

CLASSIC MARQUE

JULY 2022



FEATURE - JAGUAR Mk 1, Mk2, 240 & 340

THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA

LOU GUTHRY MOTORS

EST. 1980

Shop online, visit our website



1968 Jaguar 420 Manual Overdrive

Rare factory manual with overdrive and power steering. Subject of an earlier restoration, the interior is excellent with the wood work, carpets, head lining, dials, leather and door cards all in excellent condition.

SNJ042 67,646 mi* **\$39,990**



2009 Jaguar X-Type 2.1L V6 LE

Low kilometre X-Type 2.1L V6 Petrol in very good condition, finished in Ultimate Black with Warm Charcoal trim. Full service history including service log, invoice file, all relevant owner manuals and spare key.

SNJ021 74,929 km **\$16,990**



MY12 Jaguar XF 3L V6 Petrol Luxury

Jaguar XF Luxury 3L V6 petrol in excellent condition inside and out. Very well maintained, it comes with full service history including service log, various owner manuals and spare key. Excellent value for money.

SNJ030 102,336 km **\$25,990**



MY13 Jaguar XF 2L Turbo Petrol Luxury

Jaguar XF Luxury 2L in-line 4 cylinder turbocharged petrol in excellent condition inside and out. Very well maintained, it comes with service history including service log, various owner manuals and spare key.

SNJ020 88,279 km **\$29,990**

Purr-fect pre-loved Jaguars for sale

JAGUAR, DAIMLER AND CLASSIC CARS FOR SALE

- MOTO-LITA STEERING WHEELS
- ZYMOL CAR CARE
- DUNLOP WIRE WHEELS
- DENTS FINE FASHION ACCESSORIES
- JAGUAR ACCESSORIES
- JAGUAR DVDS

www.louguthry.com.au



31A Roberna Street, Moorabbin, Victoria 3189 Phone 0418 536 129 Email info@louguthry.com.au

JDCSA - President's Report (July 2022)

Our June General meeting saw the end of a long and enjoyable connection with the Police Club. The JDCSA had been meeting at the Club for the past 26 years and following the announcement that the Club would close at the end of June, it has been necessary to secure a new venue.

As I reported in the June magazine, we have managed to secure a new location at the Adelaide Bowling Club located on Dequetteville Terrace Kent Town. The Bowling Club has similar facilities to the Police Club with on-site meals and a meeting room. The Bowling Club is currently renovating its kitchen facilities and have arranged for a BBQ style meal to be available at a cost of \$30. Those intending to dine-in prior to the meeting are requested to pay for their meal through TidyHq when registering for the meeting.

Since my June report Graham Franklin and I have attended the XJ, Mk 10, 420G meeting at the Bartley and Pushrod meeting held at Ross Rasmus's residence. We then backed-up and attended the E, F & GT Register visit to Finch Restorations at Mount Barker. Following the push-rod meeting we inspected Ross's Mk IV just back from the painters following minor paint work; the car is looking absolutely magnificent. The visit to Finch Restorations was well supported and following an overview of the company we were given a very informative tour of the main workshop and the various projects including the SS100 Replica which is currently in the body phase of manufacture.

Weather wise, June has not been conducive to driving our older cars. I would presume most are currently under cover with a battery trickle charger keeping the battery healthy for a Spring start. Don't know

about you, but I have found this winter just far too cold and dreary to be spending time tinkering in the shed. Could be an age-related issue?

Club members who have classic vehicles on Conditional Registration are reminded to send their log books to our Log Book Secretary Dave Burton for updating. Remember from 1 July your vehicle will be unregistered if the log book has not been validated.

Planning for the 2023 National Rally is now well advanced. Club members are encouraged to keep updated via the Rally page of the JDSA web <https://jdcsa.com.au/jaguar-national-rally-2023>. This page is continually up-dated with various activities. At the last planning meeting the possibility for hosting a post Rally tour was discussed. More on this as the Rally working group firm-up a possible tour programme.

Word of CAUTION: Scammers have again been harvesting club email addresses and sending emails to our members requesting they purchase cash redeemable cards on behalf of a Club Executive. Should you receive such a request, it is a SCAM, and please ignore it.

If you happen to know any anecdotes from associated club activities that would be of interest, please contact Tim White. Tim is doing a terrific job in the production of the 50th Anniversary book. Old photos or interest / amusing happenings will help to add to the recorded history of the Club.

Again; please remain cautious as COVID continues to circulate in the community as numbers continue to grow with over 16,000 reported cases in SA.

**Safe Motoring
Fred Butcher**



CONTENTS (Feature Articles)

Jaguar's Future Plans Revealed	9, 11
2023 F-Pace SVR Edition 1988	13
Forbes - 32 New Cars to Avoid	13
JLR World-First Navigation	15
JLR Close To UK Battery Plant	15
Formula-E: Jakarta/Marrakesh	17
Feature - Mk 1, Mk2, 240/340	18-23
Members Stories	24-31
Inspector Morse's Mark 2	32
Jaguar Unveils Stunning E-Type	32
Queen's Platinum Jubilee	33
World's Fastest Jaguar (Pt 2)	34-35
Latest Jaguar Magazines	37
Looking at Buying a Mk 1/2	38-39
Classified Adverts	40-41
Finch Restorations	42-45
Register Minutes	46-47
JDCSA May GM Minutes	52
JDCSA Club Directory 2021/22	53

Front Cover

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

Back Cover:

Peter & Karen Kentish, 1968 Squadron Blue 340 Auto.



@sajaguarclub

NOTICE

Log book renewals for the Club Registration Scheme are **DUE NOW**

By now you should have received an email or letter asking you to renew your financial Membership with JDCSA.

Once you have done this, your Logbook can be updated for another year. Please mail your Logbook(s) to JDCSA, PO Box 6020, Halifax St, Adelaide, 5000, including a stamped, self addressed envelope.

Please note that you must not drive your car until your Logbook has been updated for 2022/23, and failure to comply could result in significant fines.

For further information please call Dave Burton on 0417566225

Events Calendar

5th of July (Tuesday) - 7.30pm - 9.00pm.

***** NOTE - NEW VENUE*****

JDCSA General Meeting

Adelaide Bowling Club, Dequetteville Terrace Adelaide. To Register Goto TidyHQ:

[Register General Meeting \(Bowling Club\)](#)

13th of July 2022 (Wednesday evening): XK, Mk 7, 8, 9 Register Meeting - 7.00pm to 9.00pm

The Register Meeting will be at Richmonds Car Sales to view the showroom and includes a talk by the Manager - Andy Morgan.

For further information please contact Steve Weeks 0414 952 416 or Goto TidyHQ: [XK, Mk 7, 8, 9 Register Meeting](#)

Members need to register that they will be attending the meeting

13th July 2022 (Wednesday evening): XJ, Mk10, 420G Register Meeting: 6:00pm to 9.00pm.

The Bartley Hotel, Bartley Terrace, West Lakes Shore SA 5020, Australia.

For more information please contact Bob Charman. Email: charmanr161@gmail.com.

[XJ, Mk10, 420G Register Meeting](#)

Members need to register that they will be attending the meeting.

14th of July 2022 (Thursday afternoon): Jaguar Ladies Lunch. 12.30pm to 3.00pm.

Lakes Resort Hotel, 141 Brebner Dr, West Lakes.

Please register on TidyHQ. Goto:

[Jaguar Ladies Lunch](#)

Members need to register that they will be attending the lunch.

17th of July 2022 (Sunday Morning): E, F & GT "Coffee & Cars" and Brunch at the Sailmaster Tavern. 7:00am to 1.00pm.

Unley Shopping Centre, 204 Unley Rd, Unley SA. Then Sailmaster Tavern, 16 Arcadia Court, North Haven for brunch.

For more info please contact Suzanne Jarvis 0478 717 775 or Goto TidyHQ:

[E, F & GT Coffee & Cars & Brunch](#)

Members need to register that they will be attending the event.

20th of July 2022 (Wednesday evening): SS, MkIV & MkV Register Meeting.

Meal at the Gawler Hotel then Meeting at the home of Bruce Fletcher. Further details to be provided by email and via TidyHQ.

For more information please contact Brenton Hobb. Email: bmhobbs@bigpond.com

Can members please advise Brenton if they will be attending the meeting. 0419 345 775 (Mobile)

24th of July 2022 (Sunday Afternoon) Annual Lunch and Presentations - From 12.30pm.

Glenelg Golf Club, James Melrose Drive, Novar Gardens. \$65.00 p.p.

Please register on TidyHQ by 17 July 2022.

[Register-Annual Lunch and Presentations](#)

Members need to register that they will be attending.

28th of July 2022 (Thursday evening): Multivalve Register Meeting & Dinner. 6.00pm to 8.30pm

The Kensington Hotel, 23 Regent St, Kensington SA

For more info please contact Peter Buck. Email: Peter.buck51@bigpond.com or Goto TidyHQ:

[Register-Multivalve Register Meeting](#)

Members need to register that they will be attending the meeting.

2nd of August (Tuesday) - 7.30pm - 9.00pm.

***** NOTE - NEW VENUE*****

JDCSA General Meeting

Adelaide Bowling Club, Dequetteville Terrace Adelaide. To Register Goto TidyHQ:

Members need to register 7 days prior to the meeting (25th July) if they intend to have a meal prior to the meeting..

7th August (Sunday): Compact Register ECONOMY RUN. 10.00am to 2.30pm

Meet at Crafers where we will fill up our tanks, travel approx 100km, refill the tanks, and then enjoy lunch.

There will be prizes (Fuel Vouchers) for the winners of different categories.

Further details to be provided by email, TidyHQ and Aug Classic Marque.

[Register-Compact Register Economy Run](#)

KEEP THE DATE FREE - SUNDAY 7th AUGUST

18th of August 2022 (Thursday evening): E, F & GT Register Meeting. Marque Restoration. 6:30pm to 9.00pm.

5 Goodall Ave, Kilkenny.

For more info please contact Suzanne Jarvis 0478 717 775 or Goto TidyHQ:

[E, F & GT Meeting - Marque Restorations](#)

Members need to register that they will be attending the event.

1st Sept (Thursday) - DRIVE YOUR CLASSIC CAR DAY - combined with other car clubs.

[Drive your Classic Car Day](#)

2nd - 5th Sept. (Friday - Monday) - SS Register Multi-State Border Run. COWRA NSW

11th Sept. 2022 (Sunday) - 60th ANNIVERSARY MK10 - 420G. Birdwood Mill Motor Museum. [Mark 10 Anniversary](#)

15th Sept. (Thursday afternoon) - Jaguar Ladies Lunch 2:30 PM - 03:00 PM. Kensington Hotel

16th-19th Sept. (Friday - Monday) - XK, Mk 7, 8, 9 Border Run. HALLS GAP Victoria

Club Torque - Editor Graham Franklin

We now know a bit more about where Jaguar is heading? Jaguar will transition into its EV future by producing a series of special versions starting with the "F-Pace 1988 Edition". (See page 13).

There will also be a special version of the F-Type as they proceed towards the end of "Today's" Jaguars and the start of the "New Ones". They will be organised towards the luxury market into a bespoke position with exquisite detail and limited numbers.

According to Autocar, the 2025 models will reportedly include three new high-luxury, high-priced SUVs. These three SUVs will lead Jaguar's all-electric push that will see it shift from a BMW or Audi competitor, to a maker of lower-volume, more exclusive cars akin to Bentley.

This is contrary to earlier JLR reports which indicated that SUVs would be the sole domain of Land Rover. See stories on pages 9 & 11.

We will keep you posted on any news!

This month's feature story is on the iconic Mk 1 and Mk 2 saloons. The Mark 1 was launched in 1955, 67 years ago. Apart from being very popular, both models had a very successful racing history, especially in Australia.

Thank you very much to all the club members that sent in their Jaguar stories. Greatly appreciated.

Finally, there is coverage of the well-attended event at Finch Restorations.

Enjoy

Changes to Registration Scheme

The State Government has expanded the conditional registration scheme and delivered a grant program to support historic and classic car clubs across the state.

From 1 July 2022, owners of historic or left-hand drive vehicles 25 years or older can access reduced car registration fees under the conditional registration scheme. Previously, vehicles had to be 30 years or older.

As these vehicles are not the typical everyday drive for motor enthusiasts, the scheme provides an exemption from registration charges, as well as a discount on third party insurance, and reduced emergency services and lifetime support scheme levies.

The scheme delivers great savings for historic and left-hand drive vehicle owners, with the average 12-month registration cost of \$85, an approximate saving of \$600 as compared to full registration fees.

To be eligible, owners must be a financial member of an approved motor vehicle club, keep a log of each trip, and not hire out or be paid a fee for the use of the vehicle.

For more information on the conditional registration scheme, please visit www.service.sa.gov.au.

Last Meeting in the Police Club

As previously noted, our June General meeting saw the end of a long and enjoyable 26-year connection with the South Australian Police Club.

Bronwyn Hunter was provided with a gift and thanks from the President (Fred Butcher) for her many years of service and friendly manner to the JDCSA members over many years.



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 July, 2022 magazine:.

- ◇ Gavin & Ty Kilpatrick: No vehicles to add at present
- ◇ Nigel & Mandy Stevens: 1964 Daimler 250 V8 Sedan
- ◇ Leland & Sandra Bratt: 2002 Jaguar X Type 2.1L Sedan
- ◇ Graham & Margi Breeding: 1995 Sovereign 4.2L Sedan

The following applications listed in the May, 2022 Classic Marquee magazine have been accepted:

- ◇ Edward Clark: 1993 Jaguar XJ6 3.2L Sedan
- ◇ David & Monica Banks: 1963 Daimler 2.5L V8 Saloon
- ◇ Paul & Julie Wheeler: 1936 Birchfield SS100 Replica and a 4.2L Coupe & 1937 Birchfield SS100 Replica 4.2L Coupe

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



Jaguar Drivers Club Of South Australia

ANNUAL LUNCH AND PRESENTATIONS

Sunday July 24th, 2022

12.30 pm

Glenelg Golf Club

James Melrose Drive, Novar Gardens

\$65.00 p.p.

Register and pay on TidyHQ by 17th July 2022

[GET YOUR TICKET HERE](#)

Marg Thomas (08) 8374 3228

Ros Holland (08) 8271 0048

NOTICE OF AGM 2022

Jaguar Drivers Club of South Australia Inc.

NOTICE of ANNUAL GENERAL MEETING 2022

Members are given notice that the **Annual General Meeting (AGM)** of the JDCSA will be held on Tuesday, September 6, 2022, at the Adelaide Bowling Club, Dequetteville Terrace, ADELAIDE SA.

The AGM will follow the September General Meeting and commence at approximately 8.00pm. The business of the AGM will be the consideration of annual accounts, the reports of the Executive Committee, the election of Executive Committee Members and normal business as deemed necessary by the Executive Committee.

Nominations to the Executive Committee

Nominations are being called for the following positions on the JDCSA Executive Committee.

President - Vice President - Secretary - Treasurer - Committee Members (2)

Nomination forms are available from the Secretary (*and included below*). Completed forms need to be returned to the Secretary prior to the commencement of the AGM.

