



# CLASSIC MARQUE

## JANUARY 2023



### Feature - First Year of the JDCSA (1973-1974)

THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA

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# Club Torque - President's Column

## President's Report January 2023

2023 has ended with a flurry of club activity. The decision by the State Government to again hold the Adelaide 500 street race came with an invitation to have a static display of Jaguar cars to celebrate 100 Yrs of the Jaguar Marque. This display included cars for the Drivers Parade and additional cars for the Sunday morning parade. The aim of the static display was to represent the various Jaguar models, as best possible, throughout the Century. Available space for the covered static display limited vehicle numbers. Over the four race days there were large numbers of visitors to the display with many reminiscing about different models they either had owned or would like to have owned.

The XJ/Mk10/420 Register Christmas dinner and show once again was a lot of fun with interesting costumes to complement the various acts. MC Bob was slightly hampered but managed to entertain. Again, well done to Bob and the Cast. The show is becoming a feature event on the Clubs calendar.

Following the dinner & show, Sunday saw the E,F&GT Register hold their Christmas breakup BBQ lunch at Geoff Mockford's property. It was great to see so many E type cars attending. As you will see from the photos in the magazine there was a large selection of colour and different models. The weather for the day was idyllic for open top driving. However, the major attraction for the day was a magnificent BBQ lunch followed by a great selection of desserts. Thank you to Peter and Suzanne for the huge amount of effort they went too and to Geoff for making the impressive property available to host this event.

"Jag Day" the feature calendar event for the Club turned into the "on again off again" due to unseasonable weather. This event finally took place on the Sunday a week before Christmas. In spite of the timing not being ideal there were over 100 Jaguar and Daimler cars on display at Civic Park Modbury. In addition to being the Clubs premier event for the year, 2022 represents a Major Milestone in the history of the Jaguar marque. It was therefore important that the Club celebrate this event in that year. The theme for the event was, as much as possible, to showcase the various model of cars that Jaguar have produced with the earliest model in the Club being Malcolm

Adamson's 1933 Airline through to the latest F Pace owned by Rick Luff. The Jag Day vehicle parade presented, where possible, the development of Jaguar throughout the history of Jaguar Cars.

The event was well supported by the members and the general public with a number of enquiries about membership. This event is also the Clubs "Cat & Cans" charity day where the members are encouraged to contribute to the Salvos with either non-perishable food or cash donations. In discussion with the Salvation Army Representative, he was most pleased by the amount of products and cash collected. Being able to help the less fortunate, especially at this time of year is particularly pleasing; thank you to those who contributed.

This year we also had a display by Finch Restorations of a replica SS100 that the company is building. Also, there was a Finch restored Mk 2 complete with modern car comfort features. Now here is an opportunity to turn your classic into your everyday drive with today's comfort when driving your pride and joy. In true Lyons mantra enjoy the Grace, Space & Pace.

Club Regalia sales were well supported and also on site were two vendors, one with model cars and the second technical /workshop books. On checking with the coffee van, also selling cakes, etc they indicated the day had been a success on their part. For more on the day and the prize winners please refer to the Jag Day segment in this addition.

Thank you to those who helped make both events a success and a special thank you to Di Adamson for the time and effort to make both events a great success. This type of Club event helps define the Club and its Objectives.

Remember April 2023 is National Rally to be based in Hahndorf. Some events have a limit on numbers so you need to get in early and secure your tickets for the events you will be attending. The National rally Web site is open for bookings.

I hope you all had an enjoyable Christmas and a chance to catch-up with family and friends. Best Wishes for the remainder of the Festive Season and a fruitful 2023.

Good Health and Safe Motoring in 2023.

Fred Butcher



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### Front Cover:

*Adelaide 500 Driver's Parade*

### Back Cover:

*Advert - 50th Anniversary Dinner  
29th of July 2023*



@sajaguarclub

# Events Calendar 2022

JANUARY

FEBRUARY

MARCH

etc.

<b>SUNDAY 8th JANUARY</b>	<b>Compact Register - "Mark 2 Appreciation Run". 9.00am to 2.00pm. (Entries Closed).</b> Open to all Compact & JDCSA members to attend. Meeting at the <a href="#">Coles Carpark</a> (northern end) Glynburn Road Firlie. Depart 9.30am to Tenafeate Creek Winery. Three hours of wine tasting and grazing. Includes; dukka dip, bruschetta, cheese platters, and as much pizzas as you can eat.
<b>SUNDAY 15th JANUARY</b>	<b>SS, MkIV &amp; MkV Register Summer BBQ. From 12.00 Noon.</b> Sunday afternoon at Malcolm Adamson's seaside retreat at Seaford. Can members please advise Brenton if they will be attending the Lunch. 0419 345 775.
<b>THURSDAY 19th JANUARY</b>	<b>Jaguar Ladies Social Group Lunch. 12:30pm - 2:00pm</b> Lunch will be held at the Marion Hotel, 849 Marion road, Mitchell Park. <b>For catering purposes please register on TidyHQ.</b> <a href="#">Ladies Social Group Lunch</a>
<b>SUNDAY 22nd JANUARY</b>	<b>XJ, Mk10, 420G Register Annual New Year's Breakfast: 9.00am - 11.00am</b> Kick off the New Year at the Birkenhead Tavern, 3/7 Riverview St, Birkenhead. This event is open to ALL members and we love to see the car park full of Jaguars / Daimlers. <b>For catering purposes please register on TidyHQ.</b> <a href="#">XJ, Mk10, 420G Breakfast</a>
<b>TUESDAY 31st JANUARY</b>	<b>Deadline For All Articles For January Classic Marque (Inc. Classified Adverts).</b> Thank you. Please contact Editor: Graham Franklin M: 0490074671 or Email: <a href="mailto:editor.jdcsa@mail.tidyhq.com">editor.jdcsa@mail.tidyhq.com</a>
<b>TUESDAY 7th FEBRUARY</b>	<b>JDCSA General Meeting. "The Junction", 470 Anzac Highway, Camden Park.</b> <b>Registration through TidyHq is required if you intend to have a meal prior to the meeting.</b> The meeting starts at 7.30pm with meals available from 6:00pm. <a href="#">February General Meeting</a> <b>Michael Neale, Chair of the 'Bay to Birdwood' will be our guest Speaker.</b>
<b>WEDNESDAY 8th FEBRUARY</b>	<b>XJ, Mk10, 420G Register Meeting: 6:00pm to 9.00pm.</b> The Bartley Hotel, Bartley Terrace, West Lakes Shore. For more information please contact Bob Charman. Email: <a href="mailto:charmanr161@gmail.com">charmanr161@gmail.com</a> .
<b>WEDNESDAY 15th FEBRUARY</b>	<b>SS, MkIV &amp; MkV Register Meeting. 7.00pm - 9.30pm.</b> To be held at the home of Jack Richardson Can members please advise Brenton if they will be attending the meeting. 0419 345 775
<b>WEDNESDAY 15th FEBRUARY</b>	<b>XK &amp; Marks 7 8 &amp; 9 Register Meeting. 6.00pm - 9.00pm.</b> To be held at the home of Ossia & Rayeena's, 29 Kurralta Dr, Burnside. It will commence at 6pm with a BYO BBQ followed by our meeting. Can members please advise Steve if they will be attending (Email: <a href="mailto:valsteve47@outlook.com">valsteve47@outlook.com</a> ) or register on TidyHQ. <a href="#">XK, Mk 7,8,9 Register Meeting</a>
<b>THURSDAY 16th FEBRUARY</b>	<b>E, F &amp; GT Register Meeting: From 7.00pm</b> To be held at the property of Jeremy Cordeau, Glen Osmond. The collection has occupied the last 40 years of Jeremy's life and covers cars mostly English and European cars. Members are asked to please bring a plate of supper to share. Wine may be consumed on site. <b>This meeting is limited to 40 and members must pre-register</b> <a href="#">E, F &amp; GT Register Meeting 2023</a>
<b>TUESDAY 7th MARCH</b>	<b>JDCSA General Meeting. "The Junction", 470 Anzac Highway, Camden Park.</b> <b>Registration through TidyHq is required if you intend to have a meal prior to the meeting.</b> The meeting starts at 7.30pm with meals available from 6:00pm.
<b>THURSDAY 23rd MARCH</b>	<b>Multivalve Register Meeting &amp; Dinner. 6.00pm to 8.30pm</b> The Kensington Hotel, 23 Regent St, Kensington SA Please register to attend the meeting. Goto TidyHQ: <a href="#">Register - Multivalve Register Meeting</a>
<b>APRIL 14th to 21st</b>	<b>Jaguar National Rally 2023</b> Centre of operations will be at The Haus, 38A Main St, Hahndorf SA. Registrations are now open and close 28 February 2023. More information on page 68 <a href="#">Register - National Rally 2023</a>
<b>JULY SATURDAY 29th</b>	<b>JDCSA 50th Anniversary Dinner</b> National Wine Centre of Australia, Corner of Hackney Rd & Botanic Rd, Adelaide. <b>Please add the date to your calendar.</b>

# Club Torque - Editor's Column

## Editorial by Graham Franklin

Another 12 months has flown by. Before we kick off the new one, I would like to thank those members who supplied stories and photographs for Classic Marque. No less than 40 members contributed stories from January to December 2022.

These included - Louis Marafioti (XJ8); Dave Burton (XK150); Steve Weeks (XK150); Paul Taylor (XK150); Allan Britcher (Daimler V8); Rod Behenna (Daimler V8); Michael Pringle (Daimler V8 and Daimler DJ 254); Steve Dunning (Daimler V8); Peter Drake (XF); Ron & Claire Palmer (XF); Wayne & Beverley Buttery (XF); Andrew Byles (XF); Borys & Elaine Potiuch (XF); Don Cardone (XJ-S); Bruce Brooks (Mk 1); Ray Smithers (340); Pat McNamara (Daimler

V8); David Davidson (Mk 2); Richard Chuck (Mk 1); Stephen Wade (60's S Type); David & Angela Rogers (60's S Type); Phil Prior (60's S Type); Charles Bodman Rae (47-Year Journey); Ronald Baker (420); Dave & Suzanne Ward (420); Andy & Ruby Gates (S-Type); Bob & Daphne Charman (S-Type); Henry Elliott (S-Type); Peter Drake (S-Type); Roger Frinsdorf (60's S Type).

There were also stories from 'New Members' Greg Souter (XJ-S); Warren & Jenni Foreman (Mark IV); Lee Bratt (X-Type); Gavin Kilpatrick (non-Jaguars); Dave Bradley (Series 2 XJ V8) and David Misan (Replica C-Type).

In addition, there were stories from Victorians Linsey Siede (Mk IV); Janita & Julian Robertson (60's S Type) and Clinton Breeze (Mk X).

David Seidel has kicked off this year with a humorous story from his past.

For 2023 we are going to recapitulate over the last 50 years of the JDCA; including interviews with club members.

This month's edition is overloaded. It always happens when you have large events like "SA Jag Day" and "100 Years of Jaguar" display at the Adelaide 500 in the same month. (Some Jag Day photos have been moved to next month).

There is lots more to read including the XJ/Mk10/420G Christmas dinner & show; the E F & GT Christmas BBQ and the latest news from Jaguar.

Happy New Year

*PS - 2023 Calendars are now available from Register Secretaries (listed page 71).*

## February General Meeting - Guest Speaker

Michael Neale, Chair of the 'Bay to Birdwood' will be our guest Speaker for our February General Meeting.

