CLASSIC MARQUE

NOVEMBER 2021



CELEBRATING 25 YEARS OF THE XK8/XKR (1968-2021)

THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA

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Presidents Report November 2021

With COVID-19 restrictions limiting numbers at private venues we continue to look for locations where registers are not constrained by turnout.

One work around has been the hotel dinner and another the staging of register meetings in public spaces or venues able to hold larger numbers. The latter option was most successful with the E type and GT register meeting at Richmond's and I see the Compact have listed their next meeting to be held at the Oaklands Wetland Reserve in December - these are great options.

As we approach the pointy end to 2021, I am pleased to see registers continue to hold events up until Christmas with five future events published. The recent cancellation of the Dolphin cruise, virtually at the 11th hour, was very disappointing.

The Executive were determined to look for a similar style of venue away from the "Pub style" venue which has allowed our members to attend in reasonable numbers.

With most large-scale venues other than hotels already fully booked we were somewhat limited in way of an alternative. Following a quick check by past President Phil we managed to locate a similar style gathering to the Dolphin cruise at the Adelaide Zoo. Having met with staff who organize the zoo experience, I can assure you it will be an amazing experience.

Well, what did you think about JAG Day at Civic Park, Modbury?

What a fantastic collection of Jaguar and Daimler cars accompanied by near perfect weather. I understand there were 132 vehicles in attendance. Except for a very few models the display covered the complete range of cars produced by the Jaguar Car company. Commencing with the 1936 fully restored Airline SS Jaguar of Malcolm Adamson's through to the latest Jaguars from Solitaire.

Malcolm's car is a truly stunning restoration and took-out both two door and people's choice awards, with Don & Elaine Cardone's 1978 4.2 XJ6 Saloon winning the four-door sedan award and Peter & Carmel Leaf-Milham's car winning the best E-Type.

I would like to acknowledge the effort by club members to ensure that the day ran smoothly.

Hats off to Di Adamson who did all the pre-planning for the event. Family commitments prevented Di and Roger from attending. Also, AB, Alan Bartram and Dave Burton for the behind the scene effort.

I understand the regalia shop did a roaring trade and we have willing volunteers in Graeme and Betty Moore who have indicated they are interested in relieving our long-standing regalia team of Ron and Claire Palmer.

Also, a big thank you to those members who helped out with the shop and other matters during the course of the event and to our MC for the day Peter Clarke who did a magnificent job in making the day an interesting event.

In a quick check with Vendors, I am pleased to report that they had a good day with sales well above breakeven for the day. We were also very privileged to have had the Shannon's truck in attendance and with Solitaire providing two brand new vehicles.

The next general meeting on Tuesday 2 November will be the last for 2021 at the Police Club. Our final club get-together for 2021 being "Twilight at the Zoo", Sunday 28 November and XJ MK10 420G Register Christmas dinner show Saturday 11 December. The latter I believe is fully booked.

On a more sombre note: By now most members would be aware of the passing of John Clarke. Both John and Lesley are long time members of the club, only very recently with John's health failing, they haven't been regular attendees at club events. It is with sincere condolences Lesley that the membership wishes John fair wind on his final journey.

Safe motoring,
Fred Butcher

In lieu of the December General Meeting we will be celebrating "Twilight At The Zoo". (See page 23).

The Next General Meeting will be on Tuesday 1st February 2022.



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Front Cover:

Charles Bodman-Rae, 2001 Silver 4.0 litre XK 8 Convertible

Back Cover:

English Super-model Yasmin Le Bon driving her XK8 *(July 1996 Jaguar Sovereign Special Edition Magazine)*

@sajaguarclub

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

Tuesday 2nd of November 2021 - 7.30pm.
JDCSA General Meeting. Police Association Building, Carrington Street, Adelaide.
Please note COVID-19 requirements: Members need to register that they will be attending the meeting.

Sunday 7th of November: XJS Appreciation Run. 8.30 am - 2.00pm
Meet at Nick Scali Carpark Marion Road, travel through Adelaide Hills to Mick O'Shea's Irish Pub for Lunch.
Please note COVID-19 requirements: Members need to register that they will be attending. Go to: ***XJS Appreciation Run***

Sunday 7th of November: Sports Car Sunday: Waite Oval - 15:30 to 18:30
Sportscar Sunday is a car event held every 6 months at one of the best locations in Adelaide, on the Waite Oval.
Members who wish to attend should register their cars to secure parking, as spaces are limited to 300 cars,
For more information: ***https://www.sportscarsunday.com/***

Wednesday evening, 10th of November 2021: XJ, Mk10, 420G Register Meeting - 6:00 pm - 9.00 pm
The Bartley Hotel, Bartley Terrace, West Lakes Shore SA 5020, Australia.
Please contact Bob Charman. Email: xj420g@jdcsa.com.au or register at: ***XJ Mk10 420G Register Meeting***
Please note COVID-19 requirements: Members need to register that they will be attending the meeting.

Wednesday evening, 17th of November 2021: XK, Mk 7, 8, 9 - Register Meeting - 6.00 pm - 8.30pm
Meeting at the workshop of Peter Thomas, 6 Walla St, Lonsdale. Starting with a BBQ at 6pm with meeting to follow.
Peter has a number of interesting cars to view. More info: Steve Weeks 0414 952 416 or goto: ***XK, Mk7, 8, 9 Register Meeting***
Please note COVID-19 requirements: Members need to register that they will be attending the meeting.

Thursday 18th of November 2021: Multivalve Register Christmas Lunch Run. 9.45am to 3.00pm
Meeting at the Feather's Hotel on Greenhill Road at 9.45am, to leave at 10:00am. Going to Belvidere for lunch.
For more info please contact Peter Buck. Email: Peter.buck51@bigpond.com or register at: ***Multivalve Register Lunch Run***
Please note COVID-19 requirements: Members need to register that they will be attending the meeting.

Thursday evening, 18th of November 2021: E-Type, GT and F-Type Register Meeting. 7.30pm - 9.30pm
Further details to be provided by email.
For information please contact Alan Baker at: ***ambaker@iname.com*** or Alan Bartram at: ***adbartram@bigpond.com***
Please note COVID-19 requirements: Members need to register that they will be attending the event.

Sunday 21st November: " Yankalilla Classic Motor Show" - 9.00 am - 2.30 pm (Cars in place by 10.30am)
For more information and bookings goto: ***Yankalilla Classic Motor Show.*** **(SEE PAGE 58)**

Sunday 28th November 2021: SS, MkIV & MkV Register Lunch Meeting.
Sunday afternoon at David Rogers. More information TBA or contact Brenton Hobb: bmhobbs@bigpond.com
Please note COVID-19 requirements: Members need to register that they will be attending the meeting.

Sunday 28th of November 2021: TWILIGHT AT THE ZOO - 5.30 PM - 8.30 PM.
Adelaide Zoo, Frome Rd, Adelaide SA. More information **SEE PAGE 23.** Please note COVID-19 requirements: Members need to register that they will be attending the event. ***Register here Christmas at the Zoo***

Saturday 11th of December 2021: XK, Mk 7, 8, 9 - CHRISTMAS DINNER & SHOW. 5.30 pm - 11.00 pm
Glenelg Golf Club, James Melrose Rd, Novar Gardens SA.
More info please contact Bob Charman. Email: xj420g@jdcsa.com.au or register at: ***XJ Mk10 420G Christmas Dinner.***
Please note COVID-19 requirements: Members need to register that they will be attending the meeting.

Sunday 12th of December 2021: Compact Register - 2021 Finale. Oaklands Wetland & Reserve: 4.30pm to 7.30pm
End of year picnic style get together in relaxing environment. Enter Wetlands from Oaklands Road at the Hendrie St lights.
For more information and register goto: ***Compact Register 2021 Finale***
Please note COVID-19 requirements: Members need to register that they will be attending the meeting.

Sunday 16th January 2022: SS, MkIV & MkV Register Summer BBQ 2022. From 12.00 Noon
Sunday afternoon at Malcolm Adamson's seaside retreat at Seaford.
More information TBA or contact Brenton Hobb: bmhobbs@bigpond.com.

Club Torque - Editor

Editorial by Graham Franklin.

October was a busy month for both the Club and the Registers. Thank you very much to the members who provided photographs of these events.

What a great JAG DAY. The weather could not have been any better for this time of the year. While taking photographs of the cars, I had the opportunity to appreciate just how much time everyone had put into preparing their Jaguars & Daimlers for the day. With over 130 cars it was impossible to include photographs of all of the magnificent cars that were on display. Instead, we have just tried to provide a cross section of the various Jaguar Marques. (Apologies if your car has not been included). There will be more photographs included in December Classic Marque.

In this addition there is a feature to celebrate 25 years of the Modern XK (1996-2021) and two great stories from Chris Lake and David Seidel.

There is also coverage of recent Register events including the Multivalve Register run through the hills and the XK, Mk's 7, 8 & 9 run to the Riverland.

There are some interesting overseas auction results and a big 40th Anniversary Auction coming up at Shannons.

Just as we were going to print, Bob Charman was contacted by a woman selling her late husband's collection of cars that have been in his shed for years. Anyone interested in a restoration? See page 55.

As sadly mentioned by President Fred, well known member John Clarke recently passed away. Below are some words provided by Steve.

See You at The Zoo!!

Vale - John Clarke

Sadly, we have lost another valued member of our club, John Clarke, who passed away on the 30th of September.

John and his wife Lesley were members of the XJ, Mk10/420G Register and the Multivalve Register with their XJ X300 and XJ X301. They were popular and active members of our Club and often seen at General Meetings and Club Events.

John was a farmer from the Southeast and he met Lesley at the Brisbane Airport.

Both John and Lesley were active sailors and competed with a half-ton class yacht called *"The Stunned Mullet"*, out of the Royal Yacht Squadron. They won many trophies and then later raced a Dragon Class boat with great success. John even skippered a 30 ft Yacht in a Sydney to Hobart Yacht Race.

At one stage they had a Houseboat Hire business on the Hawkesbury River, north of Sydney. One of Lesley's memories at this time was of two men in dark suits (resembling the Blues Brothers) asking to look over the boats.

The two men then revealed that they wanted 2 boats, one for the Governor General and his wife and the other for his two bodyguards. They were very explicit that John should address the Governor General (being the Queen's representative in Australia) as Your Excellency and then if allowed Sir or Mr. Hayden, Lesley's thought was,"what could possibly go wrong". So, a big Commonwealth car arrived, out stepped the GG and John said "g'day mate, to which the GG said g'day John", I'm Bill and this is my wife". And that was John and Lesley's touch with Royalty.

John and Lesley moved to Adelaide and restored a "renovators delight' at Semaphore before building a pole house at Mount Osmond.

Our club wishes to pass on our deepest sympathies to Lesley and the family and express that our thoughts are with you at this time.

John was a great character and we will miss him greatly.

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, 2021 magazine:

- John & Barbara Voysey: 1962 Jaguar Mark ll 3.8 litre Sedan.
- Olivia Dawes: 1983 Jaguar XJ6 4.2 litre Sedan.
- Bruce Perks: 1989 Jaguar XJS V12 5.3 litre Convertible.
- Donald Bartram: 1974 Jeep Utility.
- Victoria & Andrew Hayes: 1973 Jaguar E-Type V12 Tourer; 1947 Jaguar Mark IV 3.5 litre Saloon; 1960 Jaguar Mark IX 3.8 litre Saloon.
- Santo Caruso: 1992 Jaguar XJ40 4.0 litre Sedan.

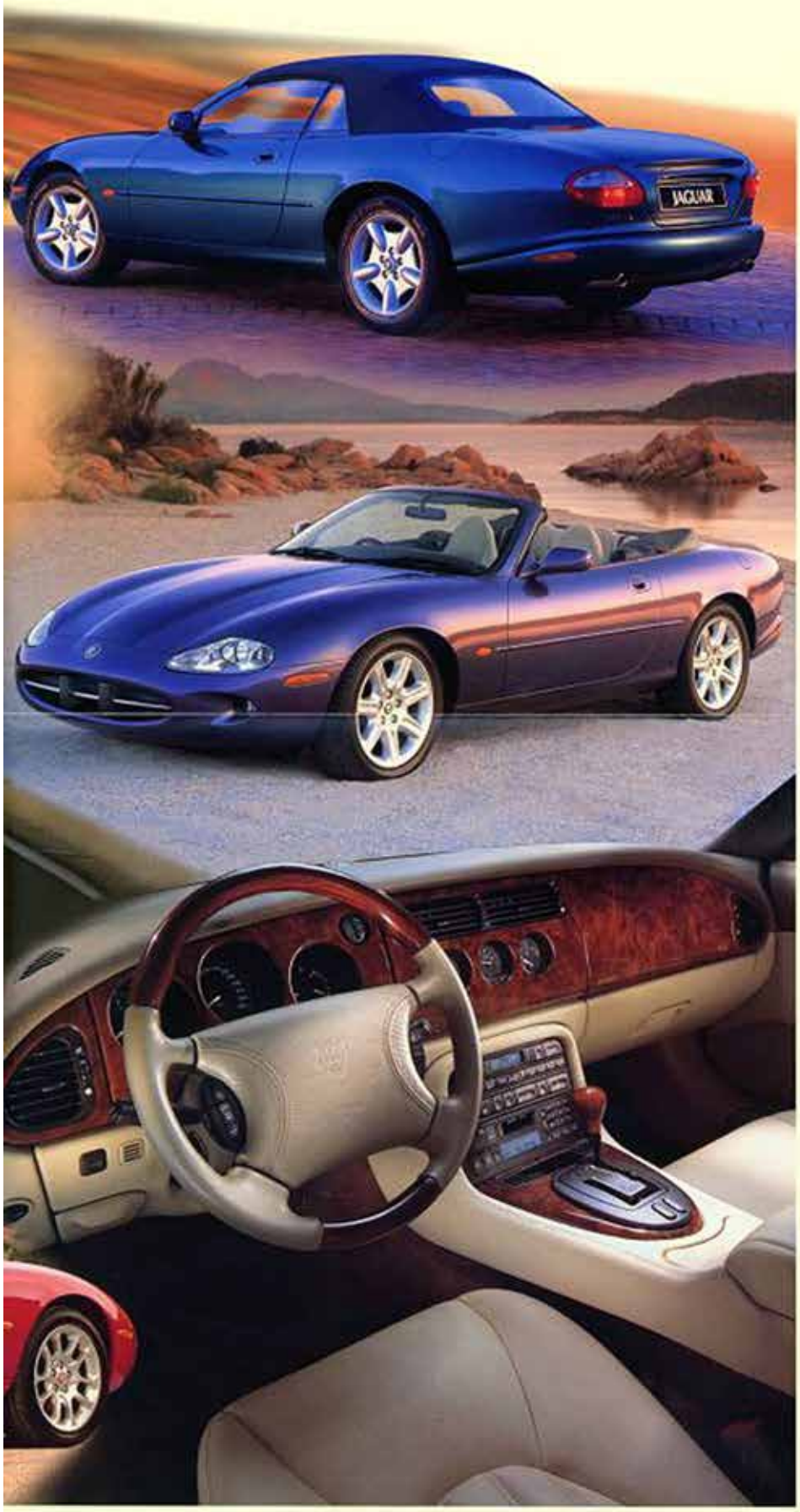
The following applications listed in the September 2021 Classic Marque magazine have been accepted:

- Stewart Juliana & Charles Munro: 1979 Jaguar XJS 5.3L Coupe
- Lynne & Andrew Albrow: 1965 Daimler 250 V8 2.5L Saloon
- Travis Dawe: 1985 Jaguar XJ6 4.2L Sedan

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



XK8

The XKR is unveiled at a time when the XK8 has become the highest selling sports car in Jaguar's history. Loved by enthusiasts around the world for its stunning, feline curves and graceful interiors; for the advanced technology which makes driving effortless pleasure; and for its calm, unruffled refinement.

