

THE FIRST TEN YEARS



1973~1983

NUMBER 256 OF A LIMITED PRINTING OF 600.

ACKNOWLEDGEMENT

THE EDITORIAL COMMITTEE WISHES TO EXPRESS ITS SINCERE GRATITUDE TO JAGUAR ROVER AUSTRALIA FOR THE CONSIDERABLE FINANCIAL ASSISTANCE RECEIVED TOWARDS THE FUNDING OF THIS TENTH ANNIVERSARY BOOKLET.

ADELAIDE, SOUTH AUSTRALIA JULY 1983.

CONTENTS

FOREWORD	PAGE 3
PREFACE	PAGE 4
HOW IT ALL BEGAN	PAGE 5
INAUGURAL MEETING OF JDC OF SA	PAGE 6-7
EARLY CORRESPONDENCE TO JAGUAR DRIVERS	PAGE 8
JAGUAR ETIQUETTE	PAGE 9
THE FIRST CLASSIC MARQUE	PAGE 10-11
EXECUTIVE COMMITTEE MEMBERS	PAGE 12-13
1976 MILDURA CONCOURS D'ELEGANCE	PAGE 14-15
TRADITION IN THE MAKING	PAGE 16
YEAR BY YEAR	PAGE 17-21
A JAG WIFE'S LAMENT	PAGE 22
EPILOGUE	PAGE 23

TENTH ANNIVERSARY ORGANISING & EDITORIAL COMMITTEE

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JOHN CUTHILL
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PAM JONES
RAY SMITHERS
STEVE WEEKS

DEDICATION

Dedicated to the memory of Ian Forrester, Foundation Member and First Vice President of the Jaguar Drivers' Club of South Australia.

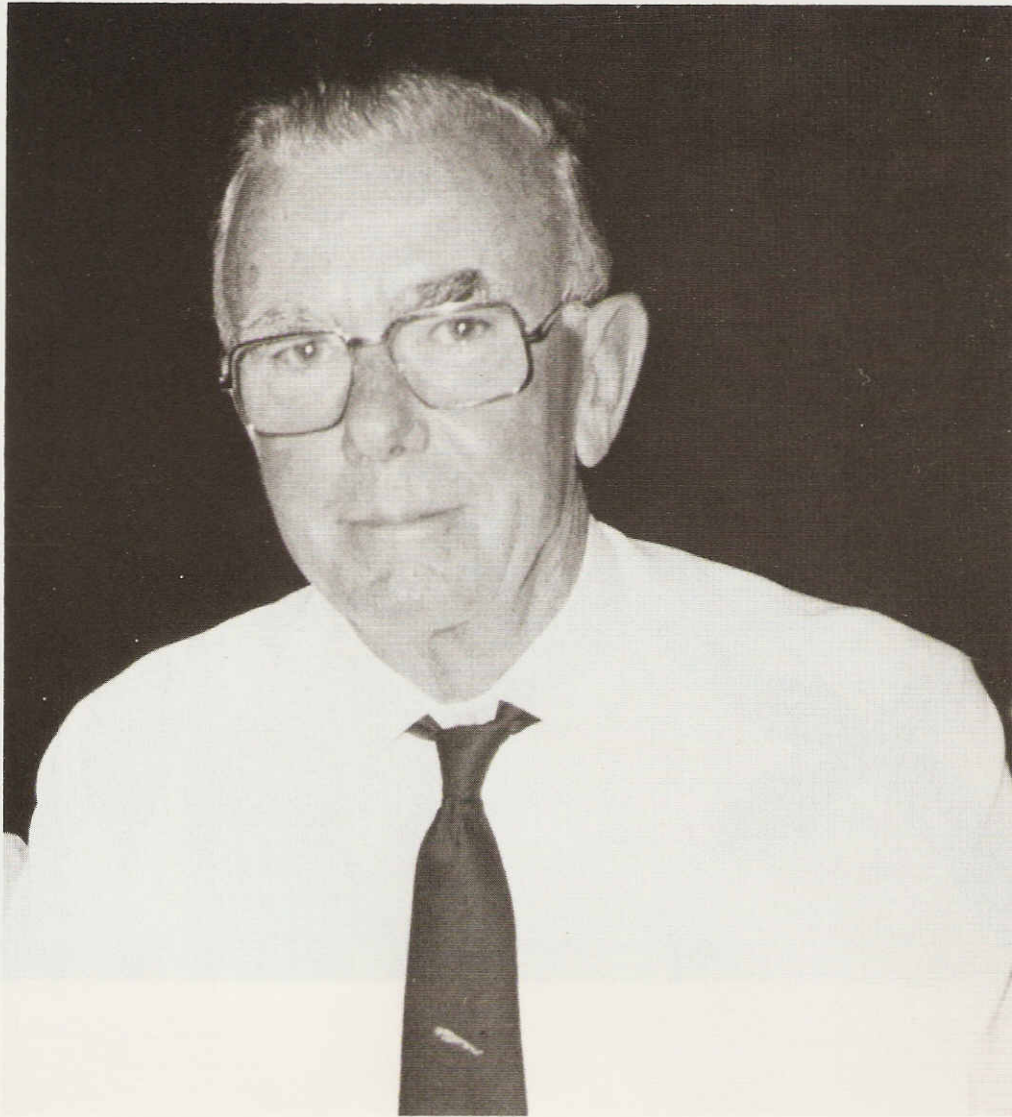


FOREWORD

Twelve thousand miles away, Joan and I feel hugely honoured in being asked to make a foreword in the little book which is being published to mark the Tenth Birthday of the Jaguar Drivers' Club of South Australia. It is a very good club: we can say that because we know its members and its purpose. The Club's ten years of successful life must establish it as a sound entity. The members are a group of people dedicated to a fine piece of British machinery: they are people who have a reputation to keep up for excellence in the machine's maintenance and appearance, and the way in which it performs and is used on the road. The ideal of good driving and behaviour in a car that could be used for exhibitionism sets a valuable example in a moving community that needs leading in the right direction; for the general performance of the ordinary driver and the "clever" driver is shown up starkly in the accident statistics. "When bad men combine, the good must associate" so said Edmund Burke, and the good association in clubs like yours must point the way for others not so caring and well disciplined to follow and emulate.

We were given stimulating companionship and support by the Jaguar Drivers' Club while we were in South Australia - something we will always look back upon with pride and pleasure - and we have very good cause to wish the Club increasing prosperity and every kind of good luck in the future. We hope the Jaguar Company live up to your wishes and admiration.

Harold Salisbury
Elmley Castle
Worcestershire
23.3.83



PREFACE

Looking back on the week I spent with the Jaguar Drivers' Club, South Australia in November 1981 it is surprising to me that the Club has now only been in existence ten years.

All the events which took place during my stay were so well organised and carried out in such an efficient and friendly manner that one might well have thought that the Club was of much longer standing.

However, since my return here I have received each month your excellent club magazine, the reports in which prove to me that what happened during my visit was no 'flash in the pan' but typical of the efficient way in which the Club is run.

I look back with great pleasure on the week I spent with you during which I met so many charming people and saw so many beautiful Jaguar Cars - my stay at the home of Noel Courtin and his wife making it even more enjoyable - Noel being much the same age and height as I am. (Actually he is a little shorter but I didn't dare call him 'Shorty'!!)

Certainly the Jaguar Drivers' Club S.A. is one of the best I have visited and not only in Australia - so keep it up mates.

FRW (Lofty) England
Hon. Member
Jaguar Drivers' Club S.A.

HOW IT ALL BEGAN

The 25th July, 1973 was significant date for Jaguar enthusiasts in Adelaide, for, on the evening of that day we saw the inaugural meeting of the Jaguar Drivers Club of South Australia at the Brecknock Hotel, Adelaide. This was the culmination of nearly six months hard work by five dedicated Jaguar owners - Philip Smart, Ian Forrester, Christopher Holland, Shane Dunstone and David Seidel - for they laid the foundations for the Club we now enjoy.

But, perhaps we should go a little further back in time. During the middle of 1971 three XK owners, John Alexander, Shane Dunstone and Peter Holland contacted all known XK owners in Adelaide and formed an informal association. Over the next eighteen months a number of outings were organised, but due mainly to limited funds and resources, the initial impetus began to die.