JDCSA Annual General Meeting

Tuesday 6th September 2022

NOMINATION FORM

As a financial member of the JDCSA we wish to submit the following nomination.

Position:

Name of Nominee:

Signature of Nominee

Name of Nominator

Signature of Nominator

Name of Secunder

Signature of Secunder

**This Form needs to be completed and handed to the club secretary
prior to the commencement of the AGM.**

**OUR WARRANTY.
YOUR ASSURANCE.**



PERFORMANCE ASSURED.

Jaguar takes craftsmanship and quality to extraordinary heights. Our 5-year unlimited kilometre warranty is our pledge to you, that your Jaguar continues to thrill no matter where the journey takes you. We will repair and replace any unforeseen manufacturing issues for the life of the warranty, at no cost. What's more, our 5-year warranty comes with 5 years roadside assistance across all new vehicles.

Solitaire Jaguar

32 Belair Road, Hawthorn SA 5062. Tel: 1300 719 429
solitairejaguar.com.au DL65541



*5-year warranty includes factory 3-year warranty plus 2 additional years. Jaguar reserves the right to extend any offer.

Jaguar's Future Plans Revealed

15 June - In an interview with Auto Express, Jaguar Land Rover's Executive Director of Vehicle Programmes, Nick Collins revealed plans to transform the Jaguar brand by 2025.

Summary of Key Points:

- ◇ According to Collins, Jaguar has been working at a pace never before seen at JLR, with plans in place and a clear definition of what the brand will be.
- ◇ The all-electric I-Pace will be the only model that will overlap the two generations of Jaguars.
- ◇ Jaguar will transition into its EV future by producing a series of special versions starting with the "F-Pace 1988 Edition". (See page 13).
- ◇ They will position each of the current cars within the Jaguar portfolio as they proceed towards the end of "Today's" Jaguars and the start of the "New Ones". They will be organised towards the luxury market and cementing Jaguar into a bespoke position with exquisite detail and limited numbers.
- ◇ There will be a special version of the F-Type as they move towards 2023 where they will be celebrating 75 years of Jaguar sports cars with the F-Type being the last internal combustion engine Jaguar sports car.

◇ The furthest away from Jaguar's future positioning as a luxury brand are the XE and XF models, neither of which are currently in production as JLR focuses scarce components on the cars that are making the most cash. We will see the XE and XF return before 2025.

◇ Jaguar are engineering purpose-built electric vehicle platforms for their new cars to ensure they meet their design vision for the brand that Gerry [McGovern, Chief Creative Officer of JLR] and his team have created, which will be **a copy of nothing**. It will be a brand that's respectful of its rich past, but not bound to it.

◇ Collins confirmed that the new models had been signed off and that they had been tested, but not in traditional customer clinics.

◇ With the designs signed off, technical work is underway and they will have some of the earliest prototypes running within two months from now, said Collins.

◇ We will see the first of the new Jaguars before the end of 2024, and those cars will be with customers in 2025. These new Jaguars will sit firmly in the luxury sector".

◇ There's also a word of reassurance for existing owners from Collins that they won't be forgotten. "We want to change the customer experience," he said, "but we've got a responsibility to the customers who have been loyal to the brand for many years – we are not going to abandon them."

◇ So how would Collins sum up the coming couple of years as we head towards a very different Jaguar? "We recognise the responsibility we've got here to absolutely nail this and we're completely determined to do it," he said. "Everyone's asking whether the plan is on track. Yes, it is on track – and it's going like a train."

We are some way off getting the first hint of what a new Jaguar will look like. The view from Auto Express is that it will take a while for us to come to terms with the fact that the new Jaguar will be nothing like an old one. It's a risk, for sure, but one they have to take, and hopefully it will be a roaring success. ■

Information for this story from Auto Express.





PRODUCTS THAT WORK

Leatherique



**Leatherique
Leather & Canvas Care**

Restore Protect Rejuvenate Redye those faded & worn looking leather and canvas



We stock a range of DIY kits that are easy to complete



Bill Hirsch Miracle Paint Rust Killer

A high performance coating designed for application directly on rusted or seasoned metal surfaces and will stop rust permanently.



For the complete product range visit our online store www.ppcco.com.au



Call us for our free 40 page catalogue



Eastwood Tools - Do the Job Right

An extensive range from Hot Coat Powder spraying to metal fabrication for those restoration projects. We also stock an extensive range of Eastwood paints to give your restoration project a gorgeous finish from bumper to bumper!



Permanent Painted Coating Company (PPC Co.)

1/4 Prosperity Parade Warriewood Sydney NSW 2102

Phone: 1800 643 229 Fax: (02) 9999-0394 email: sales@ppcco.com.au

Leatherique

Leather Care & Canvas Care

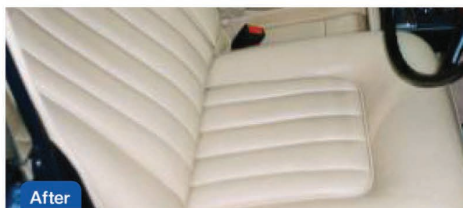
Restore Protect Rejuvenate Redye those faded & worn looking leather and canvas



PRODUCTS THAT WORK

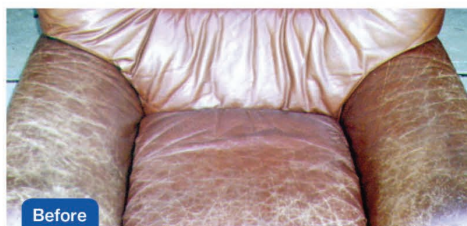


Before



After

1971 Rolls-Royce before and after full Leatherique treatment inc. colour and Crack Filler



Before



After

Leather lounge before full Leatherique treatment

Leather lounge after full Leatherique treatment (including colour)



Call us on 1 800 643 229 for our free 40 page Restorers Catalogue

For the complete product range visit us online www.ppcco.com.au

Permanent Painted Coating Company (PPC Co.)

1/4 Prosperity Parade Warriewood Sydney NSW 2102

Phone: 1800 643 229 Fax: (02) 9999-0394 email: sales@ppcco.com.au

Jaguar's Future Plans Revealed - UPDATE

29th June - Three new high-luxury, high-priced SUVs look set to lead Jaguar's all-electric push upmarket, according to Autocar.

British magazine Autocar reports three large SUVs will lead the reinvention of Jaguar in 2025, which has been confirmed to see it shift from a BMW or Audi competitor, to a maker of lower-volume, more exclusive cars akin to Bentley.

All three models – built in Jaguar Land Rover's Solihull plant – will share a new electric-only platform known as Panthera, with “similar mechanical packages”, and prices from \$AU140,000, to as much as \$AU350,000.

There won't be successors to the E-Pace and F-Pace; instead, the smallest model in the new range is said to be sized similarly to a Porsche Taycan wagon, at just under five metres long, and over two metres wide.

The Autocar report specifically references the low-riding Taycan Sport Turismo wagon – however all three new Jaguars are expected to take the form of more conventional ‘crossover’ SUVs.

Three-door and five-door versions of the smallest new Jaguar SUV will be offered – though positioned as standalone models – with a choice of single-motor, rear-wheel-drive and dual-motor, all-wheel-drive powertrains.

Prices for these models will reportedly start from \$AU140,000 to \$AU160,000 – equivalent to a top-of-the-range I-Pace of today, at about \$170,000 drive-away in Australia – and span beyond \$AU210,000.



Autocar UK concept mock-up. The proposed smaller model Jaguar SUV is claimed by Autocar to be Porsche Taycan size and cost AU140k - \$AU160k.

According to Autocar, the flagship Jaguar will be a larger SUV with a 200mm-longer wheelbase, standard dual-motor all-wheel drive and “luxurious rear cabin appointment and space” aimed at the US and Chinese markets.

The publication says this model will cost from \$AU210,000 – starting where the smaller car's range ends – and that Jaguar hopes it “can justify prices approaching \$AU350,000 with full equipment and the SVR treatment”.

Jaguar is said to be targeting about 50,000 sales per year, according to Autocar – on par with the full-size Range Rover before the pandemic, albeit with higher profit margins on the new Jaguar cars.

Autocar says the first of the new Jaguars will be previewed by a concept in 2024 – as hinted at by JLR vehicles boss Nick Collins in a separate interview – before customer deliveries commence in 2025.

“In 2024, we will show the world what a new Jaguar will be like; in 2025, we will deliver cars to customers. We're still working on options for communicating and marketing the vehicles. We have plenty of ideas, but we haven't yet decided which way to go,” Collins said.

The Panthera platform underpinning the new Jaguar models – developed by JLR and Austrian engineering giant Magna – will be on the “technical cutting edge”, Autocar says, with likely 800-volt fast charging, cloud connectivity and plenty of processing power.

The UK outlet says “it seems likely” the new vehicles will use a range of sustainable materials that avoid the use of oil derivatives – with recycled fabrics for the carpet, and recycled aluminium for the platform suggested as examples.

Jaguar Land Rover recently signed a deal with US computing giant NVIDIA to power the next generation of its autonomous driving technology, with “significant” use of connected cloud technology.

While a final decision on where the cars will be built has not been made, Autocar suggests an expansion of the current Solihull, UK factory home to the current Jaguar F-Pace, Range Rover Sport, Range Rover Velar and full-size Range Rover.

The arrival of the new Jaguar luxury electric cars in 2025 will spell the end of the current range, comprising the XE and XF sedans, E-Pace, F-Pace and I-Pace SUVs, and the F-Type V8 sports car. ■

Information for this story from Drive Australia and Autocar.



Autocar UK concept. The proposed flagship Jaguar SUV is claimed (by Autocar) that it will have five doors and 4WD and aimed at US and China markets and cost AU210k - \$AU350k.



“NO ONE KNOWS YOUR PASSION LIKE SHANNONS.”



Shannons Home and Comprehensive Car and Bike insurance is for motoring enthusiasts just like you, with features like:

- Choice of repairer
 - Agreed value
 - Multi-Vehicle & Multi-Policy discounts
 - Limited Use & Club Plate cover
 - Laid up cover
 - One excess free windscreen claim per year
 - Total loss salvage options
 - Home & Contents Insurance including \$10,000 enthusiast items cover for your collectables & tools
 - Towing & storage costs as a result of loss or damage
 - Pay by the month premiums at no extra cost
- Call Shannons on 13 46 46 for a quote on your special car, daily drive, bike or your home, and speak with a genuine enthusiast.



Join the Shannons Club today! Get connected and share your passion - shannons.com.au/club

SHARE THE PASSION

INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Some benefits only apply to comprehensive vehicle cover. Shannons has not taken account of your objectives, financial situation or needs. Read the Product Disclosure Statement before buying this insurance, available at shannons.com.au. The Target Market Determination is also available. Terms, conditions, limits and exclusions apply. The type of cover must be specified on your certificate of insurance. If you do not use your vehicle in accordance with the vehicle usage shown on your policy certificate you may not be covered in the event of a claim. Discounts do not apply to the optional Shannons Roadside Assist or CTP. SHFMA2101 17/9/21 A

2023 F-Pace SVR Edition 1988 Heads To Australia

With three years left until the first of its new luxury electric cars arrive, Jaguar is keeping busy with a new F-Pace special edition inspired by its racing success.

The 2023 Jaguar F-Pace SVR Edition 1988 has been revealed, ahead of first Australian deliveries due in the fourth quarter of 2022 (October to December).

Only 20 examples of the 394 special-edition F-Pace SVRs planned for global production will come to Australia, designed to celebrate Jaguar's win at the 24 Hours of Le Mans in 1988, with 394 laps (thus the build count) completed by the XJR-9 LM racer.

Local prices will start from \$189,531 plus on-road costs, with orders open now at Australian dealers – nearly \$45,000 more than the standard F-Pace SVR, which costs \$145,146 plus on-road costs.

Finished in a new Midnight Amethyst Gloss purple colour – claimed to appear “black until its amethyst undertones are revealed in bright sunshine” – the special edition scores 22-inch alloy wheels in Champagne Gold Satin, with unique badging. Other exterior details include Sunset Gold rear badging, laser-etched Edition 1988 logos on the front quarters,



and an expanded Black Pack, with gloss black finishes on the mirror caps, brake calipers, wheel centre caps, and the letter ‘R’ in the ‘SVR’ badges.

Inside, buyers receive semi-aniline black leather upholstery, open-pore carbon-fibre trim inlays, satin black Jaguar leaper badge and horn ring in the steering wheel, and SV Bespoke and Edition 1988 sill plates and dashboard badging. A Sunset Gold Satin finish has been applied to the dashboard trim, air vents, steering wheel spokes, shift paddles, and cut-outs in the heated and cooled front ‘Performance’ seats.

Powering the F-Pace SVR Edition 1988 is the same 5.0-litre supercharged V8 as the standard model, sending 404kW and 700Nm to all four wheels through an eight-speed automatic gearbox.

Orders for the 2023 Jaguar F-Pace SVR Edition 1988 are now open, ahead of first Australian deliveries expected in the fourth quarter of 2022.

Eight Jaguar ‘SV Specialist’ retailers will sell the model which includes Solitaire Jaguar in South Australia. ■

Information for this story from Drive.

Forbes - 32 New Cars to Avoid

Editor: I just read a story that appeared in Forbes Business Magazine on new cars to avoid buying. I cringed as I scrolled through each of the 32 pages, waiting for a Jaguar to appear – but there were none!!!

My concern was that despite models like the XE/XF and F-Pace receiving numerous awards and accolades, poor workmanship and reliability problems that occurred in the 70's & 80's still hangs over Jaguars head and influences ill-informed public and some journalists.

The reality is that Jaguars are significantly better than what they used to be. In fact, the same applies to all makes as it is becoming increasingly difficult to find a true and terrifically bad car sitting on a dealer's showroom floor.

And yet the proverbial cream still rises to the top. Some models lead while other lag with regard to their designs, measurable performance attributes, and the degree to which their buyers are ultimately satisfied. Some are plagued by questionable reliability and/or poor

resale values, while others are saddled with dated designs and/or technology.

Being an American publication, Forbes 32 cars included a large percentage of American cars. Jaguar were not the only one to miss the cut. There were no Land Rovers, Toyota's or Mercedes.

Surprisingly, the worst Japanese brands were the Nissan and Honda with 6 of their cars on the list. The Acura, which is the luxury and performance division of Honda scored badly with the Acura ILX and RLX, primarily due to poor reliability and their re-sale value that is expected to hold onto just 47% of its original value after three years and 30% after five years.

Infiniti, the luxury vehicle division of Nissan scored badly with their Infiniti Q50 compact luxury sedan with a reliability rating of minus-64 and criticized for its unrefined power-train, fuel economy, ride and handling. It is expected to hold onto just 46% of its original value after three years and 32% after five years.

The BMW 7 Series was labelled as a cumbersome technology-laden vehicle with ungainly handling and was included in the publication's lists of lowest-scoring cars, worst overall values and most expensive operating costs in its class. Not to pile on, but it also gets a rock-bottom resale value rating and a below average performance score.

