About Jaguar (Part 2)

Fact 75: A new XJ Series made its world debut at the Paris Motor Show in October 1994. Code named X300 during its development, the new XJ Series represented an investment of over £200 million and was the first product programme to be delivered by Jaguar since its acquisition by Ford.



Fact 76: In December 1994 Her Majesty Queen Elizabeth II honoured the company with a visit to the Browns Lane plant. It was the Queen's first visit to Jaguar since 1956 and it proved to be a memorable day. She also ordered a new 6.0 litre Daimler in British Racing Green.



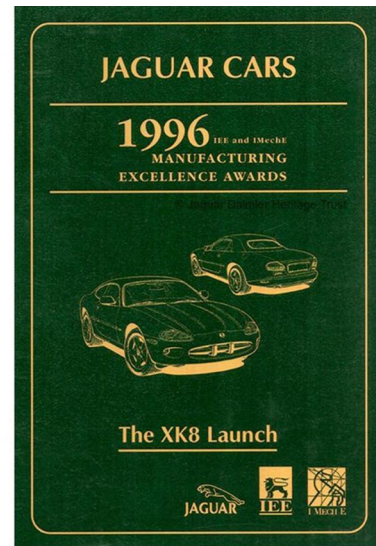
Fact 77: During 1996 the motor industry celebrated the centenary of motoring. To celebrate the centenary of the Daimler Motor Company of Coventry - the oldest surviving British car marque - Jaguar produced a special commemorative "Daimler Century" model.



Fact 78: On 4 April 1996, the last XJS came off the production line to be superseded by the XK8 coupe and convertible models, Jaguar's first new sports car for a generation. From the time of its unveiling at the Geneva and New York Auto Shows, it won the 'Best in Show' accolade.



Fact 79: In 1996 Jaguar won the 'Manufacturer of the Year' award and in 1997 the 'Manufacturing Excellence Awards'.



Fact 80: In 1997 Jaguar celebrated the 75th anniversary of its founding.



100 Facts About Jaguar (Part 2)

Fact 81: The Jaguar Daimler Heritage Trust Museum, situated at Browns Lane, was officially opened in September 1998.



Fact 82: In October 1998, Jaguar's most eagerly awaited new model for decades, the S-type sports saloon, made its world debut at the Birmingham International Motor Show and went on sale in March 1999. It was designed and developed at Jaguar's Engineering Centre at Whitley and built at the company's Castle Bromwich plant in Birmingham.



Fact 83: The development of Castle Bromwich to accommodate S-type production represented one of the largest inner city investments in the UK in 50 years, and the largest brown-field site development in Europe. The total investment for the S-type programme amounted to £400 million, of which around £200 million was associated with the development of the Castle Bromwich site.



Fact 84: In April 1999 it was confirmed that Dr. Wolfgang Reitzle would become Group Vice President of Ford's newly-formed Premier Automotive Group and Chairman of Jaguar Cars Ltd.



Fact 85: In October 1999 Jaguar announced its intention to enter the FIA Formula One World Championship and confirmed that Eddie Irvine would join the team for the 2000 season partnered by Johnny Herbert. At a ceremony in London in January 2000, Jaguar Racing held a launch for the new racing car, the Jaguar R1.



Fact 86: In January 2000, Jaguar's F-type concept roadster was unveiled at the North American International Auto Show in Detroit. Design work had commenced under the direction of Geoff Lawson, Jaguar's Director of Styling, but when he sadly passed away in June 1999, the project was completed by the new Director of Design, Ian Callum, who viewed the F-type concept as a tribute to Lawson.



100 Facts About Jaguar (Part 2)

Fact 87: The Halewood plant was built in 1962 and built its last Ford in June 2000. Jaguar had assumed management responsibility for the plant in October 1999 and the plant underwent a massive transformation with the installation of new manufacturing facilities to support X400 production



Fact 88: In March 2001 the X-type was launched at the Geneva Motor Show and was billed as the “most significant new model in Jaguar’s history”. The X-type (X400) programme had cost almost £600m.



Fact 89: At Monaco in May 2001, the Jaguar Racing F1 Team scored their first points of the season and the Jaguar marque’s first ever podium finish in Grand Prix racing – third place with Eddie Irvine’s Jaguar R2



Fact 90: In 2001 Jaguar marked the centenary of Sir William Lyons’ birth with limited editions of its performance saloon and sports car models - the XJR 100 and XKR 100 respectively. Just 500 examples of each (coupe and convertible models combined) were sold worldwide



Fact 91: At the 2001 Frankfurt Motor Show, Jaguar showed Ian Callum’s first concept car, the R-coupé.



Fact 92: The new XJ X350 range was launched in 2003. While preserving the traditional styling it was completely re-engineered with an all-aluminium chassis, reducing weight by 40% and improving economy, ride and handling.



Fact 93: In 2003 the X-type became the first Jaguar to be fitted with a Diesel engine to both the saloon and the newly introduced estate, also a first for Jaguar. Sales peaked at 50,000 units.



100 Facts About Jaguar (Part 2)

Fact 94: There was little return of value from the large amount of money invested in sport involvement internationally, so Ford chose to sell the F1 operation near the end of 2004. This became the successful Red Bull Racing Team.



Fact 95: During 2004, a decision was made to close the historic Browns Lane site. After nearly 55 years of production at Browns Lane the last cars rolled off its production lines in 2005. 1,447,677 cars were produced at Browns Lane between 1952 and 2005, including some of the most famous cars in the world - the XK120, C & D- types, Mark II, E-type, XJ and XJS. For many it was and will always be the spiritual home of Jaguar.



Fact 96: The Project C-X75 was created to celebrate 75 years of Jaguar. It was revealed as a concept at the 2010 Paris Motor Show, where it received AutoWeek's coveted "Best in Show" award and the 2010 Louis Vuitton Classic Concept award.



Fact 97: On 14 September 2015, a Jaguar F-pace driven by stunt driver Terry Grant defied gravity at the Niederrad Racecourse in Frankfurt, Germany, by performing a record-breaking 360 degree loop. The loop itself measured 19.08m (62½ ft) in diameter, breaking a previous record of 18.29m (60 ft). This event was organised not only to unveil the F-pace, but to also celebrate the 80th birthday of the Jaguar brand.



Fact 98: On 13 July 2017 at the Excel Centre in London, a Jaguar E-PACE driven by stunt driver Terry Grant was launched off a metal ramp on one side and did a barrel roll, setting an official Guinness World Record.

Fact 99: The I-pace is Jaguar's first all-electric vehicle, powered by Lithium-ion batteries with electric motors front and rear providing all-wheel drive and 50:50 weight distribution. Since its launch in March 2018, it has won over 60 industry awards including: UK Car of the Year, German and Swiss Car of the Year, European Car of the Year, World Green Car, World Car Design of the Year and World Car of the Year.



Fact 100: The 11th of September 2022 marked the Centenary of the formation of the Swallow Sidecar Company, which ultimately evolved into Jaguar Cars. Photo 1935 SS1 Airline.



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Australia - 2023 Jaguar XF 300 Sport Arrives



A new 300 Sport model grade is the sole Jaguar XF variant for Model Year 2023, with more of some features as standard – but less of others.

The new XF 300 Sport – distinguished by black exterior styling elements, with a carry-over petrol engine – is priced from \$115,360 plus on-road costs, equating to \$8984 more than the previous sole model grade of Jaguar's largest sedan, the P300 R-Dynamic HSE.

Compared to the R-Dynamic HSE, new features for the 300 Sport include adaptive suspension, configurable drive modes, the Black Exterior Pack (black exterior trim), wireless phone charging, and a black contrast roof.

A set of 16-way power front seats with heating and memory (previously \$2885 extra) replace 12-way power seats without heating, while the black headliner is now made from suede, rather than fabric.

However, the 12-inch digital instrument cluster has returned from standard equipment to an \$845 option, and the previously-standard Clear Exit Monitor (which alerts occupants if they're about to open their door into oncoming traffic) is no longer available, even as an option.

The Activity Key and HomeLink garage opener – previously \$910 and \$700 options on Model Year 2022 vehicles – are not available for 2023.

Powering the car is the same 2.0-litre turbocharged four-cylinder petrol engine as the R-Dynamic HSE, routing its 221kW (or 300 metric horsepower, giving it its badge) and 400Nm outputs to all four wheels through an eight-speed automatic gearbox.

A zero to 100km/h time of 6.1 seconds is carried over from the 2022 model – but Jaguar now quotes combined fuel consumption of 7.4 litres per 100km, up 0.2L/100km on the old model.

2023 Jaguar XF 300 Sport standard features:

- 20-inch silver and black 'Style 5107' wheels with tyre repair kit
- Premium LED headlights with auto high beam, animated indicators
- Darkened LED tail-lights
- Black Exterior Pack with black contrast roof
- Adaptive suspension
- Configurable drive modes
- 355mm front and 325mm rear discs
- 11.4-inch touchscreen with Apple CarPlay, Android Auto, satellite navigation and AM/FM/digital radio
- 7.0-inch digital instrument display (with analogue dials)
- Wireless smartphone charging
- 13-speaker, 400-watt Meridian sound system
- Dual-zone climate control
- Keyless entry and start
- Power boot lid

- Rain-sensing wipers
- Power-folding electric side mirrors with heating, memory, approach lights and driver's side auto dimming
- Windsor leather seat upholstery
- 16-way power-adjustable front seats with heating and memory
- 40:20:40 split-folding rear seats
- R-Dynamic-branded leather steering wheel
- Satin Chrome shift paddles
- Power-adjustable steering column
- Auto-dimming rear-view mirror
- Illuminated metal sill plates
- Bright metal pedals
- Illuminated vanity mirrors
- Ambient interior lighting
- Autonomous emergency braking
- Lane-keep assist
- Adaptive cruise control
- Blind-spot monitoring
- Rear cross-traffic alert
- Driver condition monitor
- Front and rear parking sensors
- Low-speed rear auto emergency braking
- Traffic sign recognition
- Tyre pressure monitoring
- Six airbags

The 2023 Jaguar XF 300 Sport is available to order now. ■

Information for this story from Drive Australia.



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F-Type Special Edition Celebrates 75 Years of Sports Cars



The F-Type 75 MY24 is now in its final model year of production with Jaguar celebrating 75 years of petrol-engined sports cars that stretch back to the record-breaking XK120 of 1948.

Australian prices start from:

- \$183,200 plus on-road costs for the F-Type 75 Coupe (replacing the P450 R-Dynamic Coupe), rising to -
- \$188,450 for the F-Type 75 Convertible (replacing the P450 R-Dynamic Convertible), and -
- \$284,550 for the F-Type R 75 Coupe (replacing the F-Type R).

The new prices represent increases of \$14,285 to \$17,302 over the Model Year 2023 variants the MY24 75 editions replace.

Standard on the outside of each F-Type 75 are unique 75 badges on the front wheel arches, 20-inch alloy wheels, matrix 'Pixel' LED headlights with scrolling indicators, and quad exhaust tips on the R.

The wheel centre caps and grille badge have changed from red to black for the special editions, and the R badge on the flagship variant is accented by black & grey, rather than red & green previously.

Four alloy wheel designs are offered – including a forged option for the R, which

runs on wider tyres (265/35-profile front and 305/30 rear), and can be optioned with six-piston 398mm front and four-piston 380mm rear carbon-ceramic brakes with yellow calipers.

Inside, a carry-over 12.3-inch digital instrument cluster joins a unique badge on the centre console, stainless steel sill plates and an Interior Black Pack.

'Performance' sport bucket seats fitted to the 75 editions, trimmed in Windsor leather as standard, embroidered with Jaguar leaper or R logos in the headrests, and available with heating and cooling. A black suede headliner is standard, while an Extended Leather Upgrade can be optioned.