There was talk of forming a club covering all models of Jaguar as some saw this as the only means of a well assured future. Philip Smart in particular provided the main stimulus in this regard. He knew Ian Forrester had been working independently along similar lines and the five mentioned above formed a steering committee to plan the club.

The work carried out by these five enthusiasts included drafting a constitution, investigation of the many day to day affairs needed to run a club, registration of the name and confirmation of a meeting place. Affiliation with other clubs was also considered and the support of the Jaguar Car Club of Victoria in those early months of the club must be acknowledged.

Thus, when many Jaguar owners received a letter through the post in early July, 1973 announcing the formation of the Jaguar Drivers' Club of South Australia, all the necessary groundwork had been done. It was only necessary to attend.

"UNBELIEVABLE: would be the only word to describe the inaugural meeting of the Jaguar Drivers' Club of South Australia". These were the opening words of an article in the September, 1973 issue of 'Cat A Log' describing that meeting. There was an atmosphere of intense excitement in the meeting room. Over one hundred and fifty people attended with guests from the Victorian and Western Australian clubs also in attendance.

The first committee of the new club, Phil Smart, Ian Forrester, David Seidel, Christopher Holland, Graham Franklin, John Alexander, Peter Holland and Shane Dunstone was formally installed. The first official event, a touring assembly, at the Belair National Park was announced. Many joined the Club on that first night. It is pleasing to see many of the first members are still with us. Some of those members include Malcolm Adamson, Des Brown, Dave Burton, Len Cardnell, Paul Evison, Bruce Fletcher, Clyde Wilkins, Steve Weeks and many, many more.

It hardly seems like ten years ago that all this happened. The Club has gone from strength to strength, and yet there are still many things which are to be explored more fully.

I do not believe there could be a better tribute to the now famous five, than these first ten years of a strong and successful club.

Thank you Phil, Ian, Christopher, David and Shane.

Peter Holland
President

The Jaguar Drivers Club



Shane Dunstone is seen holding the Club Bible A CAMS manual. At the first meeting.

Just a small section of the crowd that attended the first meeting of the JAGUAR DRIVERS CLUB S.A.



COMMITTEE PRESIDENT
VICE PRES
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Club of S.A.

Extract from "CAT-A-LOG" SEPTEMBER 1973

THE JAGUAR DRIVERS CLUB OF S.A.

COMMITTEE

PRESIDENT - Mr Phil Smart, c/- 25 Tarlton Ave., Somerton Park. S.A. 5044

VICE PRESIDENT - Mr Ian Forrester, 10 Mountain Ave., Eden Hills. S.A. 5050

HON. SECRETARY - Mr David Seidel, 10 Kirby Ave., Hampstead Gardens. 5086

HON. TREASURER - Mr Christopher Holland, 774 South Road, Glandore. S.A. 5037

SPORTING SEC. - Mr Graham Franklin, 16 Kandahar Crescent, Colonel Light Gardens. S.A. 5041
Phone: 76 1598

SOCIAL SEC. - Mr John Alexander, Flat 1/566 Henley Beach Road, Fulham. S.A. 5024

REGISTRAR & HISTORIAN - Mr Peter Holland, 104 Angas Road, Westbourne Park. S.A. 5041

PUBLIC RELATIONS OFFICER - Mr Shane Dunstane, 63 Church Street, Walkerville. S.A. 5081

UNBELIEVABLE! Would be the only word to describe the Inaugural Meeting of the Jaguar Drivers Club of South Australia. With prospective Members in excess of 150, our meeting place, namely the "Brecknock Hotel" must have appeared to onlookers as the thriving heart of Adelaide, with people and Jaguars moving everywhere. This, together with Interstate representation, created tremendous atmosphere, making all the work and preparation done by the organising committee gratifying to say the least.

On behalf of our Club I would like to thank Peter Anscombe (a past President of the Jaguar Car Club of Victoria), Neville Martin and Mike Bevington from the Classic Jaguar Car Club of W.A., for their presence at our first meeting. Their boost to our committee helped further to convey to prospective members our future plans and security as was clearly shown by the response to our first outing at National Park where 95 Jaguars attended during the course of the day. The gathering was held at Tea Tree Oval, National Park and by 2 pm barbecues were thriving and ales were flowing. As the day passed on, fellow Jaguar owners exchanged ideas with regards to their cars and the future of their newly formed Club. Some 14 members joined on the spot boosting our membership to in excess of 50 members within less than 3 weeks of our Inaugural Meeting.

Telegrams were received from other states of Australia and invitations from W.A. and Victoria to their Concours in January 1974 and November 1973 respectively. We are determined to give a good attendance so as not to discourage interest shown to us by Interstate Clubs.

More details will appear on future and past events in coming Journals when more time permits, and on this closing point I would like to thank Heinz for helping me rush this article through.

BEWARE! Interstate Clubs! We have got some impressive cars to give you a run for your money.

EARLY CORRESPONDENCE TO JAGUAR DRIVERS

1/566 Henley Beach Road
FULHAM, S.A. 5024

JAGUAR DRIVERS' CLUB
SOUTH AUSTRALIA INCORPORATED

JUNE 1973

Dear Sir,

Due to the interest in Jaguar XK sporting cars, a group of enthusiasts have decided to arrange an evening whereby other enthusiasts can join in and discuss their mutual interests.

The meeting will be held at John Alexanders flat, 1/566 Henley Beach Road, Fulham, at 7.45 pm on Monday 12 July. Thirst undoubtedly will be a problem encountered during the evening, so please bring along what ever you wish to drink.

Yours faithfully,

John Alexander
23 4400 (Work)

Shane Dunstone
58 3844 (Work)

Peter Holland
53 2499 (Home)

Due to the increasing interest that is being shown in Jaguar cars of all ages and models, a group of five well known enthusiasts have created a managerial committee. This committee has, over the last six months, been working toward the establishment of a club especially to cater for all those people who are involved, or would like to be, with these cars.

So it is with pleasure that we invite you to the inauguration meeting of this club.

This first meeting is to be held at the Brecknock Hotel in King William Street at 7.45 pm on July the 25th. Any further queries and details will all be supplied at the meeting.

Incidentally, would you please put this letter in a prominent place so that you will not forget.

If you are interested, but do not have a car, please come anyway.

Films on Jaguar activities will probably be shown and refreshments will of course be available.

1/566 Henley Beach Road
FULHAM, S.A. 5024

Yours in future,
Jaguar Motoring.

Dear

Following the success of the inaugural meeting of XK Jaguar Owners, it has been decided to hold another meeting at 7.45 pm on Monday 16 August at the above address. Arrangements regarding liquid refreshments will be on the same basis as the previous meeting.

Yours sincerely,

John Alexander

Chairman

Phillip Smart
Tel. 95 6732 (A.H.)

Ian Forrester
Tel. 78 3926 (A.H.)

Christopher Holland
Tel. 93 2499 (A.H.)

Shane Dunstone
Tel. 93 3755 (Work)

JAGUAR ETIQUETTE

The following article was first published in the June 1974 issue of the National Publication, Jaguar Journal of Australia. It was written by early Club Member, Don Asser who was to become the first recipient of our Clubman of the Year Award. The article has always been regarded as one of the most outstanding literary contributions by a Club Member, and is reproduced here for your entertainment.

For the benefit of the new owners of a Jaguar interested in proper driving etiquette, the following is presented:

There is a definite code of conduct, although its implementation is in dispute among some of the 'new wave' of Jaguar owners. The old pros, you may have observed, follow it explicitly and many of the enlightened newcomers (like yourself no doubt) make attempts in that direction. However the code, much like Common Law, is unwritten. It springs from folklore as old as the automobile itself. Some reminiscents, like those who drive Singer SM 1500s, maintain it springs from the heart.

You will realize this attempt sheds only one small ray of light on the murkey subject of Jaguar driving ethics.