The Maserati Ghibli was in the top 10 worst, largely because it was considered a case where one could do a lot better for the money. Though the midsize Ghibli comes wrapped in seductive Italian styling and carries a high degree of brand exclusivity, it was considered to be a mediocre performer. Consumer Reports ranked it 17th out of a field of 17 midsize luxury cars, citing its overly firm ride, sloppy handling, and lack of rear seat room. Consumer reports also gives it poor marks for projected reliability. ■

Information for this story from Forbes and MotorBiscuit

Sponsors



Geoff Mockford

126 Sydenham Road, Norwood SA 5067

P: 08 8332 3366 E: classicsports@internode.on.net

SOVEREIGN
BRIT PARTS



The best diagnostic technology
Largest range of spare parts

Located at 80 King William Street Kent Town, minutes from the Adelaide CBD, we offer a full range of services and repairs for late model Jaguar, Land Rover and Range Rover vehicles.

Sovereign Auto - Specialists
JAGUAR and LANDROVER

80 King William St Kent Town SA 5067 ph: (08) 8362 5997

Email: info@sovereignauto.com.au Web: www.sovereignauto.com.au

JLR Deliver World-First Navigation Solution

JLR is offering customers accurate and precise navigation even in the most remote locations, by becoming the first automotive manufacturer to integrate “What3Words” global location technology into vehicles already on the road through a software-over-the-air (SOTA) update.

“What3Words” has divided the globe into a grid of 3m x 3m squares, and given each one a unique combination of three words.

Through the ‘always-on’ technology, which works without the need for mobile connectivity, new and existing customers will be able to navigate to any precise location in the world using just three words.

The recently announced Jaguar F-Pace SVR Edition 1988 has “What3Words” installed from new, but other models now gain access to it.

This is part of the latest SOTA upgrade offered to customers this year, following the previous update which gave more than 200,000 owners of existing

Jaguar and Land Rover vehicles access to Amazon Alexa. In total, JLR has completed more than 1.3 million vehicle-level updates and more than three million engine control unit updates as part of its always-on, always-connected capability, delivering modern luxury to customers.

Once updated, the system allows customers to input “What3Words” addresses directly into the navigation bar on the Pivi Pro Infotainment system.

“What3Words” is a proprietary geocode system designed to identify any location with a resolution of about 3 metres and is owned by “What3words Limited”, based in London.

Integrated “What3Words” is available in all new and existing Jaguar vehicles fitted with its advanced Pivi Pro infotainment system. ■

Information for this story from Motor Research



JLR Close To Selecting UK Battery Plant

JLR is close to announcing plans to source batteries for its electric vehicles from the UK, CEO Thierry Bolloré told the *Financial Times*.

JLR will also take closer control of key parts such as microprocessors and batteries as it overhauls its supply chain, Bolloré told the paper in an interview.

Bolloré told the *FT* that batteries will be as critical in future as engine-making is today, and JLR is also “exploring all possibilities” about whether to make or buy batteries for its electric vehicles.

Sourcing batteries from a UK plant is the “favourite scenario,” he said, adding that the company is in final discussions with a handful of battery manufacturers about plant location.

JLR said in February that the Jaguar brand will become all-electric starting in 2025 and Land Rover will aim to make 60 percent of its sales zero emissions vehicles by 2030.

The British government is reported to be in talks with six companies to build battery factories in the UK.



Bolloré, Renault’s former CEO, has been overhauling JLR since he took charge of the UK automaker last September.

The company has been slashing costs since 2019 and its ambitions are no longer linked to selling 1 million cars a year. JLR’s annual sales breakeven figure have been reduced to 400,000 and the automaker plans to reduce manufacturing capacity by 25 percent and end volume car production at its plant in Castle Bromwich, England.

Bolloré told the *FT* that he sees potential for “much more” savings. Asked by the paper if other closures may follow, Bolloré said: “Oh yes.”

He said JLR’s only full-electric model, the Jaguar I-Pace, will continue for several years including new derivatives, but it will not be directly replaced. ■

Information for this story from Automotive News Europe

SPORTS CAR CENTRE

JAGUAR - MG - BMW

Evan Spartalis

(JDCA Life Member)

Ph: (08) 8362 8116

Mob: 0408 827 919



18 Tania Avenue, Windsor Gardens SA

SERVICE & REPAIRS TO ALL CLASSIC VEHICLES



Phone 13 26 13

V.I.P. Home Services



Embroidery SA

PETER OLIFENT

MANAGING DIRECTOR

QUALITY MONOGRAMMING

• T-Shirts • Polo Shirts • Caps • Jackets • Aprons • Badges

UNIT 8, 25-27 ROXBURGH AVE
LONSDALE S.A. 5160

PHONE 7261 0288

www.embroiderysa.com.au
email: sales@embroiderysa.com.au

Jaguar Wins Formula-E Inaugural Race in Jakarta

Jaguar TCS Racing's Mitch Evans has claimed his third victory of the season in an edge-of-your-seat race at the Jakarta E-Prix. It was the first Formula-E race held in South East Asia's most populous city. The Indonesian fans were in for a treat as the drivers navigated a challenging purpose-built track at heart-racing speeds.

The 18-turn 1.47-mile track offered more than one potential overtaking point, was wide enough to allow for passes without contact and generally received a thumbs up from all. The scorching temperatures and the new pavement provided drivers with a low-grip surface and a significant challenge.

Energy-sapping humidity also spelt a challenge for the drivers, who resorted to pre-race dips in paddling pools to cool off, while the teams sweated over rising battery temperatures. This was a tough motor race.

After a successful qualifying session, Evans lined up third on the grid and held his position as the lights went green. Skilful manoeuvring saw the New Zealander edge ahead of António Félix Da Costa, before doing strategic battle with Jean-Éric Vergne and Edoardo Mortara. With six minutes to go, Evans took the lead after a thrilling overtake and maintained the lead until the chequered flag fell.



Along with this decisive victory, Evans also secured the fastest lap of the race, showcasing the pace of the Jaguar I-TYPE 5 under tough conditions.

Sam Bird was also able to score valuable points for Jaguar by carving his way through the other competitors from his starting position of fourteenth to finish in ninth. Once again, the Jaguar's performance was demonstrated as Bird made eight overtakes to move up the field.

With impressive results achieved in Jakarta, Evans remains fourth in the drivers' standings, now just twelve points behind leader. That's nothing with seven rounds, including a double-header in London, still to come.

The New Zealander could easily become Formula-E's second world champion. Jaguar TCS Racing is a solid fourth in the Formula-E World Championship teams' standings.

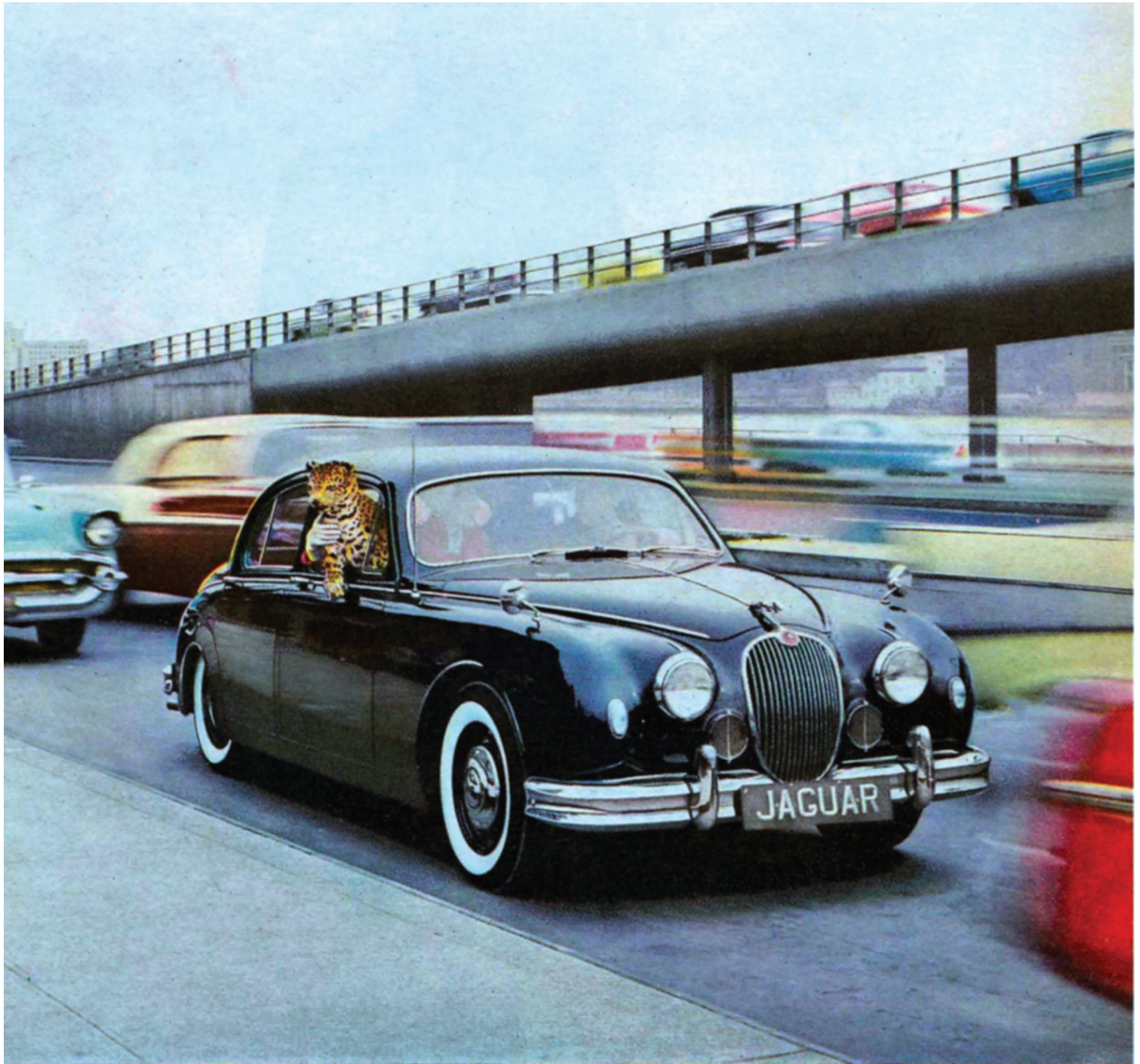
The tenth round of the Championship will take place in Marrakesh, Morocco on the 2 July 2022.

News Flash - Mitch Evans finished third in an action-packed Marrakesh E-Prix. He remains fourth but closes the gap in the drivers' standings, to remain in the 'top four' fighting for Championship. The 11th & 12th rounds take place on the streets of Brooklyn, New York City on the 16 and 17 July. ■

Information for this story from Jaguar TCS Racing, Motorsport.com and Autocar.



Feature - Mk 1, Mk2, 240 & 340 Saloons



JAGUAR 3.4 SEDAN

Only 7,500 Americans can get a new Jaguar this year . . . Naturally, Jaguars are scarce. You just can't mass-produce a superb car like the Jaguar unless you compromise your standards. We won't. Witness: the painstaking workmanship in the lithe, low body, the hand-finished interiors, the watchmakers' precision in the magnificently coordinated power plant.

In case you need an excuse to buy a Jaguar:

Performance—Tested and proved in international race track competitions, the famous Jaguar engine provides quiet, surging power for starts and safe passing. *Amazingly economical.*

Roadability—The Jaguar suspension system provides ultimate comfort even on the roughest of surfaces, prevents roll on winding roads. No pitching, no wavering.

Resale Value—You get unbelievably high trade-in value because Jaguar, the finest car of its class in the world, stands up for thousands of miles beyond the expected "normal" standards.

Jaguar 2.4 and 3.4 Saloons (1955-59)

Overview

The Jaguar Mark 1 was produced by r from 1955 to 1959 and was referred to in Jaguar documentation as the Jaguar 2.4 Litre and Jaguar 3.4 Litre. The 2.4 was launched in September 1955 with the 3.4 18 months later (February 1957).

The 2.4 Litre was the company's first small saloon since the end of its 1½ and 2½ Litre cars in 1949, and was an immediate success, easily outselling the larger much more expensive Jaguar saloons.

Its designation as Mark 1 was retroactive, following its October 1959 replacement by Jaguar's 2.4-litre Mark 2.

Design

The Mark 1 was a fast and capable sports saloon in line with Sir William Lyons' advertising slogan: Grace - Space - Pace.

Jaguars move into the mid-size executive saloon sector in 1955 was then occupied in the UK by cars such as the stately Humbers, the Vanguard and the Rover P4. The 2.4 and 3.4 introduced a modern style and a new level of performance to this respectable company.

Although having a family resemblance to the larger Mark VII, the Mark I differed in many ways. It was the first Jaguar with unitary construction of body and chassis.

The car was available in standard or special equipment versions with both versions finished in leather upholstery and polished walnut trim.

Suspension

The independent front suspension featured double wishbones, coil springs, telescopic dampers, and an anti-roll bar, all carried in a separate subframe mounted to the body by rubber bushes.

The live rear axle used a simplified version of the D-Type suspension, with inverted semi-elliptic springs cantilevered into the main body frame with the rear quarter section carrying the axle and acting as trailing arms. Transverse location was secured by a Panhard rod, the system being a significant improvement over other contemporary Jaguar saloons and sports cars.

The reason for the unusual inverted leaf spring arrangement was the same as for the D-Type: to transfer all rear axle loads forward to the unitary body shell with the rear of the car unstressed.

The rear wheel track was some 4.5 in (114 mm) narrower than the front track. It was

reported to be better balanced at higher speeds - indeed, the narrower track was deemed to assist high speed straight-line stability and was a feature incorporated in many record-breaking cars of pre and post-War design.

However, the cars looked odd from behind and the design was changed with the introduction of the Mark 2.

Interior

The interior was of similar design to the contemporary Jaguar saloons and sports cars, with most of the dials and switches being located on the central dashboard between the driver and passenger. This arrangement reduced the differences between LHD and RHD versions.

Although its profile was very different from that of previous Jaguars, the side window surrounds and opening rear "no draught ventilator" (quarterlight) windows were reminiscent of Jaguar Mark IV saloons.

Disc Brakes

At launch the car had 11.125 in (283 mm) drum brakes but from the end of 1957 the cars received the innovative (at the time) option of Dunlop disc brakes on all four wheels.

Engine & Transmission

The Mark 1 was initially offered with a 2.4 litre short-stroke version of the XK120's twin-cam six-cylinder engine, first rated at 112bhp net by the factory at the launch in 1955.

From February 1957 the 3.4 litre 210bhp (gross) unit already used in the Mark VIII also became available. The 3.4 had a larger front grille for better cooling, a

stronger rear axle and rear-wheel covers (spats) were cut away to accommodate the optional wire wheels. The 2.4 Litre was also given the larger grille.

In September 1957 a three-speed Borg-Warner automatic transmission became available with either engine.

Performance

A 2.4 Litre saloon with overdrive was tested by the British magazine *The Motor* in 1956. It was found to have a top speed of 101.5 mph (163.3 km/h). The test car cost £1532 including taxes.

They went on to test a 3.4 Litre automatic saloon in 1957. This car had a top speed of 119.8 mph (192.8 km/h). The test car cost £1864 including taxes of £622.