Earlier in 2022 it was announced to the international media that EV conversions of historic motor vehicles would be accepted into the 'Bay to Birdwood' for 2022. This was an important innovation being proposed by the History Trust of South Australia and the National Motor Museum.

Some people think this is a controversial decision whilst others believe that it is a fantastic example of much needed leadership in the historic motoring community.

Michael will outline the reasons as to why he thinks this move by the 'Bay to Birdwood' is an excellent move.

**Please mark the date in your Calendar - February 7th**

## Jaguar Ladies Social Group

Hi Ladies,

Come along and join us for our first event of 2023.

Lunch at the Marion Hotel, 849 Marion Road Mitchell Park from 12.30 pm on **Thursday 19th January**. Most of us are familiar with the Marion Hotel as we use it regularly as a meeting up point for Jaguar runs - about time we went inside. **The Hotel has a lovely varied menu including a Seniors Menu.**

Please register via TidyHQ by Thursday 12th January.

So please come along and enjoy a few hours of fun, friendship and laughs.

I look forward to seeing you all there.

**Tricia Clarke  
0422 128 066**

## 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 January, 2023 magazine:

◇ **Peter & Stephen Hobson:** 1997 Jaguar XK8 4L Coupe

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

◇ **Alan & Hilary Miller:** 1951 Jaguar Mark V 3.5L DHC

◇ **Anthony & Jennifer Beech:** 1972 Jaguar XJ6 S1 3.6L Sedan

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

**Daphne Charman  
Membership Secretary**

# First Year of the JDCSA - Before the JDCSA

Prior to the formation of our Club in 1973, a group of local XK owners used to meet and go on social runs together. They also had close interaction with the Victorians (JCCV). In Easter 1973, a Victorian contingent came over to SA and met with this unofficial XK group, some of whom were to subsequently be part of the very first JDCSA committee. An article called "JOURNEYING INTO XK COUNTRY by JCCV member Ray Delaney appeared in Cat-A-Log in June 1973. The following is a summary and extracts from that article.

## Easter 1973 - JCCV Visit To SA

The journey across to Adelaide began on a cold old Good Friday morning at 4.30 am. We met at Peter Anscombe's for breakfast, where we systematically demolished all the hot cross buns.

We departed and arrived at the Elizabeth Hotel approximately 2.30 p.m. Unfortunately, we were too late for lunch and, being Good Friday, we had to wait till 6.30 p.m. for dinner. All being a little weary we drifted off to bed at about 8.30 p.m. to prepare for things to come.

The Adelaide fellas had arranged a tour of a few wineries for us. After sampling the local brew and being educated in the right ways to make fine wine we moved on, although a few hardened drinkers elected to stay. The South Australian Hill Climb Championships were being conducted at Collingrove and this is where we finished off a very enjoyable afternoon.

After dinner that night we told all the girls to pretty themselves up as we were going on a guided tour of the sights of Adelaide. Our first point of interest was [Shane Dunstone's](#) where we saw a rather delightful XK140 Special Equipment F.H.C. From there we journeyed onto [Peter Holland's](#) to see his XK120 F.H.C., XK120 D.H.C., an XK140 D.H.C. and a 1951 Daimler Super Sports. After drooling over these fine machines, we left for [Chris Holland's](#) (Peter's brother) and pawed over his unbelievable red XK150 'S' Roadster. He also has a Mk. 9 and a Mk. 7. Truly a family of Jaguar cranks. By this time the girls were becoming a little restless so we bought them all an ice-cream and left for the hotel, and bed.

Sunday morning dawned fine and sunny and we were all looking forward to our trip to the Birdwood Mill Motor Museum, and the C-Type. After a beautiful drive through the hills, we reached Birdwood and immediately parked all the Jaguars in a neat line in

the grounds of the museum. After a smorgasbord lunch at the local pub, [Gavin Sandford-Morgan](#) fired up the C-Type and the H.W.M. Jaguar and drove them around his small test track. What a sight to hear and behold! [Our trip even made the evening news on Channel 7.](#)

Monday was the day of the flying lap sprints at Adelaide's International Raceway in Virginia. This circuit is really great with a very fast 3/4 mile straight, also incorporating a speed bowl with banked turns and very strong looking concrete wall all the way around the edge of the track. One very tricky bit is where the cars come through the Esses and hit a left hander which leads back onto the speed bowl and suddenly goes into opposite camber. This particular corner proved to be the undoing of Cliff Rattray-Wood (in Norm Lutz's E-Type) who entered too fast, corrected, corrected some more, and finished up sliding up very fast and very close to that concrete wall. After we revived Norm, he went out and came off in exactly the same place. Heinz is looking for a good Mk 7 at present, his 3.8 Mk II was

knocked off by Bill Alexander's Mk7, the shame of it all. Our three amateur photographers, Norm Lindsay, Wal Nelowkin and Sigi Zedizianus captured most of the action on film which will no doubt provide good material for a slide night at a future General Meeting.


On Tuesday we headed to Victor Harbor for the day and sampled more wineries. On arrival back at the hotel we spent our last evening together and it all seemed so sad that our holiday was drawing to a close and we would be soon back in Melbourne.

We all left Wednesday morning at 7.30 am in heavy rain and travelled as far as Murray Bridge before stopping for breakfast. From here we moved onto Nhill for a petrol stop, a piddle and a bite to eat. Unfortunately, it was about here that the oil pump in Ted's 150 packed it in and he drove all the way to Melbourne at 20 mph. arriving at 3 am. Thursday morning?


For the rest of us it was uneventful and a very enjoyable 6 days was had by all.

Cat-A-Log June 1973


## EASTER IN ADELAIDE




Cliff with finger in mouth is contemplating the purchase of the HWM Jaguar for his Melbourne collection.




Ray Delaney with his eyes on the ball on a snooker night at the Hotel.




The Flinstones from left, Zigi, Heinz, Bill (Bazza), Shane and Bob hanging on for grim death.



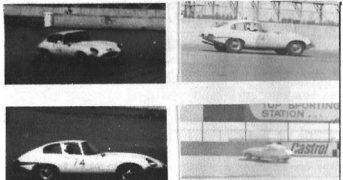
Bill Alexander showing the way in his MK7.



"But I tell you fellas, I did own a Jaguar" Says Norm Lindsay as he is quizzed on the Adelaide trip.



The line-up of cars from right to left: Bill Stevens(S), Cliff Rattray-wood (9), Bill Alexander (7), Zigi Zidzianus(2), Heinz (2), getting directions on the way from Birdwood.



Cliff and Norm Lutz showing how not to drive the E type around the Adelaide raceway.

# First Year of the JDCSA - The Very First Meeting

The following are extracts from our Club Magazine for years 1973 & 1974. Before JDCSA had its own magazine, space was provided in Cat- A-Log, the Monthly Journal of the Jaguar Car Club of Victoria.

*Below is the first article written about the formation of the JDCSA and the first outing of the Club, as it appeared in CAT-A-LOG September 1973 (Page 13).*

## Inaugural Committee

- President - Mr Phil Smart
- Vice President - Mr Ian Forrester
- Hon. Secretary - Mr David Seidel
- Hon. Treasurer - Mr Christopher Holland,
- Sporting Sec. — Mr Graham Franklin
- Social Sec - Mr John Alexander
- Registrar & Historian - Mr Peter Holland
- Public Relations Officer - Mr Shane Dunstone

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

On behalf of our Club, I would like to thank Peter Anscombe (a past President of the Jaguar Car Club of Victoria), Neville Martin and Mike Bevington from



*Just a small section of the crowd that attended the first meeting of the Jaguar Drivers Club S.A.*



*At the first meeting. Photo R - L: Chris Holland, Phil Smart, Shane Dunstone and David Seidel taking notes. Shane is seen holding the Club Bible - a CAMS Manual.*

the Classic Jaguar Car Club of W.A., for their presence at our first meeting.

Their' boost to our committee helped further to convey to prospective members of future plans and security as was clearly shown by the response to [our first outing at National Park where 95 Jaguars attended during the course of the day. The gathering was held at Tee Tree Oval, National Park and by 2 pm. Barbecues were thriving and ales were flowing.](#)

As the day past on, fellow Jaguar owners exchanged ideas with regards to their cars and the future of their newly formed Club.

Some 14 members joined on the spot boosting our membership to an excess of 50 members within less than 3 weeks of our Inaugural Meeting.

Telegrams were received from other states of Australia and with invitations from W.A. and Victoria to

their Concourse in January 1974 and November 1973 respectively we are determined to give a good attendance so as not to discourage interest shown to us by the Interstate Clubs.

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

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

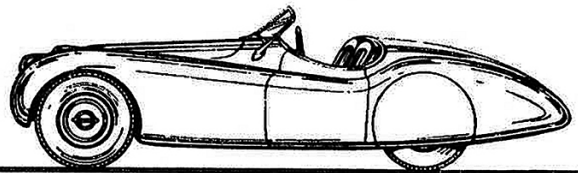
CAT-A-LOG SEPTEMBER 1973

## JDCSA Coming Events

- October 14th 1973: George Thomson Motors Economy Run.
- November 17-18 1973: JCCV Concourse
- December 2nd 1973: Beach Day

# The First Sporting Event

## S.A. SCENE



## Jaguar Drivers Club of S.A.

*Below is an article that appeared in CAT-A-LOG November 1973 detailing the first sporting event that the club organised - namely an Economy Run. Photographs appeared in the December edition.*

### SECRETARY SAYS

The next meeting will be held on Tuesday November 6th 1973, commencing at 8 PM at the Sportsman Association, cnr. Unley and Greenhill roads, Parkside. Visitors and friend's welcome.

### GEORGE THOMSON MOTORS ECONOMY RUN

FANTASTIC is the best way to describe the Economy run which was held on Sunday, October 14.

The weather was perfect, and with some 30 cars assembled at Adelaide Airport, the starting point, success was assured. The cars proceeded to a nearby weighbridge and then left at one-minute intervals and proceeded through Gawler, to the Nuriootpa Oval which provided a most pleasant setting for the Bar-B Que lunch to follow.

After lunch the return journey commenced via the Chain of Ponds Road, which apparently got the better of two of the XK 150 entrants, who were seen descending upon the checkpoint manned by Graham, at a rather rapid rate, leaving him white and shaken.



Angus Taylor, White XK 140 F.H. C. XK Class winner

On returning to the Airport, the tanks were refilled, while many anxious owners counted each drop of petrol as it entered the tank.

Perhaps the winners could pass on their secrets of running an economical Jaguar for other members to follow - did their wives push? or did they remove 2 or 3 cylinders? Whatever the answer we would like to know.

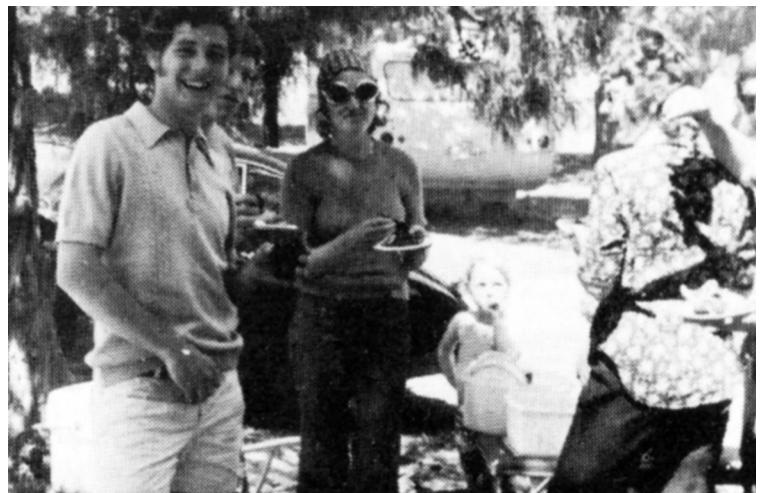
### The trophy winners were:

- Ladies Trophy: Best mpg. Ms Lange, 3.4 Mark II Auto (26.8 mpg).
- Best mpg. Brian Woodcock, 3.8 'S' manual o/d (37.3 mpg).
- Best Ton miles/gal. Brian Woodcock, 3.8 'S' manual o/d (65.8 mpg).