Take, for example, the average E-type owner. To begin with, you may pass an XK in your E-type, but never in first gear when leaving a stop light or in fourth when climbing a hill. In a curve, use your discretion. It is generally considered good form to beep your horn twice, lightly and briefly before pulling past - much as you would do in passing a MKII. It's a sort of "hope you don't mind, but my plugs foul up under three thou" greeting. None of the foregoing applies to XKSS's which of course must fend for themselves. V12 drivers should use similar tact in passing 4.2's. In many cases don't beep at night; turn off your lights or take a short cut.

Any and all day-dreaming MK X Jaguars should be passed. Use caution though, MK X's are deceptive and at 90 mph they can cause a look of extreme self-satisfaction on the part of the driver, a look that can easily be mistaken for day-dreaming. For the 'soft-top' owner, there is no set rule for waving to hard-top coupes. On sunny days, a single horizontal wave (from left to right with the right hand) is acceptable. If the car has a detachable hard-top a condescending sneer is in order. In the rain there are two manouvres. If your top is down, no recognition of the hard-top/coupe is required, but if you have put your top up, a look of admiration (not fawning mind you) is the general play. Occupants of the coupe in such circumstances should return the greeting with a nod - smirking is optional.

Always wave to your mother, despite the fact that she is driving a Holden Kingswood. Mothers are protected by the constitution. The wave may take the form of a clumsy attempt at adjusting the rear view mirror. A last word about waving; always wave at Rolls-Royces, they crave a feeling of acceptance.

Regarding the fellow in the Mercedes 300SL who wants to race. If it means racing on a public road, by all means don't do it. Better to be a coward than an ex-drag champ pedestrian. Here are a few more tips, straws in the wind as it were. Driving caps are definitely on their way out and those with buckles on the back are so far out that they are in the same category as 'pilots' who talk about lubricating with castor oil and assembling Ferraris with beef fat. Hooded sweat shirts (no writing on the back) are coming in for driving with the top down and ski parkas are acceptable provided they don't have too many ski area patches. Sand-shoes should not be worn in gymkanas until you have won at least one trophy and if you become a consistent winner, a battered pair of 'lucky' shoes may be substituted as a talisman.

Cars driven for racing with the chrome-work removed should never be washed and a few dents on the flanks and front (not the rear) add a nice touch. Taped-on racing stripes should be avoided and those which are painted on should not be chosen to match the car's colours. Painting around the grille opening is better yet and use of the words Scuderia and Ecurie is losing ground to the Anglo-Saxon word 'Team'.

With regards to membership of a Jaguar Owner's Club, at all times avoid being elected to the committee. In every car club there are elected members of long standing who have successfully avoided doing a lot of work for many years. The trick is to appear active without actually doing anything. The people who have this talent are the pillars of the sport, they have made it what it is today.

Yours truly,
Signed SA 15-154

THE FIRST "CLASSIC MARQUE"

When the Jaguar Drivers' Club of S.A. was first formed in 1973 we were very fortunate to have a number of Jaguar Clubs already established in Australia that could help to guide us in those first few traumatic months.

One great advantage of this came when the Victorian Club offered us space in their own magazine 'Cat A Log'. This removed one of the largest burdens of any young club, that of setting up and printing a magazine.

So, for the first year our members subscribed to 'Cat A Log' and our then Editor (Peter Holland) dutifully collated, edited and sent articles to Victoria for inclusion in their magazine. This concludes the story regarding the easy part of our magazine.

Now during that first year a number of people within the club were showing great interest in printing our own magazine, and as the time came near to renew our subscription to 'Cat A Log' the Executive Committee decided that a feasibility study should be carried out to determine the economics and our ability to print our own magazine. The new Editor (John Pinto) formed an editorial committee comprising of:-

Dave and Sallie Burton

Steve and Val Weeks

Peter and Ros Holland

Ross Kelly

John Alexander

Shane Dunstone

Chris Graves

and Angus Taylor

After numerous meetings the committee decided to invite a representative from Gestetner to give a demonstration of their various printing machines. We decided to treat it as purely a demonstration, that we would not commit ourselves prematurely and that there were many other brands that we should also look at. However, on the night of the demonstration one member became so enthused with the printing samples that he bought it on the spot (to prevent us from missing out on a bargain). The club later reimbursed this eager member incidently. It was on this demonstration night that the name 'Classic Marque' was decided upon after numerous names were discussed.

Now when we purchased the printing machine a great deal of well founded experience came with it from the agents, but when the entire Executive and Editorial Committees met at John and Judi Pinto's home to print the first 'Classic Marque' we decided that we knew better, lets face it what could mere printing experts tell Jaguar Drivers. We changed little things like moving up-market from the recommended paper. We decided to print in two colours (black and red) as nobody told us about the hassles of colour changing. So away we went, the first task being to print the cover in red. This exercise went very smoothly as we were using the recommended paper and proper stencil and in no time at all they were done, easy! ????. Then we proceeded to print the heading for all pages in red. Now a stencil type printing machine is designed to print one sheet at a time, but our machine suddenly started trying to print about fifty sheets simultaneously - problem number one, our 'up-market' paper had too smooth a finish for the machine to pick up one sheet at a time. Now as you know, any problem can be related back to cars. We observed that the rubber device used to grab the paper was smooth i.e. similar to a slick racing tyre, so some handy work with a knife converted it to a wet weather tread - hence - more traction - better printing.

Problem number two - despite problem number one being overcome, the paper, because of its smoother surface, tended to skip over the stencil giving a smudged appearance. Now the Gestetner has three speeds, or, relating to cars, three forward gears - electric high, electric low and hand operation, solution select bottom gear i.e. hand operation and so, the enthusiastic operator who enjoyed flicking switches found himself cranking out 6000 pages of magazine - problem 2 solved.

Problem number three, the 'up-market' paper was not porous enough, therefore the ink wouldn't dry - this proved disastrous. The only way out was to allow them time to dry, so we converted the Pintos' house into one gigantic clothes hanger with lines running throughout the house, the pages hanging either on these lines or running across the floor leaving only enough space on the floor for people to walk through. It was at this moment in time that our Editor remembered a boxing match on the telly but unfortunately the telly was nowhere to be seen, just acres of half dry pages. I still don't know to this day if he saw the match.

After many hours (actually sometime into the next day) the ink dried and we proceeded to change the machine from red to black ink. The instruction reads 'remove screen and clean', this being much the same as a Jaguar Workshop Manual for a Mk II or 420 reading 'remove starter motor' without any mention of having to remove half the engine first before you can even touch it, let alone remove it. Hence, as the Gestetner began printing after this 'colour change' - the first 50 copies were dark brown, the next 50 maroon and the remainder resembled some form of red. I'm not sure which of these magazines is the more valuable, but we were all very happy to see them finished.

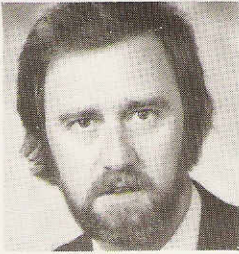
This is the short story of our first 'Classic Marque'. As you are aware, it has progressed from those very early days to a magnificent edition of which we are all proud. Oh, incidently, I know that we have 'misplaced' our Gestetner but its not true that it was cremated on that night in 1974.