A manual overdrive version of the 3.4 Litre was tested by *The Autocar* in June 1958. Its 0-60 mph (97 km/h) time was 9.1 seconds, and 0-100 mph (160 km/h) in 26 seconds, little more than a second behind the contemporary XK150 with the same engine.

Motor Racing

Mark I 3.4 Litre saloons competed successfully in many rallies, touring car, and saloon car races. Notable drivers including Stirling Moss, Mike Hawthorn, Tommy Sopwith, and Roy Salvadori.

In Australia, David McKay won the 1960 Australian Touring Car Championship at the wheel of a 3.4 Litre "Mark 1" and Bill Pitt won the 1961 Australian Touring Car Championship driving the same model.

Production

19,992 of the 2.4 and 17,405 of the 3.4 litre versions were made. ■



In January 1959, former motor racing world champion Mike Hawthorn died in an accident involving his own highly tuned 1957 3.4 Litre Jaguar.

Feature - Mk 1, Mk2, 240 & 340 Saloons



General scenes showing new Mark 2 Jaguars coming off the production line at the plant in Coventry. 8th February 1962



Jaguar Mk2, 240 & 340 Saloons

Overview

This beautiful saloon was built from late 1959 to 1967, and today still remains a fast and capable saloon. The Mark 2 was available with all three versions of the advanced Jaguar XK engine.

Design

The Mark 1 was re-engineered above the waistline, with vision dramatically improved by an 18% increase in cabin glass area. Slender front pillars allowed a wider windscreen, and the rear window almost wrapped around to the enlarged side windows, now with the familiar Jaguar D-shape above the back door and fully chromed frames for all the side windows.

The radiator grille was changed, and larger side, tail and fog lamps repositioned. Inside a new heating system was fitted and ducted to the rear compartment. There was an improved instrument layout that became standard for all Jaguar cars until the XJ series II of 1973.

Mechanical Changes

The front suspension geometry was rearranged to raise the roll centre and the rear track widened. Four-wheel disc brakes were now standard. Power steering, overdrive or automatic transmissions could be fitted at extra cost.

The car continued to use a live axle at the rear and the 3.8 litre was supplied fitted with a limited-slip differential.

Engine

The Mark 2 came with a 120 bhp 2,483 cubic centimetres (152 cu in), 210 bhp 3,442 cubic centimetres (210 cu in) or 220 bhp 3,781 cubic centimetres (231 cu in) Jaguar XK engine.

The 3.4 Litre and 3.8 Litre cars were fitted with twin SU HD6 carburettors and the 2.4 Litre with twin Solex carburettors.

240 and 340

Some time on or about September 1967 the 3.8 litre model was discontinued and the 2.4 and 3.4 litre Mark 2 cars were rebadged as the 240 and 340 respectively as gap-fillers until the XJ6 arrived in September 1968.

The 340 was discontinued at that time, but remaining parts were used up producing budget-priced 240's until April 1969. These sold at £1364, only £20 more than the first 2.4 in 1956.

Output of the 240 engine was increased from 120 bhp (89 kW; 122 PS) at 5,750



The Launch of the Mark 2 at the 1959 British Motor Show

rpm. to 133 bhp (99 kW; 135 PS) at 5,500 rpm. and torque was increased. Like the 340, the 240 now had a straight-port type cylinder head and twin HS6 SU carburettors with a new inlet manifold.

For the first time the 2.4 litre model could exceed 100 mph, resulting in a slight sales resurgence.

The automatic transmission was upgraded to a Borg-Warner 35 dual drive range. Power steering by Marles Varamatic was now available on the 340.

There was a slight reshaping of the rear body and slimmer bumpers and over-riders were fitted.

The 240 and 340 models retained cost-saving downgrades that had appeared a year earlier in the Mark 2 series. Standard leather upholstery was replaced by Ambla, a leather-like synthetic material, and tufted carpet was used on the floor. The front fog lamps were replaced with circular vents and made optional for the UK market. The sales price was reduced to compete with the Rover 2000 TC.

Performance

A 3.4 litre Mark 2 with automatic transmission tested by "The Motor Magazine" in 1961 had a top speed of 119.9 mph (193.0 km/h). A 3.8 litre with the 220 bhp engine could reach a top speed of 125 mph (201 km/h).

Motor Racing

The Mark 2 is still a popular campaigner on the tracks. Some of the many wins include:

- David McKay won the 1960 Australian Touring Car Championship (3.4 Mk 1)
- Bill Pit won the 1961 Australian Touring Car Championship (3.4 Mk 1)

- Bob Jane won the 1962/1963 Australian Touring Car Championship (Mark 2)
- Michael Parkes/Jimmy Blumer won the 1962 Motor Six Hours International Saloon Car Race (3.8 litre Mark 2)
- A 3.8 litre Mark 2 driven by Peter Nocker won the first ever European Touring Car Championship in 1963.
- Roy Salvadori and Denny Hulme won the 1963 Brands Hatch Six Hours driving a 3.8 litre Mark 2.
- John Ward and Rod Coppins won the 1965 Wills Six Hour Production Race at Pukekohe NZ driving a 3.8 Mark 2.

Portrayal in Media

The Mark 2 is also well known as the car driven by fictional TV detective Inspector Morse. In November 2005, the car used in the television series sold for more than £100,000.

The Mark 2 gained a reputation as a capable car among criminals and law enforcement alike. Popular as getaway cars, they were also employed by the police to patrol British motorways.

Production

83,976 produced between 1959 and 1967, split as follows:

- 2.4 litre – 25,173
- 3.4 litre – 28,666
- 3.8 litre – 30,141
- 240 – 4,446
- 340 – 2,788
- 380 – 12 (not a standard option)

Collectability

The Mark 2 Jaguar is still one of the most desired saloons ever made and low mileage examples still retain high prices. ■

Motor Racing - Mark 1 & Mark 2



Hell Corner, Bathurst October 1960. Jaguars from left to right - Ron Hodgson, Bill Pitt, Pete Geoghegan. Bill Pitt won the 1961 Australian Touring Car Championship in a 3.4 Mark 1. Pete Geoghegan was second (also in a 3.4 Mark 1) and Ron Hodgson was third in a 3.8 Mark 2. Bill Burns was fourth in a 3.4 Mark 1. Bob Jane retired with suspension damage.



Bob Jane won the 1962 Australian Touring Car Championship in a 3.8 litre Mark 2 and again in 1963 in his Mark 2 fitted with a 4.1 litre engine. He finished third in 1964. The car was sold to Hugh Bryson (Bryson Industries).



This record-breaking performance was established on the Monza circuit in Italy, by a standard production 3.8 litre Mark 2 Jaguar saloon, which ran continuously, stopping only to refuel and change tyres and drivers. In the course of this endurance run the car set up the following . . .

WORLD RECORDS

INTERNATIONAL CLASS 'C'
3,000 c.c. to 5,000 c.c.

3 DAYS at 107.02 MPH

4 DAYS at 106.62 MPH

15,000 KMS at 106.61 MPH

10,000 MILES at 106.58 MPH

**10,000
MILES at
106.58 MPH**

achieved by
a standard

JAGUAR

3.8 LITRE MARK 2

SALOON

Azalea - by Bruce Brooks (Mark 1)

We are the proud owners of a 1957 2.4 litre Mark 1 manual, who we call "Azalea".

Azalea was bought new by Mrs Michell [Michell wool] in 1957. In 1963, Mrs Michell upgraded to a new Mark 2 and the Mark 1 was purchased by my late aunt, Thelma Williams.

In 2003, at the age of 85 years, and after a close encounter with a fence, Thelma decided to stop driving and we purchased Azalea.

It was no surprise that it was hard for her to drive, worn tyres and no power steering. The brakes seized on a Bay to Birdwood and the exhaust fell off!

We commenced restoration with a re-spray, re-chroming, woodwork re-varnished, brakes replaced, new tyres, new exhaust and new windscreens.

The engine is original, having done 99,714 miles and still going well. We are planning a celebration when she ticks over 100,000 miles.

Azalea has been the perfect wedding car for family and friends. Last year she took the granddaughter of a close friend



of Thelma's, who had used Azalea for her wedding more than 50 years previously.

At 100 years old Thelma still reminisced about the car.

Azalea is a well-loved member of the family. We are her third owners - Mrs Michell then Thelma and now us.

Bruce Brooks

Editor: You don't hear of many 65 year old, low mileage three owner Jaguars with a known history these days.

Bruce and Janette have been members of the JDCSA since 2003.



My Jaguar 340 - by Ray Smithers

My infatuation with the Mark 2 Jaguar began in earnest when, in around 1963 I arrived home to find a brand new gunmetal 3.8 Mk2 with wires parked in our driveway. My Mother was an enthusiastic pedigree show dog breeder at the time as was David Roche, the owner of this, to me, the epitome of British sporting saloons. He was there on State Committee level "doggie business." From that day on I vowed I would have to have a Mk2 one day.

Fast forward to 1981 and to the amazement of my young family, I purchased a gunmetal Mark 2 at Woodside. Its specification was lacking in that it was a 2.4 automatic with "minor" mechanical problems, but it was a compact Jaguar.

I joined the Jaguar Drivers Club of S.A. soon afterwards and was advised that I had been hasty in my purchase but that this, as often happened, a typical start as a Jaguar enthusiast.

I admired the many fine examples of members' cars, in particular Colin Cook's old English white 340 saloon, manual with overdrive, and when he offered it for sale as he was about to purchase a glorious series 1 E type, I jumped at the chance and have happily owned it ever since.

Colin was a perfectionist and had maintained the car in perfect order, but was so perturbed by an oil leak from the power steering rack that after two rebuilds he chose, at much expense, to have it professionally converted to direct, unassisted steering. In addition, he had the cylinder head overhauled and new piston rings fitted.

The 340 has given me much enjoyment at sporting events over the years, at Mallala, at club motorkhana's and at the hill climb at Collingrove. In 1985 with a good friend as navigator we took the 340 in the Dutton GP rally from Ballarat to Adelaide as part of the final Adelaide GP. This was a very special event which concluded with a couple of unforgettable laps in the Jag of the F1 track at speed.

For the first three years of the Classic Adelaide Rally, I took part in the 340 together with club members Peter Clark (XJ Sprinter) and Roger Wallace (S-Type) when we took VIPs for rally experience in the non-competition class. Back then we did not have to conform to State speed limits, so could give ourselves and our passengers some real thrills especially as they, the VIPs, were entrusted as "capable" navigators.



Whilst the 340 has not required any major mechanical work over the years of my ownership, cosmetically it has had new carpets and hood lining but the original Ambla upholstery is in excellent condition, having only required an occasional clean, which is remarkable after 54 years of continuous use!

When the car was purchased as the last example for sale in SA at the 1969 Royal Show, it was British Racing Green but the new owner wanted it in Old English White, like his previous Mark 1, so in the first year of ownership he had it repainted by recognised specialist Des Higgins.

It is not known whether the fact that the dash top and door capping were covered expertly in black vinyl at this time, or at the factory to special order as the original owner was concerned of the effect of the SA sun. Unusually all the original wood work in the car was crafted in rosewood as opposed to the usual Jaguar walnut.

For most of the 1990's our family lived on the lakeside at West Lakes and as the original repaint had by this time developed fine cracking, the marine environment caused minor staining in the cracking, so a back to bare metal repaint was undertaken again in old English white. Minor rusting was also dealt with at this time.

When wife to be, Judy, came on her first Jaguar club run in the 340 she anticipated a serene, comfortable progress and brought suitable classic CDs for the trip

with the Multivalve Register to Broken Hill, not realising that the stainless steel exhaust had a very sporting note not compatible with her expectation.

The peace was further shattered on the first day at outback Yunta when a non-releasing handbrake at 80 mph caused a problem in the rear offside wheel when brake fluid caught fire requiring an extinguisher wielded by a very upset service station operator when we drove onto his forecourt. The car had to remain there for repair requiring us to gratefully take up offers to travel with other members for the remainder of the weekend.

By 2020 the unassisted steering had become heavy to the point where, at my advanced age, parking the car was a problem. On taking advice from Geoff Mockford, I had electric power steering installed by his company, Classic Car Boutique, which has made the 340 so much easier to manoeuvre again.

This item has had to be kept brief to meet the Editor's dead line, but having owned and enjoyed sixteen various Jaguars since 1981, I must claim the classic, balanced lines of the Mark 2 series of Jaguars to be the most desirable of all.

Ray Smithers
Life Member JDC of SA

Editor: Thank you Ray. It would be great to hear about some of your other Jaguar stories sometime.

Members Story - Pat McNamara (Daimler V8)

I am currently repainting my 1965 Daimler 250 V8.

I read a bit of the history of how the Daimler 250 came about. Basically, I believe Jaguar owned Daimler at the time and Daimler sales had stalled, so as the MK 2 was selling so well, they decided to allocate 20,000 bodies to Daimler to fit out and promote.

I believe I am the 3rd owner. The previous owner hadn't looked after "the Dame" that well and so I have been tidying up a

few things up over the last 4 years that I have owned her!

I restored all the woodwork myself. It was all in reasonable condition but the varnish had hardened and was crazed.

The leather was torn on the front seats due to the seat belt cutting it to pieces. The Sun had also destroyed the top of the back seat, and the carpets were badly worn. The hood lining and the four corners were destroyed by the ingress of water due to the rubbers hardening.

The seats have now been redone in new leather with new carpets and hood lining. I have also replaced the original steering box with a rack and pinion unit from a Mitsubishi colt! Now the wife is able to get it out the driveway.

The paint was crazed as well and couldn't be polished and so I have decided to get it painted whilst we are away on holidays.

Pat McNamara

Editor: Can't wait to see the finished work. Maybe, Jag Day in October?



Members Story - David Davidson (Mark 2)



Here is a story of my first Jaguar. When I worked in Scotland from 1967 to 1970, I bought a 1962, 3.4 MK 2 Jaguar for £500 Pound Sterling. It was a very reliable car: I drove it every day and it never held us up on the road. We went to Norway in 1969 in the summer and a young boy thought it was a Rolls Royce! However, before I had a garage/carport it took 20 minutes to get into the frozen Jaguar each morning, but it started on first press of the button (Glycol anti-freeze additive).

We bought the car back to Australia in 1970. It did not cope with flood waters in August of that year: the distributor, located directly behind the radiator fan, was flooded. It took an hour to dry it out.



However, we solved the problem with my wife's pink pyjamas!

I sold the Jaguar Mk 2 in 1972 for \$1,300 (£1 = A\$2.50)

I am out of Jaguars for a year now having sold my X-308 Sport to Lou Guthry last year.

I still miss them.

David Davidson

Editor: Thank you David very much for the story. David and Carole have been in the JDCSA for over 20 years and it is great to see that they are still members, even though they are currently Jaguar-less.

1956 Eight Bar Grill - by Richard Chuck

I have owned quite a few Jaguars in my time, starting in the late seventies, and through most of the eighties, beginning with a Mark VIIM. I went on to acquire two more Mark VII's, a Mark VIII and about seven or more Mark V's including a 2.5 saloon and an unrestored drophead chassis number 21. Most of these cars became a fleet of Wedding hire cars.