Peter Holland



Three XK150's and an XK120



President Phil Smart in his usual jovial mode



# JDCSA First Visit to Melbourne

*This article appeared in CAT-A-LOG February 1974 detailing the first trip that members of the JDCSA took to Melbourne for the Victorian Concour. (Nov 1973)*

## MELBOURNE VISIT BY ADELAIDIANS

A convivial group of ten assorted Jaguars made the journey to Melbourne to rub shoulders with our illustrious neighbours.

The rapid passage of a certain iridescent lowered Mark I (hereby christened the 'Mach I'), travelling through Victoria did spark off a series of alleged U. F.O. sightings and warnings of a grass-hopper plague (12 miles per gallon for a Cessna engine is quite reasonable).

Seriously speaking however, a warm vote of thanks to the Victorians for their gracious hospitality.

At the Saturday night party cum rock concert organized in our honour a thank you to Ken Oakes, the owner of the house, and to the Ladies who provided an enormous spread to satisfy our appetites.

This was only to be matched the following day by, would you believe, a delicious chicken and champagne lunch provided solely for the South Australians in a

Marquee in the centre of the Concourse sight. Viva Les Mademoiselles de Melbourne!

The Concourse itself, held in the parklands on the banks of the Yarra (River?) was well organized.

Personally, I took several hours longer than anticipated to view all the cars on display, simply because they were so varied and interesting.

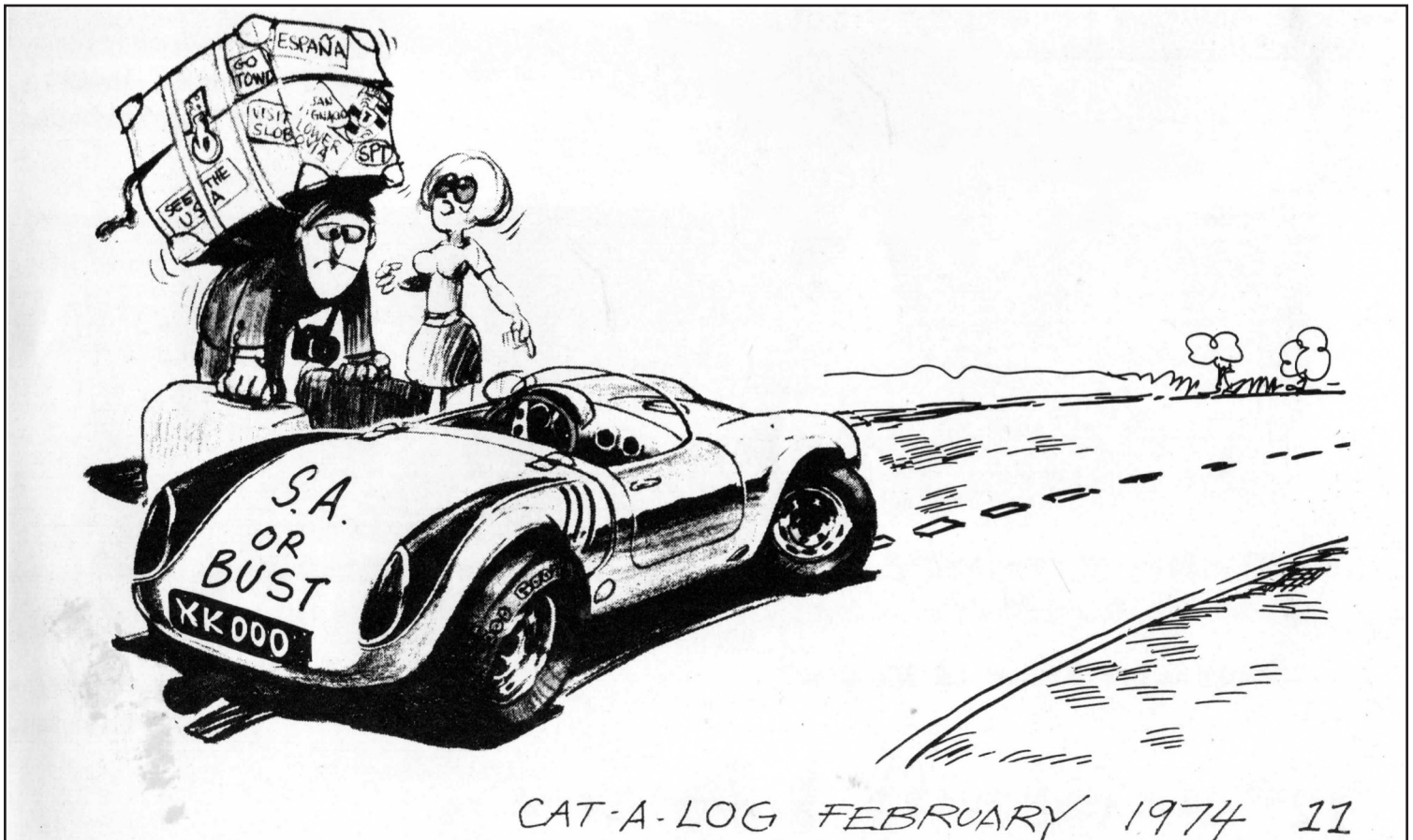
Just a few of the highlights were the winning Mark VII, an ex-Bryson display car, the XK150S, the Mark IX complete with Scotch Whiskey and a box of cigars displayed on the picnic table, the immaculate Bob Jane racing cars, the SS 100's, the Mark IV's and the S.A.

winning entry, a British Racing Orange XJ6. (Ron Arnold).

We look forward to the reciprocal visit by the Victorians to Adelaide when we will be having a Concourse for all Jaguars painted dark green which have done over 100,000 miles and are fitted with limited slip differentials. Catering will be by Cawley's Pie Cart and especially for the Victorians, there will be provided, a jug of beer and a box of straws.

**Until then,  
Signed SA 15-154  
(Travelling incognito as Don Asser)**

Ian Forrester receiving the trophy on behalf of Ron Arnold, winner of the S.A. section at the Melbourne Concourse.



CAT-A-LOG FEBRUARY 1974 11

# First Social Event

## THE BEACH DAY THAT WASN'T

As the title suggests, the beach day held on December the 2nd was something of a wash-out; however, all who attended thoroughly enjoyed themselves despite the woeful weather conditions. The day commenced with an impressive line-up of Jaguars assembled at the Marion Shopping Centre. Mileages were checked and the cars proceeded to Aldinga Beach along a navigation course of approximately 50 miles.

An hour was spent at Marion repairing the bonnet of the Mark 5 owned by the

writer which had begun to flap rather violently (the former, not car) in the 50 to 60 mph squalls.

At Aldinga the beach area set aside for the Club was several feet under water and since no one had thought to bring a VW tucked in their boot — lunch was held in a kindly provided shack.

The weather made it impossible to light a barbecue in the open so our quick-thinking President lit a fire under the shack! Would all members please check that their wooden dashboards are still intact!

After several cheery hours discussing such topics as the wind handling characteristics of different model Jaguars, the party broke up and we once again faced the great outdoors for the trip home.

**Mike Furze**  
South Australia.

*Editor: The above appeared in the March 1974 edition of CAT-A-LOG. In the same edition was the story below regarding the sale of a fully restored SS1 Airline. The car was bought by John Bryson and eventually sold to Rainsford Collectible cars in SA and then later sold to an overseas collector.*



## AIRLINE

# \$6750.

In Sydney Paper Saturday 9th February 1974 - "Vintage 1935 Classic SSi Airline Saloon, only restored model in Australia, winner of 30 State and National Concourse trophies, spare engine, diff, gear-box included. \$6,750. Phone Ron Campbell on 919 4293 or business 498 5160"

If you have not seen this car or know of it, it is exactly as stated in that ad, and a truly magnificent vehicle. It would be great to have in the club - wouldn't it!

## CALENDAR OF EVENTS FOR 1974

February 10th: Touring Assembly with Triumph Car Club

March 10th: S.A. Concourse and Motorkhana

April 21st: Observation Run

May 12th: Hillclimb

May 19th: Family Treasure Hunt

June 15-16th: National Concourse at Griffith

July 2nd : Annual General Meeting

July 12th: Annual Dinner

August 18th: Motorkana Round 1

September 8th: Economy Run

October 14th: Melbourne Concourse

October 20th: Motorkana Round 2

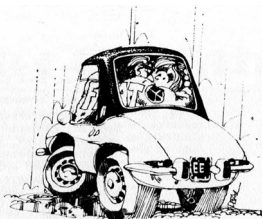
November 10th: Circuit Sprint at AIR

December 1st: Beach Day

December 8th Christmas Picnic

# First JDCSA Concours d'Elegance

## TILE S.A. TOUR



*Editor: The following is an extract from CAT-A-LOG regarding the first SA Concours d'Elegance held at Bonython Park. It was written by an unnamed Victorian. (Possibly Les Hughes).*

The concourse was both spectacular and interesting. There were 2 SS Jaguar Saloons, several Mark IV's and 5's;

XK120's 140, 150; XJ6 and XJ12; S-Types; Mark 10's; many Mk 1's and Mk 11's.

While some of the cars which deserve special mention are a Mk IV, shortened to a two-door special, with lengthened bonnet to fit a 186 Holden motor and transmission. While the car was well prepared and certainly looked good, many purists would not approve,

Gavin Sandford Morgan made a brief appearance in the C-type complete with cap and goggles. Tony Bishop rolled up in the red SS 100, but should have taken the hood off on such a beautiful day.

The Holland Big Red (3.8 XK150S Roadster) drew a crowd as well as a very nice and eventual Class Winner RXK140, an XK140 Coupe, complete with spats.

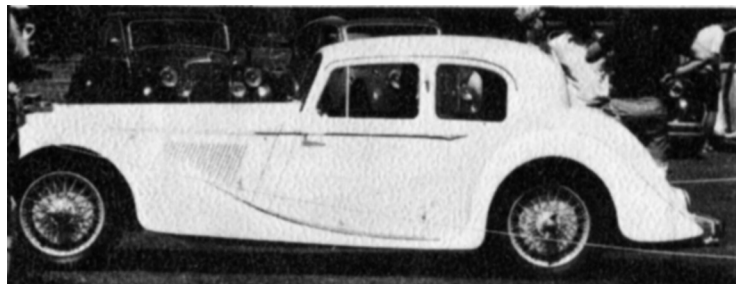
The photos in the centre spread tell the rest.

It was a fabulous weekend and Griffith promises to be better — book now!