Steve Weeks



"PROBLEM NUMBER THREE"

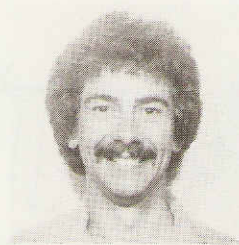
EXECUTIVE COMMITTEE MEM



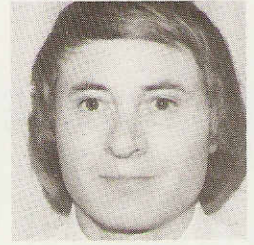
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Robin Turner



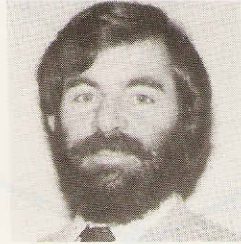
Paul Evison



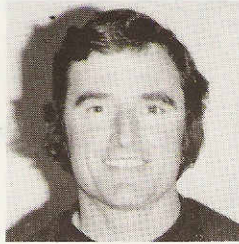
John Pinto



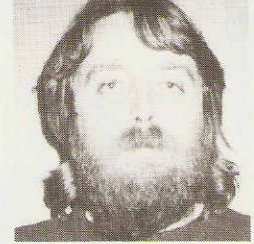
Nigel Galliver



Chris Graves



Chris Holland



Barry Kitts



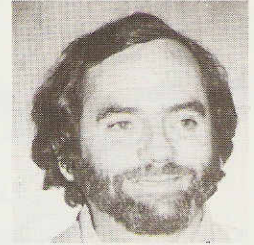
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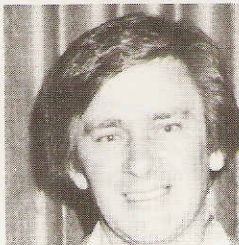
Dave Seidel



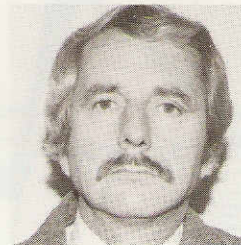
Julian Lugg



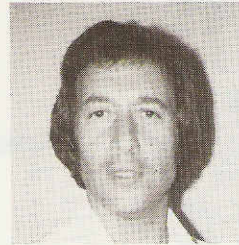
Peter Wearing-Smith



Steve Weeks



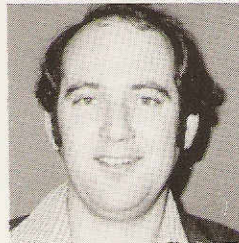
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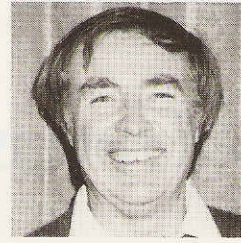
Angus Taylor



Margie Galliver



John Rayner



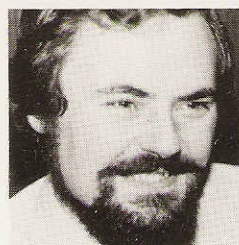
Rob Smith



Colin Evans



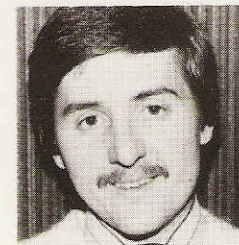
Chris Waldock



Max Bellon



Josie Cooke



Chris Frith



Phil Smart

MEMBERS PAST AND PRESENT



Glyn Jones



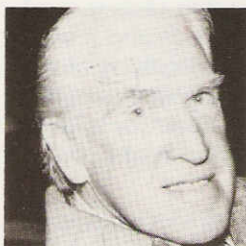
Maria Smith



Bill Mayman



Noel Courtin



Len Cardnell



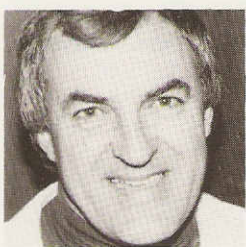
Kevin Pearce



John Alexander



Peter Holland



John Stewart



Max Rattley



Pam Jones



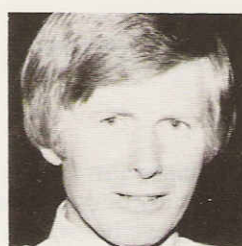
Shane Dunstone



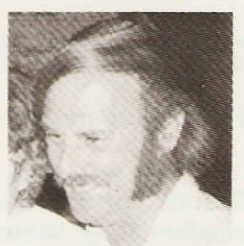
Ray Smithers



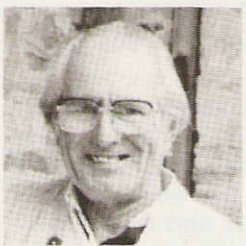
Ivan Cooke



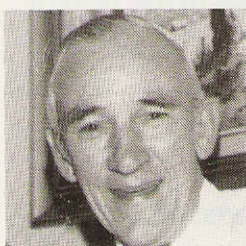
Des Henderson



Ian Williamson



John Cuthill



Jack Hampel

NOT PICTURED:-

BRUCE ADAMS
GRAHAM FRANKLIN
ROSS KELLEY
CLAIRE BAMFORTH
TERRY CLAUSEN
PETER MILDREN

MILDURA 1976

1976 was the year that changed National Concours forever.

Since that date the standard of preparation of Jaguars and the concurrent organisation has increased to a highly professionally level. Of course, any change is the result of efforts by many people however, I believe the impetus started with the ideas, insight and fore sight of one person –namely Phillip Smart. He, more than any other person decided that the National Meeting of Jaguar enthusiasts should be of a standard consistent with the quality of the marque he loved.

The preparation for the Concours began in 1975 with the formation of a large sub-committee of three. The next step was to organise extensive sponsorship and in this regard South Australia was indeed fortunate to have Mr Don Smith as State Manager for Leyland Australia. He was supportive, enthusiastic and more importantly, very generous. A lavish, glossy brochure was approved and paid for by Leyland and the publicity began. In addition the company agreed to provide all printing, the transportation of rare vehicles and to launch the long awaited XJS and XJC at the concours.

Next step was to elicit local support – this meant frequent trips to Mildura. Motels were visited, and accommodation secured. The local Council were keen and provided a site and agreed to grade and level a motorkhana site adjoining the concours area, all free of charge. Local service clubs –particularly Lions were organised to cater for the hundreds of people expected. This in itself was one of the highlights of the weekend because part of the money raised by Lions was used to provide an electronic chair for a local incapacitated person – incidently this was presented to the recipient at the Presentation night of the Concours weekend.

A Fashion Parade was organised, a ski club hired, a paddle steamer booked and baby sitters arranged. Back in Adelaide, Club members were kept aware of the organisation and volunteers were sought for assistance on the weekend. Finally, a B.B.Q. was planned to enable our members to meet before the event. Happily, the weekend was an unqualified success from all points of view. Mildura 1976 is still referred to many times as a memorable event. Friendships and recollections will linger for many years as Concours and hopefully Jaguar Car Clubs grow from strength to strength.

Paul Evison

1976 NATIONAL CONCOURS D'ELEGANCE MILDURA

To all interested members,

Over the past few years the enthusiasm for classic cars, and in particular for Jaguars, has increased significantly. Fortunately the senior members of our various State clubs have been able to develop the organisation at the same rate and so have been able to cater for this interest. The National Concours is a good example of this.

We have reached the stage where the numbers and the required planning has taken this event out of the amateur class and into the near professional arena. It was decided at the Conference of Clubs, last year at Griffith, that a host club and committee was the answer to this change of status. South Australia was given the honour of organising this year's National Concours D'Elegance.

Our Concours Committee has worked diligently and, as you can see from the following pages, planned a great weekend. We have sought the assistance of Mr Stan Puddifoot, C. Eng., F.I.E.E., A.F.R.Ac., and Directorate of Quality Assurance R.A.A.F., who is preparing in conjunction with Coventry and the Jaguar Drivers' Club of the U.K., a system of judging which we hope will be satisfactory to all. We have had encouragement and we hope, sponsorship, by the British Leyland Motor Corporation, and willing co-operation from the people of Mildura. We also hope to have every rare Jaguar possible at the event and will do our part to provide adequate facilities for them.

Please accept this as your personal invitation to attend this Concours. Everything points to this being a worthwhile and spectacular event. All that we require to make this so is for you to be there. On our part we will make sure that it is worthy of your attendance.

Yours faithfully,

Phil Smart

(EXTRACT FROM ORIGINAL PROSPECTUS)

TIMETABLE

Saturday Night

We will be gathering at the Mildura docks (marked point A on the map) at around 4 pm. From here the Paddle Steamer "Melbourne" will be taking us to the Club rooms of the Mildura Ski Club where a barbecue and drinks will be served. About 9.30 pm, a bus will start a shuttle service back to the docks. This will leave at thirty minute intervals until all members have left the Ski Club.

Sunday

The Motorcade

By 8.45 am (but please not all at 8.44 am) we ask that all cars be assembled in the grounds of the magnificent Country Club (Point B on the map). From here we will proceed in formation to the Concours Site.

The Concours

This will be officially opened by the Lord Mayor of Mildura, sharp at ten o'clock. We ask for all members to gather at the judging area for this.