The advanced, innovative design of the normally aspirated 290 bhp, 4.0 litre AJ-V8 engine delivers class-leading performance. Flexibility is a hallmark of the engine with a minimum 80 per cent of peak torque available between 1400 and 6400 rev/min. The responsive five-speed electronic automatic transmission ensures fluent gear changes. For an even more remarkable combination of velvet smooth ride and cat-like agility, the optional Computer Active Technology Suspension uses adaptive damping under microprocessor control.

Experience the pedigree of craftsmanship. Choose from Sport or Classic interior styles; sporting intensity, or assured luxury. Enjoy the intimacy of the coupe, or the freedom of the convertible.

The Jaguar XK Series. Discover the magic, drive the dream.

JAGUAR

DON'T DREAM IT. DRIVE IT

The XK8 was launched at the Geneva Motor Show in March 1996.

Design & Development

The platform for the first-generation of the XK series was derived from its predecessor, the XJ-S.

Designed by Geoff Lawson and his team, development of the X100 started in late 1991. By October 1992, a design was chosen and prototypes were being built from December 1993. Development concluded in 1996 and the model went on sale from October that year.

The car clearly aped the styling of the Jaguar E-type, but it was an effective blend of retro and modern.

At the heart of the XK8 was an all-new aluminium AJ26-V8 engine designed and developed at Whitley. The 4.0 litre, 290 bhp, 32-valve, quad cam V8 set new standards of high performance, smooth power delivery and exceptional refinement.

XK8/XKR

The initial model available in the XK range of Grand Tourers was the XK8 two-door coupé or two-door convertible. The new CATS (Computer Active Technology Suspension) adaptive suspension, which was already an option on the coupé, was added to the convertible models in 1997. Other changes for 1997 included the addition of light sensitive headlamps and an automatically dipping rear view mirror.

From 1998 onwards, all models of the XK line-up were fitted with the Servotronic II power steering. In May 1998, and following on from the XK8's success, Jaguar subsequently launched a similar looking but higher performance model known as the XKR, a supercharged version of the XK8 fitted with a 2 litre (112 cu in) Eaton supercharger.

Visual differences of the XKR from the XK8 included a small rear spoiler and bonnet louvres for improved engine airflow, along with a meshed front grille. From late 1999, an optional R kit became available for the XKR which included a stiffer suspension system and gold-coloured wheels.

Jaguar's Adaptive Cruise Control, introduced in late 1999, was an optional feature available on both models. Both the coupé and convertible came with an all-leather interior, burl walnut trim, and side airbags.

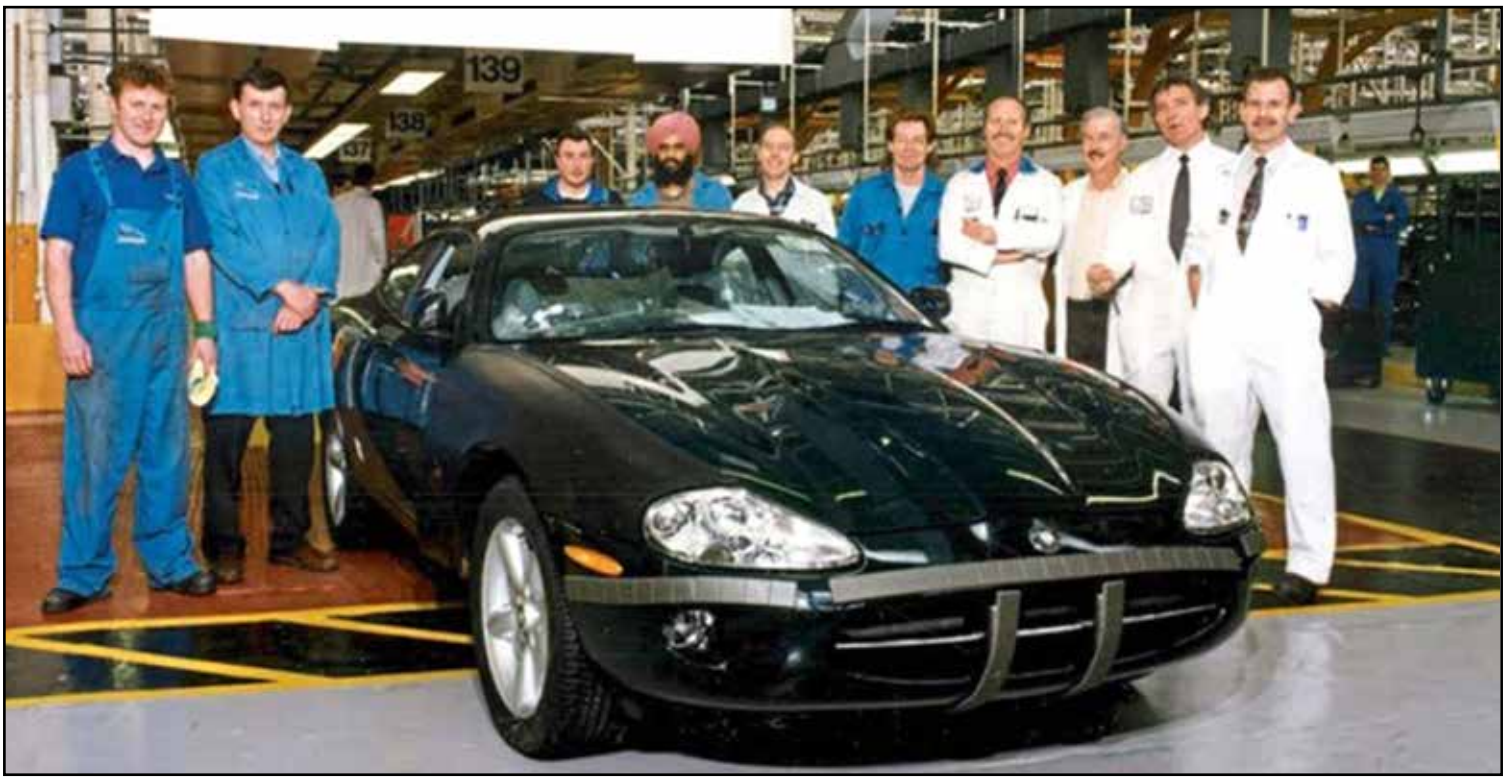
The interior was available in two trims, classic and sport. The sport interior trim was aimed for younger buyers and involved leather upholstery with cloth seats. The classic trim was a more luxurious option and featured heavy use of leather. Jeremy Clarkson, during a Top Gear test-drive, likened the interior of the original XK8 to sitting inside Blenheim Palace.

Like its predecessor, the XJS, the XK models used a 2+2 seating layout for the interior. An optional "Jaguar boot" option involved the removal of the small rear seats in favour of increased luggage space.

Both the XK8 and XKR were electronically limited to a maximum speed of 250 km/h (155 mph).

2003 Update

From 2003, a GPS system became available as an option on all XK models which replaced the three gauges on the centre console. The XK range received a mechanical update with the engines in both the XK8 and XKR models being enlarged to 4.2 litres. The front headlamps were also updated by the addition of a clear lens. Further changes included new exterior colours and wheels along with different badging. Also, in 2003, the new ZF 6HP26 six-speed automatic transmission was fitted in both versions of the 4.2 litre model.



The first production XK8 left Browns Lane production line 4 June 1996.

2004 Update

The models were revised again in 2004. All models got new wheel designs and a new nose with a deeper front bumper and a mesh grille on the XKR.

Deeper side sills and rear bumper treatment complement the changes to the front, while the XK8 benefited from larger twin tail pipes and a boot-lid spoiler, while the XKR featured new quad tailpipes plus an even larger spoiler.

These subtle changes gave the XK a more aggressive look, while retaining much of the model's original character.

Limited editions

A number of limited and special edition XK8/XKR's were produced by the Jaguar factory. These included: -

- **XKR Silverstone (2000):** Launched to celebrate Jaguar's return to Formula One motor racing and named after the famous British racing track.
- **XKR100 (2001):** In 2001 Jaguar unveiled the XKR100, a model to celebrate the centenary of Jaguar's founder member, Sir William Lyons, born in September 1901.
- **XKR400 (2003):** The "XKR 400" was an upgraded performance version of the existing supercharged 4.2 litre XKR.
- **XKR Portfolio (2004):** The "XKR Portfolio" was available from August 2003 and built specifically for the North American market. Only 200 were produced.
- **Carbon Fibre Special Edition (2004):** In 2004, one-hundred "Carbon Fibre" XKR's, were produced. They were only available in the UK in RHD.
- **XK Victory (2005):** The Victory Edition was only available in North American, to "celebrate Jaguar's four championship wins in the North American Trans-AM Road Racing Series.
- **2004 XKR Stirling Moss Signature Edition:** The 470 horsepower XKR was a limited-edition model of which only 5 were made. They were all finished in Platinum with Black interior and each car was fitted with a Signature Plate in the boot, signed by the racing legend.
- **XK8/XKR 4.2-S (2005):** In Europe, the "4.2-S" was unveiled at Geneva in March 2005. This was the last XK special-edition. The electronic speed limiter was removed to enable the car to reach a top speed of 280 km/h (174 mph). Production was limited to 200 cars.

Motor Racing

The XK8 was almost unbeatable in the US Trans-Am motor racing series during the 2000's winning 5 driver's championships and 4 manufacturers titles.

Production

On May 27th 2005, the last of the existing X100's rolled off the Brown's Lane production line. In all, 91,406 models were produced:

- 19,748 XK8 coupé
- 46,760 XK8 convertible
- 9,661 XKR coupé
- 13,895 XKR convertible

The XK (X100) was replaced by a new generation of XK's (X150), designed under the leadership of Jaguar Design Director Ian Callum. ■



In motor sport, the XKR dominated the US Trans-Am racing series in the 2000s with Paul Gentilozzi's Rocketsports Racing winning the prestigious series in 2001 (Paul Gentilozzi), 2003 (Scott Pruett), 2004 (Paul Gentilozzi), 2005 (German Klaus Graf) and 2006 (Paul Gentilozzi) With its smooth lines and body contours, the XKR had excellent aerodynamics, making it one of the fastest straight-line speed cars in the series. Jaguar won the Manufacturers Championship 4 times and produced an 'XK Victory' edition to celebrate the achievement.



XK
SERIES

XK8 CONVERTIBLE
XK8 COUPE
XKR CONVERTIBLE
XKR COUPE



2 Jaguar: The Art of Performance
4 New developments
6 XK8 Convertible
8 XK8 Coupé
10 4.0 litre AJ-V8 engines, Handling dynamics, Safety
12 Communications systems
14 Interiors
16 XKR Convertible
18 XKR Coupé
19 Standard and optional features at a glance. *The equipment list at the rear can be folded out for easy reference whilst viewing this brochure.*
20 Interior trim, Colour Guide

25 Facts About The XK8/XKR

To celebrate the XK8's anniversary, for 25 days the Jaguar Daimler Heritage Trust listed on its website 25 facts about the XK8. (Not all facts have been included).

Fact 1: XK8 production began in June 1996.



Fact 2: The Project Director was the engineer Bob Dover, who went on to become JLR Chairman and CEO.



Fact 3: The XK8 was styled by Fergus Pollock, working alongside Design Director, the late Geoff Lawson.



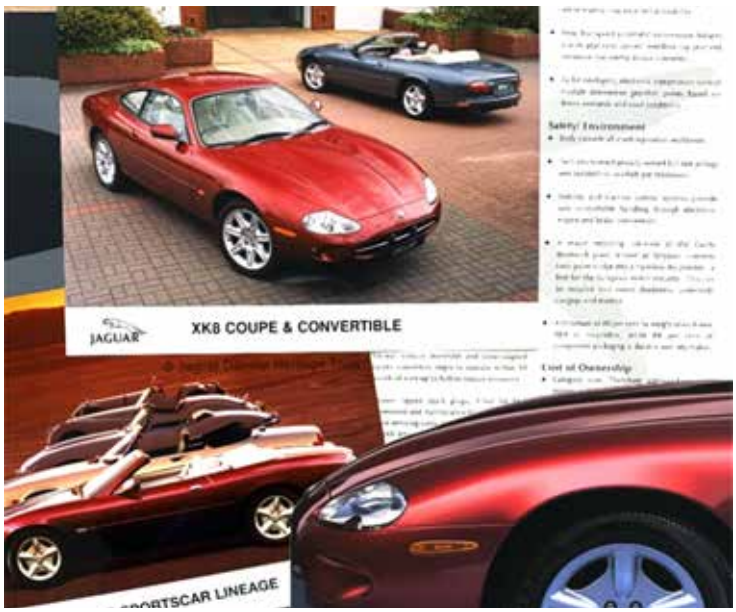
Fact 4: When the prototype was sent to Canada for air-conditioning tests on public roads, the shape was completely camouflaged using glass-fibre and foam. The car was preserved like this.



Fact 5: The inspiration for the XK8's elegant design came from the style of classic Jaguar sports cars of the past but interpreted in a modern manner, notably the E-type of the 1960s.



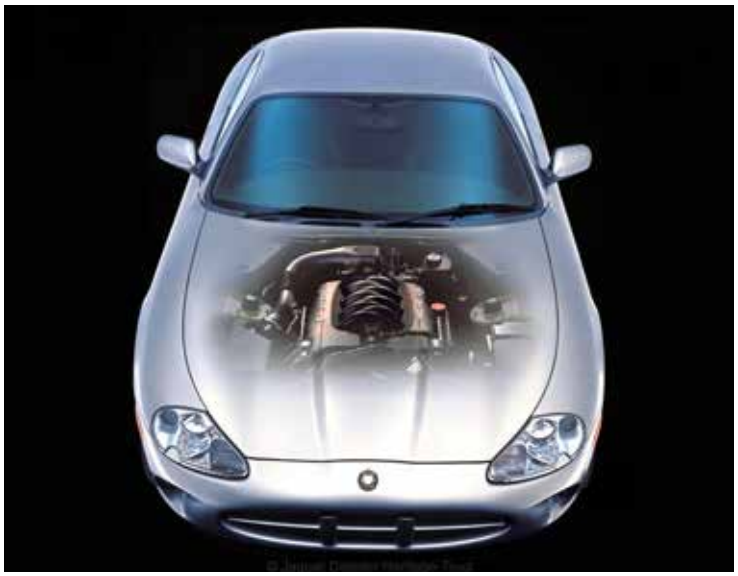
Fact 6: A minimum of 80% by weight of the XK8 is recyclable.



Fact 7: Both the XK8 and XKR were available in coupé and convertible form.



Fact 8: The XK8 was the first Jaguar to be fitted with the 4.0L AJ-V8 engine, with a bore and stroke of 86 x 86mm - only the fourth production engine in Jaguar's history.