Highlights under the skin include aluminium suspension components, revised ball joints for the R, a standard electronic limited-slip rear differential, all-wheel drive in the R, adaptive suspension, and a range of configurable drive modes.

Powering the standard F-Type 75 is a 331kW/580Nm 'P450' version of Jaguar Land Rover's 5.0-litre supercharged petrol V8, driving the rear wheels through an eight-speed automatic transmission for a top speed of 285km/h.

Meanwhile, the F-Type R 75, gains all-wheel drive and a 423kW/700Nm

(443 hp) version of the supercharged V8, translating to a 3.7-second claimed 0-100km/h time and a 285km/h quoted top speed.

(Overseas the F-Type R 75 is available with the 5.0-liter V8 tuned to 567 hp).

The 75th anniversary editions will be available in unique Giola Green metallic paint as an option, though the car can be had in other existing colours in the F-Type range.

Jaguar does not explicitly say the new 75 editions will be the last F-Types to be built or introduced, only that they represent "the final Model Year update" – leaving the door open for one more special edition before production ends.

If you've been eyeing off a new F-Type, you're now officially running out of time to get one. Plus, with Jaguar going all-electric from 2025, the company's glorious roaring supercharged V8s will soon be gone entirely.

The 2024 Jaguar F-Type range is now available to order, ahead of first Australian deliveries in April 2023. ■

Information for this story from AutoExpress and Drive.

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New '70-Edition' C-Type Continuation Celebrates Anniversary



Jaguar Classic has revealed two exclusive C-Type Continuations to celebrate the vehicle's pioneering achievements in 1953. Each '70-Edition' features distinctive specifications and will be built at Jaguar's state of the art Classic Works facility in Coventry.

Two exclusive Jaguar C-Type Continuations have been revealed seventy years since the C-type was at the pinnacle of sportscar racing. These Jaguars dominated the 1953 24 Hours of Le Mans equipped with the pioneering disc-brakes, finishing first, second, fourth and ninth and breaking the average lap speed record.

Each C-Type Continuation '70-Edition' has been tailored in an evocative colour and trim, with hand crafted silver enamelled badging from partner jeweller Deakin & Francis, along with '70-Edition' stitching and embroidery and painted roundels with racing number 70.

A bespoke key housing and dashboard plaque have been crafted from a 1953 C-type fuel tank by Deakin & Francis for each '70 Edition'.

The first of these editions is finished in a one-off colour of Verbier Silver with Cranberry Red leather interior. This never to be repeated combination

is inspired by the C-type's Platinum Anniversary.

The second '70-Edition' is a tribute to the victorious C-type XKC051, and is finished in the Works Team colours of British Racing Green with a Suede Green leather interior.

Production of the '70-Edition' C-Type is underway at the state-of-the-art Classic Works facility, with each vehicle requiring 3,000 hours of specialist construction. Each '70-Edition' is priced at £1.5million (plus applicable taxes). ■

Information for this story from Jaguar International.

JLR Has Hit An Enormous Backlog of 205,000 Cars

Jaguar Land Rover continues to struggle to produce cars as a result of the semiconductor shortage. Ongoing supply chain issues have resulted in a mammoth backlog of 205,000 cars.

The announcement was made as part of JLR's performance figures for its second quarter, covering July, August and September.

Global sales of JLR stood at 89,899 units in the period under review. While Jaguar wholesale stood at 16,631 vehicles, Land Rover wholesales were 73,268 units. (JLR sold 78,251 units in July-September last fiscal year.)

Land Rover saw sales grow by 3.6 per cent year-on year while Jaguar's units increased by 9.9 per cent.

Sales grew the most in China and North America (up by 38 and 27 per cent respectively), but fell 10 per cent in Europe, and seven per cent in the UK.

JLR officials advised that the group's sales growth was - "lower than planned, primarily due to a lower-than-expected supply of specialised chips."

Meanwhile Tata Motors reported a 33% cent increase in global sales, (including that of Jaguar Land Rover) to 3,35,976 units in September quarter 2022. It had sold 2,51,689 units in the same period last year.

Global wholesale units of all Tata Motors' commercial vehicles and Tata Daewoo range in the quarter stood at 1,03,226 units, up 16 per cent from 89,055 units a year ago.

Global sales of all passenger vehicles were at 2,32,750 units in the quarter as against 1,62,634 units in the year-ago period.

Similar to other manufacturers, JLR stated that it prioritised 'production to the highest margin products', with the



firm ramping up manufacturing of the Range Rover and Range Rover Sport. *(At the expense of Jaguar).*

It added that it hoped - "new agreements with semiconductor suppliers are expected to enable sales improvements in the second half of the fiscal year." ■

Information for this story from CarDealer and The Economic Times.

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Second Hand Car Prices Falling As Interest Rates Rise

Late last year (2021), *Savvy's Car Ownership Costs Report* found that used car prices peaked in July 2021 and that they had jumped to 37 per cent above the pre-pandemic high in February 2020; while new car sales had fallen by 15.3 per cent over the previous year (2020) with new-car buyers having to wait up to 12 months for some models.

In 2020/21, with fewer new cars available, buyers turned to the used car market. Also, the lack of new-car sales meant fewer vehicles were being traded in or privately re-sold, further driving up prices. At the height of the market, five-year-old cars were selling for thousands of dollars more than they cost new.

Now in 2022, second hand vehicle prices have fallen for four consecutive months, with predictions of further drops for the remainder of the year, due in part to rising interest rates.

From August to September 2022, prices declined on average 1.1 per cent,

according to Moody's Analytics. It comes following an increase in supply of new vehicles as a semiconductor shortage, which impacted production rates, begins to ease.

If demand wanes due to rising interest rates, used vehicle prices could go down more steeply, Moody's Analytics added.

Spending on new motor vehicle climbed six per cent in September, following a 14 per cent gain in August.

"The gains in the motor vehicle index provides some relief for the industry, as global supply chain issues begin to resolve," CommBank chief economist Stephen Halmarick said. "The improvement follows the strength seen in August, with additional deliveries of vehicles coming into Australia."

However, the devastating floods in Queensland, New South Wales and Victoria have so far seen around 22,000 cars written off, forcing more people to

try and buy vehicles in an already under supplied market.

Despite the gradual price slowdown in the used car market, it's unlikely used-car prices will snap back to pre-pandemic levels any time soon with used-vehicle prices expected to move sideways until midway through 2023 when the new-vehicle market's supply-chain issues have finally been worked out. ■

Information for this story from News.com and CarExpert.



Editor: In late 2019 (pre-Covid) there were just over 2,000 used Jaguars for sale on CarSales. By late 2021 there were barely 700 for sale. There are now over 800 for sale, together with a slight fall in prices from their high in July 2021.

FIA Formula E 'Gen 3' / 2022-23 Calendar (Indonesia)

2022/23 Calendar

Cape Town joins Hyderabad, India, and Sao Paulo, Brazil, as new cities scheduled to hold races in Season 9 of the ABB FIA Formula E World Championship, which opens in Mexico City on 14 January 2023.

For Australian fans, Jakarta, Indonesia is the closest location to see the double-header race weekend. (June 1 -4).

Locations for Rounds 10 and 13 in the 17-race season are being finalised and will be announced at a later date.

What is a Gen3 Formula E Racecar?

The inaugural Formula E race was held in Beijing in September 2014 using a design referred to as a "Gen1" car.

The second-generation ("Gen2") car was introduced in the 2018/19 season and featured significant technological advances over the "Gen1" design.

The third-generation Gen3 Formula E car was unveiled to the public at the 2022 Monaco ePrix, for use in the ninth Formula E season (2022-23).

The Gen 3 car is a very different beast. It is lighter, shorter, narrower and quicker than its predecessor. It has no rear hydraulic brakes and uses regenerative brake-by-wire technology to stop.

The cars are all fitted with both a front and rear MGU (Motor Generator Unit) powertrain. The front MGU is capable of being used for traction purposes, but for 2022/23, it will only be available for regenerative power.

Another big change is the 'new' lightweight battery (285kg compared to 'Gen2' 385kg). The battery will also be able to handle ultra-high-speed charging up to 600kW (double the most advanced commercial chargers in the world). This will allow pitstop recharging into the championship for the very first time.

The front wheels and tyres are now required to be open and no longer enclosed. This will significantly change the aerodynamics of the cars.

Jaguar TCS Racing will be competing with Drivers Mitch Evans and Sam Bird.

To watch the 1 minute video of the Jaguar I-TYPE development car in action go to: [Jaguar Formula E](#) ■

Information for this story from Jaguar TCS Racing, ABB Formula E and Racecar Engineering.

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|--------------------|--------------------------|-----------|-----|--------------------|--------|
| R1 | MEXICO CITY, MEXICO* | JAN 14 | R11 | JAKARTA, INDONESIA | JUN 3 |
| R2 | DIRIYAH, SAUDI ARABIA | JAN 27 | R12 | JAKARTA, INDONESIA | JUN 4 |
| R3 | DIRIYAH, SAUDI ARABIA | JAN 28 | R13 | TO BE DETERMINED | JUN 24 |
| R4 | HYDERABAD, INDIA* | FEB 11 | R14 | ROME, ITALY | JUL 15 |
| R5 | CAPE TOWN, SOUTH AFRICA* | FEB 25 | R15 | ROME, ITALY | JUL 16 |
| R6 | SÃO PAULO, BRAZIL* | MAR 25 | R16 | LONDON, UK | JUL 29 |
| R7 | BERLIN, GERMANY | APR 22 | R17 | LONDON, UK | JUL 30 |
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Good News Story From Birdwood

Editor: On Sunday the 11th September the XJ, Mk10, 420G Register celebrated the 60th Anniversary of the car at the National Motor Museum, Birdwood. One attendee came all the way from Victoria to attend and ran into some car problems. Here is his story.

Dear Bob,

I am not sure whether you are aware that at the end of the day, when I moved my 420G from the NMM forecourt, I was made aware by a bystander that my car was leaking - probably petrol. I drove across to the car park to have a look. As the car has been substantially unused for the last 8 years, I suspected a sticky needle and seat in one of the carbys.

I was joined peering under the bonnet by 2 young tradies, who kindly provided tools enabling me to remove the top of the float chamber of the offending carby. As I was staring transfixed at the completely empty float chamber, I was joined by your member Alan Blackwell, who immediately said knowingly - ruptured diaphragm!

I was a little sceptical until I googled a diagram of an HD8, then bowed immediately to his superior wisdom. Alan took pity on me and after some discussion suggested that I follow him home to his place where he thought he had a spare. Bleeding petrol and ready to grab the extinguisher, my wife and I trundled along behind Alans' E type to his home.

There the 420G squeezed into half his garage, whilst his poor E-Type waited outside for the rain. Alan and I commenced the process to remove the front carby.

Whilst the E type motor looks identical to the 420G motor, the E type is relatively accessible, whereas the 420G motor is shoehorned into a very tight-fitting engine bay.

After much unseemly language from me and skun knuckles all round, and aided by a spanner that Alan cut down with a grinder to get at the seemingly impossible to remove nut C13554, the nut securing the starting pipe to the starting carby assembly undone, we were able eventually to extract the front carby, in spite of the two top securing studs winding themselves out of the intake manifold.



A good news story. Clinton Breeze and his wife drove all the way from Victoria to attend the event but ran into some carby problems - but help was at hand.

Removal of the jet assembly revealed a failed diaphragm on what looked like a non-genuine jet. At this point battered and bleeding we cleaned up and together with our respective wives adjourned to the local pub for a substantial and enjoyable meal.

On return to Alans' home, he and I replaced the jet with a new spare that he had ready to fit to his E type should it need it and then called it a night. It was by now late, cold and raining.

At this point Alan and his wife most kindly offered us a bed for the night, which we most gratefully accepted. The following morning another 2 hours of frustration and torn hands had the motor ready to test run - thankfully all good, then off with the carby tops again as the airbox nuts can only be accessed with the tops and piston assemblies removed!