At 11.45 am the first Australian display of the XJS and XJC will be opened by the General Manager of Leyland (Aust.), Mr Frank Andrew.

Lunch Break

This will proceed from 12.00 till 1.00 pm in the main marquee. Please help to ease the arrangements by not all arriving at the marquee dead on 12.00. There will be ample lunch for everyone. Also please don't stay in the marquee for more than half an hour.

The Motorkhana

This will take place during the afternoon, and the exact starting time will be left to the discretion to the organizers. When the announcement takes place, please move quickly to the allocated position.

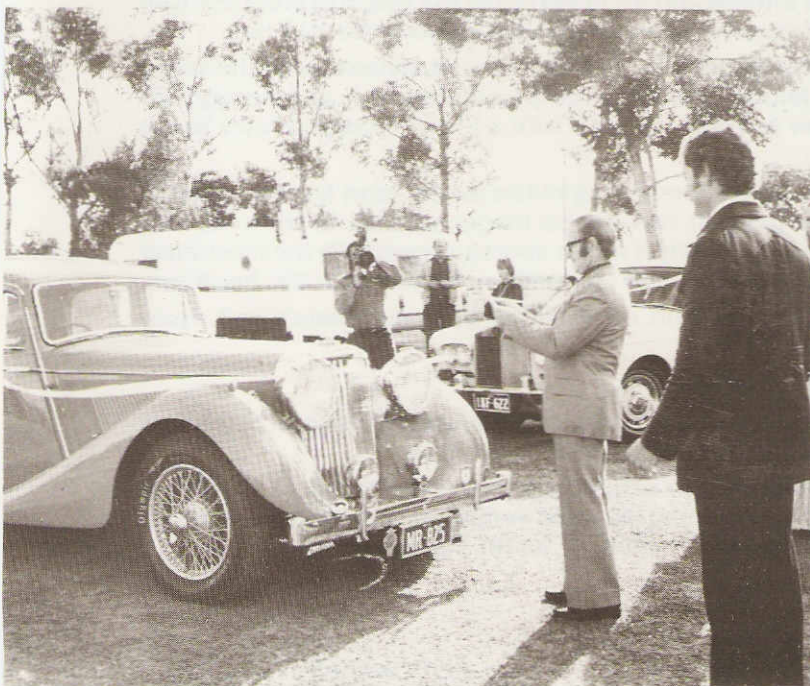
N.B. Entrants in the Motorkhana will note that it is a direct contradiction of the Confederation of Australian Motor Sport Rules to drink alcohol before a sporting event, and so will abstain during lunch. Any breach of this rule WILL NOT BE TOLERATED.

For the ladies (and interested persons)

During the afternoon a wine tasting and a fashion parade will take place. The times for these will be announced during the day. Also remember the bus which will be running a shuttle service between the Concours and Chaffey House.

The Dinner Dance

This will commence at 7.00 pm at the Mildura Technical High School Assembly Hall (point C). Festivities will carry on till around 9.00 pm when the official presentation of prizes will take place.



Opening of Mildura National Concours 1976 by Mayor of Mildura



National release of XJS at Mildura 1976

TRADITION IN THE MAKING

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No matter how long or short the time seems that has passed since "The Brecknock" affair, it is one solid decade, a beauty mate! for whilst we may not be able to say that the 'JDC of S.A. has come of age', the cause of the marque in our State has been well and truly served.

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Unquestionably, pride of ownership was the catalyst that inspired the 'five just men' (I think from memory it was five) to send out the mating call which was heard all over Adelaide and environs, not forgetting a few harmonics that filtered into our Country areas.

The result was shattering, for in place of the dozen or more expected, a hundred plus responded, swamped the Brecknock and a good camaraderie was well and truly launched.

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I suppose there may be some indefinable special common bond in the character of Jaguar owners, just as there would be in any other area of sporting interest, but 'our lot' are different, we don't appear to have too many differences of opinion, common interests are intense and my belief is that our graph of progress, with a few minor hiccups here and there, shows a very positive advance line throughout the 10 years.

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Super cars and super company has been the key to our success.

There is of course always room for improvement, no room for complacency, and as we complete the first 10 years, I suggest we have been steered well and truly by the present committee.

Apart from the challenges that are always faced in 'making a go' of things, perhaps the Club faces its biggest challenge in a year or two when we will be 'at the helm' in running the most ambitious motoring gathering in support of the 150th commemoration of the founding of the State of South Australia.

Perhaps we will then 'have come of age'.

Viva la Jaguar!

Len Cardnell

YEAR BY YEAR

1973 - 74

PRESIDENT: Phil Smart

VICE PRESIDENT: Ian Forrester

SECRETARY: David Seidel

TREASURER: Chris Holland/Chris Graves

SPORTING SECRETARY: Graham Franklin

SOCIAL SECRETARY: John Alexander/
Steve Weeks

HISTORIAN/EDITOR: Peter Holland

PUBLICITY: Shane Dunstone

CLUBMAN: Don Asser

OUTRIGHT CONCOURS WINNER: Marg Alexander
'S' type

The first year of the Club's existence saw the introduction of the many now traditional events. Some of these events included a touring assembly (the first official Club outing), economy run, beach run, motorkhana series and the first state concours in March 1974. The first concours marked the beginning of what has become a regular feature of the event; the annual visit to Adelaide of all our Jaguar Car Club of Victoria friends.

During this first year we saw the introduction of the first active register viz the SS Register which looked after the interests of owners of pushrod engined Jaguars. The Club Library was created, and for many years was helped along by Ross Kelly with his most generous donations of books and journals.

The Club grew so quickly that it needed to look for larger clubrooms after only two meetings at the Brecknock Hotel. The new venue was in fact, our current meeting place, The Sportsmans Association where we also held our first Annual Dinner Dance in August.



Marg Alexander's 'S' Type

1974 - 75

PRESIDENT: Angus Taylor

VICE PRESIDENT: Len Cardnell

SECRETARY: David Seidel

TREASURER: Chris Graves

SPORTING SECRETARY: Graham Franklin

SOCIAL SECRETARY: Steve Weeks

EDITOR: John Pinto

PUBLICITY: Don Asser

CLUBMAN: Ross Kelly

OUTRIGHT CONCOURS WINNER: Max Powell
Mark II

This year saw the introduction of our Club Magazine, aptly named "Classic Marque". It was printed and collated by an enthusiastic group of club members using a Gestetner machine, including the cover for the first few issues. The cover was later printed by a professional firm. Many interesting items were introduced including letters to the editor, a technical column and "Adelaide Ad-Libs" where club members "mistakes" were recorded for all to see. The motorkhana series was fiercely contested this year with XK120, XK140, E-type and Mark II owners spinning their wheels (and cars!) with gay abandon. The, "it might be worth a fortune one day" syndrome had not yet arrived.

It was during this year production of the E-type ceased. The Club was asked by Channel 2 to take part in a midday current events programme during which various sports and racing Jaguars were shown and the owners interviewed.

The Annual Dinner Dance was held at the Captain Hans Stube Restaurant, Hahndorf.



Fiercely contested Motorkhana Series

1975 - 76

PRESIDENT: Angus Taylor
VICE PRESIDENT: Phil Smart
SECRETARY: Peter Holland
TREASURER: Chris Graves
SPORTING SECRETARY: Graham Franklin
SOCIAL SECRETARY: Steve Weeks
EDITOR: Dave Burton
PUBLICITY: Chris Waldock
CLUBMAN: Paul Evison
OUTRIGHT CONCOURS WINNER: Max Powell
Mark II

The year saw a number of highlights in the club history. A new regular feature, "Car Of The Month" was introduced as part of the magazine format. We also saw another register, the E-type Register, become active in club activities. The then Vice President, Phil Smart formed the Vice President's Committee. As there was such a rapid growth in membership, it had become necessary to ensure new members were properly welcomed into the club and it was the Vice President's Committee which undertook this task. The major highlight of the year was the complete organisation of the now legendary Mildura Concoours.

The Annual Dinner Dance was again held during August at the Captain Hans Stube Restaurant, Hahndorf.