Fact 9: The XK8 engine was an 'in-house' design 4.0 litre unit with variable valve timing code-named AJ26.



Fact 10: In 2004 Jaguar donated an XK8 Convertible with two 1-carat diamonds in the dashboard for a silent auction to help raise money for the Elton John Aids Foundation.



Jaguars, Diamonds & Movie Stars

Gleaming XJ's represented Jaguar as a number of A-list stars pulled up to the recent Pre-Bafta party in style.

On 15 February, Jaguar was given unprecedented access to Bafta nominee and film industry guests on a night filled with invaluable media exposure for the brand. Stars included best actress winner Scarlett Johansson who arrived in the 'polished' XJ Aluminium car. Also present were best supporting actor Bill Nighy, Val Kilmer, Jon Voight, Sophie Anderton, Julienne David, Nick Rhodes from Duran Duran and LL Cool J.

Jaguar teamed up with Steinmetz,creators of the world's finest diamonds, to donate a unique XK8 Convertible, with the interior incorporating 2 sunasia-cut 1-carat diamonds in the dash. A silent auction for the XK8, a Perrier Jouet donation and overall ticket sales have helped to raise £100,000 for the Elton John Aids Foundation.

Fact 11: Jaguar were the official sponsor of the Merseyside Balloon Festival in June 2001. An XK8 shaped balloon led the flotilla.



RACING CHAMPION AT JAGUAR

Niki Lauda, three times world Formula One champion, visited Jaguar Halewood on Tuesday 12th June.

Lauda was appointed Chief Executive Officer of the newly formed Premier Automotive division of the Premier Automotive Group in February which was established to oversee, coordinate and support the motor sport activities of Jaguar Racing, Cosworth Racing and the Pi electronics group.

Lauda toured the Jaguar X-TYPE Assembly plant before accepting the keys to a British Racing Green, 3.0 Sport model from Jonathan Browning.

SPORTS Niki Lauda takes Jonathan Browning for a spin in his new X-TYPE.

Merseyside Balloon Festival

The Merseyside Balloon Festival took place from 15th - 17th June. A continuous display of inflated balloons could be seen in the arena throughout the weekend. Jaguar Cars, official sponsor of the event, headed the flotilla with a stunning XK8 shaped balloon.

Fact 12: The XK8 sports car, sometimes referred to by its product code of X100, was the replacement for the XJS which had been in production for twenty-one years.



Fact 13: In 1998 a supercharger was fitted on the XKR version which was even more powerful at 370 bhp, although the top speed of both XK8 and XKR models were identical - limited to 155 mph (250 km/h).



Fact 14: To celebrate Jaguar's entry into Formula One, the limited edition XKR Silverstone was introduced.



Fact 15: SVO produced an XK8 police car which was loaned to the Metropolitan Police for a European Police Conference.



Fact 16: The XK8 was voted 'Most beautiful car in the world' at the Milan International Competition, November 1996.



JAGUAR XK8 VOTED THE WORLD'S MOST BEAUTIFUL CAR

The new XK8 sports car has been voted the most beautiful two seat luxury car in the world. The award was presented to styling director Geoff Lawson on 5 November 1996 at the prestigious Milan International Competition in the Palazzo dell'Arte for 'L'Automobile piu Bella del Mondo' (the world's most beautiful car). This follows the award received by the XJ Series in 1994 which was voted the world's most beautiful luxury saloon.

Geoff Lawson states: "The photograph shows the entire styling and design team at Whitley, all of whom worked on the XK8 programme at some stage – either initial concept studies, or development and refinement of the approved concept through to Job 1. I collected the award on the team's behalf, all of whom should feel justifiably proud of their own contribution to the success of XK8. The complexities of a sophisticated car like XK8 requires the focused, collective energy of everyone involved and I wish to thank them all for their talents and their commitment."

The distinguished panel of Italian judges, experts in the world of visual arts, found the XK8s 'supremely artistic, the latest descendants of the XK family and the unforgettable E-Type; XK8 reaffirms a desire for continuity of character and style.'

The style of XK8 embodies the unique Jaguar signature, making it instantly recognisable to discerning car enthusiasts worldwide. The elegant and powerful flowing lines evoke the great Jaguar sports car legends of the past – the XK120, the C, D and E-types and more recently the XJ220.

Fact 17: As part of the celebration of the 50th anniversary of the XK, Special Vehicle Operations (SVO) produced the XK180 on a shortened XKR platform.

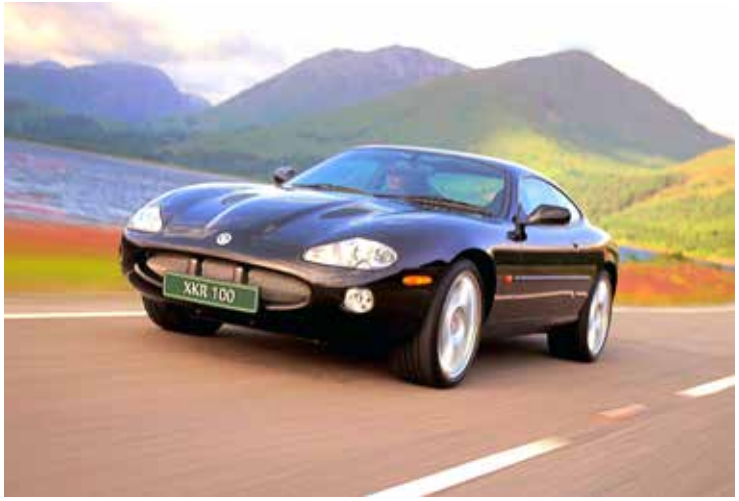


Fact 18: At RAF Coltishall an XKR raced a Jaguar GR3 aircraft. The XKR was leading at the ¼ mile but it was about a dead heat at the ½ mile finish line.





Fact 19: In 2001 Jaguar announced the XKR100 to celebrate the 100th birthday of Sir William Lyons.



Fact 20: Celebrity XK8 owners included actor Patrick Stewart, footballers David Beckham & Michael Owen; tennis players Tim Henman & Greg Rusedski; golfer Nick Faldo and English Supermodel Yasmin Le Bon.



Fact 22: An XKR had an important role in the James Bond film, 'Die Another Day' as the villain's car – the car of Zao, played by Rick Yune. The eight (8) XKRs used in the film were built at Browns Lane and then worked on at Pinewood Studios by the film's special effects team.



Fact 23: For the third Austin Powers film, 'Goldmember', an XK8 convertible replaced the E-type which was previously used in the first two films.



Fact 24: SVO produced a unique development prototype called the XKR-R. It had a 440+bhp engine and manual transmission. It was demonstrated at the Goodwood Festival of Speed.



Fact 25: The last X100 came off the track on 27 May 2005. It was the last production sports car built at Browns Lane ■



Jaguar XKR - Jo Orford.

The 2001 Jaguar XKR Classic (MY2001) was purchased by Noel Orford in October 2014 after he saw it advertised at Carsales.com. A test drive and viewing with the help of Peter Holland and Noel was in love, again. The asking price was $49,950 and the Jaguar had only done 41,00km and was in excellent condition – beautiful blue green paint and cashmere interior.

The Jaguar was previously owned by the Boston Medical Group and driven by a doctor from St. Peters who wanted to reduce his 'fleet'. The doctor was overseas and left the details and sale of the Jaguar to his brother.

Josephine now owns the Jaguar after Noel's death in 2016. The car has only travelled 20,000km in the last seven years and the roof comes down occasionally; on a perfect day. There are many in the club who would like their name on the list should this lovely car ever be offered for sale.

Josephine





Jaguar XK8 - The Ultimate Modern Classic? by John Eadie



I've been a fan of Jags ever since my dad's boss picked me up from swimming training at age 12. You see as a child I slipped unknowingly into the opulence that is Jaguar. It was the loungeroom-like interior of a Mark II and when I closed the door the subtle thud spoke simultaneously of quality, luxury and safety.

Then the outside world seemed to quiet into the distance and it was like being transported in a smooth bubble of complete serenity. I knew then what my car was going to be when I grew up!

Soon after I was back in Dad's Austin 1100 and after witnessing another wrestling match with the synchromesh between 1st and 2nd it seemed quite the lightbulb moment to me that he should simply upgrade it to a Jag and the whole family could experience the serene bubble of quiet. Apparently not though, he seemed to enjoy these moments of triumph when he conquered the reluctant synchro, and I was treated to a fatherly guffaw in response.

And so, the whole Jag thing was pushed to the back of my mind until 20 years later, after a series of company cars, when I started to eye my extra garage space as a potential Jag space. And so, started 30 years of Jag ownership. I went through every model XJ6 made - to my mind still the greatest single line of cars ever produced, and loved every one of them.

The problem then was how to follow this up. The best can be hard to follow. Whereas the lure of "Enzo's most beautiful car ever made" was strong, the difference in what I would like to pay and what I would have to pay to get into a nice E-type seemed to balloon out on a daily basis. At the same time, I wanted something with a feel of Jaguar heritage, something sporty, yet with relatively modern creature comforts and safety features like airbags, along with engine management and traction control.

The XK8 seemed to fit the bill perfectly. But wanting one and finding one are two very different matters. Jaguar released the model with a price point getting near $200k so consequently not that many were actually sold, and to compound that a small population like South Australia again reduces numbers sold, so they are quite few and far between on the used car market.

After what seemed to be an age in waiting, I landed my dream model - a 1997 first generation X100 sport coupe in black (Anthracite Pearl Metallic) with the ivory and black interior.

Having steeled myself with years of Jag ownership I was ready for the worst in teething troubles... like oil drips on the garage floor that say a Jag lives here, or the occasional mysterious electrical gremlins that previously came as par with the marque. But no, this car has been a dream to own, and dare I say it? It has been very reliable!

And so, what is it like to own?

Well first up it is simply wonderful to drive - plenty of grunt when you want it, yet with an interior refined and luxurious enough to befit the marque. We were lucky enough to get to take it around the Bend Racetrack on a JDCSA track day, and getting to exercise it on the track the way it deserves was a real highlight of ownership (speed limits on the way home seemed ludicrously low). Thanks, JDCSA for that one!

Creature comforts are good for the year, in line with the sedans, and for me it's a good compromise of classic and modern - no Bluetooth or navigation of the modern era but everything like power steering, seats and mirrors of the relatively more modern era. It was made at the start of the OBD age so engine management is good and reliable.

It was intended as grand tourer more than a sports car so it has enough room for the golf bag and buggy with all the gear in the boot. Sadly, however the back seat is a bit too small for our Old English Sheepdog, and I really must say the small back seat is suited only for people of the collapsible legs and head variety! 2 people with luggage and shopping fit perfectly, but that's pretty much it. The compromise is worth it though for the overall sporty feel of the car.

The design to me is quite timeless, in fact I came out of Dan Murphy's recently to find a gentleman poring over it with great interest. He then proceeded to ask if it was Jaguar's new model. He was quite taken aback when I revealed it was 22 years old!

And that's pretty much what it is to me... in fact everything I hoped it would be... a sporty, beautiful, luxurious, timeless, powerful and exciting car with classic lines and a long heritage, yet with the essential creature comforts of the modern era.

For me that makes it the ultimate modern classic.

John Eadie

The following review from JDHT website was reproduced with the permission of Classic & Sports Car magazine. The following is a summary of key points of the review. The entire article is available from their August 2021 edition. Classic & Sports Car is the world's best-selling classic car magazine.

Now 25 years old, Jaguar's XK8 and XKR (X100) have finally realised its classic potential.

Somehow, somewhere – probably deep in a dark attic at Jaguar's Gaydon headquarters, or maybe Geoff Lawson's loft – there must be hanging a slowly deteriorating portrait of the XK8. It's the only possible way to make sense of how Jaguar's seemingly timeless grand tourer has remained such an object of desire for more than a quarter of a century.

The decade's defying shape is even more remarkable when you consider that the styling took inspiration from the E-Type. Amazingly the X100 barely changed in the 10 years it remained on sale.

The X100 has endured as one of Jaguar's most attractive, capable and commercially successful models of the past 30 years, but following privatisation the company was in a parlous financial state.

As 1991 drew to a close the company was facing losses of £221m – more than three times the previous year's results. But for Ford adding Browns Lane to its portfolio in November that year, Jaguar would likely have been found upside down, bobbing at the top of the tank.

Jaguar X100

The unlikely saviour was none other than the X100, better known as the XK8. Despite its obvious promise, the X100's gestation wasn't easy, coming amid a global recession and a time of economic strife for Jaguar.

Ford invested £100m in the Bridgend plant. This in turn ensured that the grand tourer would be powered, not by an engine parachuted in from North America, but by the all-new 4-litre AJ-V8 unit of Jaguar's own design.

That was, it must be said, a rather good decision. Instead of soldiering on with old technology, the coupé got a gem of an engine with four camshafts and four valves per cylinder. Good for 290 bhp in normally aspirated guise and with 290 lb ft of torque, the XK8 is quick enough to trouble 60 mph inside 6.5 seconds and has to be electronically reined in as it reaches 155 mph. But, despite the impressive power figures, there's something stately about the early car that makes driving it more about the experience than the performance.

Give it a prod and the XK will kickdown as smartly as a contemporary Mercedes-Benz, lifting its skirts enough to raise an eyebrow, but you find you rarely have the urge, such is the smooth delivery, supple suspension and a softer-than-silk ride. A cynic may say the gargantuan kerb weight has something to do with that, and if the XK8 went on a diet it would deliver more of the sports-car experience promised by its rakish styling.



In 1998, two years after the XK8, came the XKR which featured an Eaton supercharger, mesh grille, larger wheels and bonnet louvres.

Look at it through the lens of a traditional grand tourer and it makes a lot more sense, that prodigious weight steamrollering flat humps in the road and ironing out cracks and potholes as if they weren't even there. While its more glamorous Aston relative made do with a variant of the XJ-S rear end, the Jag benefited from the more modern set-up designed for the upcoming X300 XJ saloon.

The XK8 draws admiring glances in a world of bland and homogenous Japanese imports, plastic-bumpered shopping cars and even its slab-sided BMW 8 Series rival. The sleek XK cuts a particular dash, an organic and aerodynamic sloop that screams sexy – or at least a middle-aged golfer's idea of it.

Geoff Lawson's sublime design undoubtedly forged its own identity, but the ancestry is clear to see from the fish-mouthed front grille to the rounded flanks, with wheels set back behind generous overhangs.

Jaguar XKR

A full decade separates the first XK8s to leave Browns Lane and the last-of-the-line XKR convertible, and it's hard not to be struck by quite how similar the two cars are. The overall shape barely changed, the only major facelift arriving in 2002. That brought with it a lightly restyled front bumper, jazzy jewelled rear lights with chrome finishing and forward-facing Xenons, not to mention the revised 'growler' badging and an array of huge alloy wheels.

Bigger changes went on beneath the bodywork, and though a raft of electronic safety equipment ranging from Electronic Stability Control to Emergency Brake Assist was added, along with much more comfortable front seats, it's the engine that puts clean air between the two iterations.

Across the board the old 3,996 cc V8 was updated with an increase in capacity of 200 cc. That might not sound like a lot- combined with continually variable camshaft phasing, power was only increased by 3.5% in the XK8 and up to 8.1%, to 400 bhp, in the hotter XKR – but boy does it feel like more. In real terms the update added a hefty dose of usable torque to both models, adding lead to the glove and resulting in a heavier punch as you plant the throttle.