CAT-A-LOG APRIL 1974



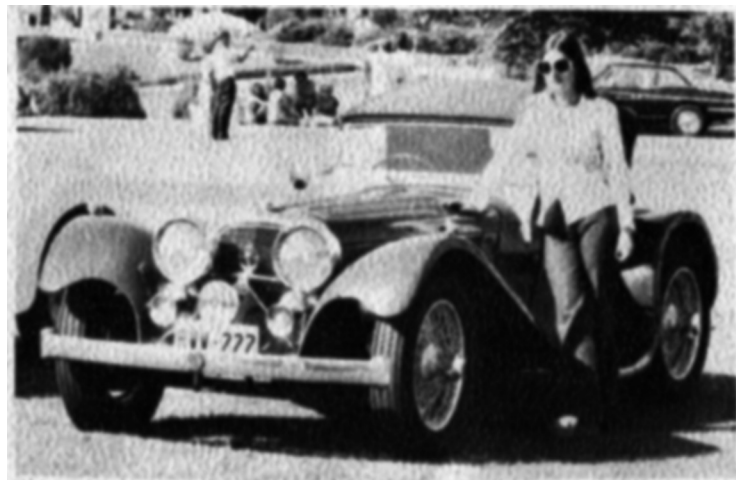
Judges deliberating on a very nice 1.5 litre Mk IV



Shortened Mk IV two door special with a Holden engine



Gavin Sandford Morgan's C-Type



Tony Bishop's SS100 - the caption read "A Ripper Pair"



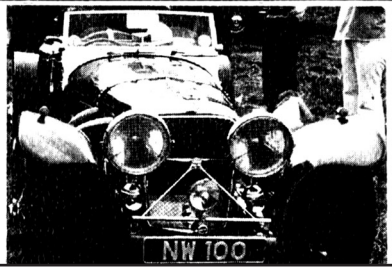
A section of the large number of Mark 1 & 2 Jaguar saloons

# First JDCSA Register Formed

## S.S. REGISTER

SA

MEETING OF S.S. REGISTER - J.D.C. OF S.A.  
Held on the 18.4.74 at 7.30 pm.



*Editor: The first Register to form in the Club was the SS Register. Overtime the Register became known as the SS, MkIV & MkV Register and then often referred to as the Pushrod Register.*

MEETING OF S.S. REGISTER - J.D.C. OF S.A. Held on the 18.4.74 at 7.30 pm.

Present: D. Brown, M. Robertson, D. Seidel, G. Murdoch, G. Franklin, M. Lindner, Mrs. Lindner, B. Fletcher, B. Rowse.

The meeting opened with general discussion on how to form the Register.

B. Rowse had received correspondence from the J.D.C.S.A. and Ian Mullins of Melbourne. Those were read and discussed. It was suggested that as we were approaching the end of the financial year a President/Secretary be elected until the Register gets off the ground.

Brian Rowse was elected President—Secretary and Murray Lindner, Spare Parts Coordinator.

G. Franklin representing the J.D.C.S.A. then spoke on visitors to the Register and J.D.C.S.A. and of the limit of three activities allowed before joining the J.D.C.S.A.

M. Robertson then moved that as the Register was newly formed, a barbecue be held to enable members to get to know each other. This was seconded by B. Fletcher. M. Robertson then volunteered his home for the evening.

Discussion followed on the date and May 11th was agreed upon, this to be verified by M. Robertson, as soon as possible. It was suggested that if a suitable film could be obtained, it would be good entertainment.

M. Lindner will contact Castrol and B. Rowse will contact Shell and Caltex to see if any can be obtained. It was agreed that the evening start at 7.00pm.

Brian Rowse will notify one member regarding same, he will contact another, and in this way our members not present will be informed.

It was moved D. Seidel, seconded M. Lindner, that the meetings be held on the last Thursday of each month. The next meeting will be held at the home of M. Lindner at 6 Alcheringa Drive, Rostrevor. Proceedings to start at 7.30 pm.

At the next meeting, members will give a list of prospective members to be followed up in relation to enlarging the Register. History sheets for cars were passed out and are to be filled in to enable a register and history to be kept of each car. These are to be handed in next meeting.

CAT-A-LOG JUNE 1974

## Once A Cat...



### ONCE A JAG

After riding in my brother-in-law's Mk 8, I was impressed and thought - one day; sure enough, one day advertised in the paper a 1966 4.2 Mark X with sunroof, heated rear window and wide wheels; price \$3000, private sale.

Around we went, test drove, had the R.A.A. do a mechanical check, beat the owner down \$700, paid cash and drove away. I was king.

Over the next twelve months, we did numerous trips to Melbourne and around S.A. On one trip to Melbourne, we attended the rather spectacular Victorian Jaguar concourse. All that

polishing and hard work, and it was well worth it.

One morning whilst having a bath, the doorbell rang and my wife informed me that there were finance representatives at the door. I've nothing on hire purchase, I chuckled to myself.

Sadly, enough the car in the carport belonged to the *finance company*. It seemed the "Private Sale" was also illegal as the owner had not completed payment. After twelve months and six days my Jaguar was repossessed.

The "nice gentlemen" from the finance company assured me they needed the car so they could take action against

the former owner, and I would probably have my car back in a few weeks. Once they had the car the contract was finalised, I had no Jag. and no money.

I believe the car was sold almost immediately although I had the option of buying the car back at a price greater than I originally paid. It is not often my unutterable adjectives surface.

Boy, you learn a lot about the law, finance and hire purchase companies very quickly.

At the present time, we are the proud owners of a 1952 Morris Oxford, total cost \$45. Not quite in the race, but a real goer.

Rod Lovell, S.A.  
CAT-A-LOG JUNE 1974

*Editor: Rod was a 1973 founding member of the JDCSA. He resigned at some point in time and later re-joined in February 2012. He now owns a 1986 XJ-S Cabriolet that hasn't been repossessed and we are very glad that Rod never gave up on Jaguars after such an experience.*

# National Concours d'Elegance - Griffith (June 1974)

## GRIFFITH

It is my pleasure, on behalf of all the South Australians who attended the National Concours held during the June long weekend, to thank the organising committee for a most enjoyable stay at Griffith. For many, it was their first National, and without a doubt, their appetites have been whetted for future such events

The South Australians began arriving on the Friday afternoon, and were not without their share of mechanical problems. Angus Taylor's 3-cylinder XK140 proved to be of great interest, while Peter Holland found his batteries getting flatter and flatter; Christopher

Holland seemed to have "struck oil" in the cam cover area and Dave Burton's XK150 shed its exhaust flange gaskets.

On the Saturday and Sunday nights, all partook of fine food at the motel where most visitors were staying. The concours itself was held under ideal weather conditions, commencing with a motorcade through the main streets of Griffith. We finally arrived at the site of the concours where all Jaguars assembled - a sight to behold.

The judging took place, followed by a magnificent lunch. During the afternoon, a motorkhana was held and proved to be a real winner with the South Australians. Angus made those three-cylinders really

work, and Graham Franklin removed any remaining cobwebs from John Philip's Mark I!

Monday morning provided us with an interesting tour of the De Bortolis Winery arranged by Ian Cummins of Sydney.

Unfortunately, the weekend came to a finish too quickly. I would like to congratulate all the winners of the various sections, and again thank the organisers.

Peter Holland  
JDCA

CAT-A-LOG JULY 1974



Very nice XK120 of Ian Cummins



Peter Holland & Ros hard at work on their XK120



Dave Burton in preparation for the concourse



Bruce Douglas, SS100

As the months go by we will progressively churn through 50 years of happenings in the life of the Jaguar Drivers Club of South Australia.

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# Jaguar Finally Has The Voice It Needs

Naming Philip Koehn as Jaguar Managing Director (MD) represents significant progress in the firm's reinvention. From Autocar magazine in the UK comes this welcome news.

For every person who loves Jaguar, its history and its great-looking and handling cars, there will be another for whom the 'old man' image can never be shaken. And in the more image-focused world that Jaguar is moving into, that latter point counts more than ever. It's one thing trying to tempt people out of a BMW 3 Series into a Jaguar XE, quite another to swap their Bentley for a 'Jaaaag'.

Hence why it may well have been easier to close Jaguar down and start again with a new brand and a new name, one unburdened by history to live up to or with perceptions to change.

Yet where we are: Jaguar exists and lives on. Jaguar had to do something, and closing it down would have been an easier way out. The plan is locked in, and the cars – three of them – are coming. I can understand the logic of the plan but remain to be convinced, simply because of the height of the mountain that needs scaling. You can't just decide overnight that you're going to be a Bentley rival.

Such opinions have been muttered and the debate has rumbled on for almost two years since the now-departed Jaguar Land Rover CEO Thierry Bolloré announced this boldest of plans. For a large part, the silence since from the company has frankly been deafening



*Ex-Rolls-Royce engineer Philip Koehn appointed as the new Managing Director of Jaguar*

in the interim, save for a few titbits on earnings calls from Bolloré and CFO (now acting CEO) Adrian Mardell, plus some engineering clues from vehicle line director Nick Collins.

Now Jaguar has a voice and is ready to start speaking to the world again. The appointment of Philip Koehn as its director will provide it. Koehn was quoted in some Jaguar correspondence for the first time this week (a routine press release on the 2024-model-year F-Pace). Nothing was given away, but there it was: a name attached to Jaguar for the first time in a long time.

The ex-Rolls-Royce engineer was actually appointed back in April 2021 but has

been hidden from public view until now. When we interviewed Bolloré around that time, he hinted at appointments having been made and a team set up but said they wouldn't go public until they had something to share. Now Koehn has been unveiled to the world, that day is finally coming into view.

Steve Croyley's profile on Koehn has detailed his stellar career to date, the high point of which has been creating the modular architecture that underpins the current Rolls-Royce range. The similarities between that creation at Rolls-Royce and what Jaguar plans to do make you realise how appealing Koehn was to JLR, and credit to it for going out and getting perhaps the best-qualified person for the job who has plenty of experience outside the walls at Gaydon.

For the past couple of years, Jaguar has existed in a strange hinterland of a physical brand in the present being wound down yet one that exists in the future only on Powerpoint presentations and in corporate sound bites. It has lacked a voice and a leader, someone to fight its corner. In the void of hard details will always come speculation and doubt.

Koehn's task is a monumental one, yet at last it's now someone's task to own. We often say that it's always great people who make great cars and great car companies, and now we can start to hear from some of those people who will be making this new Jaguar a reality. ■

*Information for this story from Autocar UK*



*Koehn faces a monumental task, yet at last it is now someone's task to own.*



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# JLR Executive - Jaguar Will Survive

As noted in last month's Classic Marque, JLR is planning an overhaul of its production plans for 2023 as it continues to battle the shortage of semiconductors. It will see a significant reduction in Jaguars built in favour of Land Rover models.

But a JLR Executive told *Drive* these moves to streamline the company's manufacturing operations in 2023 have been wrongly interpreted as the trigger for long-term changes and job losses.

It also raised doubts about the future of Jaguar, which has seen a massive downturn in demand for its traditional luxury passenger cars and put its SUVs into direct competition with its stablemates from Land Rover and Range Rover.

However, three all-new Jaguar electric 'performance' models are still planned to lead the next generation of Jaguars.

"There is no change in the business direction whatsoever," Nick Connoll, the Global External Corporate Communications Manager for Jaguar told *Drive*.

Mr Connoll said JLR has been battling production difficulties for more than two years, and had developed the new production plan as a way to recover from the troubles.

It had struggled because of the amount of technology in its latest vehicles and its heavy reliance on the microchips needed to build them.