1776 - 77

PRESIDENT: Peter Holland
VICE PRESIDENT: Graham Franklin
SECRETARY: Paul Evison
TREASURER: Peter Mildren
SPORTING SECRETARY: Peter Wearing-Smith
SOCIAL SECRETARY: Margaret Galliver
PUBLICITY: Jack Hampel
EDITOR: Ross Kelly
CLUBMAN: Max Powell
OUTRIGHT CONCOURS WINNER: Max Powell
Mark II

During this year, our Editor, Ross Kelly took "Classic Marque" from Gestetner to offset print, thus providing one more step towards the quality that we now enjoy. The club also released a red wine - named Jaguar Juice - it tasted as though it came from a Jaguar too. Our Annual Dinner was held at the Colonial Hotel at a cost of \$12.50 - the Clubman of the Year was Max Powell. Our racing team came 4th in the 4 hour relay race at A.I.R. and the official report on the annual picnic was that almost half of those participating in the tennis competition almost killed themselves through injuries - the other half drowned in the balloon throwing contest.



National Concoours Mildura 1976



Max Powell's Mark II

1977 - 78

PRESIDENT: Peter Wearing-Smith
VICE PRESIDENT: John Rayner
SECRETARY: Paul Evison
ASSISTANT SECRETARY: Ivan Cooke
TREASURER: Peter Mildren
SPORTING SECRETARY: Barry Kitts
SOCIAL SECRETARY: Terry Clausen
replaced by Steve Weeks in March 1978
PUBLICITY: Jack Hampel
EDITOR: Joop Gargosky
CLUBMAN/WOMAN: Carol Seidel
OUTRIGHT CONCOURS WINNER: Roland Short
E-type

During this year the Mark I, Mark II, 'S' type and 420 Register had its inaugural meeting on 26th October 1977, a Noggin and Natter was held at the Stonyfell Winery and was very successful. Our Annual Dinner was held at the Feathers Hotel at \$12.00 each and saw Carol Seidel awarded the Clubman/woman of the Year award. Incidentally 148 members attended the dinner. A Fashion Parade on 19th May saw over 200 people enjoying the sights and the wine tasting.



Annual Dinner 1978 at "The Feathers"

1978 - 79

PRESIDENT: Peter Wearing-Smith
VICE PRESIDENT: John Rayner
replaced by Kevin Pearce in July
SECRETARY: Paul Evison
ASSISTANT SECRETARY: Colin Evans
TREASURER: Claire Bamforth
SPORTING SECRETARY: Barry Kitts
SOCIAL SECRETARY: Steve Weeks
PUBLICITY: John Cuthill
EDITOR: Joop Gargosky
TECHNICAL SECRETARY: David Seidel
CLUBMAN: Peter Horsch
OUTRIGHT CONCOURS WINNER: Max Powell
Mark II

During this year the E-type register organised an observation run which saw over 240 people in attendance, later in the year some 30 members braved a bus trip to the Victorian Snowfields. Our Annual Dinner was held at Camelot Castle (with rain, fog and a lot of water and mud in the car park) with Peter Horsch being awarded the Clubmanship award.

The SS Registers held a rally at Horsham and in the summer we organised our first combined clubs run at Wirrina



Roland Short's 'E' Type

1979 - 80

PRESIDENT: Joop Gargosky
VICE PRESIDENT: Peter Wearing-Smith/
Noel Courtin
SECRETARY: Ben Wrightson
ASSISTANT SECRETARY: Colin Evans
TREASURER: Claire Bamforth
SPORTING SECRETARY: Dave Burton
SOCIAL SECRETARY: Steve Weeks
EDITOR: Rob Smith
TECHNICAL: Graham Franklin
PUBLICITY: John Cuthill
CLUBMAN: Barry Kitts
SPORTSMAN: Ivan Cooke
SPORTSWOMAN: Andrea Hider
OUTRIGHT CONCOURS WINNER: Roland Short
E-type

A successful Snow Ski weekend was held on 27th - 30th July.

The Club hosted a combined car clubs run to Wirrina Holiday Resort on 10th February.

The State Concoors was held on 9th March, at Bonython Park.

This year saw us host the Jaguar Clubs of Australia to the Eleventh National Rally at Swan Hill on the Queens Birthday weekend 14th, 15th and 16th June. The organising committee consisted of Barry Kitts - Director, Ivan Cooke - Concoors, Roland Short - Sporting, John Cuthill - Accommodation, Nalda Holland - Secretary.

The Annual Dinner Dance was held on 30th August at Alden Manor, Glenelg.

1980 - 81

PRESIDENT: Peter Holland
VICE PRESIDENT: Kevin Pearce
SECRETARY: Pam Jones
ASSISTANT SECRETARY: Colin Evans
TREASURER: Bruce Adam
SPORTING SECRETARY: Ivan Cooke
SOCIAL SECRETARY: Maria Smith
EDITOR: Joop Gargosky/Max Bellon
PUBLICITY: Paul Evison
TECHNICAL: Steve Weeks
CLUBMAN: John Simpson
SPORTSMAN: Barry Kitts
SPORTSWOMAN: Maria Smith
OUTRIGHT CONCOURS WINNER: Dennis Siddall
E-type

The combined car clubs run to Angaston was held on 8th February.

The Concoors weekend was the 7th and 8th March, with the Saturday Party being held at the home of Rob and Maria Smith.

The Presentation Dinner took place at the Old Adelaide Inn.

The Adelaide Motor Show from 28th March to 4th April saw another great show by J.D.C. of S.A. Cars on display were 420G (Peter & Pauline MacDonald), E-type (Richard Clair), 'S' type (Bill Mayman), Mark IV Drophead (Malcolm Adamson), Mark I (Len Cardnell), Daimler 250 V8 (Bob Scobie), Mark IX (Glyn Jones) and XK140 (Rob Smith).

A successful run to the Cornish Festival (Kadina - Wallaroo - Moonta) was held on Sunday 17th May.

The Annual Dinner Dance was held at The Stable Restaurant, Bridgewater on 29th August.



Dennis Siddall's 'E' Type



1981 Motor Show

1981 - 82

PRESIDENT: John Stewart
VICE PRESIDENT: Len Cardnell
SECRETARY: Pam Jones
ASSISTANT SECRETARY: Glyn Jones
TREASURER: Des Henderson
SPORTING: Ian Williamson
SOCIAL: Max Rattley
EDITOR: Max Bellon
TECHNICAL: Steve Weeks
PUBLICITY: Chris Frith
CLUBMAN: Bill Mayman
SPORTSMAN: Ivan Cooke
SPORTSWOMAN: Josie Cooke
OUTRIGHT CONCOURS WINNER: Laurie Cousins
XJS

The Mark I, Mark II and 'S' type register hosted the club to a picnic at Para Wirra North Oval, preceded by an observation drive commencing at Victoria Park Racecourse on Sunday 20th September.

November saw an event that must rate as the most important in ours as well as all the other Jaguar Clubs of Australia, namely the visit of F.R.W. (Lofty) England, Father of Jaguar Racing, and successor as Managing Director to Sir William. Lofty visited Adelaide from Thursday 19th to Thursday 26th November.

The three major events held during his stay were a club run to historic Seppeltsfield, for a B.B.Q. lunch and winery tour on Saturday 21st. A motorkhana at Golden Grove on Sunday 22nd November. A talk by Lofty to the club and other interested people at the Sportsmans Association on Tuesday 24th at which he was made an Honorary Member of the Club.

A special function was a small informal dinner to farewell Lofty at the Robin Hood Hotel, Portrush Road on Wednesday 25th. It is satisfying to note that the club and also individual members are regularly corresponding with Lofty.

The Childrens Christmas Party was held on Sunday 6th December at Loftia Park.

The club hosted its 2nd combined club run to Angaston on Sunday 14th February.

Our State Concours was held on 7th March at Bonython Park. The Pre-Concours Party was held at the home of Peter and Helen Norris and the Dinner on Sunday night at the Walkerville Town Hall.

An observation run to Collingrove Hill Climb was held on Sunday 11th April.