Finally, all reassembled and running; and after yet another degrease for Alan and I; Alan was able to finally put his baby out of the rain.

With profuse thanks to Alan and Pru we were able to commence our journey back to Danistan (formerly known as Victoria).

The support, assistance, encouragement and provision of a place to stay the night by Alan and Pru left a very deep impression on us, and reflected most favourably on the camaraderie amongst our two clubs and most Jaguar owners in general.

I felt that it was important for your club to know that amongst your members are two people who put themselves out significantly for two total strangers who were in dire need of assistance.

**Yours sincerely
Clinton Breeze
JCCV #300**

Editor: Thank you very much for the story, Clinton. Definitely a purple heart for Alan Blackwell.

E, F & GT Register – Mintaro and Beyond

By: Peter Thomas

Off to Mintaro

On the morning of Wednesday 28th September, a light rain drizzle was not what members had hoped for as they made their way through the city traffic to meet at Bolivar, before setting off for an overnight stay at Mintaro.

However, the sun soon shone kindly on the convoy as the city grime was overtaken by the lush green pastures of beans, wheat and other crops. In contrast, the brilliant yellow of the canola seemed to absorb every ray of sunlight. The countryside appeared to be in prime condition and as one farmer mentioned to a member during the journey, “this is the best week of the best year of the last six years”.

The convoy travelled via Balaclava through to the quaint Clare Valley town of Auburn, then turned north for the short leg to Mintaro. Most of the group took the opportunity to visit the nearby Georgian styled Martindale Hall prior to booking into accommodation.

Martindale Hall

Many people would be aware that scenes from the Australian film – Picnic at Hanging Rock, featured Martindale Hall. Considering it is 126 kilometres north of Adelaide, the build statistics are impressive.

The mansion was built in 1879 and took two years to complete at an estimated cost of seventy-two thousand pounds, an extraordinary amount for that period. Fifty of the tradesmen were brought from England because of the specialist nature of the work.

Originally built by a wealthy bachelor pastoralist, Edmund Bowman, it was sold a decade later to William Tennant Mortlock. His son, John Andrew Tennant Mortlock, developed Martindale Station and built up an impressive collection of artwork which was displayed at the Hall. Dying childless, his wife – Dorothy Mortlock became the heir to the Mortlock fortune, and she bequeathed Martindale Hall and the estate to the University of Adelaide. The Mortlock wing of The State Library of South Australia is named after the family.



The picturesque landscape of canola fields. (Photo by Noel Schmidt).



Some of the 'crew' assembled for a photo shoot before touring the Martindale Hall.



Roger & Di Adamson, Peter & Pam Beaumont and Alan & Kate Bartram at Reillys Cellar Door and Restaurant - all with clean plates.

E, F & GT Register – Mintaro and Beyond (cont)

Time for a Long Lunch

Around 1.00 pm, everyone gathered at Reillys Cellar Door and Restaurant and enjoyed a long lunch with wines matched to suit the courses. Built in 1856 the building was originally owned by Irish shoemaker, Hugh Reilly. It is built from local slate and along with the entire town of Mintaro, is heritage listed to preserve its unique history.

After lunch, some stoic members crossed the road to the Magpie and Stump Hotel for a palate cleansing beer or another wine.

Day Two - 500km Scenic Tour

Day two started for some with an early walk around the town, the morning sun turning the stone buildings into a golden hue. Members congregated in and around the main street then, at 09:30, headed off with Noel Schmidt leading in his series III E-Type roadster. Noel grew up in the mid-north having been born at Crystal Brook and spending many years on a farm at Baroota. With graphic design skills, he produced a booklet of the journey complete with directions, historical information and pictures.

Farrell Flat

The first stop was only a short distance northeast of Mintaro – the small township of Farrell Flat where the former Roseworthy to Peterborough railway line passed through in the late 1800s to early-mid 1900s.

The purpose was to view the silo art which depicted the last train to pass through the historic township. Completed in November, 2020, local Adelaide artists spent 140 hours on the project which spans a height of 30 metres and covers 900 square metres using over 150 litres of paint.

Morning Tea at Booyoolee

After viewing the silos, the convoy travelled to Clare where various members fuelled up. With time constraints, it was then a pacy trip heading north on Horrocks Highway toward Gladstone where morning tea was served at Booyoolee Brew, a café & restaurant located in what was the Booyoolee Hotel.



A Mintaro slate building capturing the morning sun.



Farrell Flat silo art made more attractive with an array of colourful cars in the foreground.



Booyoolee Brew for morning tea and a not so common line up of classic Jaguars in the streets of Gladstone. (Photo by Noel Schmidt).

E, F & GT Register – Mintaro and Beyond (cont)

We were joined by JDCSA member Peter Cox from Crystal Brook who is also the Secretary and Chief Registrar of the Pirie and Districts Automotive Restorers Club and Garry Harris, a fellow member of the Restorers Cub, both driving their XJ6s.

After a very generous helping of scones, jam and cream, it was north once again on Horrocks Highway for a 30-kilometre stint to Wirrabarra where the second viewing of silo art was on the itinerary. It seems that silo artists slip in an object for particularly observant viewers, in this case a skull hidden in the leaves.

Silo art at Wirrabarra depicting the rich history of the area which has strong ties to forestry as well as beautiful flora and fauna.



Silo art at Wirrabarra - a Red-capped Robin features predominantly (Photo by Noel Schmidt).

On to Melrose and Port Germain

On the road once again, the convoy passed through Murray Town and arrived at Melrose where lunch was served at the North Star Hotel. It doesn't matter how often one visits Melrose; the township nestled at the base of Mount Remarkable is always a spectacular site.

At the conclusion of the lunch break, the group back-tracked and just south of Murray Town, turned right towards the gulf travelling along Germein Gorge Road, a scenic drive with many twists and turns. Telowie Gorge National Park lies to the south and the geographical attraction of layered rock formations was clearly evident on each side of the road. The group stopped as the panorama of the Spencer Gulf came into view.



E-Types enhance the look of the North Star Hotel at Melrose. (Photo by Noel Schmidt).

Leaving the lush conditions of the inland, the convoy reached National Highway A1, turned north for a short distance to Port Germein Road and made their way to the town and jetty. Port Germein was once an important transport hub for the surrounding districts following the opening of its jetty in 1881. In 1883 it was extended to a length of 1680 metres. This length, which was necessary because of the town's extremely shallow beach, briefly made it the longest wooden jetty in the southern hemisphere. Currently, following storm damage and subsequent repairs, the jetty is 1532 metres long, still the longest jetty in South Australia. Previously it had a narrow-gauge railway line extending into the township.



A photo shoot opportunity with Telowie Gorge in the background. (Photo by Noel Schmidt).

E, F & GT Register – Mintaro and Beyond (cont)

A Ride in an E-Type for Johno.

Some locals came out to look at the cars and one chap who introduced himself as Johno, was so excited by it all, he asked if he could sit in Don and Jo Crouch's Series 2 1969 E-Type. Don agreed and the next thing Johno knew, he was being taken for a drive whilst Jo held the leash of his dog. He was visibly emotional and Don described how he had tears in his eyes. It was a very satisfying moment to give him such pleasure.

Next Stop Port Pirie Lord Mayor

With time once again being limited, the next stop was a short trip towards Adelaide to Port Pirie, South Australia's sixth biggest city and second largest port. The city has an expansive history which dates back to 1845. Port Pirie was the first proclaimed regional city in South Australia.

The convoy traversed the city streets before assembling at Memorial Oval. The editor, Greg Mayfield of the local paper – The Recorder was there taking photos and notes. The cars were assembled ready for a photo shoot and the Port Pirie Mayor, Leon Stephens arrived, welcomed the group and provided some information regarding progress and development in the area.

Home to Mintaro & Stump Hotel

The afternoon was diminishing rapidly and after many members fuelled up, they made their own way back to Mintaro, mainly via Crystal Brook and Clare. The night finished up at the Magpie and Stump Hotel for a final dinner.

A lot of activities were crammed into two days, however, all agreed that it was a great run and all cars behaved flawlessly clocking up approximately 700 kilometres.

Thanks to Register Secretary – Suzanne Jarvis for organising the event generally and to Noel Schmidt who detailed the journey and provided a very useful "Travel Guide".

END



Port Germein jetty – too long and not enough time for a quick walk to the end and back.



Port Pirie Mayor – Leon Stephens addressing the group.



Cars assembled at Port Pirie's Memorial Oval, the last stop of the journey to Mintaro & beyond.

Bay To Birdwood 2022

Everyone was excited to see the Bay to Birdwood back on the roads of Adelaide, especially with a perfect spring day which was ideal for cars and participants. The streets were lined with people and it was fun to listen to people recognise their favourite makes and models or those they remember from their childhood. There was much waving.

The event has been an iconic fixture on the South Australia's calendar since 1980. This year 1,550 vehicles participated. Any vehicle manufactured prior to 1993 was able to enter.

It was so good to see many interstate participants who have not been able to participate in recent years.

Whilst most cars were polished and primed for the day there were some in their original condition. The creme de creme were in the concours section, which did include Malcolm's SS Airline, which was well received by the judges.

Fashions through the eras was popular, with one gentleman sporting a 1974 Glenelg Surf Life Saving Championship T-shirt – very authentic.

There were Jaguars of all shapes and sizes, either in the event or parked on the side of the road to wave to us as we went past.

If you have never done a Bay to Birdwood, do yourself a favour and enter it next year. It is a fantastic event!

Angela Rogers

Editor: I was in Sydney and missed the event. Thank you to Angela for the words and Peter Thomas and David Rogers for the photographs.



Malcolm Adamson, 1948 black Mark IV Drop Head Coupe (3.5 Litre)



Ruth & Ray Thomas, 1961 Brunswick Green Mk II (4.2 litre)



Roger Sweetman, 1964 Opalescent Dark Green Daimler 2.5 V8

Bay To Birdwood 2022



Gordon & Marie Elley, 1969 Regency Red E-Type Series II (2+2)



Andrew & Milly Costi, 1964 Old English White 3.8 litre Mark 2.

Bay To Birdwood 2022



Mark Bartold, 1988 Silver Birch 5.3 litre V12 XJ-S HE convertible



Dave & Debbie Adamson, 1946 Mark IV Saloon (1.5 Litre)

Bay To Birdwood 2022



Malcolm Adamson, 1936 SS Airline



Bob & Margaret Kretschmer, 1939 SS Jaguar 1 1/2 litre sedan, 'Standard' Model.

Bay To Birdwood - Interstate Jaguars



A Mark IV Restoration Story

By: Linsey Siede (Victoria)

Looking to Buy a House, But Bought a Car Instead!

Early in 1994 I was looking in the suburb of Ringwood for an old house to buy as a rental property. I had looked at quite a few, and was eventually (and reluctantly) shown an old property on the high side of Loughnan Road. It was reluctantly, as the house was "totally filled" with old electrical appliances. The owner had been a repairman for an electrical retailer, and when he retired, he began doing work from home. When his wife passed away, he just kept inheriting people's old electrical appliances, and now he had sadly passed away too.

Anyway, back to the Mark IV Story. Near the end of the long and very overgrown driveway was an old MG Midget, and then totally hidden under an old dilapidated carport behind the MG was a Mark IV Jaguar. My father was a retired motor mechanic, and at the time was between projects and driving my mother nuts. She had phoned me only a few days earlier and asked me to find him a new project, and I figured this was a good opportunity. I phoned him and he sounded interested, so he drove down from Euroa the next day to look at the Jaguar.