The Jaguar executive also insisted the recent departure of Jaguar Land Rover's CEO Thierry Bollere after two years



*It is unfortunate that Lofty England and Sir William Lyons can't be cloned! Jaguar definitely need more people with their level of expertise to sort out the problems left by Bollere.*

in the role – who was the driving force behind the company's switch to electric power – would have no impact on the business.

"Things are getting better. We are starting to see some positivity coming in."

JLR is adamant that Jaguar still has a future, and the production overhaul will allow it to focus on the popular models across its brands that have created a global waiting list of more than 200,000 vehicles.

Even so, its sales have nose-dived in recent years, both globally and in

Australia. Its word-wide result peaked at 614,000 in 2018 but dropped to 439,000 in 2021, while the Australian total was 3008 in 2016 but has fallen steadily since then – even before COVID hit – with another 41.9 per cent fall in the first ten months of this year for a total of just 665 cars by the end of October.

"We continue to actively manage the operational patterns of our manufacturing plants whilst the industry experiences ongoing global semiconductor supply chain disruption. Demand for our vehicles remains strong," JLR said in an official brand statement.

"We expect our performance to continue improving in the second half of the year, as new agreements with semiconductor partners take effect, enabling us to build and deliver more vehicles to our clients."

Mr Connoll confirmed the electrification plan at Jaguar still included an all-new mechanical architecture to underpin all three future models – but the executive would not give any other details.

Mr Connoll said, "people still want our vehicles and we still want to build them for them." ■

*Editor: Information for the story from Drive Australia.*



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# 2024 Hybrid F-Pace - More Range & Enhanced Spec's

Jaguar has overhauled its 2024 F-Pace offer for global markets, skipping the 2023 model year moving the rest of the world to the 2024 model year before the end of 2022

Not so long ago, an SUV range update would have focused on better mpg for the diesel, a bit more performance from the petrol flagship, and maybe a price cut if you were lucky. Things are a little different now, with the big draw of Jaguar's latest F-Pace being the increase in electric range of the plug-in hybrid.

For the 2024 Model Year, the P400e continues to spearhead the F-PACE's choice of electrified powertrains, and now has a bigger lithium-ion battery pack, comprising nine modules in place of eight, raising the energy storage capacity to 19.2kWh. This increases the electric-only range from up to 33 miles (53km) to a maximum of 40 miles (65km) – an increase of more than 20 per cent. The enhancement also reduces CO2 emissions and fuel consumption.

The P400e already accounts for more than one in ten F-PACE sales globally, and in countries such as the Netherlands – where electrified vehicles are most popular – this share is expected to reach as high as 98 per cent.

All F-PACE customers worldwide benefit from a simplified, more focused model range. Non-R-Dynamic vehicles

are no longer offered, streamlining the customer offer while at the same time providing enhanced specifications.

**Jaguar MD Philip Koehn said:** “As we make progress to reimagine Jaguar to an all-electric luxury brand by 2025, we have been curating our existing products by offering richer and more desirable specifications. The first nameplate to receive this change was F-Type as we move towards 2023 and celebrate 75 years of Jaguar sports cars. We now move to F-Pace, an SUV that offers an

unrivalled balance of ride, handling, refinement and luxury.

“By increasing the range of the P400e plug-in electric hybrid by more than 20 per cent, it becomes an even more attractive combination of performance, efficiency and zero-tailpipe emissions driving capability, and that's something we're very proud of.” ■

*Editor: Information for this story from Jaguar Newsroom and PistonHeads.*

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- SAVE MODE**  
Prioritises combustion engine as energy source, maintaining battery charge for deployment at a specific point in the journey

\*WLTP (TEL) Combined figures

## JLR Bolsters UK Apprenticeship Programme

JLR has announced it will hire around 300 apprentices in the UK in 2023 as the company continues to expand its talent pool as part of its transition to an electrified future.

The hiring drive means over 800 people will join JLR's early careers programmes in 2023, a 55% increase on last year's

figure and a new record intake for the company. The announcement follows the launch of the company's Future Skills Programme, a global upskilling drive to train 29,000 people in the next 3 years for its connected and data capabilities, and to support the rapid transition to electrification.

The hiring drive further establishes a pipeline of skills which will see all Jaguar Land Rover modern luxury cars available in pure electric form by the end of the decade, the vision of the Company's Reimagine strategy. ■

*Editor: Information for this story from JLR Corporate News & Media website.*

## JLR Appoints New Acting CFO

Following Adrian Mardell's appointment as Interim CEO, replacing Thierry Bolloré; more leadership changes have seen the appointment of Richard Molyneux as Acting Chief Financial Officer, with effect from 12 December 2022, covering all of JLR.

Richard is a highly experienced finance professional who has worked at Jaguar

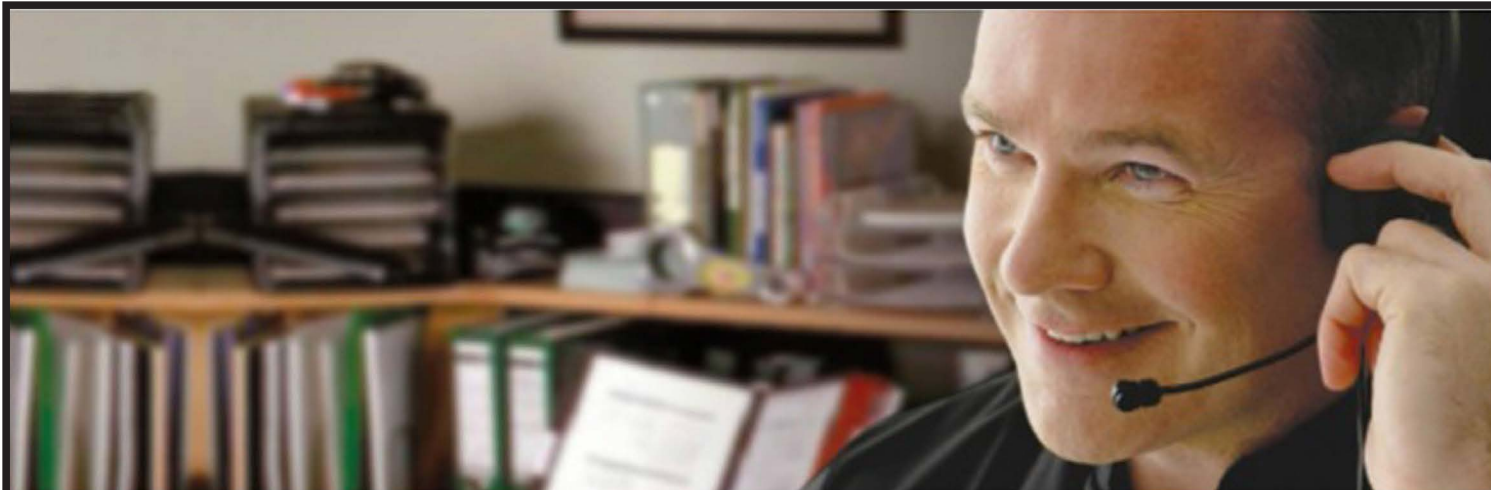
Land Rover, as Finance Director, Operations, for over six years.

Richard has a career in Finance in the automotive sector spanning 30 years. Prior to joining JLR, Richard was Chief Financial Officer at McLaren Automotive Limited and held senior positions in Finance at General Motors (Europe). In his new role Richard will join the Jaguar

Land Rover Executive Board, leading the business's Finance team.

The Board of JLR now consists of 12 members, 10 men and 2 women. ■

*Editor: Information for this story from JLR Corporate News & Media website.*



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# Jaguar Formula E Developing Next-Generation EV's

Jaguar's efforts in the Formula E electric single-seater race series will have a heavy influence on its next-generation of road-going EVs.

Jaguar says ongoing development of its EV racecar - and its experiences on the track - will provide vital learnings as it ramps up to introducing its long-awaited new family of road cars from 2025.

JLR's product engineering boss, ex-Audi man Thomas Müller, was keen to stress the developmental synergies that exist between the company's road and race engineering teams in a range of areas including software architecture, battery management and data.

Asked how tangible Jaguar's race-to-road ambition is in terms of productionising race-derived technology, Müller said: "It's not about transferring hardware pieces, it's about building a body of knowledge. Engineers lead our knowledge of how to solve problems. And the main area of focus that we co-operate on is the powertrain. Which for us, of course, is one of the most important ones moving to electric mobility - the second generation. So of course, trying to understand: what these guys doing that we can learn from them?"

He stressed that the collaboration doesn't comprise component sharing as such, but rather that Jaguar engineers can use experience and data taken from the track cars and apply it to the development of road car hardware - in addition to the data that it can collect from existing over-the-air-compatible electrified road cars.

The efficiency of the power inverter (and thus the power of the EV drivetrain as a whole) will be a particular beneficiary, Müller suggested, as will temperature management on the battery side for effective performance in all conditions and optimal charging behaviour.

"This area is super interesting for us to co-operate on and learn from each other," he said. "We're in different regulation spaces and different use cases, but in the end, efficiency and how to solve engineering problems are where we work together. Working with the Formula E engineers simply accelerates our body of knowledge and is a way to do things right the first time."

Racing in Formula E, he said, is a "crucial" part of Jaguar developing next-generation EVs.

Meanwhile, François Dossa, JLR's Executive Director, Strategy & Sustainability, touted the brand-image benefits of racing EVs.

"Formula E for us is very, very important. It shows that sustainability can be cool," he said. "When you think of sustainability, a lot of people think 'we're going back to a time that's not fun, the Middle Ages, something like this, which isn't the case at all, because sustainability is innovation. And we want to also show that it can be cool. And Formula E is the right example of that."

Asked by Autocar if Jaguar's Formula E efforts and the development of its next-generation Panthera platform are intrinsically linked, Dossa kept his cards close to his chest.

He said: "The technology is very linked. So, what are we learning here? Well, definitely you will see it on the cars. Of course, the design will be absolutely something that is the copy of nothing. So, this is why we don't want to tell a lot, because we want to be sure that everybody will be surprised with what we will show. ■

*Editor: Information for this story from Autocar and Jaguar.*



*Jaguar has revealed its new 2023 Formula E contender, designed in accordance to the new Gen3 specification which brings a dramatic power increase and wide-reaching performance changes. Just over 1,500 kilometres of testing have been completed in Spain and the cars will now go to Mexico City for the first round of the 2023 ABB FIA Formula E World Championship on the 14th of January.*

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# Armoured Jaguar EV Is the First of Its Kind

South African firm Armormax has unveiled its latest offering, a bulletproof Jaguar I-Pace. The mobile security specialists used high-grade ballistic glass and light armour to ensure performance would not be sacrificed for strength.

In total, only 200 kilograms (440 lbs) of weight was added from the armour conversion. Armormax's I-Pace has a B4 ballistic protection rating, which means it can withstand attacks from handguns and shotguns up to a .44 calibre.

Armormax's work does not void the I-Pace's Jaguar warranty. Both companies worked together on the project, with Jaguar providing technical support. Armormax's Managing Director, Grant Anderson, stated the following:

*"This project presented a great opportunity to challenge ourselves and expand our capabilities. We immediately involved the technical team at JLR South Africa to assist and they were fantastic in helping us understand the intricacies of this electric vehicle. We are proud to say we built this car to our high standard despite the*

*challenges and left the base vehicle very much unchanged".*

It's currently not clear if the Armormax I-Pace will be available outside South Africa. Also, Armormax did not provide pricing for its I-Pace as it varies significantly depending on the amount of

armour and gadgets you want. However, the company's website suggests most builds cost in the region of A\$50-100k + the donor car. ■

*Editor: Information for this story from Carmag South Africa.*



## UK - Fleet of 2023 I-Pace SUVs Engulfed in Flames

Earlier this month (December), a fleet of new Jaguar SUVs erupted into flames on the side of the M1 (UK).