The XK8 was updated again in 2004 when it received a new nose, rear bumper and sills.

With the roof off you not only feel the thump of acceleration but hear it too, with a shrill Eaton supercharger whine almost totally drowning out the V8 and it quad-pipe roar.

Inside, the bijou cabin of the earlier car is still intact and just as cossetting, but some of the classiness is undoubtedly lost with the addition of carbon fibre where once there was walnut.

The updated and supportive seats are great, and fortunately the optional infotainment system hasn't been added.

It always looked somewhat anachronistic dropped into the middle of the dash in place of the classic round analogue dials. Look down at the centre console and the familiar Jaguar J-gate remains, albeit now controlling a six-speed ZF gearbox – the first auto with half a dozen cogs outside of stepped CVTs. Not only does it give the big cat longer legs, but it also irons out an irritating driveline thump when taking up drive from a near stop.

Summary

Experiencing the full range of X100, from early to late fills me with nostalgia. Tastes change, but I loved the XK8 when it broke cover at Geneva in '96 and despite a gradual estrangement as fewer seem to remain on the roads. I love it just as much today.

The 2006 XKR convertible impresses more than expected, doing its best to roll back the years beneath that supercharged howl, but visually I can't help but feel that something of the launch car's class got lost along the way. The original coupé is a car in its prime, while the soft-top tries to hide its years behind mesh grilles, and chrome light-surrounds.

The XK8's sensibly sized alloy wheels with fat tyres and the sea of burr walnut and soft hide, give an old-world sense of comfort; a British Heart Foundation charity-shop vibe that suits the cars so much better than carbon fibre. The longer spent behind the wheel of the 1996 model, the more you feel at home.

Maybe, Jaguar might just have got it right the first time around. ■

Words: Greg MacLeman
Photography: Olgun Kordal
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Auto Designer Names His Favourite Jaguar Designs

Frank Stephenson names his favourite Jaguar designs in new video which he has produced.

It is common knowledge that Frank regards the E-Type as the best automotive design to have ever graced showrooms. In his video Frank explains why he skipped over the E-Type and jumped straight into his three favourite Jaguars.



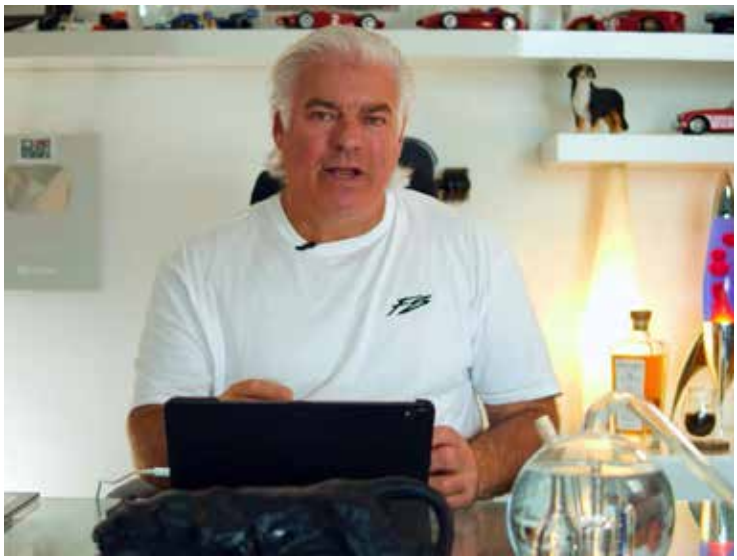
Frank believes that few automotive designs can match the aesthetic of the D-Type Longnose. The longer-nosed variant was introduced by Jaguar in 1955 to further increase the maximum speed on the Mulsanne Straight in combination with the huge aerodynamic fin.

What boggles the mind about the D-Type is that William Heynes, the automaker's technical director and chief engineer, developed this car with aero in mind with the help of aerodynamics expert Malcolm Sayer. Uncoincidentally, the Jaguar E-Type was penned by them as well.



The second of four cars picked by Stephenson is the XK120 open two-seater (OTS) body style. The very first versions with the covered rear wheels are crazy gorgeous, and they were fast as well. More specifically, 120 refers to 120 miles per hour (193 kilometres per hour) for the early aluminium-bodied vehicles produced from 1948 until early 1950.





Frank Stephenson is a Moroccan-born American automobile designer who has worked for BMW, Mini, Ferrari, Maserati, Fiat, Lancia, Alfa Romeo, and McLaren. Motor Trend magazine has called him "one of the most influential automotive designers of our time".

Number three on Frank's list is the Mark 2 four-door sedan, which could be had with engines up to 3.8 litres in displacement. Once the favourite ride of bank robbers and other baddies from the Albion, the Mark 2 served as inspiration for the Lincoln LS-based Jaguar S-Type from 1999.



For Stephenson's honourable mention, he regards the lesser-known XJ13 from 1966 as a masterclass of exterior design. A single unit was produced. Currently displayed at the British Motor Museum, the XJ13 supercar was intended to race at Le Mans against heavyweights from Italy. By the time Ford had stuffed a 7.0-liter V8 in the GT40, the 5.0-liter V12 in the XJ13 was obsolete for endurance racing.

Frank's other honourable mention was the XK150 OTS.

However, his first Honourable mention was the C-X75 hybrid-electric, 2-seat, concept sports car with its stunning design, stunning proportions and beautiful curves that were all united together with modern hybrid technology.

Frank also talks about Jaguars current designs and the future ahead.

Frank Stephenson's 12-minute video is a must to watch. Goto: *Three Greatest Jaguar Designs* ■

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JLR Will Track Leather Supply Chain from Origin to Car

JLR is partnering with Circulor, a traceability provider that uses technology to keep tabs on supply chains. The technology will be used to ensure the leather used in the JLR's vehicles are being produced correctly.

The idea is to track compliance and assess its carbon footprint, and to do so, JLR will work not only with Circulor, but also with leading U.K. leather manufacturer Bridge of Weir Leather Company and the University of Nottingham to trial the use of the technology.

Together, the companies plan to use blockchain to create a "digital twin" of the raw material that allows progress to be tracked through the leather supply chain simultaneously in the real world and digitally. Using GPS data, biometrics, and QR codes, the movement of the leather through every step in the supply chain can be verified.

The outcome from this world-first trial will allow JLR to further improve the sustainability of the leather supply chain around the globe, ensuring the complete traceability of raw materials from origin to vehicle.

If the technology is successful, JLR says it will be able to use it to trace other materials supplied to it. It also suggests that companies in other industries, such as fashion and footwear, could use the technology as well.

Along with tracing the origin of its leather, JLR is also offering more sustainable materials like Kvadrat, a high-quality wool blend textile that is paired with a suede cloth made recycled plastic that is available on the Jaguar I-Pace.

Jaguar Land Rover's Reimagine strategy aims to achieve zero carbon emissions across its supply chain, products, and operations by 2039. ■



JLR Brings Tool Manufacturing In-House

JLR has started manufacturing its own press tools in-house for the first time following a £1.7m investment at its Halewood plant located near Liverpool (UK).

JLR had previously out-sourced the production of its press tools, so this will allow it to drive efficiency and quality, as well as give employees the opportunity to learn new skills, to build and operate these tools.

The investment involves the installation of a new Press Die Manufacturing Centre - the first of its kind in JLR's state-of-the-art five-axis milling machine, which manufactures press tools – known as blanking dies - from raw castings. The blanking dies are the first stage in the manufacture of car body panels, during new vehicle production.

This investment has given the tooling workforce a real boost. It's also exciting for the new apprentices joining the company as they probably never expected to be making the tools themselves.

JLR's Halewood facilities will also be upgraded to enable the production of fully electric vehicles, as part of its new global Reimagine strategy, as the company drives forward with the electrification of JLR brands.

The announcement of the Reimagine strategy and now the opening of the new Die Manufacturing Centre highlights the continued investment in JLR's factories. This in turn will enable JLR to attract and keep the best talent and enable greater flexibility in the design and manufacturing process. ■



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We will assemble outside the main entrance of the Zoo, on Plain Tree Drive at either 5.00pm or 5.30pm (5.00pm for those going on the "Wild Walk"). We will be escorted as a group to our venue in the Zoo grounds by Zoo staff. (Masks will be required.)

Cost: $50 p/p. Children under 15 FREE. All adults/children must register on TidyHQ.

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The FINAL date for registration is 22/11/2021.

More Details Click Here & BOOK NOW

We do hope you can join us. .

Chris Lake's E-Type Story

I first saw an E-Type at the 1962 Sydney Motor Show when I was 12. It looked sensational compared to the EJ Holden station wagon my dad and mum were considering as a replacement for our FE Holden sedan. My two younger sisters had to literally drag me away from the Jaguar stand (and they remind me about it from time to time). The Jaguar representative/salesperson clearly recognised I was a genuine E-Type buyer because he surprisingly gave me a beautiful E-Type brochure.

Finally Got One

That salesperson was right because 28 years later **in 1990 I did buy an E-Type.** A three-line advert in Saturday's "The Advertiser" 'Cars for Sale' in June 1990 led me to phone a private seller and to check out the 1964 E-Type Series 1 4.2 Roadster. My 'new' E-Type was painted yellow — and I was very green.

The following Saturday I drove my E-Type to Classic Cat on Goodwood Road to see E-Type guru, Chris Waldock. He test drove it and thought the gearbox was very good, which perhaps meant that not much else about the car was very good. He said the ID plate showed it was the 8th RHD 4.2 Roadster built and suggested I write to the **Jaguar Daimler Heritage Trust** to request a check of the Body no., Chassis no., Engine no. and Gearbox no.

History

The certificate I received from the JDHT confirmed all the numbers matched, so that was very lucky because by then



I had learned those numbers should be checked prior to buying! My car was built on 2 Nov 1964 in Cream with red trim and the first dealer was Bryson's in Melbourne where it was sold new in 1965. In the following few years, I tracked a lot of the car's history (with help from Jaguar historian, Terry McGrath and Victorian Registration archival records).

At First It Was Just the Clutch

A few months after buying my E-Type I realised the **clutch needed replacing.** I took the car to a local workshop and called back a few days later to check on progress. Alan Baker just happened to be next door to the workshop and noticed my E-Type and came in to introduce himself, explaining that he had also fairly recently bought an E-Type. Alan said "get the E-Type out of here" as the clutch job should be done by a Jaguar specialist like Classic Cat - and so I had the car transported there.

At Classic Cat it was recommended my car be completely **disassembled.** After disassembly I was told "all the bolts, screws, nuts and washers had been placed in a container and then inadvertently ended up in the bin which had already been collected — but they weren't any good anyway"!

So, by September 1990, three months after buying a road-going E-Type, I had instead **just a pile of E-Type parts!**

Restoration Begins

I decided to get the **bodywork restored** by Glenn Olsen (a perfectionist) who owned 'The E-Type Factory' in Melbourne where the bodywork of Chris Waldock's E-Type was being restored.

In 1991, Chris W and I travelled to Melbourne to drop off my car's bodywork and to pick up his car's restored bodywork. A year or so later my car's bodywork was supposedly all ready for pick-up, but when Chris W and I got to Melbourne, Glenn said "I know I said it was finished, but it's actually not quite finished". I said "OK, no problem, we'll just drive back to Adelaide and come back".

A month or two later we drove back to pick-up my perfectly restored E-Type bodywork.

I then took the bodywork to a recommended paint shop in Adelaide. A few years passed but hardly any work had been done on my car when the business



went into receivership. Chris W arrived at the paint shop with his Ute and trailer and said "get the E-Type out of here" and so we got the E-Type out of there!

Ultimately, I had the car superbly painted in the original acrylic Jaguar Cream (a version of Old English White) at **Keith Hunter Motor Bodies.**

Nuts & Bolts

Meanwhile, I had started on what became an incredibly long and winding road **collecting all the bolts, set screws, screws, nuts, washers,** etc. for my E-Type.

Using the Parts Manual and computer, I calculated the quantities needed for each bolt etc. I wanted only original branded bolts etc. (e.g., BEES, GKN, Rubery Owen) of the correct diameters, lengths, thread types, etc. - and only in perfect condition. I gradually collected the required hardware over many years, mainly from various Jaguar parts shops and Jaguar mechanical workshops!

I went to Sydney and Melbourne just to collect bolts, set screws, etc!

I thought I was possibly the only person in the World with this 'hobby', but I was very pleased one day to learn I wasn't alone — there was a Victor Waterhouse in Sydney who had the same 'hobby' as he was restoring his (Cream/red) 1961 E-Type Roadster (the first Roadster sold in Australia).



I also spent these years (while managing a busy business) ensuring all parts were either repaired, re-conditioned, re-plated, re-painted, chromed or whatever was required to be ready for the reassembly process as per the Parts Manual and/or photos of original cars in the various restoration guide books.

Assembly Time

I'm extremely grateful to **Alan Baker** for his professional work with the **assembly of the car,** with me supplying the necessary parts and hardware for each stage — and to others including **Martin Hawes** who did the electrical work and to **Allan Smith** who did the trim.

By 2006 (16 years after buying my E-Type) I finally had an E-Type I felt was as close as possible to how it would have been out of the factory in 1964 - just like the one I had seen 44 years earlier in 1962.

The car was now Cream and I was much less green. I never planned to enter the car in a concours, but did enter the 2006 JDCSA Concours d'Elegance and won.

In 2007, the JDCSA hosted the 2007 Jaguar National Rally in Adelaide. To support the JDCSA, I entered my car in the Concours d'Elegance where it was judged the outright winner - and Alan (Baker) entered his race-car modified 1964 E-Type 3.8 Coupe in the Concours d'Etat — and it was the outright winner.

I expect I spent thousands of hours (and dollars) over 16 years before the project was completed. I have all the invoices but have never wanted to add them up!

I think I became well known during those years as the Man with the Cardboard Box (with various E-Type bolts and bits). The lengthy unplanned restoration process was very educational and also very rewarding because I feel **I've saved a piece of Jaguar history.**

Chris Lake

Editor. Thank you for the great story, Chris. Lovely car. When one looks at a restoration, it is easy to under appreciate just how many hours have gone into achieving the end result.



Chris Lake's 1964 Series 1 4.2L roadster with Alan Bartram's 1966 Series 1 4.2L Coupe.

An XK120 at The Crossroads - By David Seidel

The year was 1978 and I had just sold my sand & metal business which Carol and I had taken over from my father.

The introduction of Readymix Concrete had been the main deciding factor in our decision – changes had to be made. The sale took only one week after we had decided to close. My former employer, Duncan & Co had said to me 10 years earlier that if our business didn't work out, I could always go back. So, the decision was made to contact Duncan & Co. It took 5 long weeks for me to slot back into the old firm as a spare parts representative.

In the meanwhile, funds were getting low and I needed something to generate some income for my family.



Enter the XK120

By this time, I had amassed over the last 10 or so years an enviable and vast amount of Jaguar parts and cars. I had about 25-30 engines, gearboxes, panels, associated woodwork and hardware, mainly 1937-1968. In other words, I had the lot, the sheds were full.



Then a project came up. I heard that an XK120 was being offered for sale in a damaged state "as is". It had hit another vehicle side on (T-boned) and in all probability would be wrecked by one of Adelaide's premier wreckers should he decide to purchase it.