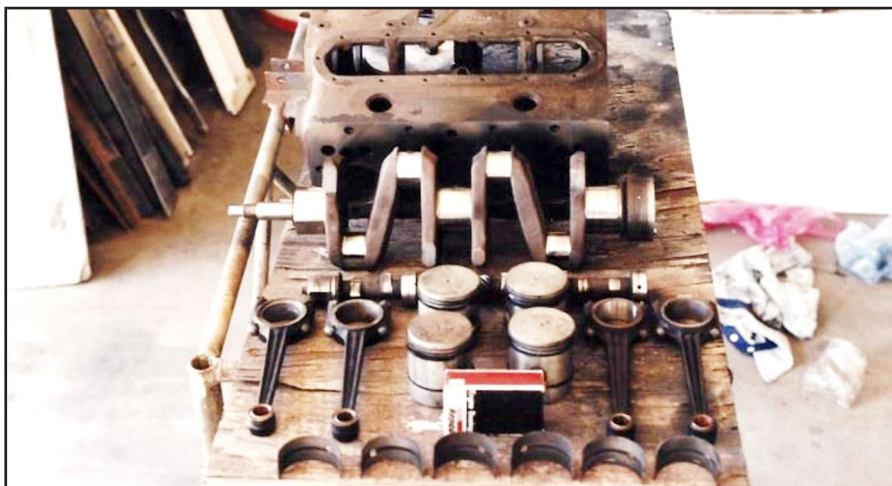
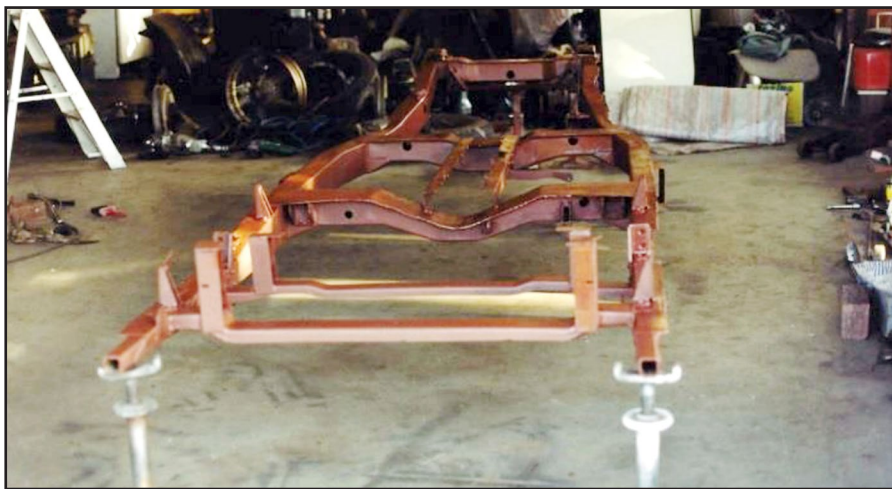
My father loved the car, and as we walked around it I happened to notice the number plates, which I took to be a definite omen. They were "LS-665", and with LS being my initials, I figured we had to buy it.

Mk IV - To Dads Place

Apparently, the car had an oil pressure problem, and was driven under the carport and just left; so the good news was that the car was complete. It also came with a spare engine and transmission, plus some other odds and sods. A princely sum of \$5,000 was agreed upon, and in early June 1994 we transferred the car to my father's workshop in Euroa - which had previously been an old Golden Fleece Roadhouse.

My father loved working on different challenges, so it didn't surprise me that within a week the car had moved from being complete to being in many parts; and within the month it was nothing but a body with boxes of bits scattered everywhere around the workshop floor, and a rolling frame. I remember walking in one day, and telling him he'd better not get Alzheimer's, as I'd never find where everything went.

During July the rolling frame was dismantled, and within another month it was repaired, undercoated and repainted.



A Mark IV Restoration Story (cont)

During September the brakes and a multitude of other parts on the frame were repaired and painted, before work on the drivetrain commenced.

October arrived, and when the engine was torn-down, the damage caused by the low oil pressure became clear. The bearings were completely shot, and new ones had to be found. My father discovered that bearings from another old English car were pretty close, and as was his way, he modified them to fit.

By December (only 5 months after the tear-down had begun), the engine and transmission had been completely dismantled and rebuilt; and it was time for them to be re-installed back onto the chassis.

Commence Re-assembly

Despite receiving many spare parts with the purchase of the vehicle (including a spare engine and transmission), everything that originally came off the car was re-installed back onto the car. This meant that all the original numbers from the vehicles' build back in 1947 still matched.

The vehicle was built with an "S Pack" option and was first registered in 1948. According to the build plate it has:

- Chassis Number: 414229
- Body Number: B9093
- Engine Number: KB5347

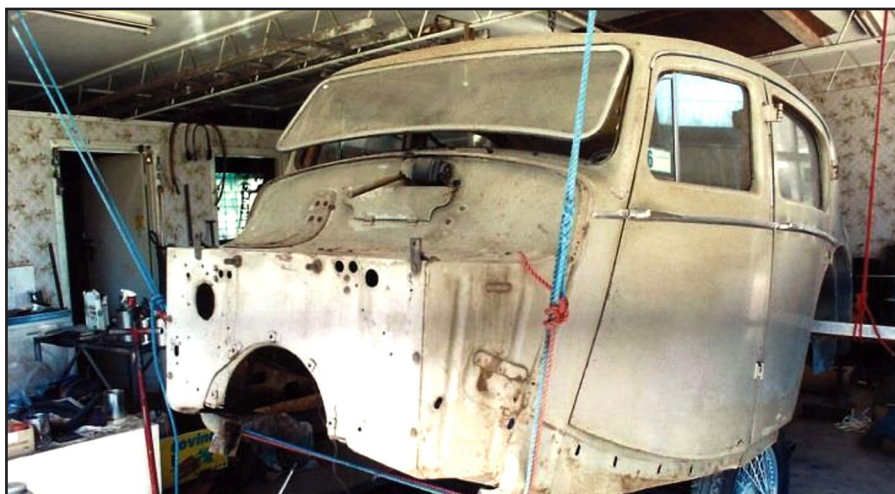
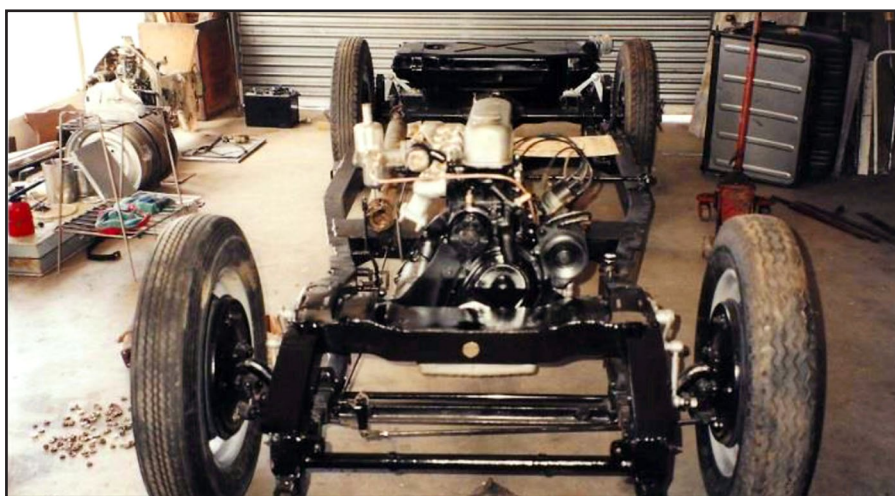
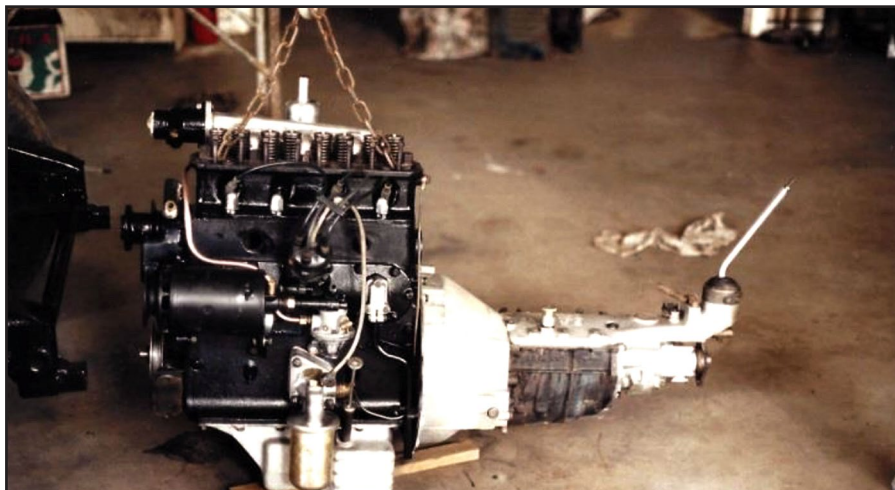
January 1995 was a busy month (not that the previous six hadn't been) with the re-assembly, as the underneath of the car started to take shape again. Wheel-rims were powder-coated twice (after they did them in black the first time); fuel tank and lines added, along with brake linkages, etc.

Then as was the normal operating process; my parents went off on their annual 2 - 3 month caravanning holiday; so things kind of slowed down for a few months.

In May they ramped up again as the body was reattached to the frame and the engine was fired into life once more. A raft of other jobs were completed over the next few months, and after my father had completed the mechanical restoration in record time, it was now my turn to get the bodywork done and to get the interior restored.

Bodywork - Off to Panel Beater No. 1

My brother-in-law knew a panel beater in Melbourne who had offered to "help" me to



A Mark IV Restoration Story (cont)

do the bodywork, so all of the interior parts; mudguards, engine covers and running boards were loaded in, and in early October 1995 the car was delivered to his panel beating shop in Hawthorn.

My first job in the body restoration process was to completely strip all the interior parts from the car - but as this was my first ever restoration project - before I did that there was one other extremely important thing for me to do, and that was to photograph everything so I knew exactly where it had to go back, and how it was to go back. This detail even went down to photographing the cords and the eyehooks that operated the blind on the rear window. OMG!!

Door-trims, hood lining, timberwork, chrome, windows, knobs, handles, armrests, sunroof, piping work, wiring, trim around the doors; the list seemed to be endless.

To make doubly sure of which trim parts went in which location, I then put labelled masking tape onto the back of each part before transferring them to my garage at home; firstly, so they wouldn't get lost at the panel beaters; and secondly so I could take my time restoring them.

The good news was that there was only minimal rust in the body at the bottoms of the doors, and inside the wheel arches at the back. The bad news for me was that I now had to strip the paintwork using some toxic paste that the panel beater gave me.

By late November I had begun the paint-stripping process, but as I was working 12-hour days, it left only weekends, (which really meant Saturday mornings only as the panel beaters closed around 12:00 midday.)

Other parts such as wooden trim, etc., I could do at home, and so the previous mechanical restoration process slowed to a snail's pace.

The good news was that annual holidays were due, so I combined them with the Christmas break and spent most of my holidays at the panel beaters removing the paint. The doors were removed, and the process of removing paint on the main body began.

If the paint remover happened to get on your skin it stung like crazy, so it was love-hate relationship. I also discovered if you got it on your clothes, it soon ate holes in them; so it was pretty potent stuff.

In January 1996 progress was being made, and the owner of the panel shop decided to show



A Mark IV Restoration Story (cont)

me how to restore the bottom of the doors. He hurriedly showed me how to do this by completing the first one, and then I did the other three. As it came to pass, all four had to be re-done, but I'm getting slightly ahead of myself.

The good news was that the paint-stripper worked really well on getting "most" of the paint off, so to get the rest of it off, it was wire brushes, wet-and-dry, and elbow grease.

A huge amount was accomplished during January 1996; however, my "holidays" came to an end, and it was back to Saturday mornings only. Obviously, things slowed down to a snail's pace again.

The driver's side front mudguard and running board was next on the list, but by this time I had apparently used their complete stock of paint remover, and therefore had to resort to sanding the entire panel. This took considerably more time, although resulted in the same excellent finish.