1982 - 83

PRESIDENT: Peter Holland
VICE PRESIDENT: John Cuthill
SECRETARY: Pam Jones
ASSISTANT SECRETARY: Glyn Jones
TREASURER: Colin Evans
SPORTING: Ivan Cooke
SOCIAL: Maria Smith/Josie Cooke
EDITOR: Ray Smithers
TECHNICAL: Steve Weeks
PUBLICITY: Robin Turner
CLUBMAN: Len Cardnell
SPORTSMAN: Barry Kitts
SPORTSWOMAN: Josie Cooke
OUTRIGHT CONCOURS WINNER: John Stewart
Mark V

Sunday 8th August saw a very successful run titled "Cats among the Vats", to the graceful Seven Hills Winery at Clare. 91 adults, 20 children and 40 cats, enjoyed the winery and a superb 3 course lunch served on the Showgrounds.

The visit by our former patron Mr Harold Salisbury and Mrs Salisbury was highlighted by a Dinner at Maxims on 18th October attended by 42 members. Mr Salisbury gave a brief but extremely humorous talk.

13th October saw the Inaugural Meeting of the XJ, 420G and Mark X Register at the home of John and Chris Simpson attended by 17 members. Maurie Rana was elected Secretary and John Simpson - Spare Parts Co-ordinator.

On 12th December the Club attended the M.S.C.A. Display at Bonython Park and 51 Jaguars turned out which was a tremendous effort.

The Club won the trophy for the best presented Club. Best car of the day went to Dennis Siddall's E-type.

A new run was tried on Sunday 16th January, "A Breckie Run" starting at 7.45 am at Victoria Park Racecourse with a leisurely drive to the Wheatsheaf Hotel near Gawler for breakfast, a good turnout of over 20 cars, ranging from an SS100 to an XJC were present. On their first club run were the Mark V of John Stewart and the E-type of Colin Evans.

This year's State Concours was held over the weekend of 5th and 6th March.

Peter and Helen Norris were again generous hosts for the Saturday night with Peter and Ros Holland hosting a Post Concours wind down on Sunday night. The Concours Presentation was made after the April General Meeting.

A motorkhana was held at Golden Grove on 29th May.

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Viva la Jaguar!

Len Cardnell

A JAG WIFES LAMENT

There is one place that holds dread for every Jaguar owner's wife: that building of blackness and untidiness, situated in the overgrown back yard, known as THE SHED.

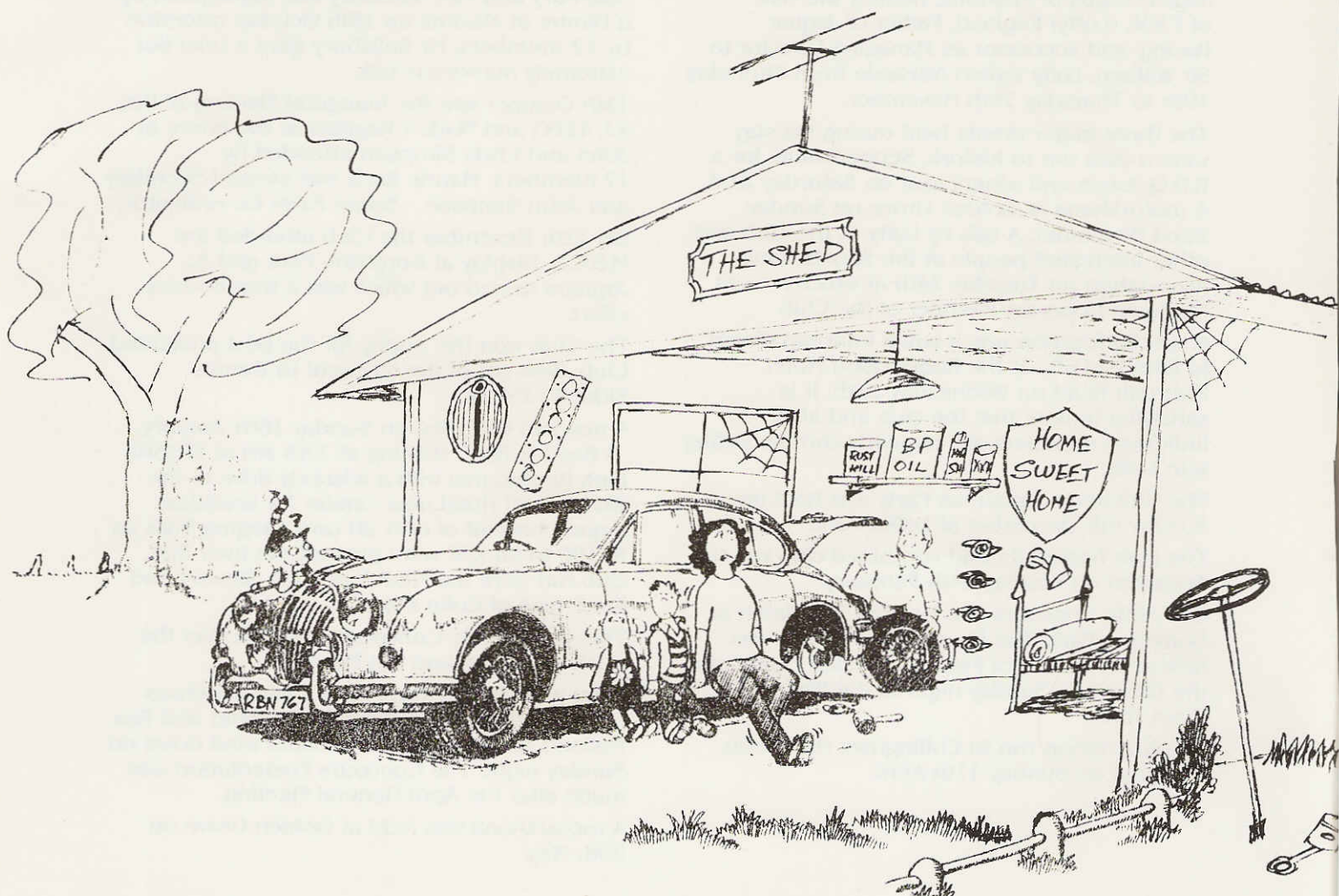
It is the home of the housewife's kitchen scissors, all her freshly laundered polishing and dusting cloths, her window cleaning equipment, brushes and brooms, and even her invaluable 'Mr Sheen' ("but it brings the woodwork up so well, dear").

The male of the species has a wonderful knack of finding all these things in the house (no matter how well they are hidden) but seems to have a memory failure after they have been used, and thinks they belong in THE SHED. So, when time comes for polishing the furniture, the Great Hunt begins. After tripping over an oil-covered differential left lying across the shed doorway, the Mr Sheen is located but found to be almost empty. The dusters are usually unrecognisable amongst the oily rags dotted around the floor, and the broom is no where to be found.

When sufficient equipment has been removed, the furniture is polished. Then the carpet has to be vacuumed, but first the little woman has to shift a few boxes of spare parts which her beloved spouse has stowed away under the bed - so as not to clutter up his SHED!

Still, for all that, there's one problem the Jaguar wife doesn't have - where to find her husband when he comes home from work!

Carol Seidel



EPILOGUE



How many Jaguar Drivers Club of S.A. members watch that tantalizing ABC programme "Towards 2000?" I find it fascinating if only because it reminds me that the futuristic is already a reality, TV wristwatches, computerized diaries, electric bubble cars for metropolisdwellers, cold climate solar houses which rotate to catch the sun, sensory implants to eliminate deafness, and the ubiquitous robot which does everything from walking the dog to making coffee.

Regular viewers will have seen the report on the Fiat Factory in Italy which is now almost completely operated by robots. Occasionally, one catches a fleeting glimpse of a human bi-ped weaving between the mobile barrel shapes - there is still a little superior trouble-shooting left to do!

Being a chalkie at heart these images led me to reflect on the origin of that familiar word "manufacture". Memories of a hot February, a droning Latin class, "manu" from the word for hand, "facture" from the verb to make, and the sudden realization that in a sense the word itself is now obsolete, unless you call a computer-operated, stainless steel prong a hand, which I do not!