At this stage it is unclear how the SUVs caught on fire.

Large smoke plumed as traffic came to a standstill, with drivers reporting that it took several hours to reach their intended destinations.

It took 6 hours for officials to put the fires out and recover all the vehicles and the transporter from the road. Fire crews reported there were at least seven

Jaguars on the car transporter. It is unclear how many - if any - survived the blaze. No injuries were reported in the incident.

Although EVs have an extremely low chance of catching fire, with hybrids much riskier, there have been a number of recorded cases of fully electric cars from the like of Tesla, Porsche, and Mitsubishi, having burnout incidents around the world.

However, when fires do occur, electric vehicles with lithium-ion batteries burn

hotter, faster and require far more water to reach final extinguishment.

Lithium-ion battery cells have electrodes placed close together, which increases the chances of a short, and they are filled with a flammable liquid electrolyte.

Improvements to battery management systems, as well as the battery cells themselves, promise to make EVs safer in the future ■

*Editor: Information for this story from Daily mail Australia.*



# 12 month Road Test: F-Type P450 RWD

*The following article is for current and future F-Type owners. Most car reviews are done in a day or so, whereas the following was carried out over a 12-month period by Richard Meaden and appeared in the recent edition of EVO. He wonders why the F-Type was so overlooked.*

**I**t's almost 20 months since I first sat down at my laptop to explore Jaguar's spec on the F-type that would become KN71 LWR. Now, a little over 12 months after I was first handed its key, my time with the fastback Jag is up.

Having loved every mile of a drive to Switzerland and back in the summer, I'd hoped to give it a decent send-off with one last road trip, but work commitments conspired against that plan. Not that this has got in the way of me enjoying my last few weeks with the F-type, for it's one of those cars that makes even the shortest journey feel a little bit special.

I didn't hold back with the options. In all, my spree lifted the P450 RWD R-Dynamic's price to a little over £86k, up from £68k for a standard car. Petrolix Blue was a colour selected from the SVO options list at a cost of £4,500, but it looked a million dollars.

The glass roof (£1,335) was another extravagance but was a real source of pleasure as it brought the interior to life. Pixel LED lights were another £1225 but proved brilliant on rural roads, where the adaptive matrix main beam maximised visibility without dazzling oncoming drivers. The Tan Windsor extended leather interior and Performance seats added a further £2800 and looked magnificent. Comfort was first-rate and the quality put cars costing many times more to shame. It made for a car that looked fabulous and drove brilliantly.

I was surprised at how up for it the F-type was when you really stretched it. Jags tend to be a bit of a handful when pushed to extremes, but the R-Dynamic F-type had a precision that always made it predictable and exploitable, even in wet conditions. The brakes - bigger in R-Dynamic spec - could be a little sharp on your initial input, but there was plenty of power and enough feel to drive with finesse.

Ride-wise I tended not to stiffen the suspension in Dynamic mode unless the surface was particularly smooth. On typical country roads it dealt with lumps and bumps better in its more pliant settings. However, I did enjoy the



added sharpness and response provided by the sportier powertrain and steering modes; these just injected a nice amount of energy into the F-type's responses without making it too aggressive.

Similarly, I pretty much always ran the car with the exhaust in its more vocal mode. This wouldn't have been the case with an earlier F-type, but this late-phase car was never raucous, instead emitting a rich burble at idle and a modestly meaty rumble at middling throttle openings. Only when you really opened the taps did it sound properly snorty, and even then, it was never offensive or gratuitous.

There was very little in the way of wear and tear to indicate the car had covered more than 12,000 miles. The driver's seat bolster resisted scuffs and creases from repeated ingress and egress, while the (unprotected) paintwork seemed resistant to all but the faintest road rash. Some of the chrome surround for the side windows started to come slightly adrift, but that's the closest there was to any kind of fault.

Mechanically it left in rude health, having received a first service by Jaguar immediately prior to its collection. The sweet revving and sonorous 444bhp supercharged V8 sipped oil during my tenure, requiring just one small glug of lubricant in the time I had it. As for petrol, it tended to do around 23mpg, but would top 30mpg on a motorway run. Pretty good for a 5-litre V8! Despite my best efforts, even the tyres remained in good shape.

Opting for the softer state of tune might seem contrary to the Motoring Journalists' Code of Conduct, but I never even considered going for the full headbanger-spec 576bhp all-wheel-

drive range-topper. Partly because I didn't relish the fuel overheads, but mostly because the more subtle P450 RWD seemed like the sweet spot of the F-type range.

Perfectly matched to the rear-wheel-drive chassis, the lower-tune V8 was always a highlight, whether wafting quietly along at low revs or enjoying the upper reaches of its range. Early F-types tended to be too loud and brash understandable given Jaguar hadn't had much to shout about for so long - but as it has matured, the F-type became a consummate sports car. Classy and confidently understated, it never went unnoticed, with most journeys resulting in a few admiring glances or 'Nice car, mate' comments.

All of which left me rather bemused at the predicament Jaguar currently finds itself in. Internal politics notwithstanding, I've never understood why a car as good as the F-type can have been so overlooked. It might not hit the dynamic heights of a Cayman GTS, but it's not that far off. With charisma in spades, the kudos of a supercharged V8 and the novelty of not being a Porsche, it's a hugely desirable car. Jaguar deserves so much more.

I've run enough long-termers to know life won't quite be the same without the Jag. It hurts that little bit more because having ordered it to my exact specification it really felt like my car. As John Barker concisely summed up having borrowed it for a week or so, the P450 is 'quietly epic'. To whomever ends up buying KN71 LWR, I hope you love it as much as I have. It's a wonderful car.

Richard Meaden (EVO)



# The Lesson of the Driving Lesson by David Seidel

In the early 1960s I had just bought a beautiful Jaguar Mk IV 3½ litre with all the books, full tool kit and Adelaide history. It even had “Ace” wheel covers. It was my Sunday driver and I used it only sparingly. My parents wanted me to buy an everyday car that was more practical for me to take to work in Adelaide.

Dad had heard of a new XL deluxe Falcon sedan that Dalgety & Co wanted to sell urgently as the new XM model was to be released the very next day. Their offer also had a very generous discount, but the deal had to be settled pronto. Without being able to think too much, I said, “OK I’ll do it” to my dad, not giving much thought to our large backyard which was starting to fill up with old Jaguars and parts. And so, the deal was done. This meant that now I owned a beautiful Jaguar and a new car, a 1963 Falcon deluxe sedan. This eventful time in my life I choose to call my Falconian Period.

Although I had owned my new Ford Falcon for approximately six months, I still had to ride my trusty BSA pushbike into work at Duncan & Co. simply because I couldn’t afford the petrol bill as well as the car payments. My parents also helped me by letting me off from paying board for one year. Gradually, I had started driving my car to work in Halifax Street in the city, where I could get all day parking close by. Quite often I parked in front of a business called 16mm Company who specialised in renting movies to station properties up north for the station hands to watch. I discovered that a teenage girl who lived only six houses away from me worked at this company and was catching the bus to work. She asked if I could take her



to work and back and we agreed that she would share petrol expenses and we would both save some money. This arrangement continued to work out well for both of us until one fateful series of unforgettable events took place.

As she had her “Learn to Drive” booklet, she asked if I could give her some lessons in the Falcon on the weekend when we were both free. OK, I agreed. Next Sunday was good for both of us. At Golden Grove near the sand quarries there was a quiet gravel road which I thought would be suitable for the purpose. The general store was the only business nearby but it was closed on Sunday. As the Falcon was a 3-speed manual, she took no time in mastering the smooth use of the clutch. Up and down the road we went until the car suddenly stopped. No amount of cranking, pushing or coaxing helped, it just refused to go. Then I looked at the fuel gauge. It was that empty that the needle nearly fell off. There was nothing else for us to do but get some petrol – even though the store was shut – and as I reached for my wallet, I discovered that I

had left it at home. She said that she had some money in her purse that I could borrow, so we set off to walk the half mile to the store and get the proprietor to open up. We could hear the cricket on his TV as we approached. Being his day off, he was not very sympathetic to our plight, nor was he very cheerful. He looked like he had been eating vinegar off a fork. To make my plight worse, I also had to purchase a petrol can and a funnel with the borrowed funds. After walking back to the Falcon and putting in the petrol, the car started and we set off for home.

The next morning, I settled up with her but not before her worldly, street-wise mother had told her that this was “the oldest trick in the book”. I quickly reached for my road traffic instruction booklet and told Roslyn that I could not find any reference at all to yesterday’s situation or anything similar. What trick?

The driving lesson had gone very well (or so I thought) but her mother not only stopped any future lessons but insisted that Roslyn go back to catching the bus to work. I was crushed. Not only was my dreamed of love life now in tatters, but I now had no passenger to contribute to my fuel bills to travel to and from work. I consoled myself with the other beauty waiting for me at home – my light green Jaguar Mk IV. You might say that I learned a lesson from the driving lesson.

David Seidel





## Q and A Dave Burton:

**Life Member No. 56**

**Questions: Peter Thomas  
Answers: Dave & Sally Burton**

**P: What was your first car?**

**D:** My first car was a 1928 Ford Model T which I purchased in around 1963 for £25.00 whilst I was still at school. It didn't have rear seats so I manufactured a fishtail back for it and painted the car yellow with black mudguards. Another memorable feature was the lack of a fuel pump in a T model. If you were low on fuel and going uphill, one had to reverse to ensure gravity fed fuel to the motor.

**P: How did you become interested in Jaguars or classic cars?**

**D:** When I was around 7 years old, my dad had a Mk V 3.5 litre and this was followed later by a 2.4 Mk 1. He then purchased an XK150. My father died when I was only 21 and I bought the XK150 from the estate and Sally and I had it for 35 years.

**P: How many Jaguars have you owned?**

**D.** Apart from the Ford Model T I have already mentioned, Jaguars we have owned include;

XK150:	1969-2005 (36 years)
Mk IV	1974-1975 (2 years)
Mk V DHC	1975-1977 (3 years)
XK120	1976-1999 (23 years)
Mk 2 (3.4L)	1975-1976 (2 years)
Mk 2 (3.8L)	1983-1987 (4 years)
E-Type	1974-1985 (11 years)
XJ6 Series 1	1980-1981(2 years)
XJ6 Series II	1982-1984 (2 years)
XK8	2013-2015 (2 years)
Mk 2 (4.2)	2016 - ongoing (6 years)

Total of 93 Jaguar Years!

**P: Do you know the fate of any of these cars?**

**D:** Yes, I sold the XK150 to Club Secretary Steve Weeks who still owns it. The XK120 went to NSW and the XK8 is owned by Charles Bodman-Rae.

**P: Your fondest memories owning a Jaguar or classic car?**

There are of course many fond memories but the XK150 holds special memories as it was my dad's. We restored it, it was our Wedding car (along with 3 other XK's kindly loaned to us by Peter and Chris Holland) and we used it on many Jaguar Club events.

**P: Perhaps a funny motoring or club experience?**

**D:** We had a lot of events including my favourite, fun Motorkhanas, where we were all enjoying 3 legged and blindfold starts to our sprint races. I remember a few funnies including someone placing a brick under a competitor's rear wheel



to upset his start, or the competitor who beat everyone to the car only to find someone had nicked his keys from the ignition, or the guy who jumped into his car and got his trouser leg caught over the gear-stick.