In February it was door month, and new bottoms for all four doors were completed.

In March, the doors looked great when reassembled to the body, however we should have assembled the running boards first, before jumping to any conclusions - but I'm getting ahead of myself yet again!!

In April as the rear mudguards were put in place and the mismatch with the repairs on the rear door began to tell the story. It was also now 6 months since the car had been moved into the panel beaters, and his continual promises of "helping" me were wearing thin. He was focused on his own business and own projects, and things had basically stalled.

Bodywork - Off to Panel Beater No. 2

I decided that if things were to start moving again the car had to be moved to a new panel beater, and in late June the car and panels were transported to Mitcham Body Repairs. This Panel Beater actually focused on restoration work, and the Jaguar joined a number of other older vehicles in their workshop.

Originally the vehicle was painted in a dull grey colour with a green interior. According to the Jaguar colour-code combinations for paint and interior colours, it was most likely "Lavender Grey". I received many suggestions to lighten and brighten the colour of the car, and Old English White was suggested by multiple people. I wanted to keep the car as close to original as possible and noted that one of the



A Mark IV Restoration Story (cont)

original external colours that was available with a green interior was Ivory. So, Ivory it was to be.

Once all of the mudguards and other body parts were assembled onto the car, the mismatch between the earlier door repairs and the line of the running boards was obvious. Hence the first thing that had to be done (re-done) was to re-repair the bottoms of all the doors, so the clearance gaps were even and consistent.

Off With the Body Again

The body and panels were then separated again from the chassis, in preparation for any other body repairs, and then finally for painting.

There was some repair work to be done on the passenger's side rear quarter, a little on the driver's side rear quarter, and the rear number plate panel, but the rest of the body was in pretty good shape.

By late July all the body work had been completed, and the body and panels were ready for prep, undercoat, and final topcoats.

Meanwhile at home, I was preparing all of the different parts from inside the boot, etc. The timber linings looked like they had borer in them at some time in the past; so, all of the paint was stripped from the metal work and all of the timber parts were replaced.

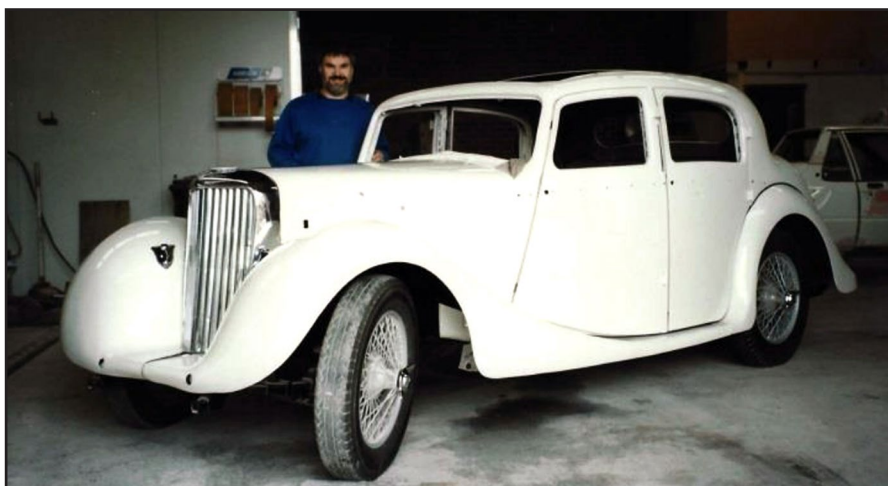
This work was mainly completed in the driveway, as the garage was basically filled with "other stuff" lovingly referred to by my wife as "accumulated junk". Obviously, the solution to this challenge (never a problem) was that the garage was too small, and needed to be larger, not that there was too much stuff. (See footnote).

The idea was that when the vehicle was ready to leave the panel shop, the other bits and pieces such as interior woodwork, boot panels, etc., would be ready to mate with the finished body work.

Little did I realise just how little time I had. This new Body shop was progressing quickly, and by early-August the panels were already painted.

Next to be prepared and made ready for paint was the main body frame, which was mounted on a mobile trolley ready to be wheeled around the shop, and finally into the paint booth.

I had to extract the digit and get the boot panels back to them, so they could also be painted. I made it just in time, and by the end of August (less than 2 months after the car had entered their shop), it was reassembled again, and ready for the next stage.



A Mark IV Restoration Story (cont)

Some of the newly chromed pieces were also added, with many others yet to be added.

To the Motor Trimmers

Less than 2 months from entering Mitcham Body Repairs, the Mk IV was on its way to Braymills for the hood-lining; lining for the toolbox lid; and the interior trim parts.

From Braymills, it was back to Euroa again, for my father to install the brand-new cotton coated wiring harness, electricals, etc., and for me to add the interior bits and pieces, including the piping around the doors; wooden trim; the windows; chrome bits, etc.

At this point I was extremely glad of the "before" photos I had taken, as I knew with certainty where all the various bits went. This was particularly important for the little things like the cord for the window blind, etc.

By October, the front was starting to look complete again, but there was still a heap of work yet to do.

Unfortunately, borers had also destroyed the bottom half of the wooden dash, but my father had a friend in Euroa that owed him a favour. So out of a solid piece of Mountain Ash, a new dash was made, and it matched so well, that the judges in the upcoming Concourse didn't even pick it up! But there I go yet again, getting ahead of myself.

All of the original glass from the car cleaned up well, and was reinstalled along with newly chromed trims.

Sunroof, woodwork, newly chromed hinges and knobs, mirrors, original indicators, bumpers, external chromed trim. The list just goes on.

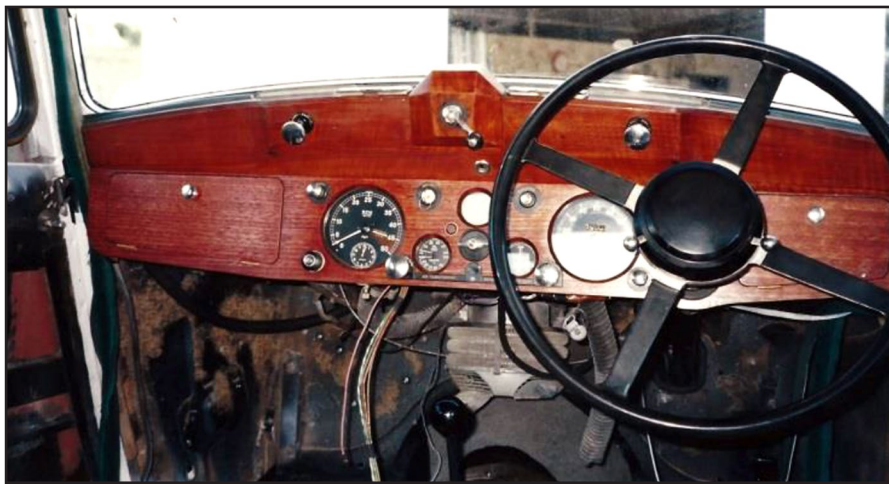
While I was doing the body and trim, my father was continuing with the wiring, the electricals, and the mechanicals. Inside all of the flooring was replaced, and the tunnel was renewed.

By December 1996, externally the car looked pretty good. All the chrome trim was on, the three strips had been reinstalled onto each of the running boards along with new rubbers, and to make sure it was legal and could pass roadworthy, indicators from a Suzuki motor cycle were added to the bumpers front and rear.

Internally, even the new dash had been reinstalled, and looked pretty damn good.

Deadline - Concours d'Elegance.

It was now January 1997, and at this stage of the restoration, I discovered that there were



A Mark IV Restoration Story (cont)

two Concours events coming up at the end of March, and neither of them were too far away.

One was to be held in the Yarra Valley and the other was to be at Shepparton, and so I decided that it would be fun to enter both.

The first was the National Concours d'Elegance to be held at the Domaine Chandon winery on March 23rd, which meant that the car had to be finished by at least March 22nd.

I had no absolutely idea what a Concours was; had never even been to one; and the car had never been built to compete in one. It was just a spur of the moment thing to do - with some consequences.

So in January the door panels were added, along with other pieces of trim for the doors, etc. That finished the interior except for the carpet and the seats. The seats were in pretty good condition, and I discovered they could actually be "sprayed" to restore them. This process worked fantastically and wasn't even that expensive.

The final part of the restoration was the carpet, so the car was shipped off the Neil Litchfield to complete this task.

This is where the story goes a bit off the rails, and where I unintentionally put my father under a huge amount of pressure. He had always liked a challenge, and I mentioned that it would be great to have a trailer to take the car to the Concourse events, as I couldn't really drive it there.

So, with the first Concourse event only 6 weeks away, he agreed to build a trailer to transport the car to the events. Now that I am 65, I realise now what a mammoth task this was, as he was 74 years old at the time.

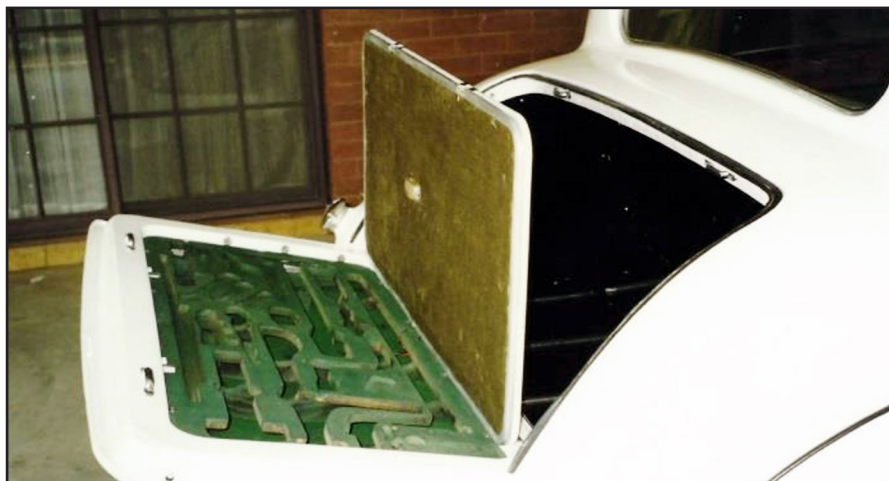
I purchased the axles, hubs and mudguards, etc., and he commenced the build. As well as being an outstanding mechanic, he was also an excellent welder - but to this day, I still don't know how he accomplished the task within the time.

In the meantime, finishing touches were being added to the car. The area for the tools in the boot-lid was painted, and finally the tools added.

With a HUGE thanks to my father Cyril Siede, on March 15th, 1997 the car (and trailer) were both finished, and it was time to show the world. And so, to finish off this story.....

3rd Annual Concourse d'Elegance - Sunday 23/3/1997

There were over 160 entries, but due to the constant rain for the previous 24 hours, not all



A Mark IV Restoration Story (cont)

of the entries showed up. Of those that did, it was really important to go where the Marshalls directed and to stay out of the boggy areas, as this Porsche owner so capably demonstrated.

A huge amount of people showed up to look at the cars.

As this was my first event, I was amazed by the variety of people, but didn't really get the full understanding of exactly how tough a "real" Concourse event could be. My Jaguar wasn't the only one, but there was a huge variety of cars on show, including some very expensive ones.

Apart from some early morning drizzle, that day was excellent and we had a great spot. We were also delighted to get a visit from a long-time Jaguar fan in John Wood, who stopped for a photo with my mother-in-law next to our car.

We finished up with a respectable score of 812 points, and easily finished in the top half of the entrants, well ahead of many of the other vehicles. It was an excellent day, and a good time was had by our family members.

The 28th National Jaguar Rally Concourse D'Elegance - Saturday 29th March, 1997

This event was held around the lake at Shepparton, so my parents drove across from Euroa to attend. This is where I found out what a "real" Concourse event was like, including inspections under the car as well as on top and inside. It was considerably tougher than the previous week. The good news was that the sun was shining, and there were blue skies.