During this time, I like many others revered the many sports cars created by William Lyons and would dearly have loved to have owned any one of them. Alas I never had the money, even when a colleague of mine wanted to rid himself of an early E-Type. I had a loving wife and two children along with our businesses to keep me busy. Because I was so entrenched in all the above, I became somewhat blasé about the stars of the Jaguar world and so saloons became my forte.

My Love of Mark 1's

Mark 2's were of course on everyone's wish list in the early days of their existence and still are of course. But I had always admired the grills gracing the 120's and 140's, and so when the Mark 1's appeared, following the Mark VII's with their eight bar grills, I was hooked. So, what if they were only 2.4 litre engines, the style of that model was in my opinion the best yet, and when they were upgraded to 3.4 litres and had the wider grills, to me that was a disappointment. I know that the 3.4's were fast and won many races, and of course the market demanded them, and Mike Hawthorn made them famous, but I wonder how many of us have been racers or would have really needed that extra power for every day commuting?

As time passed, in 1990 I found a derelict 1970 Daimler Sovereign 4.2 and spent two years restoring it, sold it and bought it back six years later - but that is a long story left for another time.

My First Mark 1

During all this time I always had my eye out for an early Mark 1. Alas they were few and far apart. I was living in Tassie at the time when I accompanied a friend who was taking a car on his trailer to sell in Bendigo at a Swap Meet. He sold it, but on the second day of the Swap Meet I heard that there was a Jaguar over the other side of the arena, so off I trotted and low and behold here was a Mark 1 on another trailer. Well talk about rose coloured glasses, I was wearing two pairs that day. I didn't have much money with

me but as my friend had sold his car for cash, I borrowed about \$800 bucks off him and got him to agree to put it on his trailer and take it home with us.

Since he had to pay a return ticket on the ferry and we were mates, plus he had sold his car for a tidy sum, I felt that it was a favour to take it home for me. Boy o Boy I found out that friendship was not exactly what I thought it was! I had to pay him \$1300 dollars for the privilege of transporting it home. So, it became an expensive favour and a lesson in checking details before jumping into things. Obviously, I never asked him for another favour again!

Rose Coloured Glasses

Well, the saga didn't end there, the car needed a complete 100% restoration. There was no head on the motor and the interior was ruined beyond repair. It was however in the original colour; Dove Gray I think it's called, with plenty of filler here and there. Clearly it must have been out in the sun for years, and so unless I was going to win Tatts Lotto soon it was not a project I could contemplate.

Sadly, it became a resident in my very big shed with no real hope for its future. At least it was under cover and nice and dry.

To The Auction and Return

The poor Mark 1 could have ended there for eternity, but no the story continues. Shannons decided to conduct an auction in Tasmania, the first and last one they ever had, I think. So, with some other friends help I had the car transported about 150 kilometres to the auction

along with three other Jaguars. (Two were driven, but again that is a story for another time).

So, on the day of the sale, they had around twenty cars to sell and when the dust had settled, they only sold three or four cars, fortunately two of them were mine, and one was the Mark 1.

Well, this is how it sold. It had no reserve on it and so it was going to go for whatever was bid, which was only a few hundred bucks. Well, you know I had history with this baby and so I bid on it until I won it back. I couldn't let go for such a paltry sum. My other car sold for a record amount, but of course I had to pay the commission on the Mark 1. So, home it went again!

The short end to this saga was that I eventually sold it after advertising in the papers (no internet then). I don't know who bought it but I seem to remember the guy seemed keen to attempt a restoration.

Still Looking for a Mark 1

Time moved on and we moved to Launceston in central Tasmania. After a few years and I found a couple of other Mark 1's, but they were in the same state as the other one.

Well one door closes and another opens they say. In Nov/Dec 2014 I noticed what looked like a nice XJ6 in a very small Car Yard.

Normally I would never be seen dead in a Car Yard, but I felt like doing some tyre kicking. I owned a Daimler at the time, and so I was just curious.



Photo taken in Evandale, Tasmania (2014/15). A friend dared me to put a for sale sign on it.

Eight Bar Grill (cont)

The yard owner turned out to be a member of the car club, one whom I had never met. As it happened, we had quite a chat and during the course of our discussion he said he owned a Mark 1.

Well, I did not let him know how keen I was to get my hands on one, he was a car dealer after all. I remained calm and continued with our talk during which he said he was thinking of selling it in the new year and that it was in good nick. He added that the previous year he had driven it to and from NSW on a Jaguar rally of some sort. Not wanting to be seen to be too interested about it I left it at that. He had said that he was not advertising the car, so I left it until January to go back to see him.

He seemed a very nice guy, and he named a not unreasonable price for the Mark 1. One of the reasons he was willing to sell the car was that he had suffered a stroke and was not able to use the clutch, plus the resulting health bills were a problem.

The Purchase

Well, my wife and I went to see the car at his home, but as it was in a garage under his house, we couldn't see much. But by this time, I was convinced that he was representing the car genuinely. He put in writing the following –

1. The car had, a complete engine rebuild (new pistons, chains guides, XJ6 oil pump, head overhaul, new Borg and Beck clutch).
2. All brakes renewed (all cylinders, stainless steel sleeves and re-con).
3. All hoses replaced including heating hoses. Heater made to work.
4. New ball joints.
5. Four new radials recently fitted.
6. Radiator gone through.
7. New electric fuel pump fitted.

The dealer also wrote down that he had purchased the car from a Tony Dockerty and that it had belonged to a doctor in Bendigo, supposedly a one-family owner. Well, this was the sort of thing that used car guys say and I took it with a grain of salt, not worrying much about it at the time - but read on, more revelations later!

He wrote that prior to his stroke the car was driven through Bendigo to Wagga and back down the coast in the middle of summer, during which time the temperature did not move off normal and the oil pressure sat at 45 psi and averaged 25.5 mpg.



The engine bay today

He also wrote that the car had only done 4,700 miles since all this work had been carried out by a well-known mechanic who was also a long-time car club member, someone I had heard of.

The car also came with the following, a replacement glass for the number plate light, the chrome surround for the rear window (not fitted to the car) 2 useable rear shockers, 1 sealed beam headlamp 4 wire wheel hubs and spinners, 5 15"x 6" wire wheels. Some of this gear was not used because of condition, however after negotiations all was purchased for the grand total of \$8000.00, which I was more than happy with as some were selling around the \$20,000 mark at that time, assuming you could even find one.

Well of course the story does not end there, in fact it had just began.

The Drive Home

Going home was just short of a nightmare. The car was backfiring so badly when any acceleration was applied it was difficult to get it to move at all. I knew that the car had been sitting for a few months or more since it was last driven, so maybe it was bad fuel or water had got in. This had happened to me before with my Mark VII, so I limped into a nearby service station. I discovered that there was almost no fuel in it anyway, so putting in some super I hoped this would fix it. If I had been in any other city except little Launceston, I could not have driven it home. Anyway, I nursed it and caressed it and home I did go.

So, the first order of business was to get it to run properly. The car was fitted with twin SU's and a B type head which was a

normal upgrade for these cars to increase their power back in the day. We used a local mechanic to service our daily drive and he said he was ok with SU's and I so took it to him. He improved it somewhat but it was still not good and running roughly.

In For Repairs

I then had the car transported to a Jaguar mechanic who had been looking after my Daimler on and off for some time.

He first inspected the car thoroughly and discovered a number of problems. Firstly, the fuel pump was not as it should have been and he replaced it with a correct type including the correct fittings.

We then discovered major rust in the rear end that required some costly repairs.

There followed a very long list of work including the ongoing problem with the carby's. The car was with him for quite a while and he was very thorough. During this time, he asked me a couple of times if the car was insured? Well, I thought he was having a lark. When I questioned him about this, he said that he felt that some of the wiring looked so bad that it might catch on fire, and so he had an auto electrical guy come and look at it.

Time Ticks By

I got a quote from this fellow and he said he would fix it where it was in the workshop on the basis that he would do it in between jobs and that it would take around four weeks.

An understatement if ever I heard one. It took twelve months before I got the car back and the bill, including everything, was just shy of ten grand.

Eight Bar Grill (cont)

More Work

And you know I still had problems with those darn carbies. In fact, in all I had three EXPERTS in Tassie try to get them to run properly plus a good friend of mine who did all his own maintenance on his Jaguars. I finally got them fixed here in S.A. with a chap local to me who had done some nice work on my Daimler. He repaired the distributor, condenser, points, spark plugs (incorrect ones had been fitted) reset the dwell angle and ignition timing, reset advance/retard etc, fitted a new water pump among other things. Car runs smoothly and starts well now, \$1600 bucks later.

You might think by now that I was discouraged, well I am a persistent bugger if nothing else, and while the car by this time didn't look much different from when I purchased it, I have had similar situations with at least three, maybe four cars in my time, in fact some much worse. I was very pleased that I had resurrected, in what was my opinion, a very worthwhile motor.

Interior

Up until now the interior was as purchased, and of course I had no way of predicting the costs that had ensued to date. I also spent a couple of grand on top of all this on various sundries.

And so, I considered the inside. The car originally had a red interior but along the way the back seats had been replaced with black ones from what model I do not know, but they presented well and had no cracks or tears.

The front still had the original bucket seats or tomb stone, as I believe they were once termed. When I got the car, they were loosely covered with strap on sheep skin covers, once removed the seats turned out to be the originals, and boy had they seen some wear.

The driver's seat was of course the worst. Tears so big that they barely held together. So, some improvement had to be made. I was now living in Launceston having moved there from the N.W. Coast at a place called Wynyard, a beautiful beach side town where some ten or more years previous I had the entire interior of my Daimler re-trimmed with imported Connelly leather and Axminster carpet from the U.K. by a local trimmer who did an outstanding job. I had obtained some quotes locally for the bucket seats but they were outrageous and so after a



The iconic front end of the 2.4 Saloon

few calls I took the seats for a three-hour journey back to Wynyard.

They took a while to get done but the wait was worthwhile and a month or so later two excellent seats graced the inside at a cost of \$2500 dollars. I still have to replace the carpets and door cards, along with a few other jobs.

Yet More Work

One back door lock is not working, some quarter vent rubbers need replacing (I have had them some time just not got around to fitting).

The door bottoms and the boot edge have some rust bubbles but they have not broken through the paint surface and have been like that since I have owned the car. From some history of the car that I obtained from a previous owner, it's possible they could have been there since the 80's.

The steering wheel appears to be original and has cracks in the coating, and I would like to replace or repair it if I could find one, so if anyone with a good one aka: Mark VII, or one with a flat horn push, I would like to hear from you.

We only had a couple of runs in the car while in Tassie and on the last one a short trip of about 40 kilometres and return on a cool summer day the Mark 1 boiled on the way home. It does not have an expansion water tank and so it loses water even when it gets a little hot. This was remedied temporarily with some radiator flush.

Move To Adelaide

It's about this time that we moved to Happy Valley, Adelaide in February 2019,

and having heard about the legendary Bay to Birdwood for years, I decided that it was for us and so entered.

Having regard to the warmer weather that might occur on the run I booked the car into an auto electrician to have a thermo fan fitted with adjustable temp control. While there, the radiator problem was identified. It was badly blocked and as a flush would not fix it, away it went to have a recore. A new battery was also needed. \$1600.00 bucks later.

The B to B was accomplished in style, a good time was had, and the thermo fan and replaced radiator did a great job, particularly as it turned out the traffic was stop start most of the way on what to us Taswegians would call - quite a warm day.

The Cars History Uncovered

I sent away for the Jaguar Heritage Trust certificate and found out the date of manufacture was 4 July 1956, showing that it is quite an early car, which I was delighted with.

It was a typical Lavender Gray (I wish it still was!) with a red interior. Very interesting was that the original distributor was in Singapore, Malaya, despatched on 14 July 1956 for a mister Khoo Boon Hun. What a story it must have, as to how it came to Australia, and when?

Shortly after joining the JDCSA, I attended a general meeting where the librarian was giving away some old copies of "The Jaguar Magazine". There were a number of editions, and I took a few that looked interesting. One was edition 106 from the year 2002. As I perused this copy later, I was amazed to discover a

Eight Bar Grill (cont)

full-page advert from Tony Dockerty Classic Cars located in Thornbury Melbourne containing 15 Jaguars for sale and there it was my Mark 1 resplendent in white and identified by the rego plate number that was on the key fob that I had received when I purchased the car in Tassie from the car dealer. It wasn't long before the car-dealer 'one owner story' was destroyed.

While living in Launceston we had friends in the car club that were also Mark 1 owners. They have owned many of them for more than 10 years I think, not mine though, but the lady of the house was so keen on them that at one time she had a Facebook page only for Mark 1's and she featured my car with photos, description etc, and received a contact from a person who had owned the car in the 80's.

I received an email from him regarding the fact that he had purchased the car in Bendigo from a well-known Victorian club member one Gary Aylett. I knew Gary quite well when I was a member and lived in Melbourne. The following is information that I received from the purchaser.

He brought the car from Gary; it was residing at the rear of a panel beaters. It was to be a spares car for Gary's MK2.

The car unregistered was "just going". In his words he resurrected the car "as it was then" the paint was reasonable [white] rust in all doors, 2.4 motor was very tired, solex carby's, 4 speed and generally tired all round. He registered the car with Vic Rego CAL 554 and used it as an "every day family car".

Overtime he chased parts and kept the car going. Back then he said there were virtually no Mark1's around. Parts he found hardest to get were front blinker lens, correct headlight and spot lights and the infamous 'tombstone seats'. He said that he eventually got some but the leather had gone hard and cracked and he used black vinyl paint to change them from red but ended up putting lambswool covers on them (this sounds like the condition I found when I got the car).

He also fixed the sun-visors, put a parcel shelf under the dash, replaced some door rubbers, put new baily channel around the doors and repaired some door locks.

He put a tow bar on it and in his words "did some serious towing". He re-did the door cards in a dark red plus the carpets,

also a dark red in a Westminster look alike. (Why he did this when he painted the seats black, I cannot understand).

As time went on the motor got to the stage where it showed no oil pressure when hot using 5 pints of 50 grade Penrite oil to 1 pint of diff oil. He said on start-up [cold] the oil pressure went off the scale. He then tracked down another 2.4 motor in a suburb of Bendigo, it was under a pepper corn tree in the open.

The engine was reconditioned with JP pistons a high-volume oil pump from Gary Ayre of Melbourne, a well-known parts supplier (I have known Gary myself for 40 years or so), plus new chains, gaskets etc with everything highly polished. He then reconditioned a B-type head using high lift 5\16" cams. At this time an SU conversion was done and while carrying out this work he made an amazing discovery that this engine was the original one for the car! He says that it was never determined how or why it became separated from the car or indeed how it ended under the tree.

The front end was replaced with a Mark 2 one, new rubbers, new discs etc. After all this work however, he was disappointed with the performance and felt it was no better than before. An early Mk1 high ratio steering box was used (I think this meant that he did not change the steering box or put a replacement one in).

He owned the car for 12 years and sold it to a teacher who lived only an hour away who apparently did not know how to look after it, as after 9 months he brought it back complaining that the overdrive

wasn't working. It was found that upon inspection the engine bay was submerged in oil (his words not mine). This was duly rectified and he was sent away.