**P: You Joined the JDCSA in 1973 and are member number 56. What do you remember in particular about those early days of the club?**



*Motorkana - Sally Driving*

# Interview - Dave Burton (cont)

D: We were among the XK group which formed prior to 1973 and went on numerous social runs with them. After the formation of the JDCSA, there were many more occasions to use our Jaguars for family outings, picnics, displays and sporting events such as motorkhanas, economy runs, and circuit sprints at Adelaide International Raceway and Mallala.

**P: You became editor in 1975-76 F/Y. Do you recall why you took on that position? Do you recall any particular challenges or issues?**

D: Again, they were different times with limited members. Everyone chipped in and took turns at various roles. We used a Gestetner machine extensively using wet ink where we had to hang pages on strings to dry. We used the magazine assembly as a social occasion at member's homes where 6 to 8 people would help put the magazine together, hand stapling the pages. Everyone knew each other and there were no Registers as we have today.

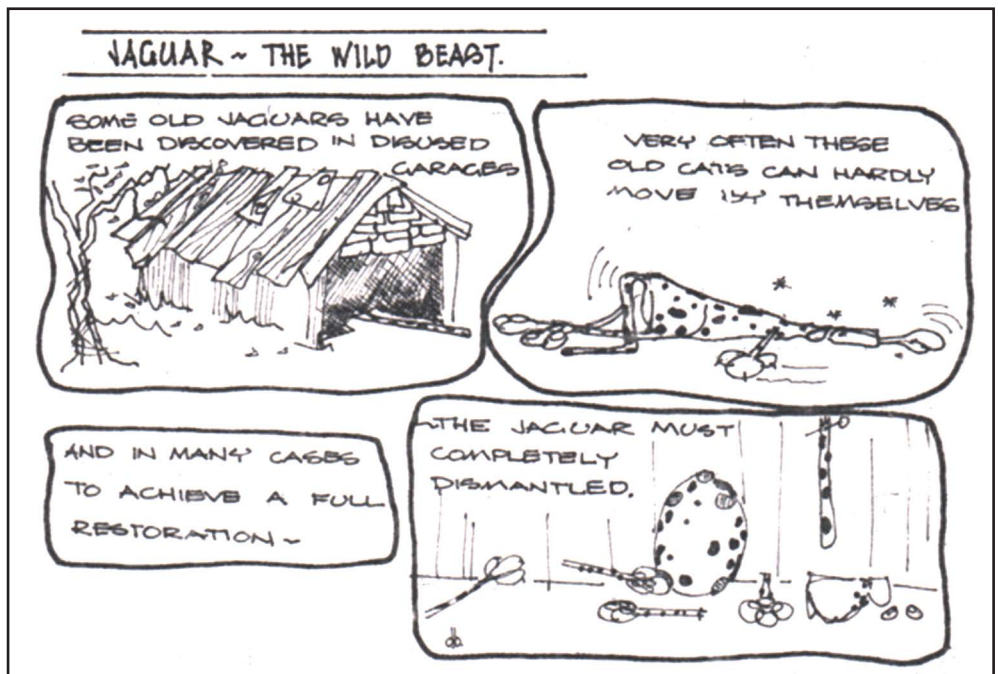
**P: I assume you had a full-time job at the time. How did you manage?**

D: We managed then, presumably as people do now. We used whatever spare time we had, weekends and the like. We travelled overseas and were married 7 or 8 years before we had children and that did result in me selling the E-Type and later, the XK120 and XK150 and dropping away from activities whilst the children were growing up.

**P: You were editor in 1976 when the National Concours in Mildura was held. Do you recall much of that weekend?**

D: Mildura was the first National Concourse the JDCSA had organised so we all helped with marshalling, while the girls worked in the judging tents and we all enjoyed the great social activities such as the dinners and dancing.

Around 350 members came from SA, Vic, NSW and WA with around 160 cars. I remember counting 11 Jaguars lined up at the local carwash. On Saturday afternoon we all assembled for a riverboat cruise, returning in time for a magnificent dinner (and sore heads on Sunday).



## Interview - Dave Burton (cont)

**P: As I understand in those early days of the club, SA and Vic clubs were very close and regular attendance at interstate events were common. Is that correct and do you recall some of those trips to Victoria.**

**D:** Yes, there was a good association with a number of the Victorian Members and we shared a few good times and laughs whilst attending their events.

**P: Attendance at Interstate National Concours events were also common. I assume you attended a number. Any special memories?**

**D:** The most memorable for us was the 1975 Griffith Nationals to which we took the E-Type. Sally and I competed in our favourite event, the motorkhana (I drove and she leaned out the window collecting and placing flags in buckets or calling out directions to me when we had trouble seeing in the clouds of dust we created). It was all worthwhile as we came home after winning the National Motorkhana Championship. We also attended Mildura 1976, Swan Hill 1980 and Melbourne 1982.

**P: A number of those early club members are no longer with us. Did you have any special bond or memories with any of those (deceased) members?**

**D:** As the Club now mainly consists of older people, there have been many who are no longer with us. We miss all those members (guys and girls) because they were a large part of our social life.

**P: When did you and Sally start a family? Did that effect your involvement with club?**



## Interview - Dave Burton (cont)

**D:** Amy was born in 1980, then Courtney in 1982 and finally Tom in 1984. I was also travelling overseas for work between 1978 and 1995, so time at home was very family orientated. The cars had to take a back seat. The XK150 and XK120 sat in our garage for around 7 years and we faded from the Club for a while.

**P:** I gather a lot of fellow members were starting families at the time? It must have had some effects on the social aspect of the club in those days.

**D:** Many of us had young families at that time, so there were a lot of family orientated events, including country BBQs, family games such as tug-o-war, 3 legged races, water balloon throwing and of course, Christmas parties where Santa arrived in an open top Jaguar much to the delight of all.

**P:** 1979-80 you took on the position of Sporting Secretary. Any memories?

**D:** I enjoyed competing in sporting events so I was happy to take on the role of Sporting Secretary. We organised and ran a number of events including motorkhana's, a night navigation run, an economy run and competed with other Clubs in a 4-hour relay race at Adelaide International Raceway.

**P:** You have held a number of other positions in the club over the years. Again, any particular memories or happenings?



**D:** I have always enjoyed assisting with the Club in any role required and Sally was also helping in the background. Early in the days Sally and I even hosted a couple of events at our home including a Pre Concours-Party (March 1979). I even created a cartoon 'Jaguar the Wild Beast' which featured in Classic Marque between 1975/76 (one included in this article).

**P:** Of all the vehicles you have owned and you could only have one returned, which car would you chose?

**D:** It would have to be the XK150, having owned it for 35 years and having

so many memories. Unfortunately, we all make decisions which we may later regret, but that's life.

**P:** Thanks Dave!

*Editor: Thank you to Dave Burton and Peter Thomas for their time in putting this together. PS - the 3.8 Mk 2 is now owned by Evan Spartalis' and is on a hoist waiting for a gearbox conversion.*

*There will be a series of similar interviews over the next 12 months.*



# Adelaide 500 - 100 Years of Jaguar

As noted last month, the Adelaide 500 organizers arranged for our club to provide a “100 years of Jaguar Display”. Located near Gate 1, hundreds of spectators entered our enclosed marquee to see 29 Jaguars and two F1 race cars.

On the Sunday there was a collection of 29 Jaguar for the drivers parade on track.

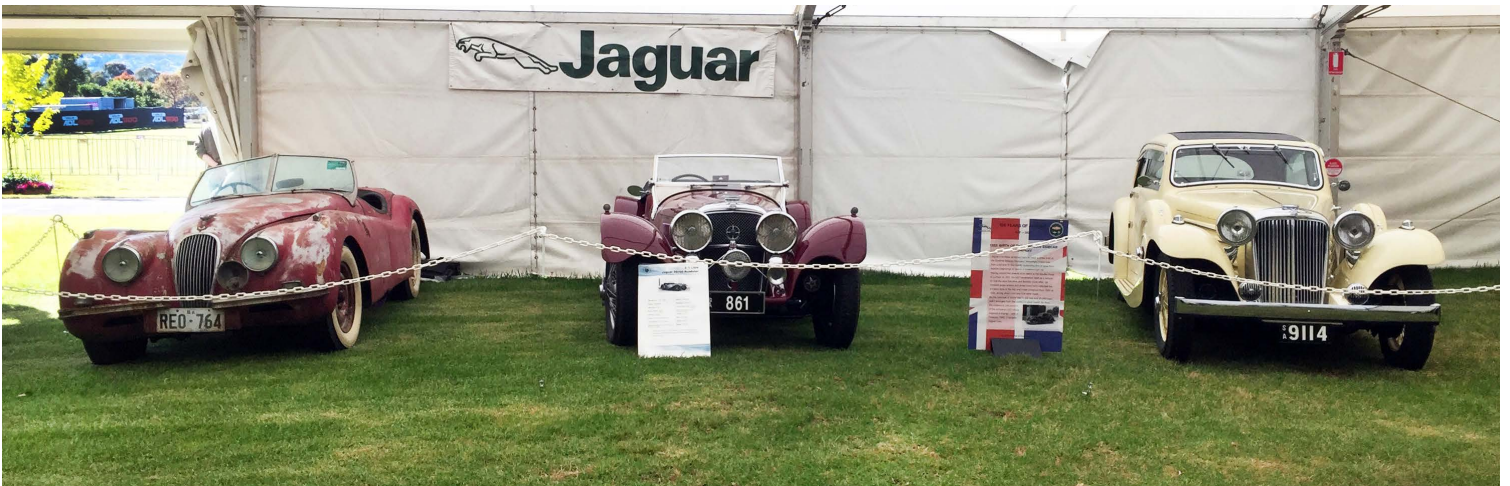
A big thank you to coordinator John Pengelly and the VALO Adelaide 500 as well as Di Adamson and all the members that made their cars available for the weekend.



# Adelaide 500 - 100 Years of Jaguar



# Adelaide 500 - 100 Years of Jaguar





# Adelaide 500 - 100 Years of Jaguar



Di Adamson has had a very busy few months organizing the “100 years of Jaguar Display” at both the Adelaide 500 and SA Jaguar Day. And what a great job she did. Di would like to thank all the club members that made their cars available for the Adelaide 500 and those that attended SA JAG Day for helping to make the events the success that they were.