I made a quick phone call and, as I knew the manager, I was given the contact details for the owner of the Jag. Within a very short time I had inspected the XK120 and was horrified. It was a gruesome sight, totalled seemingly beyond repair, so I bought it for my next project (with Carol's approval).

Upon purchase, it took over four hours to carefully winch it onto my car trailer, arriving home after dark. At home in the cold light of day this is what confronted me: the chassis was bent severely to the left, taking the steering with it; the radiator and grille were both mashed around the front of the motor; the two windscreens had both been head-hit and broken; the steering wheel had been impaled and broken and the splined part at the top of the shaft was bent; the engine and gearbox were in situ; the front of the bonnet and grille and both mudguards were all crushed, together with the two bumperettes.

So where do I start?

The front panels were cut and removed just in front of the bulkhead. That left the bulkhead intact with the windscreens. The radiator was also wrapped around the water pump which had the boat type

propeller fan embedded into it. After some further dismantling it became much clearer as to the amount of damage to the chassis and steering. The torque bars on each side were also bent at right angles. I had managed to find a spare straight chassis and a pair of rear spats in Adelaide (just in case they were needed).

My Next Step

I contacted Max Sierp, who apart from being a major Volkswagen dealer located at Gepps Cross and specialised in chassis repairs on large trucks.

After he had a look, he stopped laughing and agreed to straighten out the chassis if I first took out the engine and gearbox and other frame items before taking the car to him. He was confident that he could not only repair the frame but also remake the crushed bracketry at the very tip of the frame.

This work commenced and took place over a period of some months. I ended up being able to supply from my stock all the damaged front-end components, large and small as he progressed with the straightening. In the end I got back a super straight rolling chassis which I could then build on.

The Engine and Gearbox

All the engine mountings were sheared off. I had a complete set. The sump was split and the bell housing cracked. The tail-shaft was also replaced along with the clutch pilot bearing and after checking all other clutch components and the gearbox, they all restored well.



David and Carol Seidel's son Heath playing cars like his dad.

The Water Pump and Radiator

The water pump and fan blades (old type) were needing replacement and as luck had it I had some. After this I turned my attention to the radiator. A new core was sourced in Adelaide and the top and bottom tanks were carefully dent knocked, resoldered and assembled by a master radiator craftsman in Norwood.

I had even written to the Marston Radiator Works in England to see if they could supply new tanks but I received no reply. I found a near new grille in Adelaide.



The steering box

This proved to be a problem as the brass nut and worm in the steering box appeared at first glance to be the same as the MkV, but the worm and thread were different. After replacing the bearings and seals in the box, I still would have liked it to turn a little smoother.

At the other end of the steering shaft there is a fine spline for steering wheel adjustment which had been bent and was proving a problem to repair until John Skinner, a club member who had a specialist machine shop, took it under his wing and made a special tool to true it up. He then proceeded to chase out any damaged splines with a special piece of equipment to make a fine repair. This was successful.

I also had the correct diameter steering wheel (the MkV and VII both were the wrong diameter).

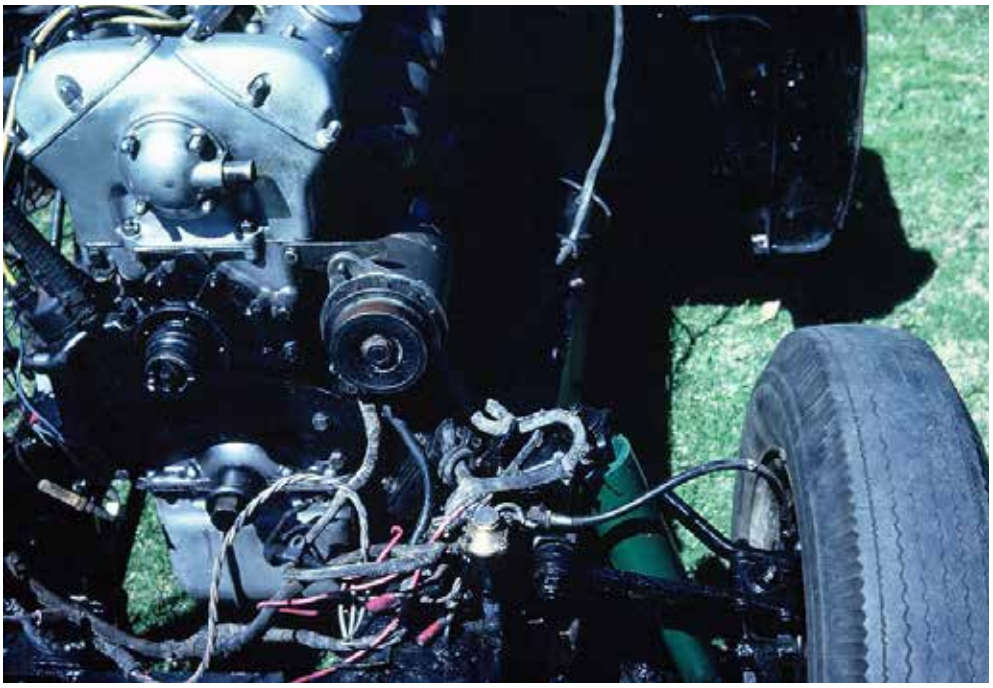
The windscreens

After taping these over I removed the old glass from each windscreen and had new ones cut which I fitted into the frames.

The bodywork

What a problem! The fronts of the two front fenders and the bonnet front needed repair and re-rolling. I encountered some hotshots who swore that they could make these panels, but being aluminium, they needed special and very skilful reworking.

(continued page 28).



To assist them, I supplied the complete headlights and pods as well as a grille but they still messed me around. I received much help at this time from a very trusting club member in Julian Lugg who had taken off his XK120 cowl and panels from his car and had lent them to me so that I could show these motor mouths what the correct shape should be.

Still no help or results. I soon discovered that their metalworking skills left a lot to be desired and that they would have had difficulty in opening a breakfast cereal box, so I took everything back from them and returned the front panels to Julian with much appreciation and many thanks. To this day I have not forgotten Julian's kindness.

The end is near…

My goal was in sight, but funds were getting low. I had by this time assembled the motor and gearbox back in the chassis and carefully folded the wiring loom up out of the way. Then I correctly wired up the engine to a running driving condition with no coolant leaks and good oil pressure.

This stage was a real achievement and a very successful project for me to save this XK120 from sure destruction. All the parts needed to resurrect this car from certain death were from my own stock in South Australia. The expertise needed was likewise forthcoming from very talented tradespeople (with one exception as previously stated) and much help from JDC members, all in South Australia.

From memory, I sold the car, with all remaining parts and panels to complete the car, to some interstate enthusiasts and I hope it was finished to a high standard and enjoyed – it deserved to be. As previously stated, I originally purchased this as a fund-raiser and it was not an easy decision to sell it, even at this stage.

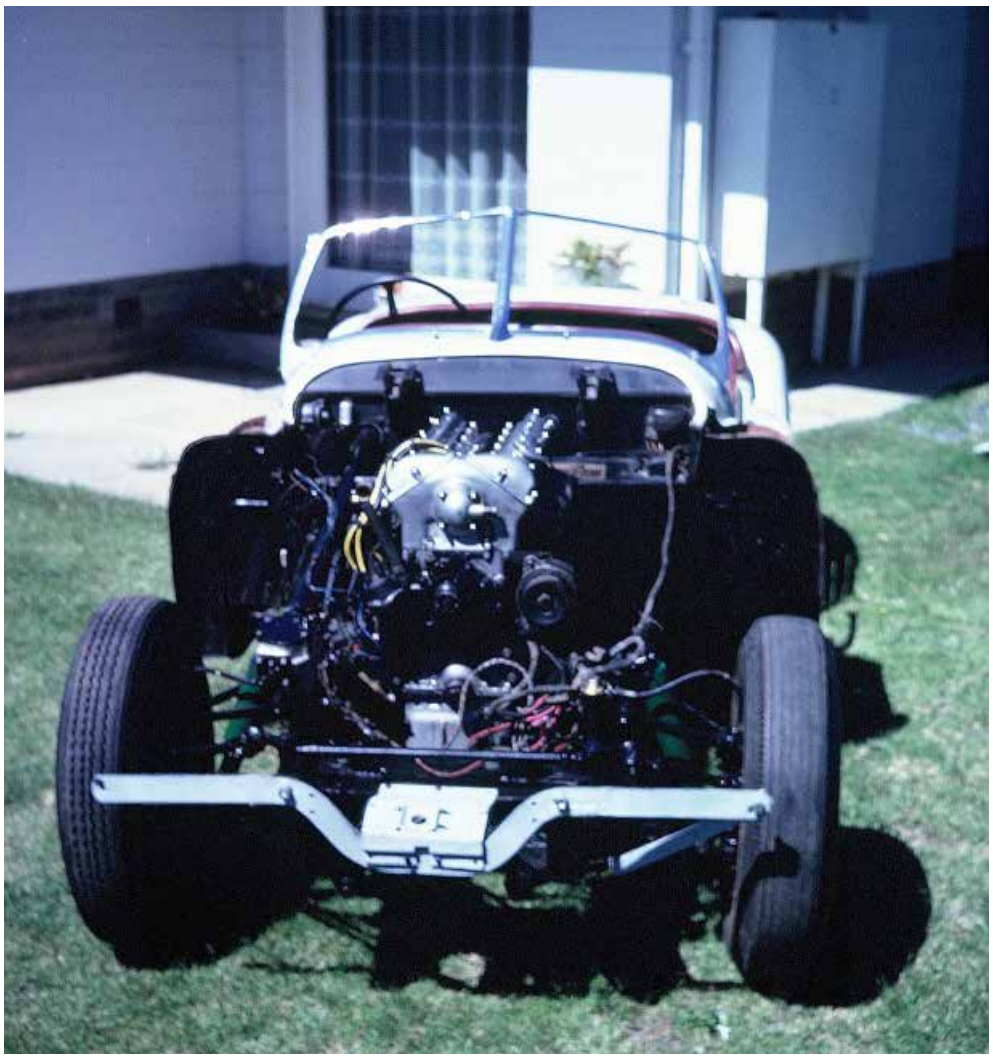
Also, from memory (which is not as reliable as it used to be) I wrote a detailed story of this car in the Classic Marque in the year 1978. If you do happen to chance upon that article and it is a little different, I hope you will excuse me.

This was an epic period in our family's life which was undertaken over many months with much support from my wife Carol. When things seemed all too much, she gave me encouragement to continue on with this difficult rebuild.

I close with these thoughts: make the most of your membership of the Jaguar Drivers' Club of SA, have fun with your Jaguar and enjoy it.

David Seidel.

Editor: Thank you David once again for your ongoing stories. Another Jaguar saved from destruction.



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SERVICE & REPAIRS TO ALL CLASSIC VEHICLES

SA Jag Day (Sunday 20 October)

With over 130 cars it is not possible to include photos of all of the cars on display. Apologies if your car has not been included. More photographs will be included in the December edition of Classic Marque.





Section of many people and 130+ Jaguars on the day. The weather could not have been better.



Some of the many E-types present on the day to celebrate their 60 year aniversary (1961-2021)



Major Sponsor Solitaire Automotive Group provided display cars. In addition they provided a prize of a free Jaguar for a weekend - one by none other that Alan Bartram.



Major Sponsor Shannons went to great expense to bring their Super-Rig for the day. (Drone photo David Rogers)

Congratulations go to the trophy winners on the day. Many thanks to our sponsors:



People's Choice Award – Malcolm Adamson, 1936 SS Airline - Sponsored by Sports Car Centre.



Best E-Type - Peter & Carmel Leaf-Milham, 1974 Signal Red V12 5.3 Litre - Sponsored by Shannon's Insurance



Best Saloon Car – Don & Elaine Cardone, 1978 Regency Red XJ6 Series 2 - Sponsored by Sovereign Autos



Best Two-Door Car – Malcolm Adamson, 1936 SS Airline - Sponsored by Classic & Sportscar Boutique



C-Type: Celebrating 70 years (1951-21). Carl Lindner Collection of Classic Jaguars, Ecurie Ecosse C-Type (Replica)



Mark VII: Celebrating 70 years (1951-21). Ian Trethewey. 1951 Black Mark VII manual



Mark X/420G: Celebrating 60 years (1961-21). Bob and Daphne Charman, 1970 Regency Red 420G 4.2 litre



X-Type: Celebrating 20 years (2001-21). Ray Smithers & Judy Langdon, 2010 Maroon X-Type Auto



E-Type: Celebrating 60 years (1961-21). Alan & Pam Baker, 1964 Primrose Series 1 E-Type Coupe



E-Type: Celebrating 60 years (1961-21). Chris Lake, 1964 Cream Series 1 E-Type Roadster



E-Type: Celebrating 60 years (1961-21). Paul & Julia Harrland, Blue Series II E-Type Roadster



E-Type: Celebrating 60 years (1961-21). Peter & Carmel Leaf-Milham, 1974 Series 3 V12 5.3 Litre Roadster



XJ 40: Celebrating 35 years (1986-21). Donald Tamblyn, 1990 Blue/Grey Jaguar XJ40 Sovereign 4.0 Litre.



XJ 40: Celebrating 35 years (1986-21). Roly Donders, 1990 Regency Red Pearle Daimler XJ40 4.0 Litre.



XK8/XKR: Celebrating 25 years (1996-21). Josephine (Jo) Orford, 2001 Jaguar XKR Classic 4.0L V8 S/C Coupe



XK/XKR: Celebrating 15 years (2006-21). Alan Bartram, 2010 Jaguar XKR (X150) 5.0L V8 S/C Coupe



Tom & Marj Brindle, 1967 Green 3.4 litre Mark II



HE Thornhile, 1966 3.4 litre Mark II Auto



Dave & Sally Burton, 1967 Red (4.2 litre) Mark II Manual



Ray Thomas, 1961 Brunswich Green (4.2 litre) Mk II



Ray Smithers, 1968 Old English White 340 Manual (o/d)



Steven Meins, 1964 Gold/Bronze 3.8 litre S-Type



Angela & David Rogers, 1966 Old English White 3.8 litre S-Type Auto



John Dunning, 1965 Grey S-Type (4.2 litre)



Steve & Isobel Corbally, 1965 Opalescent Gunmetal S-Type Manual



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



John & Betty Castle, 2003 Modern S-Type 3.0 litre V6



Carl Lindner Collection of Classic Jaguars; British Racing Green C-Type (Replica) & Ecurie Ecosse Racing Blue, XKSS (Replica)



Stephan & Cecilia Schubert, 1960 BRG 3.5 litre XK150 FHC



Keith & Mary Ashby, 1957 Black 3.5 litre XK150 FHC



John & Lindsey Williams, 1950 OEW 3.5 litre XK120 Roadster

Julian & Moira Lugg, 1952 Black 3.5 litre XK120 OTS



Peter & Kathy Taylor, 1989 V12 5.3 litre XJ-S Convertible

Ossie & Rayeena Petrucco, 1958 3.4 litre XK150 Drop Head Coupe



Greg & Lyn Castle, 1951 2 tone Green/White 3.5 litre Mark V



Brenton Hobbs, 1947 Black 1.5 litre Mark IV Manual



Malcolm Adamson, 1948 Black 3.5 litre Mark IV Drop Head



Ross & Janet Rasmus, 1950 Blue 3.5 litre Mark V Drophead



Alan Bartram, 1966 Old English White 4.2 litre E-Type (S1) 2+2

Alan & Pam Baker, 1964 Primrose 4.1 litre E-Type (S1) Manual (5sp)



Even Denning, 1969 Opalescent Silver Grey 4.2 litre E-Type (S2)

Dan Jeffries, 1962 Carmen Red 3.8 litre E-Type (S1) FHC



Peter & Trish Clarke, 1972 V12 5.3 litre E-Type (S3) 2+2

Andrew & Milly Costi, 1971 V12 5.3 litre E-Type (S3) 2+2



Takis Ganiaris, 1970 Old English White 4.2 litre E-Type (S2)



Chris Lake, 1964 Cream 4.2 litre E-Type (S1) Roadster



Peter Drake & Denella Moss, 1972 V12 5.3 litre E-Type (S3) 2+2

Paul & Julia Harrland, 1969 Blue 4.2 litre E-Type (S2) Roadster



Peter & Pamela Beaumont, 1967 Green 4.2 litre E-Type (S1.5)

MORE PHOTOGRAPHS OF MEMBERS DAIMLERS & JAGUARS IN NEXT MONTHS CLASSIC MARQUE

Multivalve Register Lunch Run (7 October 2021)

On a beautiful sunny morning (although the wind was a little chilly), 28 members and 14 cars gathered at the Marion Hotel at 9.30am and we were delighted to welcome members from other Registers.