To provide a fitting finish to this story which commenced less than three

years prior on June 1994, our lovingly restored car was awarded the Dawes Australia "Encouragement Award" for 1997. What an incredible way to finish this restoration that began as a "project" for my father Cyril Siede, and has become a forever reminder of the man who departed our earth in 2009.

Footnote: The Mark IV now lives with us in a 10 x 15 metre garage, but is not running again. At least I now have enough room inside the garage for this new challenge!

Linsey Siede

Editor: Thank you Lindsey for a detailed and well written historical account. You will definitely have to get it running again.



“Coffee & Cars” In and Around S.A.

1st Sunday

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

2nd Sunday

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

3rd Sunday

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

4th Sunday

- ◇ **Mile End** “Coffee N Chrome” - 8.00am to 10.30am, Homemaker Centre, Mile End.
- ◇ **Cars & Coffee Bridgewater** - Held at the Bridgewater Inn car park. 8.00am to 10.30am,

Last Sunday of Each Month

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



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

Upcoming Shannons Auction

2022 Shannons Spring Timed Online Auction (Tuesday 15 November 2022)



1961 Daimler Majestic Major Limousine, 4.6-litre V8 Auto. Used for many years as a funeral mourning car. **No Reserve. (Est. \$20-\$30,000)**



1964 Mark II 2.4 'Manual with O/D. Repainted & retrimmed in red leather. Nothing major needed. **No Reserve. (Est \$25-\$35,000).**



1962 Mark II 3.8. Auto replaced by a four-speed manual O/D. Engine rebuilt. Repaint and interior retrim. **No Reserve. (Est \$25-\$35,000).**



1995 XJR 4.0 Supercharged Saloon. Long-term ownership. Rated as one of the nicest XJR's in Australia. **No Reserve. (Est \$25-\$35,000)**



1976 XJ-C 4.2 Coupe. Australian-delivered. Detailed restoration before being sold to current owner in 2004. **No Reserve. (Est \$50-\$70,000).**



1958 Daimler Majestic Saloon. 6-cylinder, 3794cc auto. Older restoration - former trophy winner. **(Est \$20-\$30,000)**



1968 E-Type 4.2 Series 1.5 Roadster. Recipient of an older restoration, Duco is beginning to show its age. **No Reserve. (Est \$80-\$100,000)**



1974 E-type V12 S3 Roadster. Australian delivered Auto. Original colour scheme. Supplied with a hardtop. **(Est \$160-\$200,000)**

Classified Adverts

FORSALE 18-SCALE DIECAST MODELS

All models 18 scale diecast & come with the original boxes
 For more information, please do internet search - the year, make and brand shown.
 Down sizing full size cars and models
Contact Steve 0458 984 164 Murray Bridge - Buy all 6 for \$665

| MAKE & BRAND | | MAKE & BRAND | |
|--|---|--|---|
| 1958 Aston Martin DB2 Road Signature \$180 |  | 1957 Jaguar XK 140 Sunstar \$180 |  |
| 1959 Jaguar Mk11 Burago \$80 |  | 1961 Jaguar E Type Burago \$150 |  |
| 1975 Jaguar XJS Road Signature \$ 170 |  | 1992 Jaguar XJ220 Maisto \$ 125 |  |

FOR SALE 2002 X-Type V6 SE 2.1 Auto.

- ◇ Silver 5Sp Automatic – premium unleaded petrol.
- ◇ Black Leather interior, with Merino front seat covers.
- ◇ New Pirelli tyres. Requires new brake booster
- ◇ Minor work required
- ◇ Have only just stopped driving due to the brake booster.
- ◇ Lovely smooth Jag to drive with excellent fuel economy.
- ◇ Last year I put a 2006 gearbox in, works perfectly.

Price: \$2,500 Not negotiable.

Contact: Amanda, crunchyapple@mail.com



FOR SALE 1977 XJ6-C AUTO

- ◇ Purchased from the Gold Coast 7 years ago.
- ◇ Very good original condition, complete and reliable.
- ◇ Always garaged and only driven locally on sunny days.
- ◇ Originally silver and repainted Olive Green. Only two spots of rust. Paint 9/10. Only minor work required.
- ◇ Just serviced. Comes with original steering wheel.

Price: \$42,000 Negotiable

Please contact Shaun on 0413 214 138



Classified Adverts

FOR SALE 1967 4.2 LITRE E-TYPE 2+2 AUTO.

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

\$120,000 Negotiable

Email peacockblack35@gmail.com



FOR SALE 1965 MARK 2

- ◇ 3.4 Litre Manual. Excellent condition throughout with extensive restoration.
- ◇ Known provenance and maintained by Alan Baker, with no expense spared.
- ◇ Opalescent silver blue exterior with red leather interior. All in immaculate condition.
- ◇ Travelled less than 5000 km in last 10 years. Stored in sealed garage and has original service logbooks and extensive receipts. Looks great and runs very well.

Price: \$64,950

Email Ric on ricbierbaum@gmail.com

or call on 0400 596 225



1977 XJ from which I wish to remove the Chevy drive train and sell the rolling shell.

- ◇ I'd rather sell the shell while the car is driving.
- ◇ The car is in almost perfect condition, very straight & almost rust free- tiniest rust in bottom of fender.
- ◇ Paint average. Have 4 litres of paint for a respray.
- ◇ Interior very good condition. Re-upholstered in 2001.
- ◇ Just need a Jaguar engine and transmission.

\$6,000 Negotiable Contact Clint Press

E-mail: oneclintpress@hotmail.com



WANTED TO SELL - E-Type Wire Wheels

Set of 4 E-Type wheels with old tyres. Two wheels are flat hub and two are curly hub. There are at least two loose/broken spokes.

\$300 the Lot

Please contact Paul Harrland 0409 311 116

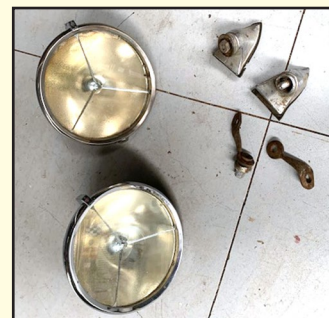


FOR SALE P100 Headlights

P100L headlights and mounting brackets x 2. Fair condition only, will need attention. Believed to have come off Jaguar Mk IV.

\$900 for the Pair

Michael Pringle 0418 311 422



FOR SALE - WIRE WHEELS

- ◇ 4 Wire Wheels (Black Powder Coated) 72 Spoke
- ◇ Suit Mark 2; E-Type S1 & S1½; 'S' Type; 420 and Daimler 250. In Good Condition. Located near Geelong, VIC.

PRICE \$1,200 - Please contact Jim Tennant,
Email - jtennant1@bigpond.com or 0404632810



Upgraded E-Type
The Series 3 as it could have been

JAGUAR WORLD

NOVEMBER 2022 THE WORLD'S BEST-SELLING INDEPENDENT JAGUAR MAGAZINE

Driving the XJR

The original supercharged Jaguar

LWB LIMOS COMPARED

One-owner XK140

XJ-S Unicorn!

WORKSHOP: MKV ENGINE ISSUES | X350 FRONT SUBFRAME

VANDEN PLAS HISTORY

BUYING XF V6 & V8

The November 2022 edition of Jaguar World includes the following feature stories:

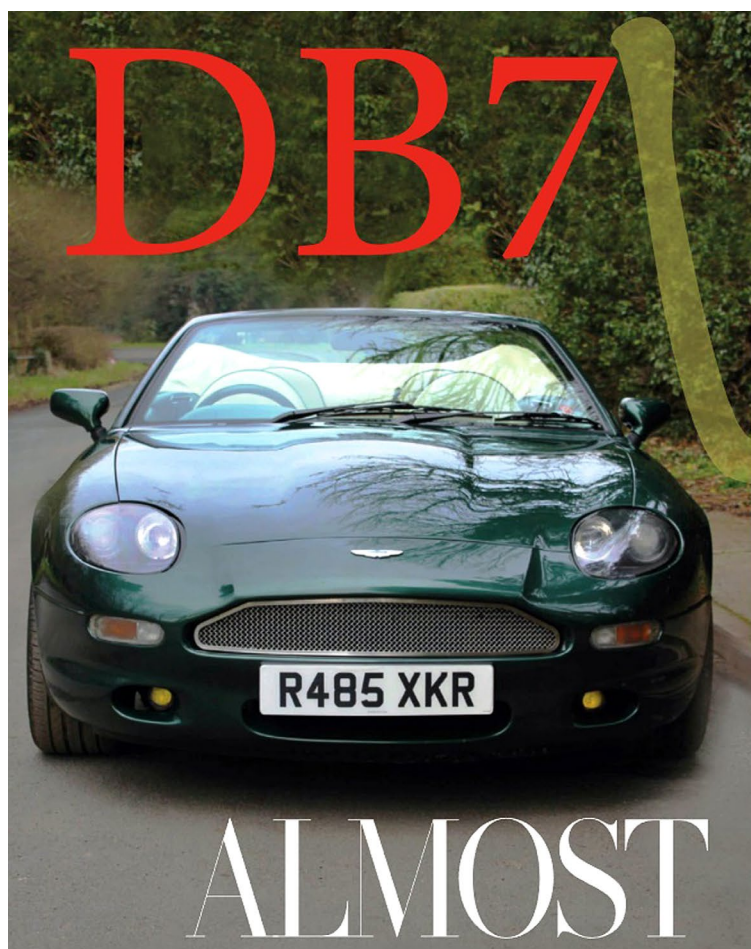
- ◇ **X300 XJR:** They revisit the original supercharged Jaguar which made the M5 sit up and take notice, courtesy of a man who has made it his mission to save the breed.
- ◇ **XJ-S Oddity:** They discover an XJ-S the history books say shouldn't exist, offering a combination of the short-lived P-Digital injection and manual box.
- ◇ **One-Owner XK140:** Cherished by the same family from new in 1956, this iconic Jaguar sports car has now been restored to its original splendour.
- ◇ **Upgraded E-Type:** With the V12 taken out to 5.7 litres and a five-speed manual transmission, this unassuming coupe is the E-Type 'R' they never made.
- ◇ **LWB Limos Compared:** Stretching out in the SVO-built long-wheelbase XJ40 and its more mainstream factory-produced successor.
- ◇ **Jaguar's Vanden Plas History:** Charting the history of the famous coachbuilder's Jaguar connection, from the DS420 to its final days as a badge on the boot of US-market Jaguars.
- ◇ **Buying the XF:** The petrol-powered Mk1 XF has become a forgotten footnote in Jaguar history but looks appealing today. Here's what you need to know.
- ◇ **Modern Workshop:** They grapple with the front subframe on the X350 generation of the XJ.
- ◇ **Classic Workshop:** They run through the basics when getting a non-runner MkV back to life. ■