The teacher eventually traded the car and it was in Market Place Car Yard Bendigo. The next buyer came into an engineering business enquiring about a conversion to wire wheels but never returned and the ownership trail was lost. After this he requested that I sell it back to him for 10 grand. I politely declined.

In Conclusion

And so having received all the above information I can only assume that all the work 'claimed' to have been done just prior to my purchase was probably done in the 1980's, and how many kilometres it has done since then is any one's guess.

Another conclusion presents itself, one that I have in my mind for a long time, is that as this car had no MOD to begin with, plus a few other clues I have picked up such as the fact that it never had any driving lights to begin with (see incorrect ones in Evendale pic). I have always wondered if the car was not a special equipment model, and as there were so few of them made it would indeed be rare.

Whatever the truth may be, one thing I am sure of is that this car is a true survivor and although it is quite changed from its original form, it is still something to cherish for as long as I am its custodian

Richard Chuck

Editor: Thank you very much for your comprehensive story, Richard. A most enjoyable read.



The 2.4 Saloon sitting nicely at home at Happy Valley

Inspector Morse's Mk 2 Voted Most Iconic TV Cop-Car

The burgundy Jaguar Mark 2 driven by Inspector Morse in the ITV series "Inspector Morse" has been voted the most iconic TV cop-car of all time, in a new poll announced in June 2022.

The classic British-made model was declared top of the cops by over half (53%) of those surveyed, closely followed by Gene Hunt's Audi Quattro from "Ashes to Ashes" (43%), and the Ferrari 308 GTS that starred in "Magnum PI".

The survey was commissioned by "Top Gear" ahead of its new series, where the presenters put several legendary TV crime-fighting cars through their paces, with hilarious results.

The episode celebrates an era when telly police cars were as famous and recognisable as the actors who drove them. The casting of the Mark 2 was considered a genius stroke and told you much about Morse as a character.

The Mark 2 epitomised Jaguar's motto of 'grace, pace and space', with almost a



third of respondents identifying Morse's chosen crime-fighting vehicle as the ultimate TV cop car in terms of classic style and design.

Seven in ten of those polled declared the 1960s as the greatest era of iconic

car designs. Though the Mark 2 actually launched in 1959, it was sold throughout the Sixties, with over 80,000 built in Coventry. ■

Information for this story from UK Mirror.

"Jaguar Classic" Unveils Stunning E-Type

Jaguar Classic is focused on breathing new life into vintage Jaguars of all shapes and sizes. We've seen some impressive metal leave its doors in the past five years, and its latest creation is no less a sight to behold.

Jaguar has unveiled its latest Classic creation, a one-off 1965 Series 1 E-Type Roadster, as part of the Queen's Platinum Jubilee celebration. The owner who commissioned this car had some very specific requirements:

First, the owner wanted the "new" car built from an E-Type Roadster from the year of his birth. Jaguar managed to find a donor E-Type built just two days after the owner was born. The vehicle was basically rebuilt from the ground up, and the bodywork was painted in a deep blue reminiscent of the Union Jack, while the bright red interior pays homage to the classic British pillar box, a kind of mailbox unique to the United Kingdom and overseas British territories.

Aesthetics were not the only thing Jaguar Classic focused on. The division

also went to work on the powertrain, replacing the original 4.2 litre engine with a beefier 4.7 litre unit. That was mated to Jaguar Classic's custom five-speed manual transmission. Jaguar further strengthened the car's handling with wider wheels and improved suspension components, while new headers and a new exhaust had it sounding mighty fine.

Jaguar Classic made sure to throw some additional 21st-century love in the

car's direction, too, with LED lighting making the car much easier to spot from a distance. Inside, Jaguar installed its Classic Infotainment upgrade, which places a small telematics display in the old radio slot, giving the car navigation and Bluetooth capabilities. ■

Information for this story from CNET.



Jaguar Celebrates The Queen's Platinum Jubilee

Jaguar joined Her Majesty the Queen's Jubilee celebrations, with a number of its cars in the Platinum Jubilee Pageant (Sunday June 5) that including a bespoke 1965 Series 1 E-type Roadster. (Page 32)

There was also an F-PACE Electric Hybrid in a bespoke livery designed with drumming sensation Nandi Bushell and an all-electric I-PACE from the E-Trophy racing series.

The Jaguar Daimler Heritage Trust were asked to provide 7 open-top vintage

Jaguars for space in the back for a Dame and their significant other.

The cars included an SS1 tourer, three Mark IV drophead coupes and three Mark V drophead coupes.

JDHT also provided a number of E-Types and the 1998 XKR from "Die Another Day".

The vibrant and colourful procession covered a 3-kilometre route taking in The Mall and Buckingham Palace,

echoing the route of the Coronation 70 years ago.

It featured more than 10,000 volunteers and creatives celebrating each of the Queen's seven decades on the throne through a carnival of art, music, theatre and dance. ■

Information for this story from the Jaguar newsroom.





Gary Satara Q and A

Questions: **Brian Todd**
Answers: **Gary Satara**

Editor: Thank you very much to the JDCA (Jaguar Drivers Club of Australia) and club member Gary Satara and editor Brian Todd for the following story.

(Last month we featured a report on the Fastest accountant in Australia. There was a backstory that wasn't covered...and that is "how does a "normal" kid equip himself to produce the fastest Jaguar in the world?" This interview with Gary unpicks more background, which I hope you'll find as interesting as I did... .Editor)

B: What was the path ...car to land-speed record?

G: I bought the car in good original condition in 2005 but the wiring harness was eaten through by rats so it wasn't running. I got it real cheap from out in the bush and it had zero rust. The intention was always to build a land speed vehicle after my first visit to the salt in 2004. The car only came out of my shed twice in 8 years of building. Once for the wheel alignment to make sure it tracked straight as I changed the front-end mounting points to dial in about 9 degrees of castor into it. The second time was for the chassis dyno. Getting it ready for its first run on the salt in 2013 was a huge rush at the end. I had never driven the car or changed gears and had only started it in the shed three times before pushing it up to the start line for its trial run. Very scary but it performed flawlessly. Considering that every single nut and bolt, all the fabrication, all the wiring harness and electricals, wheel alignment, brakes, manualised steering rack etc etc all came together perfectly surprised even me! Also considering that I needed to modify a school bus to act as the transporter as well.

B: You grew up on a farm?

G: We moved from our first farm to

settle at Bringelly in 1977 but I had my Austin 105 paddock basher from the age of about nine years old. I had to do all the work/modifications myself as my father worked as a truck driver. When it blew a head gasket, he told me what to do, pointed to the tool kit and said go for it. I remember lifting off the cast iron head by myself standing in the engine bay. It was just a necessity. I learnt by doing and my father was always available if I wanted to ask questions. I spent a lot of time driving that car flat out, much to the disgust of my grandfather (who had a Series 1 XJ6 at the time). My father and my uncles all drove fast so I know why my genes are the way they are. We rarely paid anyone to do anything on the farm. We always did stuff ourselves.

B: What was your first car?

G: as above and then a Rover P6B 3500S V8 manual.

B: Did you study mechanical engineering?

G: No, I did accounting at uni initially then dropped out and only finished the degree and CPA a number of years later when I 'grew up'. I did a couple of welding and machining courses at tech which helped a bit on the farm.

B: You've stated your prime concerns as fire and becoming airborne.

G: These are my two biggest fears with land speed racing. As a Vehicle Scrutineer I have attended a few accidents here and at Bonneville and helped with investigations. There is nothing more sobering than to see your mate walk away from a bad accident/fire. This was always uppermost in my mind during the build. How do I build a car that is as safe as it can possibly be? I made no compromises when it came

to safety no matter how long it took or how much it cost. I view it the same as putting together a 10,000 piece jigsaw puzzle with no picture and you can only put down a piece once. No second chances. That means you have to think about your move considering what the next ten moves will be. I don't weld a bracket/brace/support without knowing exactly what the consequences will be to the finished project. That takes a lot of thinking time.

Fire- the main issues are that the vehicle is front engine and EFI/blown (*electronic fuel injection & supercharger*). That means that not only does the engine need copious amounts of high pressure fuel, which in my case is methanol but that it is also at the front of the car where the fire will generally initiate. At 300kph the wind pressure is huge so any fire turns into a blow torch. Besides all the mandatory kill switches I have twice the required fire suppression product on board. Instead of two 10 ld bottles I have four bottles. I have arranged these so I have two completely independent fire systems. Separate mechanical and pneumatic actuators, separate nozzles to engine bay, cabin and boot and separate stainless lines down either side of the car in case some are damaged in an accident. I have hobbs switches set up to kill ignition and fuel pumps if the fire bottle is actuated. I also wear a five layer /20 fire suit, nomex underwear with two sets of gloves, boots and overboots. Carbon fibre helmet and HANS (head and neck) restraint as well.

Airborne- This eventuality is not as easy to determine. Every car is different. What is critical is the weight distribution i.e Centre of Pressure (CP) compared to the Centre of Gravity (CG). Ideally you want the vehicle to act like a dart with weight

The World's Fastest Jaguar (cont)

at the front and a light feather at the rear so even if you throw it backwards it will still turn around and hit the board point first. Easy in theory. My car is marked on the roof where the CG is forward of the CP so it will tend to want to straighten up if it gets loose at the rear. I don't have a wind tunnel at home so there is a bit of guesswork involved. So far it seems to work. I have 10cm x 10cm x 100cm RHS filled with molten lead (specific gravity 11.3) bolted into the sills down both sides of the car. These are adjustable fore and aft for corner weighting. There is also more weight on the front left wheel to help counteract the engine torque at speed. The front suspension cross-member is also filled with molten lead which brought it from 13kg's to 113kg, down low and up front, perfect positioning. The front chassis rails and rear half chassis are filled with shot lead. I also fitted a NASCAR roof flap so if it does spin the vacuum created will pull the roof flap up which upsets the aero and keep the car on the salt. The CD of a standard XJS is about .38. We have calculated mine to be at least .3 with the roof chop, flush windows, no wipers/mirrors/door handles and a stainless belly pan under the car. I had 870hp with the V8 and it achieved 237mph quite effortlessly so the car is pretty slippery.

My goal is 250mph (400kph) so hopefully the blown V 12 should get me there. The project has the tag-line of TARGET 400.

B: Did you naturally tinker around as a kid?

G: Yes, all the time. My mother always complained that my toys never lasted long. She thought I broke them. I thought I was fixing them.

B: What did you compete in with OVAKIL (labelled the toughest Falcon in the World)?

G: I raced at Oran Park drags a few times and did a track day once in the blown Falcon coupe but it was more of a street car. Albeit with grooved slicks, open exhaust and no bonnet. The '80's were a great time! I never got one defect strangely enough.

B: Where is the XJS project at now?

G: The Falcon engine is now rebuilt and awaiting time and funds to resurrect OVAKIL as a street machine.

B: Why an XJS? Is it considered a Jag with the Cleveland?

G: You know it wasn't really a big deal to me that it had a Ford engine. I knew what I wanted to do and that was the path of least resistance. I am not a fan

of social media or forums as there are so many naysayers out there who love the sound of their own voice. Many of whom know little and have actually done even less. Engineering is engineering, it doesn't really matter. A piston is a piston and a block is a block. It is fairly narrow-minded to categorise a project based on marque. I don't mind light hearted humour about the subject but both Ford and or Jaguar zealots can be tiresome.

B: What was the inspiration?

G: For me it was more about the build. To have exactly what my mind's eye wanted. More akin to doing an artwork than thrashing the crap out of a vehicle to see how fast it would go.

B: Is the VI2 still going to happen?

G: It certainly is. I am now putting the NA engine aside and going full steam on the twin blown 7.3 litre V 12. ARP (Automotive Racing Products) Head studs and 96mm ductile iron race sleeves have been organised. The goal is to have it ready for the next Speed Week March 2023.

B: Thank you Gary.

G: My pleasure Brian.



"Coffee & 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

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

Last Sunday of Each Month

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



Abstract art by Faye Toogood. Faye is a British designer based in London. Her designs span furniture, interiors and fashion. Her work is held in the permanent collections of the Philadelphia Museum of Art and the National Gallery of Victoria, as well as a number of other venues.

Magazine - Jaguar World (July 2022)



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

- ◇ **120 OTS Restoration:** We look at a five-year restoration of an XK 120 open two-seater, discovering how the owner took great lengths to ensure not just originality but also usability.

- ◇ **E-Type Series 1 FHC:** Owned by the same American family until it was reimported back into the UK in 2014, this 1965 E-Type has covered a mere 45,000 miles and remains in a totally original and unique condition. We take a close look of this truly remarkable car

- ◇ **XF Sportbrake vs Range Rover Evoque:** They might share a similar heritage but these are two very different cars. Which do we prefer out of a traditional estate and a compact SUV? We compare an XF Sportbrake 2.2 and a Range Rover Evoque 2.0 to find out.

- ◇ **Racing X350:** When Andy Harper from Jaguar parts specialist, Auto Reserve, decided to go racing, he chose an unusual car to do so; an X350 XJ2.7 diesel. Yet thanks to some clever modifications and an almost unlimited supply of parts, his team has created a fast and competitive machine. We head to Donington Park to test this remarkable saloon.

- ◇ **Five Convertibles For A\$10k-A\$80k:** They look at five affordable convertibles including the XK8 4.0, XJ-S Cabriolet 5.3, XJS convertible 4.0, XK 4.2 and F-TYPE R 5.0 that are worth between \$10,000 to \$80,000, explaining what to look for, what to pay and what makes them perfect for the summer months and beyond.

- ◇ **XJ40 2.9:** A profile of the rare 2.9-litre version of XJ40 explaining why its poor performance and basic specification of cloth trim and plastic wheel covers never caught on with Jaguar's more discerning customers.

- ◇ **S-Type Buying Guide:** By talking with specialists and parts suppliers, they explain what to look for when buying one of the most underrated and still affordable Jaguar saloons from the Sixties, the S-Type.

- ◇ **Modern Workshop:** How to strip, inspect and then clean the brakes on an XK8 4.0. ■

Magazine - Classic Jaguar (Aug/Sept 2022)



The Aug/Sept edition of Classic Jaguar includes the following feature stories:

- ◇ **Recommissioned "Mk1":** A compact Jaguar returns to the road after 10 years slumber. Is the original still the greatest?

- ◇ **E-Types On Film:** Part of the E-types fame and appeal has come from its many TV and film roles over the seven decades since its debut. They track down some of the best and a few of the worst.

- ◇ **'Soapy' Sutton:** They recount the story of RMV Sutton and Jabekke. RMV Sutton was test driver at Jaguar for only 14 months, yet his place in Jaguar history is secure. On 30 May 1949 he drove an XK120 on the Jabbeke-Ostend motorway at 132.596mph.

- ◇ **Five-Speed V12E-Type:** Jaguar engineer Harry Mundy designed a 5-speed gearbox, but due to thousands of pounds in tooling costs, it never went into production. However, a few were fitted to prototype Series 3 V12 E-Types. They explore the story of an escaped prototype.