Unfortunately, Walter Bullock couldn't start his Jag and phoned, hoping to be able to get it started and would meet us either for coffee or lunch.

Start Your Engines

At 9.45am we set off on part one of the trip to the Cudlee Creek Café on Gorge Road, going through Blackwood (where we lost three cars for a short time after they took a wrong turn) and Crafers. The next part of the journey would take us through Piccadilly (where we lost another car that ended up on the freeway), Lenswood and Lobethal to the Cudlee Creek Café, where Graeme and Betty Moore joined us, having just arrived from Gawler and the lost cars managed to arrive very shortly afterwards.

Coffee Time

Coffee and cake were consumed by all under a warm, blue sky and the café staff did a great job in getting us all served before mid-day. The journey to Cudlee Creek was a very pretty one as all the blossom is out and the Hills looked stunning and are recovering well from the bushfires last year.

Scenic Drive for Lunch

We left at noon for Lobethal via the Torrens Valley Scenic Drive through Gumeracha and Birdwood to Mount Pleasant where we turned towards Mount Torrens and into Lobethal, where we stopped for an excellent lunch in the Lobethal Hotel at 1.25pm. There we were joined by John & Betty Castle, Noel & Carmen Trew, Walter & Beryl (who thankfully managed to get the car started) and John Braams & Barry Sexton.

The hotel did us proud with very quick service and fabulous food.

I would like to thank all those members who turned out for the day and made it such a great success, especially to those who came a fair way to be with us.

Peter Buck
Multivalve Register Secretary







Morning tea at Cudlee Creek after everyone eventually got there.









"Tarlee Classic Car Muster" (17th October 2021)

The "Tarlee Classic Car Muster" is a charity event organised by the Barossa Valley Historical Vehicles Club and supported by Shannons.

On a beaut sunny day, 8 cars and 12 JDCSA members met up at the OTR at Bolivar at 9:30am for a 10:00am departure for Tarlee. After playing dodgems with a few "closed up" caravans, we arrived at the Tarlee Oval at about 11:15am. We scored a good spot on the Eastern side of the Oval and set up camp under some big trees for shade.

We were joined by a few other Jag Club members and cars. In the end we had a total of 12 Jaguars and one immaculate Toyota Landcruiser (owned by Chris Michael).

We enjoyed three-and-a-half hours looking at many different makes of well-preserved and restored cars, interspersed with a picnic lunch and some well-done snags and bread kindly supplied by Trevor Norley and cooked by John & Claire Evans (under Paul Moore's strict supervision!!).

The sun shone hot all day and we left at about 3.00pm after packing up the gazebos and banners. A good run home finished off a very pleasant day.

Peter Buck
Multivalve Register Secretary

Editor, although the "Tarlee Classic Car Muster" is not a JDCSA organised event, the club supports fundraising events such as this. The money raised is going to the Gilbert Valley Senior Citizens Home & The Tanunda Primary School Disability Unit.



Sorry, the camera man was biased. There were other cars there besides Jaguars.






Jaguar

XK & 7, 8 & 9 Register Riverland Run (15-17 October)

Some 19 of us enjoyed a fantastic Register run to the Riverland in lieu of our aborted "Border Run" to Halls Gap due to border restrictions which prevented us from going into Victoria.

However, it just goes to show how much there is in our own state of South Australia to see and do.

Friday - Off Some of Us Go

The day started with breakfast at the Mount Pleasant bakery, it was very cold, but we braved the outdoors, an early casualty being Julian & Moira Lugg's XK120 developing generator problems, which was only resolved by changing cars.

Our next stop was Swan Reach where we visited the local car museum and then on to lunch at the hotel. It was at the Walkers Flat ferry that Ossie's XK150 Roadster also failed to proceed, but some quick work by Richard Smith got it going again.

After lunch it was a nice run into Loxton, where we had dinner at the Loxton Hotel.

Saturday - "The Pines Homestead"

We formed into a convoy and paraded down the main street of Loxton (just so the locals knew that the Jaguars were back in town again), on our way to "The Pines", a local historic homestead, where we had arranged a guided tour. Of interest was a 1962 Ford Capri, which the owner of the home had purchased new.



We then visited the Loxton Historic Village before travelling to the Riverland Wine Centre. To me this was a pleasant surprise, and after some sampling (and stocking up on supplies) we returned to await our bus that would take us to the Mallee Fowl for dinner (once again as many know it is a great venue for a meal).



Sunday - "Olivewood Historic Estate"

Sunday, we started off with a breakfast at River Jack's in Berri, an unexpected attraction was that the V8 boys were having a Cars & Coffee event, so we stopped by for a look, before travelling on to Renmark where our first stop was the Olivewood Historic Estate & Museum.

From there we had lunch at an outdoor garden café called Cinnamon Grove before our last event being a river cruise up the Murray.

That night we returned to Loxton for a Pizza night where a number of bottles were duly emptied.

All in all, a great weekend away shared with good cars and great people.

Steve Weeks

XK & 7, 8 & 9 Register Secretary

Editor. It was bad luck about the "Border Run", but sounds like you all had just as much fun with a jammed pack weekend.


NO ENTRY
13


END
12

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

◊ **XJ X351 Buying Guide:** Everything you need to know to buy all models of the final generation of XJ, the X351, produced between 2010 and 2019.



◊ **XJS Monaco:** They drive a rare example of the XJ-S based Monaco, one of only 12 that were converted between the early Nineties and 2001 by PBB Design, that features character- changing glass-fibre body panels.



◊ **S Type 4.2:** Always overshadowed by the economical 2.7-litre diesel and the faster supercharged R, we profile and drive the 4.2 to find out if it deserves better recognition.

◊ **Daimler Super V8 vs Bentley Turbo R:** Find out which is the better of these two forced-induction luxury British heavyweights of the Nineties.

◊ **Unrestored E-Type Series11/2:** This well-used 1968 E-Type Series $1^1/_2$ OTS remains an original, unrestored condition giving the car such a unique character that its owner of the past 44 years has no intention of changing it.



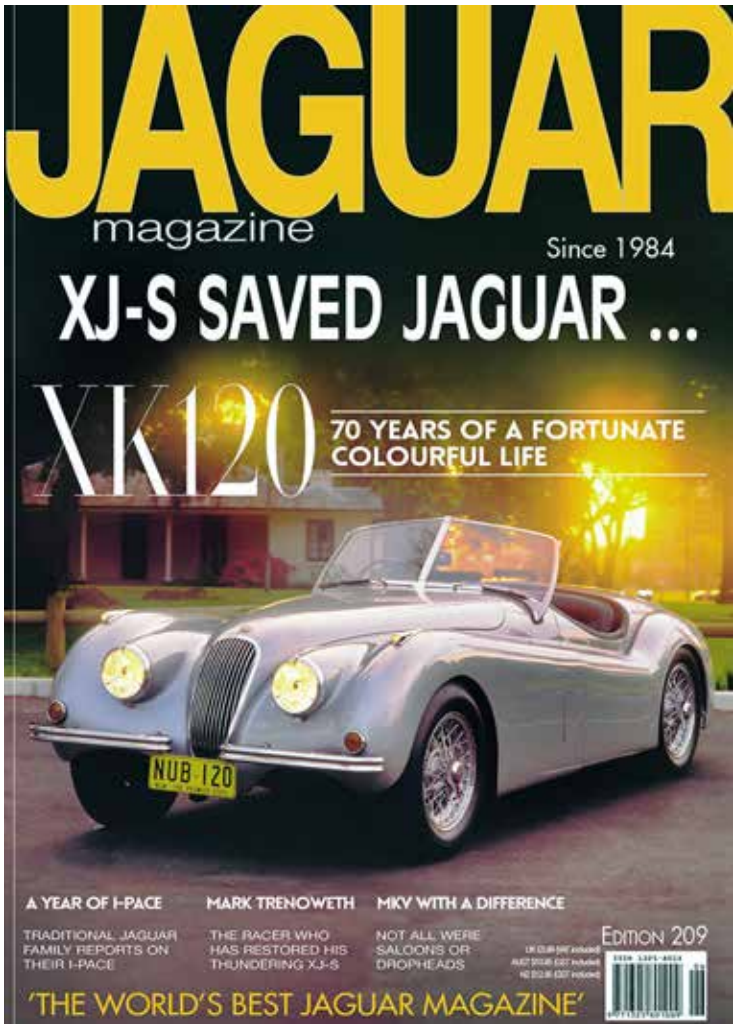


◊ **XK 120 SE FHC:** In 1951, Jaguar introduced both the SE spec and fixed coupe option for the XK 120, which together produced a fast, luxurious car. A wartime Spitfire test pilot sought out at the very last example and we drive it.



◊ **PalmerSport XKR:** One of these PalmerSport converted track cars is now also road legal. We have a bit of fun taking this fearsome and flamboyant racing car for a few days of driving it to the supermarket and the DIY shop. ■





Australian Jaguar Edition 209 has the following highlights in the latest magazine -

◊ The amazing life story of a former racing X120 owned by the Cummins family for over 50 years (cover story)

◊ The I-Pace - a former Jaguar UK exec who helped build E-Types gives his opinion of the model after 12 months of private ownership

◊ The XJ-S is the model which many believe saved Jaguar from collapse. How did it succeed after a luke-warm first six years?

◊ The three international teams whose XJ-S racing exploits raised it sales popularity to last 25 years in production

◊ The XJ-S fitted with a V8 engine and body mods - it's owner explains his intentions

◊ Mark Trenoweth owns and raced two very special GT racing XJ-Ss. He recently restored his second car to better than new. We photographed it in great detail and he talks about his cars and a love affair with all things Jaguar

◊ The XJ-C 'Pink Panther' returns with a friend. XJ-C V12 chassis #3 is a prototype 1973 show car finished in a unique colour. It was found and purchased by our editor 30 years ago, and is now almost finished restoration by owner Tery Hurst. Just for his own amusement Tery also built a replica Broadspeed XJ-C V12 racer to keep the Pink Panther company ...

◊ The most heroic and laid back of all Jaguar Le Mans winners was the late-Tony Rolt. You can't help but be impressed with the man when you absorb his huge life.

◊ Jaguar Smatterings. A Jaguar sporting special.

◊ Buy and Sell: Pre-loved Jaguars and parts which are offered for sale and may be what you are looking for. ■



This is the first time the two McCormack designed XJ-Ss have been photographed together for a feature. On the Left is the oldest possible XJ-S in the world. XJ27/1 was built in 1972 before the XJ-S name was even thought of. It is the car which gained FIA homologation for the XJ-S in 1979. Without that there would have been no TWR racing XJ-Ss. It was also fitted the first 6.0 Jaguar V12 engine ever made! On the right is Mark's second 6.0 litre V12 XJ-S, also built by McCormack but created for Mark this time. Full story in Jaguar Magazine.

Coffee and Cars In and Around South Australia

1st Sunday

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

2nd Sunday

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

3rd Sunday

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

4th Sunday

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

Last Sunday of Each Month

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



Isla Sutherland (20), Miss Scotland 1997. Isla stepped off the catwalk and was pictured alongside her prize-winning Jaguar XK8 (Alamy)

Editor: The following information was sent to Register Secretary Bob Charman by Olive Wade regarding a series of old cars (including Jaguars) that have been stored in a shed for many years by her late husband.

Dear Bob, attached are pictures of the cars, well 3 of them. The Daimler is in a shed where I have difficulty opening the door. As I said they are all filthy as they have been stored for many years.

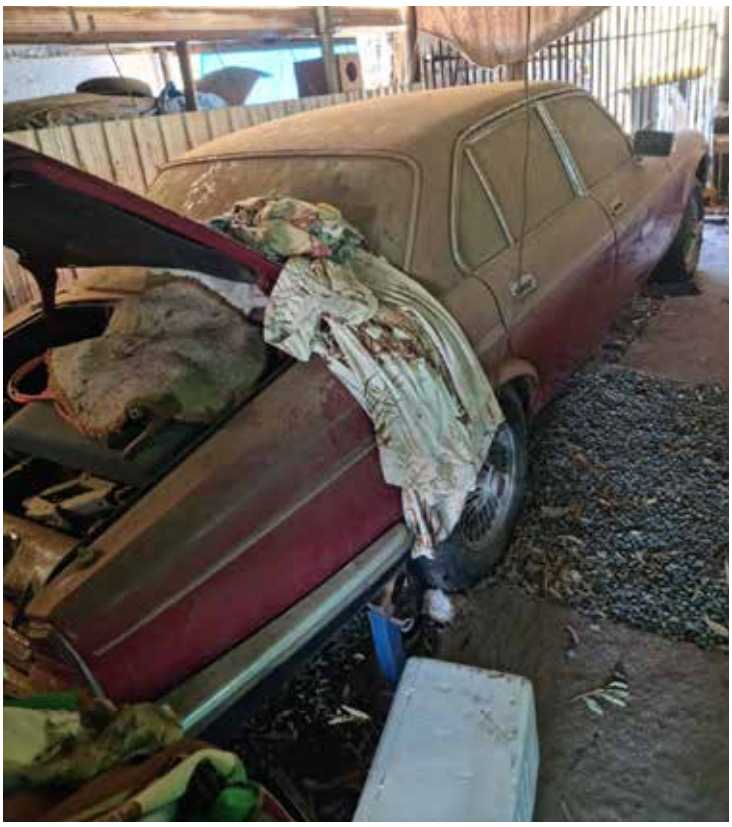
- ◊ 1955 MK VII 6 cylinder, green, also green inside. My husband did use and start it, then he started doing some sort of work on it before he passed away.
- ◊ 1980? SEL Mercedes Benz, also 6 cyl, white. The vehicle was started only a few weeks ago.
- ◊ 1980? 4.2 litre, 6 cyl, S2? (not sure about these things) Burgundy, black inside. Husband dropped another engine in it but nothing connected up, there is also a spare parts car for this one.
- ◊ No Photo - The Morris Isis is a 1955 model 6 cyl, black. The Morris Isis was imported by my father-in-law directly from UK when they emigrated here in 1959. I also have workshop manual for this car.
- ◊ The Daimler is a 1968 4.2 litre, white, lambswool inside. I know this one needs the brakes and exhaust system seeing to.