Musing a little further, I began to wonder where Jaguar fits in this future world which has suddenly descended upon us, and came to the conclusion that it has a very special place. It is a symbol of craftsmanship in a highly mechanized age, and this partly accounts for the success of this Club over the past decade.

As we move further into an age of automation I predict that we will see an even stronger fascination with the artefacts and products of the past. The intricate, the detailed, the finely finished will be more and more valued as the plastic, the streamlined and the modular dominate our world, and the reason behind this is captured in the words individuality and craftsmanship.

I was amused to learn that Sir William Lyons used to have the Jaguar styling models brought to his home so that he could get to know them in a leisurely fashion, devising the odd adjustment and alteration between Sunday lunch and high tea. His was certainly the personal touch!

Once more, it spanned 50 years, going back to the opening of the Swallow Sidecar factory in 1922. Like me you may experience a little nostalgia when you see the wonder on the faces of young visitors to the Birdwood Mill Motor Museum. The smell of real leather, the glow of the solid wood dashboards, the quaint running boards, gleaming fittings and the glorious selection of klaxon horns are guaranteed to delight just as much as the latest computer game.

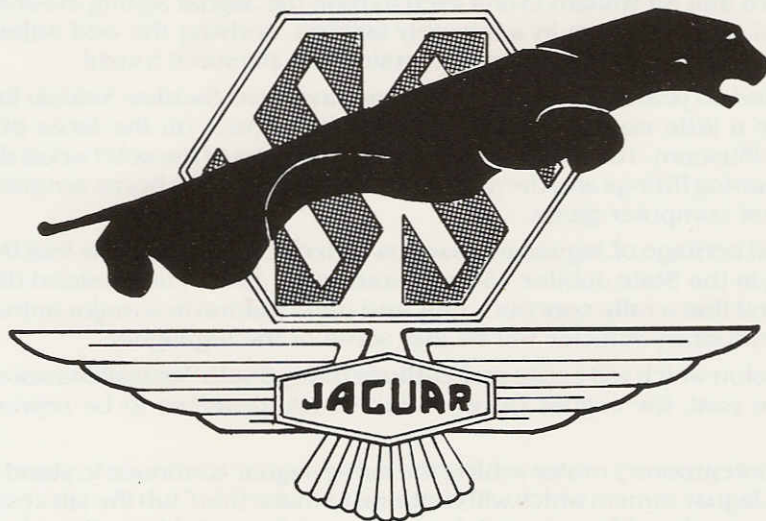
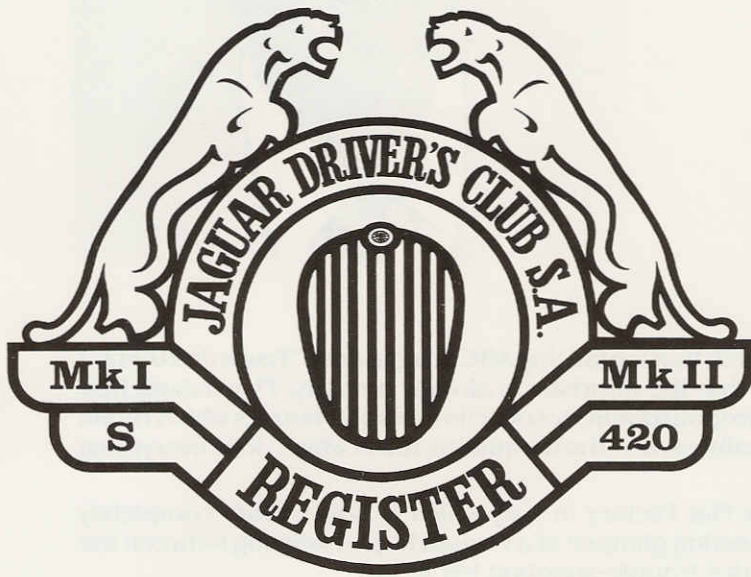
Given the very special heritage of Jaguar and Swallow Sidecar, it is no surprise that the Jaguar Drivers' Club will be participating in the State Jubilee 150 celebrations in 1986. I understand that serious planning is already underway, and that a rally, concours, ball, and participation in a major automobile display of both historical and contemporary vehicles will be just some of the highlights.

Certainly as an occasion which will excite and enthuse many South Australians about the endeavours and achievements of the past, the Jaguar Drivers' Club of S.A. deserves to be represented in our Jubilee 150 year.

In the world of the contemporary motor vehicle the name Jaguar continues to stand for quality, and I guess that it is the pride of Jaguar owners which will continue to make this Club the success it is. From this comes lasting friendships, an absorbing shared interest, and for outsiders, the pleasure of seeing well-maintained vehicles which reflect the various achievements of the Jaguar story.

As your patron, may I offer all members my very best wishes, congratulations for the past decade and a toast for the next.

J.R. Steinle
Director General of Education





The car above is the 1983 Jaguar Sovereign.

It's a cut above a new XJ6 Jaguar in luxury and elegance.

And a cut above every other luxury car in a way which is most pertinent to the times - value for money.

The difference is most apparent inside.

The seats are plusher with extra pleating, and the driver's seat has push-button electronic adjustment.

The rear seats have head restraints, and are served by twin reading lamps.

The footwells have goatskin-style rugs.

And to top it all off, the elegance of the walnut dash is continued in wooden door cappings.

You can also elect to take up an option of electronic sunroof, trip computer, cruise control and alloy wheels. With the option of metallic paint adding the finishing touch.

In the final analysis, just how much more luxurious your more luxurious Jaguar Sovereign is, rests entirely with you.

The sovereign has always been a good investment.

A 1983 Jaguar Sovereign will cost you around \$50,450.*

Arguably, it should cost more.

Indeed, if you compare the Jaguar Sovereign with the Mercedes Benz 380 SEL, you could be forgiven for expecting the Jaguar to cost many thousands of dollars more, not the other way around.

The luxury extends beyond appointments to fundamental design excellence.

The authoritative 'Wheels' magazine had this to say of Jaguar's ride.

"No other car combines suppleness of its ride, nor the quiet, hushed way in which the tyres pass over potholes or joints in the road, with such marvellously controlled body movements..."

Significantly, Jaguar is the only current model to be included among the ten most beautiful cars of all time in a survey conducted by 'Car and Driver' magazine.

But perhaps the most telling argument is the influence of John Egan.

The best Jaguar ever made.

When John Egan took over as Chairman and Chief Executive of Jaguar, his brief was simple.

Make Jaguar the envy of every

other luxury car maker in the world.

He reasoned that the most advanced technology known would not achieve his goal, if the men operating the machines did not have pride in their work.

So while Jaguar spent millions on re-tooling, John Egan set about enthusing everybody involved in making Jaguars.

"Everyone must recognise that they're building Jaguars - not parts of Jaguars," he insisted.

The results have staggered the industry. In Britain sales of Jaguar climbed by 81%. And in the USA by 175%.

We protect your investment.

If a job is done with pride, and the latest technology, inevitably it will be done well.

We believe our 1983 Jaguars are the best ever made and back them with Mastercare, the best warranty/maintenance program ever given.

The Jaguar Sovereign warranty is valid for two years or 40,000 km, whichever comes first.

Furthermore, Jaguar undertake to pay the labour and genuine Jaguar replacement part costs of regular maintenance as set out in the owner's handbook for 3 years or 40,000 km, whichever comes first.

Contact your nearest Jaguar dealer to arrange a test drive, and of course talk to your accountant.

Road test or means test, the Jaguar Sovereign passes both with flying colours.


Jaguar

It stands to reason.

*Recommended retail price Jaguar Sovereign 4.2 excluding registration, stamp duty, third party insurance and dealer pre-delivery fee. Vehicle as shown includes optional sunroof, alloy wheels, metallic paint.

ADELAIDE. United Motors Ltd. Phone: 51 4781. HAWTHORN. Solitaire Motors Ltd. Phone: 272 8155.

For rural enquiries contact: Mr M. O'Brien, Jaguar Cars, 575 South Road, Regency Park 5010. Phone: (08) 268 3333.

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1973 ~ 1983

JAGUAR
DRIVERS CLUB S.A.



10th ANNIVERSARY