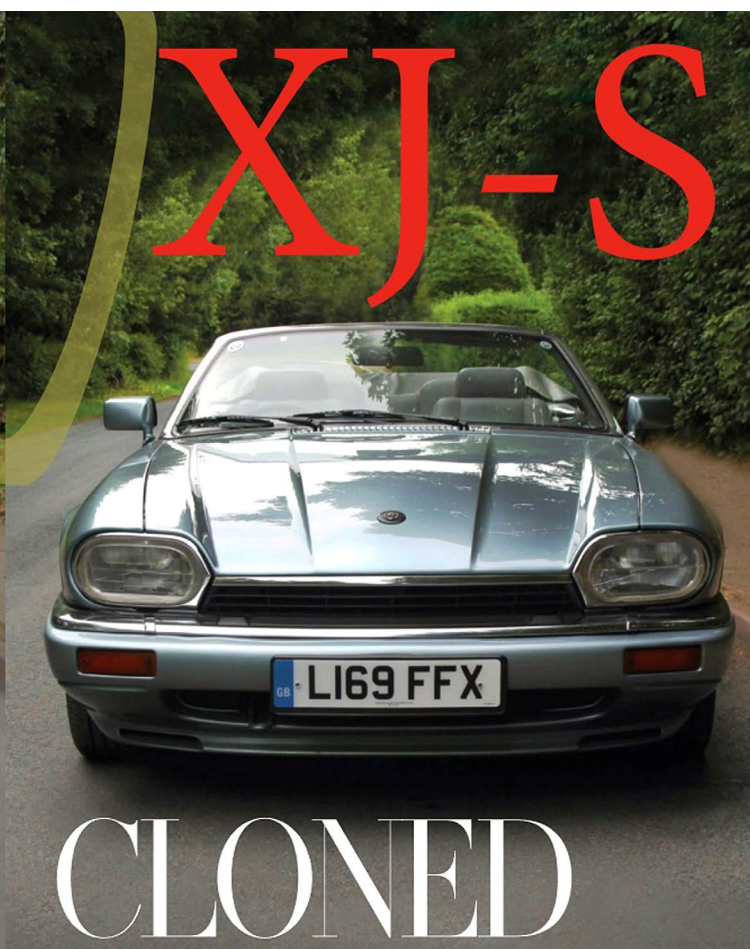


The latest edition of Australian Jaguar Magazine includes the following stories:

- ◇ **Respect for Queen Elizabeth II.** It was not expected, but the Queen's coffin was transported in a Jaguar. Their full tribute to the late-Queen Elizabeth II and her association with Jaguar and Daimler.
- ◇ **Pebble Beach:** The very name says it all. The 2022 week of motoring events starred Jaguars too.
- ◇ **Johnie Howie:** The amazing life of C-Type XKC004 owner Captain John Howey and his distinguished family. Readers asked for more so they went to Melbourne to unmask his achievements.
- ◇ **Its 1951:** For the first time since 1952 the first C-Type body ever built is seen back on the road!
- ◇ **Aston Martin DB7 versus the XJ-S:** The Aston Martin which is more Jaguar inside and out than any other – and it's all thanks to the XJ-S! Former Jaguar engineer Tim Nevinson explains why and drives both models.
- ◇ **Who is Counting:** E-Type authority Tony Brown wonders what is happening at JLR Classics and where the Hull Collection is?
- ◇ **New Zealand assembled XJ6s:** It is barely known, but over 1500 Series 2 XJ6s were assembled in New Zealand? How many came to Australia. They bring the full story.
- ◇ **Buy And Sell:** Pre-loved Jaguars and parts which are offered for sale and may be what you are looking for.
- ◇ **Jaguar Smatterings:** Just some of the Jaguar Concepts built over the decades but which didn't go into production. ■



ALMOST



CLONED

E, F & GT Register Meeting (October)

The meeting opened with a welcome to all present, including members returning to meetings after some time away, Douglas and Richard MacLean, Ian Ridley and Brian Boyd. A special welcome back to Chris Lake after a lengthy period of convalescence.

Suzanne reported on the run to Mintaro and beyond. All members of the run agreed it was a very enjoyable two-day jaunt and one which can be considered again in the future.

Suzanne discussed future events that are all published on TidyHQ. January will be a month of rest before a Register meeting at the collection of Jeremy Cordeau in February; details of which are also on TidyHQ. A run to the collection of Chris and Christine Waldock in May is also in the planning.

Di Adamson brought us up to speed on SA Jag Day and the VALO Adelaide 500. There is still need for more convertibles for the Adelaide 500, so if you are interested in a lap or two of the track with a racing driver in the passenger seat, please get in touch with Di on 0407 862 758.

The Jaguar National Rally and 50th Anniversary Dinner in 2023 were discussed and plans are well underway for both celebrations. Suzanne asked the question on use of TidyHQ. It is pleasing to see all members find the site easy to manage.

Once business was concluded, Suzanne handed over to Alan Baker for an update on the D-Type under construction. Alan has made considerable headway with his D-Type since our last visit.

Alan outlined the design problems that he has had to address to achieve future registration. Although it looks like a 1957 Jaguar, it needs to meet today's compliance and engineering requirements. The list of items that need to be met is endless, and Alan has painstakingly progressed through each one. There will undoubtedly be more to tackle.

If the D-Type ends up like his E-Type, as it will undoubtedly will, it will be something very special. Alan is hopeful that it may be on the road this time next year.

Thanks very much again to Alan & Pam Baker for making such an enjoyable Register meeting.

Suzanne Jarvis
Register Secretary



Alan is making great progress with his D-Type, despite having to jump through hoops to achieve compliance.

E, F & GT Register Meeting (October)



In the background is Alan's highly distinctive Series 1 E-Type. The car featured in UK "Classic Jaguar Magazine" (February/March 2021)



There was a large turn up to the Register meeting with Alan providing an update on the progress of his 'road registered' D-Type.

SHANNONS QMT YANKALILLA *Classic* MOTOR SHOW

All Makes of Classic Cars and Motor Cycles welcome

Yankalilla Show Grounds, Main South Road, Yankalilla SA 5203

(Gates open to the public from 11am - Vehicles to be in showgrounds by 10.30am)

Sunday 20th November 2022

CHILDREN
UNDER 12
FREE

All proceeds
from the day to
support Yankalilla
& District Lions
Community
Projects

Entry Ticket purchase online:

Cars \$15 (2 Adults) Motor Cycles \$10 (1 Adult)

General Public \$5pp (Tickets at the gate)

Enquires: Rosslyn Hoffmann - Mob: 0414 995 669

Email: yankalillaclassic@gmail.com

For more information and bookings goto:
[Yankalilla Classic Motor Show](#)

Great Food/Bar Facilities/Music/Childrens entertainment at the event



E, F & GT Run to Normanville and Mt Compass, Sunday, 20th November, 2022

Meeting at 9.30am at the Victoria Hotel, Main South Road, O'Halloran Hill, we will travel to Normanville for morning tea, via Myponga Dam. We will then drive to Mt Compass for lunch at the Mt Compass Golf Club.

After a leisurely lunch, members are invited to participate in a social three holes of golf at a cost of \$20:00 per person.

Clubs may be hired for each four, at a cost of \$15:00, or bring your own.

A map of directions and a lunch menu will be provided. ALL CLUB MEMBERS WELCOME

Registration is essential to confirm numbers for both venues. Please Goto [E, F & GT Register Run](#)

Upcoming Events



Jaguar Ladies Event at Hahndorf Thursday 17th November

We will meet at the Beerenberg Family Farm, 2106 Mount Barker Road, for morning tea at 11.00am and have a look around at their beautiful newly renovated premises. Plenty of easy parking is available here at the front and side of the building.

We will meet at the German Arms Hotel, 69 Mount Barker Road, for lunch at 1.00pm. This will give us enough time together before we need to leave to miss the peak hour traffic. The menu here is quite varied, so something for everyone.

Husbands are welcome to bring you and join us for a coffee at Beerenburg and then allow us ladies to enjoy our luncheon.

Ladies you can attend either event or both. Please register at TidyHQ accordingly by Thursday 10th November.

Registration is essential to confirm numbers for both venues. Please Goto [Ladies Event at Hahndorf](#)



Multivalve Christmas Lunch Run Thursday 24th November

We will meet at The Marion Hotel (849 Marion Road, Mitchell Park) at 9:30am.

At 9:45am we will set off to the east for a coffee pitstop. At 11:30am we will then turn to the south-east and travel to our next venue for lunch, arriving at 12:30pm. Run sheets will be provided!

Please register through TidyHQ by Monday 21st November. ALL CLUB MEMBERS WELCOME

Registration is essential to confirm numbers for both venues. Please Goto [Multivalve Christmas Lunch Run](#)

If you do register and find you are then unable to attend, please advise as soon as possible as the club has to pay a deposit for each member attending (refundable on attendance).

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

SS, Mk IV, Mk V Register



Currently meeting the 3rd Wednesday of each month.

Minutes of the meeting held at the home of Bob Kretschmer- Wednesday 19th October 2022

Previous Minutes:

The Minutes of 21st September 2022 as issued were accepted as a true record of the meeting.

Present:

Bruce Fletcher, Des Brown, Bob Kretschmer, Brenton Hobbs, John Lewis, Malcolm Adamson, Graham Franklin, David Rogers, Ross Rasmus, Jack Richardson.

Apologies: Warren Foreman, Ian Sholl, Daniel Adamson, Antony Veale, Rob Paterson, Andrew Hayes.

New member: Allan Miller

Correspondence: Nil

Welfare: Bruce has had a breathing problem which has finally been diagnosed as Emphysema.

SA/VIC Border Run 2023: Mt Gambier

- Victorians still want the run to be on the November Melbourne Cup long weekend
- The run will be 3-6th November 2023.
- Looking at finding cheaper accommodation than previous runs as the costs are climbing to attend these runs.

JDCSA:

- General Meetings are now to be held at "The Junction" 470 Anzac Highway Camden Pk and the preferred car park for this site is on the western side. (Glenelg side)

- Jag Day has been changed to the 13th November due to anticipated bad weather conditions.
- There was 12 MK10 and 420G's at Birdwood Mill for their celebrations. An excellent result.

Technical & Parts:

- ◇ David has picked up the Mk5 from the trimmers. The guards are wired and back on, windows in.
- ◇ Airline has had a different steering box fitted to lighten the steering effort. This was a success and Malcolm can now turn the steering wheel without pulling a muscle.
- ◇ Brenton is looking for new splines for a MK4 1.5 and new drums. Advice was given by Bob on who rebuilt his splines on SS1.5.
- ◇ Advice given by Bruce on re-sleeving brake drums.
- ◇ Ross has a new steering box nut for his Mk IV 1.5

General Business

- Graham advised that the SS, MKIV & MKV register will be 50 in 2024.
- We need to look at how we are going to celebrate this milestone.

- Malcolm is gauging interest for a badge to celebrate the 50 years of the register.
- Graham did an excellent article in the Classic Marque of the Cowra Border Run.
- If anybody can help as a marshal on Jag Day, please contact Di Adamson.
- Bob Marshall and old member. is looking for a Mk IV 2.5 or 3.5 or a Mk IX
- Roadbend has a lot of parts for MK4 and MK5's in WA
- Car Talk

SS Register Meeting Dates:

- 16th November – Caledonian Inn- Nth Adelaide
- 15th January - Malcolm's Beach Residence.
- 15th February – Jack Richardson.

If you can host a meeting for other months, can you please advise

Meeting closed at 9.00 pm.

Brenton Hobbs
Register Secretary



Mike Ayres, 1950 2.5 Litre Mk V. Fitted with Daimler 250 V8 engine. (Vic)

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

XJ, Mk 10 & 420G Register



Mark 10/420G - Celebrating 60 years

Minutes of meeting held at 7.30pm on Wednesday 12th of October 2022, at the Bartley Hotel, West Lakes Shore.

Present:

Steve Arthur, David Bicknell, Tom Brindle, Peter & Heather Buck, David & Teresa Brady, Fred Butcher, Bob & Daphne Charman, Richard Chuck, John Flanigan, Alan & Lorraine Davis, Graham Franklin, Don Heartfield, Richard Maclean, Bob & Sandy Mack, Paul Moore, Graeme & Betty Moore, Angela Nicklin, Louis Marafioti, Trevor Norley, Phil Prior, Evan Spartalis, Geoff & Margaret Thomas, Don Tyrrell.

Apologies:

Jeannie De Young, Darryl & Fay Leyton, Andrew Byles, Charlie & Mary Saliba, Ray & Barb Offe, Ron & Rosie Bailey, Borys & Ellaine Potiuch, Marj Brindle.

Previous Minutes: Carried.

Business Arising: Nil

Welfare: Tom Brindle reported that Marj is all good and doing fine after her hip operation.