All cars need some TLC and work done on them. I have workshop manuals for them all and other Jaguar books, also a lot of vintage and classic car books.

Olive Wade, 32 Adelaide road, Kapunda, SA 5373. Email: ollieoil@westnet.com.au.



This is what it looked like when we bought it many years ago.







2021 Shannons '40th Anniversary' Timed Online Auction (23-30 November 2021)



1977 Jaguar XJ6 Series 2 Saloon. (Est. $12,000-$18,000)



1987 Jaguar XJ-40 'Modified' Convertible. (Est. $18,000-$24,000).



1978 Jaguar XJ-C 4.2 Coupe. (Est. $38,000-$48,000).



1973 Jaguar E-Type Series 3 V12 (Est. $130,000-$160,000)



1970 Jaguar 420G Saloon. (Est. $25,000-$30,000).



1962 Jaguar MKII 3.4 Saloon. (Est. $30,000-$35,000)



1960 Jaguar Mark II 3.8 Auto Saloon. Restored 8 years ago in original colours. Original handbook (Est. $48,000-$58,000).



1970 Jaguar E-Type Series 2 4.2 Coupe. (Est. $100,000-$130,000).

2021 Shannons '40th Anniversary' Timed Online Auction (23-30 November 2021)



1964 Daimler 250 V8 Saloon. (Est. $20,000-$25,000)



1966 Jaguar S-Type 3.8 'Manual' Saloon. (Est. 25,000-$35,000)



1988 Jaguar XJS V12 HE Coupe. (Est. $26,000-$32,000).



1989 Jaguar XJ-S V12 Convertible. (Est. $40,000-$50,000)



1999 Jaguar XJ8 3.2-litre Saloon. No Reserve (Est. $12,000-$16,000).



1952 Daimler DH27 Hooper Limousine. Believed to be the only example in Australia. Long-term ownership (Est. $30,000-$40,000).



1957 Aston Martin DB2/4 Mark II Saloon. Substantially unrestored condition. Mechanically sound. (Est. $320,000-$350,000).



Tool Kit - Tool Roll for Jaguar (Estimate $300 - $500).



MAIN ST PARADE SUNDAY 3rd April 2022

McLaren Vale Vintage & Classic 2022

Bookings via website *www.vintageandclassic.com.au*

Entry - $30 per vehicle (Entries close 14th March 2022).

The 2022 event will support the McLaren Vale & District War Memorial Hospital, the local CFS brigades of McLaren Vale and McLaren Flat and Southern Koala Rescue.



XK140 Ghia sells for $450,000 at UK auction

Despite its dilapidated state, a 1955 XK140 woken from a 40-YEAR slumber recently sold for £240k at auction.

The 1955 XK140 is one of only four cars sent to the celebrated Italian coach-builder Ghia when new. Each of the four cars are all different making each quite unique. However only one other car besides this one survives today.

The Bidding

This car looks far from grand as it did some 66 years ago with paint peeling from its panels, surface rust on the bodywork and a cabin coated in dirt and dust after years of stagnating in storage.

Yet one collector forked out a whopping £242,759 (approx A$450,000) to fend off interest from rival classic car enthusiasts during frantic bidding at a recent sale in Belgium. The vehicle changed hands at the Bonhams Zoute auction, which took place on 10 October.

The lot started at €120,000 (£101,000) but quickly escalated to more than double that with a winning bid of €250,000 (£212,000), plus auction fees and taxes to give a final total of €287,500.

Its jaw-dropping sale price suggests, once restored, the car could be an extremely valuable asset.

It is estimated that the new owner of the left-hand drive XK will have to pay £100,000 to £150,000 to return it to its former glory. But once finished experts say the vehicle could be worth upwards of £400,000 given that this particular XK has a glittering past.



History

The year after Ghia modified the quartet of XK140s, this very car was exhibited at the 1956 Paris Motor Show. Shortly after, it was sold to a wealthy French industrialist who proudly displayed it at the Cannes Concours d'Élégance.

In 1969 the XK was bought by the late Roland Urban, the former President of the French Jaguar Drivers' Club, who installed a more powerful 3.8-litre Jaguar XK engine before racing it over the next decade.

Due to its reduced weight, thanks to its aluminium body, Mr Urban won races at fast circuits like Monza, beating a Ferrari 250 TDF on one occasion.

Having competed extensively in the rare Jaguar, Mr Urban decided in 1979 it was time for a full refurbishment project, driving the car into his privately-owned barn in 1979.

Yet the project failed to materialise, and it was in that same storage unit the motor was left to languish for the next four decades.

It was offered to the highest bidder by the family of the late Mr Urban following his death and the car being dragged from its 42-year home.

The XK was modified for racing, and the front of the car has been extensively modified (probably due to accident damage or to help cooling). However, the auctioneer claimed that the car has its original chassis and original coachwork and that it could be put back to its original condition without too much difficulty. Only time will tell!

Information and photographs for this story from 'This is Money' UK.



The year after Ghia modified four XK140s, this very car was exhibited at the 1956 Paris Motor Show. (Note: Front of car is no longer original).



In 1979, having raced the XK extensively, the owner stored the car in his barn pending restoration.



Daphne got lost on the Multivalve run to Cuddlee Creek and took a few other cars with her. (Please refer complaints to Bob)

Multivalve



Multivalve Register: X-Type Celebrating 20 years.

Minutes of meeting held on Thursday 30th of September 2021 at the Kensington Hotel, Kensington.

Attendees

Peter & Heather Buck, Fred Butcher, Daphne Charman, Jim & Arcadia Komaromi, Jo Orford & Michael Pringle, Ron & Claire Palmer, Geoff & Margaret Thomas, Peter & Ros Holland, Walter & Beryl Bullock, Graeme & Betty Moore, Steve & Cecilia Schubert, Ray Smithers & Judy Langdon, Lesley Clarke, Tom & Marj Brindle, Tony Human & Gabriela Orford

Apologies

Bill Browne & Margaret Piper, Peter & Tricia Clarke, Hugh Guthrie, Evan Spartalis, Barry & Hazel Brown, John Castle, David Brewer

Minutes of Previous Meeting: Agreed.

Matters Arising from Previous Minutes:

None.

Welfare

- John Clarke is now in full time care and will not attend any more Jag Club events or functions. Support is offered to Lesley any time she needs it.
- Bill Browne has been hospital again but has also broken three ribs after a recent fall.

Club Business

- The next general meeting is on Tuesday 5th October, 6:00pm for dinner, 7:30pm for the meeting but no supper afterwards. The guest speaker, Bob Jones, will give a talk on aboriginal archaeology with a focus on a project he is involved with near Renmark.
- SA Jag Day is still being held on Sunday 24th October and QR codes have been organised. Fred advised that a Covid plan has been drawn up and asked that members bring their phones with them to log in on the day as signing in on paper would slow everything down. Michael Pringle has volunteered to be Covid Marshall on the day.
- The Christmas Dolphin Cruise on Saturday 27th November has been opened up to members' immediate families and children under 12 will be free courtesy of the Club.
- The XJ Register Christmas Dinner & Show on Saturday 11th December is now fully booked on TidyHQ but can still accommodate 5 more by contacting Bob directly. Daphne advised that a table plan has been organised to avoid single places being left on tables.
- Ron Palmer would like to hand over Regalia to someone else by March next year. He is happy to show someone the ropes and will be available for guidance until the new incumbent is confident.

Register Business

- 42 have registered through TidyHQ for the lunch run on Thursday 7th October.
- The Register's Christmas lunch run will be on Thursday 18th November. Details will be posted on TidyHQ following next week's run to avoid confusion re dates. We will meet at The Feathers Hotel (Glynburn Road, Burnside) at 9:45am for a 10:00am start.
- As always, all meetings and events must be booked through TidyHQ and are subject to Covid-19 rules.

Car Talk

- Ron Palmer: 2014 XF 72,900kms, running beautifully.
- Geoff Thomas: Nothing to report.
- Peter Holland: Recently went to Port Lincoln in the X-type (8.3litres/100kms). The car ran well then the engine light came on but it didn't worry him.
- Daphne Charman: All four cars travelling well.
- Tom Brindle: 1993 XJ40 220,000kms running very well, no problems.
- Walter Bullock: Nothing to report, but he hasn't taken the car out since the last meeting.
- Jim Komaromi: 2007 S-type 135,000kms. Going well, but still has a stripe running down the car if Arcadia washes it….
- Jo Orford: Took the XKR to Port Lincoln recently (11.5litres/100kms). Lovely run and the first with its new tyres. Also drove with the roof off – a first for Jo.
- Michael Pringle: Nothing to report.
- Graeme Moore: 2009 XF running well. XJ Series 1, parts ordered to get it back on the road. 2006 Mini needs a new clutch.
- Lesley Clarke: 1997 X300. Is on a steep learning curve. After thinking the car needed a wheel balance due to a slight vibration and discovering the tyres were 16 years old, she has had 4 new tyres fitted. However, she then discovered the battery was flat and she couldn't open the boot. The handbook stated there is a key but she couldn't find it. Ray Smithers tried but was unable to help so she called Geoff Mockford who put the battery on charge. Lesley then tried to start the car with no luck, but she had also closed the boot again….. The RAA are coming out tomorrow with a new battery so that she will be ready for next week's lunch run.
- Tony Human: 2016 F-type: Lovely car to drive and has had it for 9 months, mainly drives with the roof off.
- Fred Butcher: Went on the Port Lincoln run, had between 15-20 miles to the gallon. His son drove all the way down with the roof off. Good weekend.
- Steve Schubert: Bought a car hoist 7-8 months ago, realised he couldn't get down on the floor to align the lifting feet so sold it to Geoff Mockford the next day, bought a ramp and discovered the car leaks oil…!
- Ray Smithers: X-type and 340 both running well.
- Judy Langdon: Ray is now 82 and has never done the Bay to Birdwood run, so entered this year, but unfortunately it was cancelled so he is looking forward to entering next year!
- Peter Buck: X308 Sovereign 3.2 V8 – still loves it and drives it at every opportunity.

Any Other Business

- The Tasmania national rally for 2022 has been cancelled.
- The website for All British Day is now open. The feature club is Jaguar with E-types in the centre.

Next Meeting

To be held on Thursday 25th November at The Kensington Hotel.

Meeting closed at 7:52pm.

XJ , Mk 10 & 420G Register



Mark 10/420G - Celebrating 60 years

Minutes of meeting held at 7.30pm on Wednesday 13th of October, at the Bartley Hotel, West Lakes Shore. Held after a lovely meal at 6.00pm

Important Reminder

Next meeting Nov 10th will be our annual AUCTION NIGHT. Members are asked to bring along any items not wanted around the house to go into our auction. Proceeds go towards our Christmas Dinner and Show.

Present

David Bicknell, Tom & Marj Brindle, Peter & Heather Buck, Don Bursill, Fred Butcher, Don & Elaine Cardone, Bob & Daphne Charman, Alan & Lurraine Davis, John & Claire Evans, Don Heartfield, Laurie Leonard, Darryl & Fay Leyton, Chris Michael, Gary Monrad & Oggi Stojanovic, Graeme & Betty Moore, Paul Moore, David & Angela Nicklin, Trevor Norley, Bryan O'Shaunessy, Borys Potiuch, Charlie & Mary Saliba, Evan Spartalis.

Apologies: Steve Arthur, Louis & Nella Marafioti, Don & Kathy Tyrrell, Steve Attard, Walter & Beryl Bullock, Tony Charlston, Jeannie DeYoung, Richard Chuck.

Previous Minutes: Carried

New Members: Lovely to see our club editor Graham Franklin with us tonight and also our O.I.C. of Mannum, Roland Donders.

Lucky Squares: Tonight's winner was Marj Brindle. Very popular winner, so Tom said.

Welfare:

- Beryl Bullock is not having a good run. After just getting over a recent illness, she tripped over, breaking her arm and a small bone in her ankle. I'm told that excess wine had nothing to do with it
- Steve Attard is back on the Kidney transplant list. He is having nightly dialysis treatment. Apart from his rotten luck, he is in quite good spirits and looking forward to our Christmas Dinner Function.

General Business

◊ Sun 17th Oct. – Tarlee Historical Run.

◊ All British Day next year still going ahead.

◊ We look at holding our own anniversary next year to celebrate the 60th year of the Mark 10. Looking for ideas to go ahead.

◊ SA Jag Day is Sunday the 24th October at Civic Park. Planning well under way.

◊ November Register meeting – AUCTION NIGHT.

◊ Saturday November 27th is the club Dolphin Cruise cancelled. Night at the Zoo in the planning 5.30pm – 8.30pm.

◊ XJ Dinner & Show – Glenelg Golf Course. 11th December. As of today, there are only 3 Tickets left, so if you haven't bought your tickets, please do so now.

◊ Members were reminded that if they would like to get their cars into the club calendar, please do so A.S.A.P. and send your photos to Di Adamson.

Car Talk

- Tom & Marj Brindle: XJ40 and the MkII going well
- Pete & Heather Buck: The X308 going like a dream. He went to the Post Office talking into an envelope. When asked what he was doing, he replied, 'It's voice mail".
- Don Bursill: The Series II going fine. He had a crack at fixing the clock.
- Fred Butcher: Polishing brass work for Tarlee.
- Don & Ellaine Cardone: The exhaust pipes rusting due to son helping to wash the car by putting the hose in to wash it out.
- Bob & Daphne Charman: We had the clock fixed in Big Red some years ago and the first time they took it out, they both noticed that the clock was ticking extremely loudly. They stopped at the traffic lights, and a car pulled up alongside and the window slid down, and a young girl said, "Excuse me Mister, your indicator is still on."
- Alan & Lurraine Davis: The X Type is going well.
- John & Claire Evans: The S-Type is a bit dirty, haven't had time to clean it. Going to Tarlee.
- Laurie Leonard: XJ6 – Second axle replaced. I did 300kms with broken axle.
- Don Heartfield: Needs HP Hose for the power steering.
- Darryl & Fay Leyton: The XJ Series III still in the shed. We are going to Tarlee.
- Chris Michael: The Mark 10 is going well.
- Gary Monrad & Oggi Stojanovic: XJ Shaggy 1 going well. XJ Shaggy 2 is black with a new motor.
- Graeme & Betty Moore: All Jags going lovely.
- Paul Moore: I am busy doing weddings at the moment.
- David & Angela Nicklin: The XJ6 needs new tyres.
- Trevor Norley: All the cars doing very well.
- Bryan O'Shaughnessy: Took the XJS to the bend. It performed very well.
- Borys Potiuch: Only three things wrong with the XJ6 Ser 1.The Engine, body work and upholstery.
- Charlie & Mary Saliba: Mary has bought another X300. Charlie says he can't keep up.
- Evan Spartalis: The X300 has had both front seats redone for $2400. Took it to Pt Lincoln recently and it went like a dream.
- Everyone Else: Nothing to report

Meeting closed 8.30pm:

Our next Register meeting will be at the Bartley Hotel on Wednesday the 10th of November, 2021.