- ◇ **XK8 By Arden:** They sample a car fitted with a host of upgrades by the German tuning company.

- ◇ **A Readers Tale:** Doug Irving introduces his "Royal" collection; a 1950 Mark V saloon, a 1962 3.8 litre Mark 2 and a 2002 XKR convertible.

- ◇ **Jaguar Daimler Heritage Trust Chronical:** The Trust shares their Jubilee inside story.

- ◇ **Secrets of Suspension Geometry Pt2:** They reveal the methods of adjustment available.

- ◇ **Workshop:** How to determine the right suspension and brake setup for a modified E-type.

- ◇ **Automobilia:** Ian Cooling recounts the launch of the XK8.

- ◇ **New Products:** Both fuel related - a pump conversion and an injection system.

- ◇ **Backchat:** The editor continues to bore you with his 6.0 XJS.

- ◇ **Running Report V12E-Type:** Peter Simpson continues to share his automotive woes. ■

Looking at Buying a Mark I or II?

The following is a collection of Mark I & II Jaguars that were advertised for sale during June. The adverts are provided for information only, are not endorsed by our club, and the cars may no longer be available for sale.



1966 Mark II 3.8 litre Auto. Vented bonnet and sunroof. \$26,000



1965 Mark II 3.8 litre Manual. Partial Restoration. \$29,000.



1960 Mark II 3.8 litre Manual. Upgraded. 94,951 km. \$34,899



1963 Mark II 3.4 litre Manual. Recent engine work. \$34,950



1960 Mark II 3.8 litre Auto. Substantial upgrade work. \$37,500



1957 Mark I 2.4 Manual. Restored. Over \$40k of work. \$39,999



1965 Mark II 3.8 Manual. Over \$100k of work. 87,821 km \$47,000



1964 Mark II 3.4 Auto. Fully restored. 28,805 km. \$49,950

Looking at Buying a Mark I or II?

The following is a collection of Mark I & II Jaguars were advertised for sale during June. The adverts are provided for information only, are not endorsed by our club, and the cars may no longer be available for sale.



1963 Mark II 3.4 Auto. Tens of thousands spent on it. \$50,000



1963 Mark II 3.4 Manual. Rebuilt engine, air conditioning. \$52,000



1966 Mark II 2.4 Auto. 32,200 miles from new. \$58,000



1964 Mark II 3.8 Manual. Immaculate original condition. \$60,000



1965 Mark II 3.4 Manual. 7,000 miles since rebuild. \$64,950



1962 Mark II 3.4 litre manual. Early Restoration. \$65,000



1967 240 manual. 4.2 litre 'Coombs Tribute' upgrade. \$69,950



1959 Mark II 3.8 Manual. Full restoration. 71,462 miles. \$69,990.

For Sale SS 100



1939 3.5 litre SS 100 Roadster.

One of only three SS100's officially exported to Australia. Despatched 15th February 1939.

Purchased by current owner 6th January 1958.

The SS100 is fully registered and driven regularly.

Early restoration by Finch Restorations Adelaide. Immaculate condition inside and out.

Engine No. M1079E; Chassis No, 39102; Body No. 5033



SA 861

SA 2400

1967 4.2 litre E-Type 2+2 Auto.

Purchased by same owner 17th July 1975.

Fully registered and driven regularly. Well maintained in good original condition, inside and out.

Engine No. 7E515759; Chassis No. 1E 50287 BW; Body No. 4E 51625

**Both Cars and Number Plates For Sale by Expression of Interest
All Enquires to peacockblack35@gmail.com**

Classified Adverts

FOR SALE 1962 MARK 2 AUTO 3.8 LITRE

It was a 5 year complete restoration of all body and mechanicals including brake's, leather work and coachwork.

The interior trim, seats, carpets etc., were carried out by Alan Smith Vehicle Trimming.

All the coachwork, dash, door capping's etc., were done by Gawler Custom Cabinets Specialist Joinery.

Offers over \$80,000

Email Jim & Gail : gsl13292@bigpond.net.au



FOR SALE 1965 MARK 2

3.4 Litre Manual

In excellent condition throughout with extensive restoration.

Known provenance and maintained by Alan Baker, with no expense spared.

Opalescent silver blue exterior with red leather interior. All in immaculate condition

Travelled less than 5000 km in last 10 years.

Stored in sealed garage and has original service logbooks and extensive receipts.

Looks great and runs very well.

Price: \$64,950

Email Ric on ricbierbaum@gmail.com or call on 0400596225



FOR SALE P100 Headlights

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

Please make me a sensible offer.

Michael Pringle 0418 311 422

FOR SALE 1992 XJ40 4.0 litre SEDAN

King fisher Blue - 220,000 km.

Beige Interior

Registered until August

Square Headlights

Car is located in Salisbury

\$8,000 ONO

Phone Santos - 0421 793 833



E, F & GT Register - Finch Restorations (16 June)



Finch Restorations - Peter Roberts

The June E, F & GT Register meeting for June was generously hosted by Peter and Harbinda Roberts – owners of Finch Restorations located at Mt Barker.

The meeting started earlier at 18:30 because of the location and to provide sufficient time for an inspection of the premises.

Upcoming events discussed were;

- Sunday 17th July - Coffee and Cars display followed by a run to the

Sailmaster at Northhaven for brunch SUBJECT to favourable weather conditions;

- September – a run is being planned to Clare with an overnight stay;
- October – a visit to Alan Baker's home workshop at Somerton Park to view his D-Type project which may well be completed; and
- The proposed name change of the Register will be forwarded to the executive committee for consideration.

Following general business, Peter Roberts provided an overview of the history of Finch Restorations. Originally started by Ray Finch, the business subsequently moved to Mt Barker with four (4) employees. Since Peter and Harbinda purchased the business, growth has been significant and the number of employees now totals twenty-six (26) and is located over five (5) sites including a trim and timber shop and a mechanical service workshop located at Woodside.

Peter whose profession is a naval architect has applied shipbuilding principles to vehicle restoration including scheduling and engineering disciplines. They have between forty (40) and fifty (50) vehicles in progress at any one time including all marques and eras, the oldest being 1905

and 2002 as the newest. Pre computer designed vehicles are preferred. There are currently five (5) Jaguars in progress. Jaguar is the marque that is most associated with Finch Restorations.

As members moved through the premises, Peter described the many and varied challenges of restoration including sourcing parts, the research and planning required, and even legal issues regarding intellectual property rights.

Employees at Finch Restorations include three (3) engineers and a technician. Finch has combined 21st century innovations such as using 3-D scanning and bespoke ERP management software that Peter Roberts has developed, with a wide range of traditional automotive crafts to efficiently work on and manage complex projects. The results of this are reflected in the quality of the finished project with a happy owner.

It is worth noting that the service workshop at 11-13 Tiers Road, Woodside is available to the public and any member wanting their Jaguar maintained, can contact Finch for further details on ph 8398 2332.

A big thank you to Peter and Harbinda Roberts for their generous hospitality.

END



E, F & GT Register - Finch Restorations (cont)



SS100 Replica being built for a client in Florida



E, F & GT Register - Finch Restorations (cont)



Of particular interest was the 1973 Ford Falcon XA GT RPO 83 which was sitting in a chicken coop in rural Queensland for thirty-two (32) years. In July, 2020 it sold at auction for just over \$300,000.00 and further information can be found via the following link: <https://www.drive.com.au/news/barn-find-ford-falcon-xa-gt-rpo-83-chicken-coupe-sells-for-record-300-909/>



Daimler 250 V8 undergoing a full restoration

E, F & GT Register - Finch Restorations (cont)



The main shop showing the variety of cars being restored



A number of SS and Mark V saloons acquired for spare parts

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

SS, Mk IV, Mk V Register



Currently meeting the 3rd Wednesday of each month.

Minutes of the meeting held at the home of Ross Rasmus, Wednesday 15th of June 2022

Previous Minutes:

The Minutes of 18th of May 2022 as issued were accepted as a true record of the meeting.

Present:

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

Apologies:

Warren Foreman, Andrew Hayes, David Rogers. Jack Richardson, Rob Paterson, Ian Scholl.

Correspondence: Nil

Welfare:

Bruce has had a spot removed from his face. The result a big band-aid but all results good.

This 1938 SS 100 Jaguar 3½-Litre Roadster (#39054) was auctioned at the Goodwood Festival of Speed on 24 June 2022.

One of 112 3½-Litre cars with matching numbers. Believed that the car was driven by E H Jacobs in the 1938 RAC Rally. Present family ownership since 1980.

Bonhams estimate was A\$700,000 to A\$1.057,000). The car sold for A\$750,000.



Combined States Border Run 2022 Cowra:

As before still no further details. A programme for the weekend has been seen but not issued yet.

An update since the meeting- I was at a Qld event on the weekend and spoke to a Qld Jag club member who is attending the border run. The Qld members are the same as us and waiting on further info to book accommodation.

JDCSA:

- Annual Lunch and presentations 24.07.2022. Glenelg golf club. \$65 per person. Register and pay by the 17th July.
- The July JDCSA monthly meeting is at the new trial site, the Adelaide Bowling Club.
- Stories are still needed for the club's 50th Anniversary club book.

Technical & Parts:

- Daniel is going to order some parts from SNG Barratt and if anybody needs any parts let him know and he can add to the order.
- Talk about sunroofs leaking and making sure the drain channels are clear.

1 ½ Litre Sedan; Ross Rasmus:

- Car is out of the paint shop. All members at the meeting were able to view the car and have a look at the restoration progress.
- Ross had a laser measure which he was able to use to do the toe in on the Mark IV 1½

Mark V: David Rogers

- Nothing to report. Just waiting on parts to arrive.

Daimler 250: Bruce Fletcher

- Removed brake power booster. This was very difficult due to a bad design.

SS Airline: Malcolm Adamson

- Gasket blew but luckily one on the side off the motor so easy to get to. New one made. So, see how this one goes.

- Need to investigate oil pressure relief to make sure it is working correctly.

General Business:

- Start thinking about next year for the border run with Victoria as it is our turn to host.
- Discussion on the history of Warren Foreman's car. This car was in the movie 'Dimboola'
- All British day dates have been moved. Now is the 5th of March.
- General car talk.

SS Register Meeting Dates:

- ◇ 20th July – Bruce Fletcher
- ◇ 17th August – Antony Veale
- ◇ If you can host a meeting for other months, can you please advise Brenton Hobbs

Meeting closed at 8.45 pm. Thank you Ross and Jan for the delicious supper.

Brenton Hobbs
Register Secretary

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

XJ, Mk 10 & 420G Register



Mark 10/420G - Celebrating 60 years

Minutes of meeting held at 7.30pm on Wednesday 8th June 2022, at the Bartley Tavern.

Attendees:

Steve Arthur, Ron & Rosie Bailey, David Bicknell, Don Bursill, Fred Butcher, Don & Ellaine Cardone, Bob & Daphne Charman, Richard Chuck, Alan & Lorraine Davis, Graham Franklin, Don Heartfield, Laurie Leonard, Fay Leyton, Louis Marafioti, Chris Michael, Graeme & Betty Moore, Paul Moore, Trevor Norley, Bryan O'Shaughnessy, Charlie & Mary Saliba, Josh Schumaker, Geoff & Margaret Thomas, Don Tyrrell.

Apologies:

Tom & Marj Brindle, Peter & Heather Buck, Daphne Charman, Richard Chuck,

Jeannie De Young, Gary Monrad & Oggi, Borys & Ellaine Potiuch, David & Angela Nicklin.

New Members:

The register welcomed new member Josh Schumaker to tonight's meeting.

Previous Minutes:

Carried.

Business Arising: Nil

General Business

1. General Club Meetings are moving to the Adelaide Bowling Club from 5th July.
2. Log Books renewals due before the end of June.
3. Manual renewals have been posted.
4. Photos needed for the calendar. Forward to Di Adamson. Discussion was held regarding retaining the Calendar. Show of hands indicated a 100% approval to retain it at no cost.
5. Club presentation dinner – lunch. Sunday 24th July. Tickets now available.
6. XJ Xmas Dinner. Tickets will be available after the Club Dinner.
7. 60th Anniversary of the Mk10 – 420G to be held at the Birdwood National Motor Museum, is on Sunday 11th September.

8. SA Jag Day to be held this year on Sunday 23rd October.
9. Trevor Norley spoke about the Barossa Motorfest on Tuesday 11th October. Trevor is part of the organising committee and would love to see as many Jaguars as possible on the day. Lunch will cost \$26 head.
10. Our register and the Multi Valve have a combined week end trip organised. We will be spending two nights at Pt Fairy, Vic. And another night in Halls Gap for those wishing to stay a third night. If interested contact either Bob or Peter and we will send on the details. The trip is from the 4th of November to the 6th.

Car Talk

As Daphne was not feeling the best for tonight, we had another member stand in for her for the meeting, but he forgot he had to minutes of the car talk, so there isn't any for this meeting. I'm not saying who is, but his initials are A.D.

Next Meeting

Our next Register meeting will be at the Bartley Hotel on Wednesday July 13th 2022.

Meeting closed at 8.35pm.

**Bob Charman
Register Secretary**



JDCSA REGALIA

NEWS FLASH!

JDCSA members can order club regalia online. There is a significant selection of garments including shirts, polo's, vests and jackets in both short sleeve and long sleeve, mens and womens. These all come in a selection of colours and logos including JDCSA Logo, Daimler Logo and the popular Jaguar Leaper Logo.

Additionally there is a variety of caps and hats as well as pens, mugs, stubby coolers, carry bags and wine cooler bags to choose from.

Orders placed before the 15th day of the month will be available for pick-up at the next JDCSA General Meeting. Orders will not be posted or delivered.

Go to the club web site. In the main menu bar click "Club Regalia", scroll down "To Review current club merchandise available [CLICK HERE](#)". Click on this and the range of regalia will display. When ordering an item available with a range of logos, select the logo you want from the drop down box.

Our Regalia Officers are Graeme & Betty Moore: Mobile: 0467 066 797 or Email: graemekmoore@bigpond.com

The Great Grampians Gallop

16TH - 19TH SEPTEMBER 2022

Hello XK register members of Victoria and South Australia. Hopefully by the time you read this piece you already know the Great Grampians Gallop is finally going ahead from the 16th to the 19th September 2022 and we are so excited after our previous false starts over the past two years due to Covid. We will all be gathering at the Country Plaza hotel in Halls Gap located in the northern part of the Grampians on Friday the 16th September which will be our base over the three days and nights.

We plan on visiting some interesting venues and towns throughout the Grampians and taking in some wonderful scenery throughout this National Park and surrounding areas whilst touring during the days. It will be Spring and the Park is celebrated at this time of year for its colourful wildflower displays with the Park also protecting one third of Victoria's flora species. Apparently Halls Gap is one area where you may see Eastern-grey Kangaroos, Emus and hear kookaburras at dawn and dusk. The Aboriginal cultural heritage here is also well protected and includes over 80% of all rock art found in Victoria.

Friday evening the 16th September will be a 'Meet and Greet' at the hotel from 5:00PM - 6:00PM so that everyone can have a chance to get to know each other as I am sure many of you will be joining us for the first time and those more regular attendees will have the opportunity of re-connecting with past acquaintances. This will be followed by dinner at designated local restaurants.