General Business

1. General Meeting at the Junction, Anzac Highway. All agreed good move.
2. Our next meeting in November is AUCTION NIGHT.
3. Picnic in the Park. Because of the weather, the meeting place was changed.
4. Jag Day at Civic Park – Moved to November 13th.
5. All British Day 1st Sunday in March 2023.
6. XJ Xmas Dinner. Saturday the 10th December. Glenelg Golf Course. Only 18 tickets left.

7. Pt Fairy – Halls Gap week end. 40 people now attending.
8. John Flanigan has plenty of spare parts for most models if required.

Car Talk:

- ◇ **Steve Arthur:** N.T.R.
- ◇ **Dave Bicknell:** N.T.R.
- ◇ **Tom Brindle:** Mk 2 overdrive fixed by Charlie. XJ40 still has work to do.
- ◇ **Pete & Heather Buck:** X308 going great. Radio aerial snapped. Bought new one on line \$55. Fitted himself – all good.
- ◇ **David Bradley:** Needs a clock for Series 2. Told Holden clock is the same.
- ◇ **Fred Butcher:** Weather has stopped work on the car for now.
- ◇ **Bob & Daphne Charman:** N.T.R.
- ◇ **Richard Chuck:** Took the X Type to Echuca. Was having problems with tyres. Went to a tyre shop and they replaced all the valves for free.
- ◇ **Alan & Lorraine Davis:** The X type going well.
- ◇ **John Flanigan:** Fuel issues with Daimler coupe. Replaced with fuel pumps from another Daimler.
- ◇ **Graham Franklin:** V12 electronic parts arrived.
- ◇ **Don & Toni Heartfield:** XJ going well. Mk still has covid.
- ◇ **Louis Marafioti:** XJ8 1990 going well. (Louis is going well as well)

◇ **Bob and Sandy Mack:** X350 purchased from Tasmania. Drove back through Canberra. Warning light came on. 5 days later and \$2500 spent. Still not fixed. Drove home and Charlie fixed in 10 minutes.

◇ **Richard Maclean:** 1971 Ser 3 E Type, V12 manual – bought in 2000. Just got the new log book.

◇ **Paul Moore:** Still watching cars as he can't drive yet. Lent his Series 3 to Trevor Norley.

◇ **Angela Nicklin:** N.T.R.

◇ **Trevor Norley:** X Type going very well. XJ Ser 3 also going well.

◇ **Phil Prior:** Bought 2008 X358 – L.W.B. 4.2 Petrol, 23000 Km on the clock. Has 2013 XF Sedan, white, for sale. Also, the 1992 XJS 4lt convertible.

◇ **Evan Spartalis:** N.T.R.

◇ **Geoff & Margaret Thomas:** N.T.R.

◇ **Don Tyrrell:** XJ358 and the Mk10 both driving magnificently.

Meeting closed 8.15pm

Next Register Meeting: Our next Register meeting will be at the Bartley Hotel on Wednesday 9th November, 2022.

REMEMBER IT IS AUCTION NIGHT

Bob Charman
Register Secretary

9th of
November

AUCTION



Bring along any unwanted items to be auctioned off, with funds raised going towards our very popular Christmas Dinner and Show.



51st JAGUAR NATIONAL RALLY

Hahndorf South Australia

April 14—18, 2023



As the Jaguar Drivers Club of South Australia celebrates its 50th Anniversary in 2023
we are delighted to be hosting the

51st JAGUAR NATIONAL RALLY

With the cancellation of the past three Jaguar National Rallies, it is time to break out and
celebrate our friendships and our passion for Jaguar cars once again.

Registrations will be open by the end of October 2022

For an early peek at the proposed program and accommodation options in Hahndorf,
visit the JDCSA web page

<https://www.jdcsa.com.au/jaguar-national-rally-2023>

Rally Director: Philip Prior

Mob: 0402670654 or Email: philipprior@bigpond.com

CELEBRATING
50 years

Hickinbotham Room
National Wine Centre
Saturday, 29th July, 2023



New Jaguar FIA Formula E 'Gen 3' Racecar



The third generation (Gen3) Formula E racecars that will be used in the upcoming World championship have significant technological advances over their predecessors. They are lighter, shorter, narrower, quicker and able to handle ultra-high-speed charging that will enable pitstop recharging into the championship for the very first time. You can see the cars race in Jakarta in June 2003. (Story page 25)



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Club Notices

GENERAL MEETING ROSTER 2022/23

| | |
|----------|----------------------|
| November | E, F, GT Register |
| December | XJ, Mk 10, 420G |
| February | Multivalve Register |
| March | XK, 7, 8, 9 Register |

CLASSIC MARQUE

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

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

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

JDCSA October 2022 General Meeting Minutes

Minutes of the Jaguar Drivers Club of South Australia Inc. General Meeting held at the Junction Sports Bar on Tuesday the 4th of October 2022.

Chairperson: Michael Pringle

Meeting commenced at 7.30pm.

Welcome: The meeting welcomed Gary Grimshaw into the club. Gary has a 1963 Mark 2.

Apologies:

Tim & Sue White, Jonathan Harry, Malcolm Adamson, Tony & Gabriele Human, Arcadia, Sue Harrison, Stephen Arthur, Fay Leyton, Marj Brindle and Fred Butcher.

Minutes of the last Meeting:

Moved for acceptance by Barry Kitts and seconded by Peter Clarke.

Business Arising:

◇ **50th Anniversary Book:** In answer to a question from Jo Orford, Michael informed that the book was progressing well and that it will be in a Landscape layout and that it will be offered for sale at a price to be cost neutral to the club.

President (Fred Butcher)

Due to Fred's absence interstate, there was no President's report.

Vice President (Michael Pringle)

Michael has been busy chasing sponsors for the National Rally.

He was also able to secure the Junction Sports Bar for our meeting tonight.

Secretary's Report (Steve Weeks)

No incoming correspondence.

Two letters have gone out, one thanking the Federation of Historic Clubs for their donation of \$500 towards the National Rally and the second to the various clubs that attended the Oxenberry Combined Clubs Run informing them that next year it will be held later in the year.

Welfare Report (Steve Weeks)

Steve informed the meeting that a past member, Ken Murrell has recently passed away, Ken and his wife Vivien have a X300.

Marj Brindle is recovering well from recent surgery.

Treasurer's Report (Heather Buck)

◇ Heather has been catching up on the financial position since returning from the UK but all is well. However, the 50th Anniversary dinner next year will eat into the club's savings.

◇ The annual fee for the club's lockup has just been renewed and it was more expensive than last year. All club costs have generally increased in line with the cost of living. Heather believes that the

next financial year membership renewal fee will increase by \$5.00 (\$70.00). This will be the first increase in many years

Michael thanked Heather for all the work that she spends on the club. This was acknowledged by the meeting.

Membership Secretary (Daphne)

Daphne said that memberships have slowed down recently, but this is typical for the time of year.

Editor/ (Graham Franklin)

Graham said that the October Classic Marque has now gone out.

He and Jan recently attended both the SS/ Pushrod Multi-State Run to Cowra (great run) and the XK Border Run to Halls Gap, which was hampered by very wet conditions.

A.C.J.C / Jaguar National Rally April 14-18, 2023: (Phil Prior)

The National Rally is progressing well, the invites should be out in early November.

Phil is still waiting on confirmation from The Bend regarding the proposed sporting event. There will be a number of packages available. There will be a need for 50 entries and if we do not achieve this, Phil has plans to involve the Alfa Club to achieve the number.

Logbook Secretary (Bob Charman)

Our new Logbook Secretary, Bob Charman emphasised how important this position is. He will be ably supported by Daphne, Heather Buck and Dave Burton.

Regalia (Graeme and Betty Moore)

No Report

M.S.C.A (Barry Kitts)

Our SA Jag Day clashes with a sporting event on the 23rd of October and therefore Barry will not be able to attend Jag Day.

Library (Tom Brindle):

Please call Tom if you are looking for any books. Marj is doing OK after recent surgery.

50th Anniversary Dinner (Suzanne Jarvis)

Suzanne informed that we have booked the Higginbotham Room at the SA Wine Centre for the 50th Dinner. It will be a black-tie affair. The event will be subsidised by the club with a ticket price to members of \$100 per person.

Jaguar Ladies Social Group (Tricia Clarke)

Tricia said that the High Tea at the Grand was a big success. The next event will be a lunch in Hahndorf.

Multivalve Register: (Peter Buck)

The joint Border Run to Port Fairy and Halls Gap is booking well. Attendances at Register meetings seems to have dropped, but this is probably a result of winter.

XJ Register: (Bob Charman)

Bob said that the XJ Register Christmas show is almost booked out, so please book your tickets soon.

The November Register meeting is the traditional auction night with the income from this used towards give away prizes at the Christmas show.

E-Type, F & GT Register (Suzanne):

The run to Mintaro and Melrose was a big success with the Mayor of Port Pirie arriving at one function and undertaking a photo shoot with the cars, many thanks to Noel Smidt for arranging the day.

The next Register meeting will be at Alan Baker's to look at the progress of his D-Type. Please refer to Tidy HQ for the full list of Events.

SS/Pushrod Register (Brenton Hobbs)

No Report.

XK 7, 8 & 9 Register (Steve Weeks)

The Halls Gap border run was hampered by very wet weather; however, all had a great time. Many thanks to Roy Armfield (Victoria) for all his work in organising the weekend.

General / New business:

◇ **SA Jag Day:**

There may be an issue with the Civic Park venue. Di Adamson has been advised by the Council that parking on the ground may not be possible if it continues to rain.

Cars N Cans. Michael reminded all present to bring canned food as a donation for the Salvation Army.

Graham Franklin reminded all to ensure that their logbooks have been completed for the day (or before using their car for any event).

◇ **Adelaide Supercar Race:**

We have been invited to provide convertible cars for the Parade Lap. Please contact Di Adamson if you wish to take part.

◇ **General Meetings:**

Michael informed that the November General Meeting will be held a week later on Tuesday November the 8th, due to the Melbourne Cup and The Junction being fully booked on that day.

The Junction has also been booked for the December General Meeting. There is no Christmas function planned by the club (other than Register Events) but anyone, who has any talent are more than welcome to perform on the evening.

Meeting Closed at 8.25pm

Next General Meeting - 8th November

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.

*November - 2nd Tuesday due to clash with Melbourne Cup.

Your Committee

President: Fred Butcher

Mobile: 0428 272 863

Email: fmbutcher@bigpond.com

Vice President: Michael Pringle

Mobile: 0418311422 (Home) 82772717

Email: mlp7516@icloud.com

Treasurer: Heather Buck

Mobile: 0432 549 086

Email: treasurer@jdcsa.com.au

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Email: valsteve47@outlook.com

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Public Officer: Steve Weeks

Mobile: 0414 952 416. Email: valsteve47@outlook.com

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

Email: charmanr161@gmail.com

Club Services / Club Representatives

Club Patron: Mr Peter Holland

Phone: (08) 8271 0048

Jaguar Ladies Social Group:

Tricia Clarke. Email: triciac Clarke_1@hotmail.com

Regalia: Graeme & Betty Moore.

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

Librarian Tom Brindle

Phone (08) 8387 0051

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

Australian Council of Jaguar Clubs (ACJC)

Club Representative: Phil Prior

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

Technical Officer: Geoff Mockford

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

Inspectors - Club Registration

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

Register Secretaries

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

Brenton Hobb. Email: bmhobbs@bigpond.com

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

Steve Weeks: 0414 952 416

Email: valsteve47@outlook.com

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

Currently Vacant

Email: jdcsa@mail.tidyhq.com

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

Bob Charman Phone: (08) 8248 4111

Email: charmanr161@gmail.com

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

Suzanne Jarvis. 0478 717 775

Email: jdcsa@mail.tidyhq.com

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

Peter Buck Mobile: 0421 061 883

Email: Peter.buck51@bigpond.com