BOB CHARMAN
Register Secretary

SS, Mk IV, Mk V Register



Currently meeting the 3rd Wednesday of each month.

Minutes of meeting held at the home of Bruce & Ann Fletcher Wednesday 20th October 2021. (Held after a lovely meal at the Gawler Arms Hotel).

Previous Minutes:
The Minutes of 18th August 2021 as issued were accepted as a true record of the meeting..

Present:

Bruce Fletcher, Brenton Hobbs, John Lewis, Des Brown, Malcolm Adamson, Bob Kretschmer, David Rogers, Ross Rasmus, Fred Butcher, Graham Franklin

Apologies:

Antony Veale, Rob Paterson, Jack Richardson.

1. Correspondence:

None

Welfare

- Bruce Fletcher recovering from a knee replacement
- Des Brown all ok.

2. SA/Vic Border Run 2021:

The event has been cancelled.

3. Combined States Border Run 2022

Cowra: People showing interest at this stage are Bruce Fletcher, Malcolm Adamson, Graham Franklin, Jim Temby and John Caskey.

It does not matter what car you come in.

4. JDCSA:

Zoo Xmas show 6pm-9pm. $50 per person. A guided tour of the zoo at 5pm for an extra $7 per person. Sunday 28th November. Please read Classic Marque for more information.

5. Technical & Parts:

◊ **Restoration Projects:**

SS Airline: Brenton Hobbs:

Car home and being driven. A few mechanical issues but have been rectified.

Having trouble with spark plugs. Even when cleaned they still don't work properly.

Seems plugs are not made as good as years ago. Car will be at Jag Day.

1 ½ Litre Sedan; Ross Rasmus:

Speedo working

Driven further than around the block now but it conked out in the drive. Out of petrol again.

Very noisy rear suspension when going over bumps. Thought he had a solution but when he consulted Bruce, his solution was a no go. A solution was discussed by turning down his hearing aid.

MkV David & Angela Rogers

Body at painter. Diff being done. Woodwork completed, Chrome still at the Chrome Platers in Dubbo.

Drophead not started. The engine bits home but David has not started on this. Drophead restoration not started.

Andrew Hayes: Has brought a Reserve Fuel tap off Bruce.

6. General Business:

◊ Ross has been asked to write an article on the SS Register drive to WA.

◊ Part of this is due to Ross's excellent writing/story telling skills.

◊ This is proven by Ross displaying his Trophy for an article he wrote for the Classic Marque.

◊ Ross showed a tyre saver designed to stop flat spots. This is available for about $29 a pair and is available from caravan spares suppliers, anaconda and numerous other places.

◊ Bob Kretchmer had a person contact him looking for the owner of a 1.5 ltr Mk4 with a specific rego. Bob contacted Brenton who has the car and Brenton contacted the person who was inquiring. It turns out the person who inquired was the son of the original owner of the car. The original owner passed away about 6 months ago, but the wife is still alive. Further discussion was had on the early stories of the car and Brenton offered for them to go for a drive when next in Adelaide.

◊ Discussion on used car prices and how much the car market has risen.

◊ Reminder for Jag Day Sunday.

◊ Brenton suggested that with the money each Register gets each year that we use this money to put on a lunch at Malcom's in January. Members agreed.

7. SS Register Meeting Dates:

- Next meeting 28 November at David Rogers. Sunday afternoon. More info to follow.
- No meeting in December
- 16th January: Meeting at Malcolm's.

Meeting closed at 8.30 pm.

Thank you Ann for delicious supper. (Especially the scones with heaps of cream).

Brenton Hobbs
Register Secretary



Ross Rasmus Mk IV is in its final stage of restoration. If his Mk IV ends up anything like his Mk V drophead, it too will be something very special.

On Thursday evening (23/10/21) we visited Richmond's Showroom (265 Richmond Rd) to peruse their diverse display of Prestige, Classic and Muscle Cars. Although we were required to wear facemasks, it was a minor inconvenience.

There were some fabulous cars there including a $1M Porsche as well as a number of lovely Jaguars.

Alan Baker gave a brief talk before we headed off on a tour of their premises that included workshops and storage hire areas. Then off to ogle at their cars:

- The AB's are looking for feedback on the variety and format of future Register events that you would find interesting and informative including technical aspects, vehicle runs and social and family activities and asked members to give some thought to what would interest them.
- There was general discussion about upcoming events including JAG Day and the XJ-S appreciation run.
- It was emphasised the need for urgent attention to registrations for future events covered in 'Classic Marque Magazine' and one in particular being All British Day at Echunga on Sun 13 Feb 22 with entries closing 1st Nov 21. The 60th Anniversary of E Types will be featured with an inner circle on Oval 1 surrounded by a circle of other Jaguars and Daimlers. Some items on the entry form need to specify that you wish to be positioned with the JDCSA and in particular if you have a E Type Jaguar and wish to be considered for the 2022 60th Celebration Display.



- The 60th Diamond E-Type Anniversary event with the Victorians at The Barn, Mt Gambier has been postponed to 29 April - 2 May 2022.
- If you would like to get your car into the 2022 club calendar, please send your photos to Di Adamson.

Thank you once again to Richmond's for their kind hospitality. Another great evening. ■



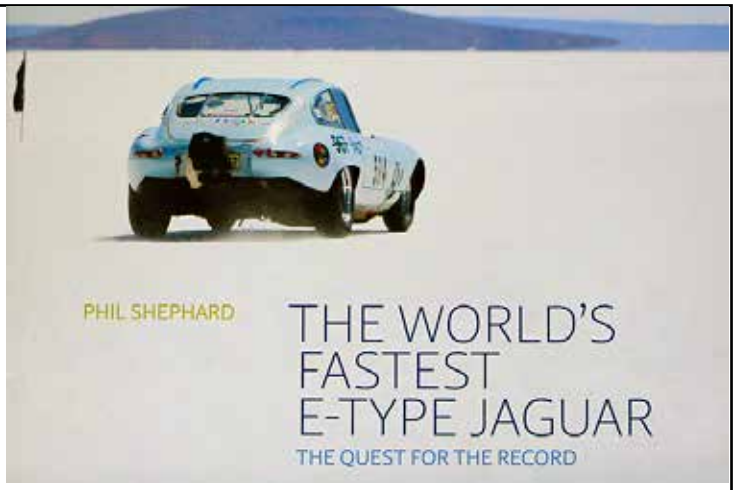


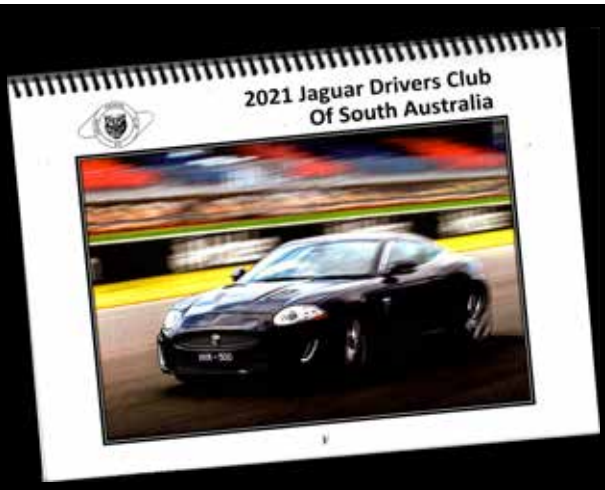


Email Received From JCCWA.

Fellow Jaguar Car Clubs. We are promoting long time prominent member of the JCCWA Phil Shephard book entitles The World's Fastest E-Type Jaguar. This book would make an ideal Birthday or Christmas present for any Jaguar aficionados especially the E-Type devotees. The book retails at $100 but is available to ACJC member clubs for only $50 plus P&P. Click on the link *https://jaguarcarclubofwa.com.au/Sys/Store/Products/268765* to download details of the book and to purchase.

I would appreciate if you could distribute this email to your members. Regards, Stuart Coleman, Registrar, Jaguar Car Club of WA Inc.





2022 Club Calendar

Members are invited to submit photos of their car for inclusion in the Club Calendar for 2022

Please send good resolution photos in landscape format to:

Di Adamson:
di.adamson1@gmail.com



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Club Notices

GENERAL MEETING ROSTER 2021/22

November	E, F, GT Register
February	Compact Register
March	XJ, Mk 10, 420G
April	Multivalve Register
May	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 General Meeting Minutes 2021

Minutes of the Jaguar Drivers Club of South Australia Inc General Meeting held at the Police Club SA on Tuesday 5th of October 2021.

Meeting commenced at 7.30pm.

Welcome

President Fred welcomed those present including recent new member Stephen Noble and guest speaker Bob Jones.

Apologies: Julian & Moira Lugg, Dave & Angela Rogers, B Taylor, Marg & Bill Brown, Alan Baker, Di & Roger Adamson, Brenton Hobbs.

Previous Minutes

Moved for acceptance by Arcadia and seconded by Daphne. Minutes Passed.

Business Arising

The Tasmanian Rally has been cancelled for 2022, but they are still having a state function and anyone from the mainland is welcome to attend.

Welfare

- Tony Bishop is recovering from pneumonia.
- John Clarke is now in a care home.
- Beryl Bullock has recently broken a number of bones as a result of a fall.

The membership wishes them all well.

President's Report

◊ Fred reported that the planning for SA Jag Day was in place and that the Shannon's bus will be there.

Parking is in order of arrival except for E Types (the feature car) that will be parked together.

Request letters are available for those wishing to seek donations for the Salvation Army.

Fred requested that we use the on-site vendors, who have been good enough to support the day.

◊ The Dolphin River Cruise is currently at 70 attendees and can take up to 200 people, children under 12 will be free with the club picking up the cost for them, all attending will need to register on Tidy HQ.

◊ Fred has some application forms for the All-British Day including postal applications, please help yourselves.

Vice President's Report

◊ Michael is looking forward to the year ahead and is hoping to elect a new Compact Register Secretary at the coming Register dinner.

◊ Michael spoke on the various restrictions of COVID 19 and the possible changes that may occur as more are vaccinate, we may need to develop a policy on this. A vote of the floor showed that those attending had mixed feelings about those who are vaccinated compared to those who weren't. A second vote indicated that the clear majority of members were already vaccinated.

Secretary's Report

◊ Steve covered the emails to the club, mainly interstate magazines and coming events of other clubs.

◊ Entry forms for the McLaren Vale Vintage and Classic are now open online.

Treasurer's Report

Heather reported that "all was well".

Membership Secretary

Two new members this month to date. Daphne also read 2 letters from club members thanking the club and also its Editor for the magazine.

Editor/Events Coordinator

Graham spoke on the coming Tarlee Muster and the Sporting Car Club's Climb to the Eagle.

A.C.J.C.

Tim informed that Tasmania is still holding a State Rally next year and is hoping to host the 2024 Rally.

Logbook Secretary

Almost complete, some have not renewed.

Regalia: Ron had a full range of Regalia on display but will be stepping down from the roll next year.

M.S.C.A.

Barry reported that there is a coming race meeting at Mallala.

Library

Tom has a selection of books here tonight, including some new ones.

Register Reports

- **Compact Register**

Dinner still going ahead at the Mile End Hotel, hoping to elect a new Secretary.

- **XJ Mk10 420G Register**

Bob reminded all of a Register meeting next Wednesday, The XJ Christmas Dinner/Show has 105 going but there is room for another 5, please call Bob directly to book.

Bob also reminded that next year is the 60th Anniversary on the Mark 10.

- **Multi-Valve**

Peter spoke on the coming lunch run with 42 entrees to date.

A Christmas Run will be announced soon.

- **E, F & GT.**

Alan Bartram complimented Graham Franklin for his article on the E Type.

The Register recently had a meeting at Peter Thomas's workshop with 28 attending, Tom Herraman was given a vote of thanks as the outgoing Register Secretary.

The next meeting will be announced soon.

- **SS, Mark IV, V**

No Report.

New Business

Phil Prior said that he felt that the XJS model was not getting the recognition that they deserve, he is organising an XJS run on 7th November meeting at Marion and finishing at Mick O'Shea's Hotel for lunch.

Meeting Closed at 8.30pm

Steve Weeks introduced Bob Jones, our quest speaker for the night, who gave an informative talk on Australian Indigenous Archaeology.

There was no supper due to COVID restrictions.

Next Meeting November 2nd.

JDCSA - Club Directory 2021 -2022

Club Postal Address:
PO Box 6020, Halifax Street, Adelaide SA 5000

Club Web Site / Email
Web: www.jdcsa.com.au
Email: jdcsa@mail.tidyhq.com

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

7.30pm at Police Association Clubrooms 1st floor,
27 Carrington Street Adelaide.

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

Your Committee

President: 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

Secretary: Steve Weeks
Mobile: 0414 952 416
Email: valsteve47@outlook.com

Membership Secretary: Daphne Charman
Phone: (08) 8248 4111 Mobile: 0404 999 200
Email: membership@jdcsa.com.au

Editor/Events Coordinator: Graham Franklin
Mobile: 0490 074 671
Email: editor@ jdcsa.com.au

Web Master: Tom Herraman
Mobile: 0423 214 644 Email: jdcsa@mail.tidyhq.com

Public Officer: Steve Weeks
Mobile: 0414 952 416. Email: valsteve47@outlook.com

Club Patron: Mr Peter Holland
Phone: (08) 8271 0048

Club Services / Club Representatives

Technical Officer: Geoff Mockford
Phone: (08) 8332 3366 Mobile: 0438 768 770

Regalia: Ron Palmer
Mobile: 0418 855 597 Email: ron@palmersadelaide.com

Librarian Tom Brindle
Phone (08) 8387 0051

Log Books David Burton
Mobile: 0417 566 225 Email: davidb716@gmail.com

Australian Council of Jaguar Clubs (ACJC)
Club Representative: Phil Prior
Mobile: 0419 809 021 Email: philipprior@bigpond.com

Federation of Historic Motoring Clubs (FHMC)
Club Representative: **David Burton** Mobile: 0417 566 225

Marque Sports Car Association (MSCA)
Club Representative: **Barry Kitts:** 0412 114 109

All British Day
Club Representative: **Alan Bartram:** 0418 818 950

Inspectors - Club Registration

- Geoff Mockford 0438 768 770
- Evan Spartalis (08) 8362 8116
- Robin Ide 0428 816 678
- Malcolm Adamson 0418 856 731
- Roger Adamson 0421 052 518
- Bob Charman (08) 8248 4111 M: 0421 482 007
- Tim White 0419 809 021

Register Secretaries

SS, Mk IV, & Mk V- ***Meet 3rd Wednesday each month.***
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***
Vacant
Email: jdcsa@mail.tidyhq.com

XJ, 420G, & MK X - ***Meet Second Wednesday of each month.***
Bob Charman Phone: (08) 8248 4111
Email: xj420g@jdcsa.com.au

E-Type, F-Type, XJS, XK8 - ***Meet 3rd Thursday each month.***
Alan Baker. Email: ambaker@iname.com or
Alan Bartram. Email: adbartram@bigpond.com

Multi-Valve -***Meet 4th Wednesday of the odd Calendar month***
Peter Buck Mobile: 0421 061 883
Email: Peter.buck51@bigpond.com

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