During the day on Saturday there will be a trip to Rupanyup and Murtoa taking in surrounding places of interest including a museum and painted silos. Then after our "full gallop" during the day, we will all be dining together at the hotel.

On Sunday following breakfast we will be doing a partial circumnavigation of the National Park including visiting various towns on the way to Dunkeld and other places of interest, after which we will be "steeplechasing" back to Halls Gap in order to prepare ourselves for what should be a wonderful final dinner.

On this last evening we are having a Thoroughbred Gala dinner at the Seppelt Barrel Room in Great Western where we will all "Dress for the Melbourne Cup". Prizes will be awarded for winners in a variety of classes- the Cup, Fashions-on-the-field, the Lucky Horseshoe, Most Consistent Performer etc.. What a fitting final dinner and venue, celebrating what we hope will be three very memorable days.



Bookings for this wonderful trip will be open on the 30th June through the following link:

<http://www.trybooking.com/events/landing/903537>

where a deposit of \$250 per person is required to secure the gala dinner, transport to and from the dinner, Meet and Greet gathering at the hotel on Friday evening and incidentals. It is suggested this be done as soon as possible after that date due to the numbers being limited to 60 people. Accommodation at the Country Plaza Hotel in Halls Gap is to be made directly between the participants and the venue. Please also note that bookings will close on the 16th August.

Please come join us for three days and nights of fun, good food, experiencing and exploring new places and making new friends.



Event - Pushrod Border Run To Cowra (NSW)



CLASSIC JAGUAR ENTHUSIASTS CLUB

2022 TRI-STATE RUN – COWRA NSW

Friday 2nd to Monday 5th September 2022

PROGRAMME

Friday 2nd September

3:00pm to 5:30pm

Registration at the Showground Pavilion, 5 Grenfell Road, Cowra.
Register and pick up welcome bag. Late arrivals Register at Welcome Dinner.

6:00pm – 8:30pm

Welcome Dinner - Meet & Greet

Evening meal at the Cowra Services Club “Auditorium” - catch up with friends old and new. **Buffet style, choice of three mains** (covered in package price).

Saturday 3rd September

9:30am – 12:00pm

Breakfast by your own arrangement. Services Club, your motel or Breakout Brasserie Cafe, 5-37 Macquarie Street, open 0700.

Show and Shine, Cowra Showground. (event well-advertised)

Assemble on the marked out area by 9:30am to showcase our Jaguars to the town folk and public. It is hoped to have all cars in place by 10:00am. The adjacent pavilion will be opened for free tea, coffee and toilets.

12:00pm – 1:00pm

Lunch – Cowra Rotary will start cooking a Sausage Sizzle at 11:30 and this will continue until 1:00pm. (covered in package price).

1:00pm – 6:00pm

Free time to explore Cowra. Hologram & wine tasting at the Visitors Centre, **Town** - Rail Museum, Japanese Gardens, WW2 POW camp site, Peace Bell, War Graves.

7:00pm 10:30pm

Dinner – Cowra Services Club “Auditorium”. two mains & sweets alternate drop (covered in package price).

Sunday 4th September

08:30 – 10:00am

Club Breakfast at the Showground Pavilion. (covered in package price).

10:30am – 2:00pm

Run to “Iandra Castle” in your own car - history talk, tour of castle, inspect running vintage generator engine followed by picnic lunch. (Entry covered in package price)

Lunch – pickup picnic lunch bag at Showground Pavilion after breakfast before proceeding to Castle. 41Klm on good sealed roads. (covered in package price).

2:30pm – 4:00pm

Tour Brumby aircraft factory at Cowra Airport. Grenfell Road - Free entry

4:00pm - 6:00pm

Free time for a drink, nap or explore Cowra.

7:00pm – 10:30pm

Main Tri-State Dinner at the Cowra Services Club “Auditorium”. two mains & sweets alternate drop (covered in package price).

Monday 5th September

7:30am – 10:00am

Club Farewell Breakfast at the Showground Pavilion – break camp, safe driving home. (covered in package price).

PACKAGE COST: \$ 270 per person (approx. depending on final numbers)

Package will include

3 dinners at Services Club per person

2 Pavilion Breakfasts per person

Pavilion Rotary lunch per person

Iandra Castle entry fee per person

Iandra Castle Picnic lunch per person

all showground activities

aircraft factory tour

Cowra peace bell



51st JAGUAR NATIONAL RALLY

Hahndorf South Australia

April 14—18, 2023



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

51st JAGUAR NATIONAL RALLY

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

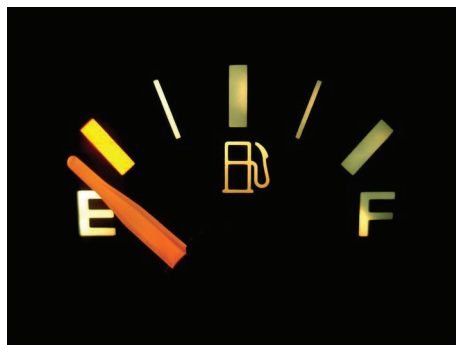
Registrations will be open by the end of October 2022

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

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

Rally Director: Philip Prior

Mob: 0402670654 or Email: philipprior@bigpond.com



COMPACT REGISTER - ECONOMY RUN SUNDAY 7th AUGUST 2022

We invite all Compact Register members and partners to join us in a SUNDAY morning Economy Run, followed by Lunch.

We will meet at the BP Service Station at Crafers at 10.00am, fill up the tank and travel approximately 100 km where we fill up the tanks again and calculate fuel economy.

Prizes (fuel vouchers) will be provided to the most fuel-efficient winning classes.

So, dust off your Mk1's, Mk2's, S-Types, Daimler V8's, 420's and enjoy a pleasant drive and a bit of fun. This event is not restricted to the Compact Register and all members are most welcome.

Lunch details are being finalised but we are looking at a BBQ Lunch. Further details to follow.

Please keep the date Free. It will be a lot of fun.

[*Please Register Here !!!*](#)

Graham Franklin
Events Coordinator

Club Notices



Brett Lewis
0412 843 771
Director
Sales Executive



first national
REAL ESTATE | Lewis Prior

P (08) 8358 0555
F (08) 8358 0111
E mail@lewisprior.com.au
W www.lewisprior.com.au
245 Diagonal Road, Warradale, SA 5046

Find out what your home is worth FREE!

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



Karlie Ridley
(02) 83580999
Rental
Management

Club Notices

GENERAL MEETING ROSTER 2021/22

August	XJ, Mk 10, 420G
September	Multivalve Register
October	XK, 7, 8, 9 Register
November	E, F, GT 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 General Meeting Minutes - May 2022

Minutes of the JDCSA General Meeting held at the Police Club SA on Tuesday 7th of June 2022.

Meeting opened at 7.30pm.

Present: As per TidyHQ registrations.

Welcome: President Fred Butcher welcomed members to the last meeting at the Police Club – same venue for 26 years. The next meeting will be held at Adelaide Bowling Club (ABC) off Dequettville Terrace, Kent Town.

Apologies: Peter and Heather Buck, Roland Donders, Jim and Arcadia Kamaroni, Phil Prior and Bob and Daphne Charman.

Minutes of the last Meeting: Accepted by Alan Bartram – seconded by Margaret Thomas.

Welfare: It's good to see Tony Human attending after bout of ill health. Chris Lake keeping a low profile after recent surgery & Gordon Brown, who is having on going cancer treatment.

Business Arising:

The Federation of Historic Motoring Clubs SA Incorporated (FHMCSA) will be having its next meeting in July where the promised \$2.0 million to be allocated to South Australian car clubs by the new State Government will be discussed. We are hoping that our club may be eligible for funding for 50th anniversary and the 2023 National Rally.

President (Fred Butcher):

Our President attended the recent XJS rally & noted that thirty-four (34) vehicles attended. Fed noted that a number of members contracted COVID after recent XJ run.

Vice President (Michael Pringle):

- Michael also attended the XJS rally and recent Multi Valve River Cruise, which was a great day.
- Is currently working on sponsorships for the 2023 National Rally.
- Michael spoke to his local politician regarding the \$2M promised by the state government pre-election. The politician was somewhat bewildered regarding the issue.

Secretary's Report (Steve Weeks):

A letter will be sent to the Police Club thanking them and Bronwyn for the last 26 years of service that has been extended to JDCSA members.

Treasurer's Report (Heather Buck):

Our Treasurer, Heather is away on holidays in Bali however everything in order.

Membership Secretary (Daphne):

Membership secretary was an apology. Three (3) new members added, and two (2) applications received. New member Josh Schumacher, who owns an XJ40.

Editor (Graham Franklin):

- Provided information regarding the Classic Magazine. Given that it is emailed as a PDF document, it has to be sent in a reduce file size. An alternative is to open the document from

the link provided in the email being <https://www.jdcса.com.au/current-classic-marque>. The document can be saved or read from this link at a significantly higher resolution and pages can be read like a book.

- Each year the Australian Council of Jaguar Clubs (ACJC) receive copies of magazine articles from all states. The Paul Skilleter Journalistic Award is awarded annually to a member of an affiliated Club for the best article published in the magazines in the calendar year prior to the National Rally. The award is judged by the delegates of the Clubs to the ACJC. This year it was awarded to our member – Tony Bishop who will attend the next General Meeting at the ABC.

Events Coordinator (Graham):

Upcoming events include the following.

- a. 1st Sept – Drive Your Classic Car Day.
- b. 2nd to 5th Sept XX Nationals in Cowra.
- c. Sept 16-19: XK Halls Gap Border Run.

A.C.J.C: Meeting to be held tomorrow night (8th June). There will be a meeting on the 30th of May at Phil's home to arrange a National Rally Committee.

Logbook Secretary (Dave Burton):

Subscriptions to be paid at the end of the month and logbooks required to be provided for stamping.

Regalia (Graeme and Betty Moore):

\$600.00 in value of merchandise sold at XJS event in Swan Hill. New white straw hats are now available with two (2) sizes provided and will retail around \$40.00 to \$50.00. Also, cold weather attire is currently available.

M.S.C.A (Barry Kitts): There is an event at The Bend on the 21-22 of June. Requires flag marshals.

Library (Tom Brindle): Tom has a selection of books and DVD's here tonight.

National Rally: Information provided by President. A meeting was held on 30th May set in place a program. There will be several options each day for delegates. The Bend is reluctant to provide any bookings because of uncertainty of other events at the time. With regard to accommodation at Hahndorf, please look at options and book via the club website and book if members intend to stay.

Jaguar Ladies Social Group: Tricia Clarke informed members that sixteen (16) women attended the last meeting, and the next meeting is scheduled for 14th July at the Lakes Hotel (141 Brebner Drive, West Lakes).

Multivalve Register: Secretary Peter Buck is away on holidays however a lunch run has been arranged for 30th June 2022.

Compact Register: Graham provided details of an economy run to be held on 8th August starting from Crafers. Tanks will be filled then 100 kilometres travelled and filled again at the finish;

prizes will be awarded for various classes.

XJ Register: A dinner is to be held at the Berkley Hotel on 8th June.

E-Type, F & GT Register: Suzanne Jarvis detailed that the annual barbecue run was held at the Milang Regatta Club on 29th May was a very successful day with sunny weather. The June meeting shall be held at Finch Restorations at Mount Barker and a July run is being organised being a visit to a Coffee and Cars event followed by brunch – details to be advised soon.

SS/Pushrod Register: Fred attended a recent meeting, and it was made known that the club calendar should not be discontinued.

XK 7, 8 & 9 Register: Steve informed members that the next meeting shall be held on 13th July at Richmond's. It has been agreed that no supper shall be brought because of the value of vehicles in the showroom. The Rex Hotel is available for dinner before the meeting. A feature shall be Ron Olanski's (deceased) XK120 for sale for \$230,000.00.

A border run to Halls Gap in Victoria is scheduled for September 16th to September 19th. Details will be made available to members – please book directly with Roy Armfield in Victoria.

Club's 50th Anniversary: Di Adamson provided an overview of the Club's 50th anniversary celebrations. A central location will be sought around the 22nd to 29th July for next year. Venues being looked at include: The Convention Centre, Wine Centre and others.

Di also requested that she can be contacted by any members who have ideas for SA Jaguar Day, which will possibly be eligible for a grant from the state government.

General / New business:

- a. Trevor Norley provided information about the Motorfest events, which are part of the Bay to Birdwood Run. In particular the Barossa Day & the associated BBQ.
- b. Bronwyn Hunter from the Police Club was provided a gift and thanks from the President for her many years of service and friendly manner to the JDCSA members over many years.
- c. Annual lunch: Geoff Thomas requested that members book on Tidy HQ. Seats are not filling quickly.
- d. A reminder that the next meeting shall be held at the Adelaide Bowling Club. There is ample parking within the grounds and because of a kitchen renovation, a barbecue dinner can be purchased at \$30.00 per head however that will need to be booked and paid for via Tidy HQ.

Meeting Closed at 8.50pm

Thank you to the E F & GT Register for providing the supper tonight for providing supper.

Next General Meeting - 5th of July.

JDCSA - Club Directory 2021 -2022

Club Postal Address:

PO Box 6020, Halifax Street, Adelaide SA 5000

Club Web Site / Email

Web: www.jdcса.com.au

Email: jdcса@mail.tidyhq.com

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

7.30pm at Adelaide Bowling Club

Dequetteville Ter, Adelaide South Australia 5000.

Members can choose to have a meal from 6.00pm prior to the meeting. Reservation required 1 week 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@jdcса.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@jdcса.com.au

Editor/Events Coordinator: Graham Franklin

Mobile: 0490 074 671

Email: editor.jdcса@mail.tidyhq.com

Web Master: Tom Herraman

Mobile: 0423 214 644 Email: jdcса@mail.tidyhq.com

Public Officer: Steve Weeks

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

Log Books: David Burton

Mobile: 0417 566 225. Email: davidb716@gmail.com

Club Services / Club Representatives

Club Patron: Mr Peter Holland

Phone: (08) 8271 0048

Jaguar Ladies Social Group:

Tricia Clarke. Email: triciacclarke_1@hotmail.com

Regalia: Graeme & Betty Moore.

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

Librarian Tom Brindle

Phone (08) 8387 0051

Federation of Historic Motoring Clubs (FHMC)

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

Marque Sports Car Association (MSCA)

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

All British Day

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

Australian Council of Jaguar Clubs (ACJC)

Club Representative: Phil Prior

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

Technical Officer: Geoff Mockford

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

Inspectors - Club Registration

- Geoff Mockford 0438 768 770
- Evan Spartalis (08) 8362 8116
- 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

Graham Franklin: 049 007 4671

Email: jdcса@mail.tidyhq.com

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

Bob Charman Phone: (08) 8248 4111

Email: charmanr161@gmail.com

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

Suzanne Jarvis. 0478 717 775

Email: jdcса@mail.tidyhq.com

Multi-Valve - Meet 4th Wednesday of the odd Calendar month

Peter Buck Mobile: 0421 061 883

Email: Peter.buck51@bigpond.com