# Adelaide 500 - 100 Years of Jaguar



# Adelaide 500 - 100 Years of Jaguar



# Adelaide 500 - Drivers Parade

	Jaguar	Driver	Race Driver
1	SS100	Graham Franklin	Broc Feeney
2	XK120	Richard Smith	Shane Van Giesbergen
3	XK120	Graeme Schultz	Anton De Pasquale
4	XK140	Peter Goodale	Wil Davison
5	XK120	Julian Lugg	Cam Waters
6	XK120	John Williams	James Courtney
7	XK150	Ossie Petruco	Thomas Randle
8	E Type	Tim Lynas	Wil Brown
9	E Type	Roger Adamson	Jake Kosteki
10	E Type	John Beasley	Nick Percat
11	E Type	Peter Beaumont	Macauley Jones
12	E Type	Tony Carrig's son	Brodie Kosteki
13	E Type	Paul Harland	Jack Smith
14	E Type	Frank Van Der Mayden	Bryce Fulwood
15	E Type	Andrew Hayes	Mark Winterbottom
16	E Type	Marc Kovacic's son	Andrew Heimgartner
17	E Type	Brian Boyd	Scott Pye
18	SP250	Fred Butcher	Dave Reynolds
19	XJS	Greg Souter	Todd Hazelwood
20	XJS	Tom Adamson	Jack Le Brocq
21	XJS	Geoff Mockford	Lee Holdsworth
22	XKR	Grant Murdoch	James Golding
23	SP250	Michael Pringle	Chaz Mostert
24	XKR	Robin Turner	Chris Pither
25	F Type	Rob Beaumont	Tim Slade



*Graeme Schultz and Anton De Pasquale*



*Julian Lugg and Cam Waters*



*Graham Franklin and Broc Feeney (in Tony Bishop's SS100)*



*Ossie Petruco and Thomas Randle*

# Adelaide 500 - Drivers Parade



*Michael Pringle and Chaz Mostert*



*John Beasley and Nick Percat*



*Fred Butcher and Dave Reynolds*



*Roger Adamson and Jake Kosteci*

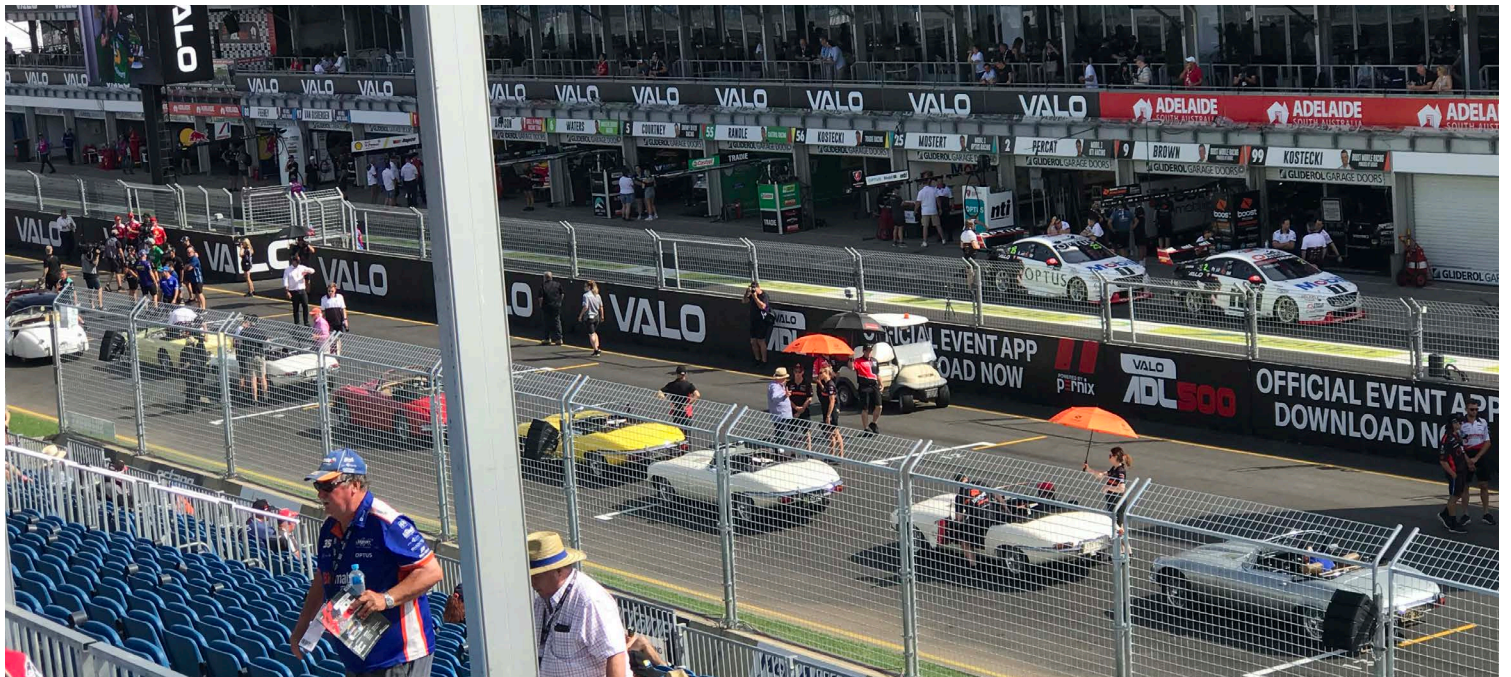


*Brian Boyd and Scott Pye*



*Tom Adamson and Jack Le Brocq*

# Adelaide 500 - Drivers Parade



*Grant & Christopher Murdoch and James Golding*



# Adelaide 500 - Drivers Parade



## *SA Jag Day (Sunday 18 December)*

**A big thank you to Di Adamson for organizing S.A. Jag Day. Also, a big thank you to all the volunteers, too many to mention, who made the day a success and a fitting tribute to 100 years of Jaguar. Additional photographs provided by Phil Prior, Bryan Cole, Ron Bailey, Angels Rogers and Tracy Teague. With over 100 Jaguars, it was not possible to include photos of all of the cars on display. Apologies if your car has not been included. However, more photographs will be included in February Classic Marque.**



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





# SA Jag Day



*Thank you to everyone who donated non-perishable goods to the Salvation Army. They filled their large trailer and received over \$800.00 in cash donations.*



*Thank you to JDCSA major sponsor, Shannons, who were available to help members with their insurance queries.*

# SA Jag Day (Trophy Winners)

Congratulations go to the trophy winners; and many thanks to our sponsors



*People's Choice Award – Anne & Christopher Hatcher (Mark II) - Sponsored by Sports Car Centre.*

## *SA Jag Day (Trophy Winners)*



*Best Saloon Car – Janine & Ivan Cooke (XJ6 Series 1) - Sponsored by Shannon's Insurance*



*Best Sports Car – Moira & Julian Lugg (XK120 OTS) - Sponsored by Classic & Sportscar Boutique*

## SA Jag Day (cont)



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



*Geoffrey Wilden, 1960 Mk II 3.8 litre Sedan*



*Les Burgess, 1961 Brown Mark II 3.4 litre Manual Sedan*

*Bob & Glenys Moylan, 1964 Black S-Type 3.8 litre Sedan*



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



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

# SA Jag Day (cont)



*Richard & Dianne Chuck, 1956 Mark 1 2.4 litre Sedan*



*Andrew & Milly Costi, 1964 MkII 3.8 Auto Sedan*



*Christopher & Anne Hatcher, 1959 opalescent gunmetal grey, 4.2 litre Manual Sedan*



*Fred Butcher, 1962 Daimler Dart SP250 V8*

*Peter & Ros Holland, 1955 Ivory Daimler Conquest New DHC*

## SA Jag Day (cont)



*Peter & Judy Goodale, 1956 white XK140 3.5 litre DHC*

*Stephan & Cecilia Schubert, 1960 British Racing Green XK150 FHC*



*Julian & Moira Lugg, 1952 Black 3.5 litre XK120 OTS*

*John & Lindsey Williams, 1950 White 3.5 litre XK120 DHC*

## SA Jag Day (cont)



*Malcolm Adamson, 1933 Cream SS Airline Saloon*



*Dave Adamson, 1946 Black Mark IV Saloon (1.5 Litre)*

## SA Jag Day (cont)



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



*Finch Restorations kindly brought down an SS100 reproduction that they are building for a client in the USA*



## SA Jag Day (cont)



*Malcolm Adamson, 1948 Black 3.5 litre Mark IV Drop Head*



*Bruce Fletcher, 1948 Dark Blue 3.5 litre Mk IV Saloon*

## SA Jag Day (cont)



*Great photos of Ian's Mk VII by photographer Tracy Teague. "Tracy has demonstrated a rare appreciation of quality autos. Her photos are well framed and give a narrative perspective to her subjects. She wields her camera like a writer wields a pen. Delightful to see". (Ian Trethewey)*



# SA Jag Day (cont)



*David Bicknell, 2003 Dark Green X-Type*



*Bob & Sandra Mack, 2002 Grey X-Type 2.1 litre saloon*



*Peter & Ros Holland, Grey X-Type*



*John & Beverley Manifold, 2002 Red X-Type 2.5L Sedan*



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



*Unknown*

## SA Jag Day (cont)



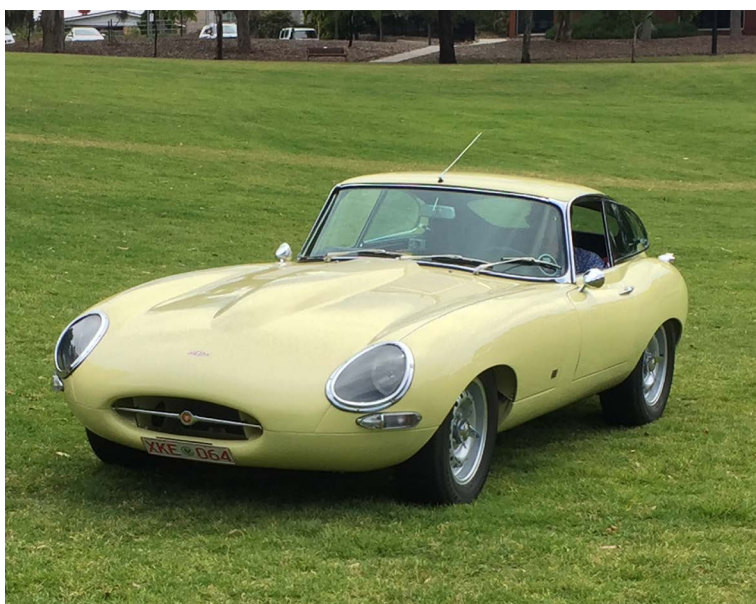
*Alan & Kathryn Bartram, 1966 Old English White 4.2 litre E-Type (S1) 2+2 Fixed Head Coupe*



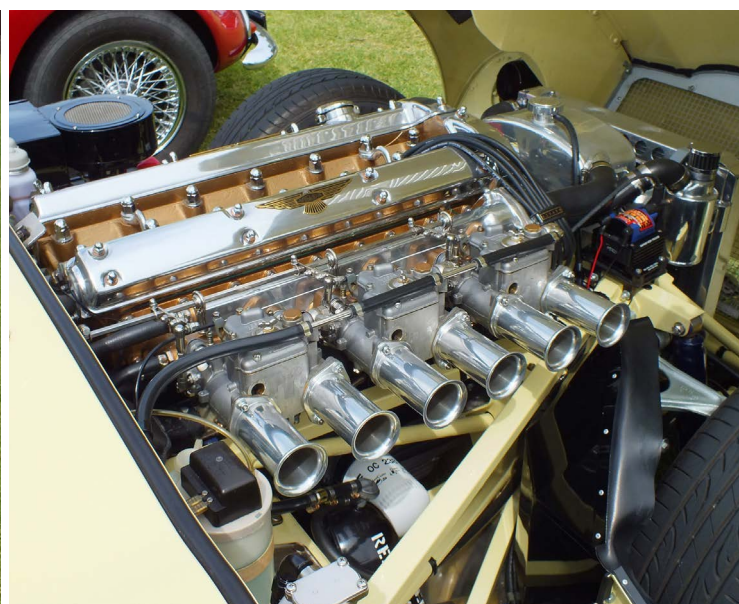
*Even Denning, 1969 Opalescent Silver Grey 4.2 litre E-Type (S2)*



*Roger & Di Adamson, 1968 Yellow 4.2 litre E-Type (S1.5) roadster*



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



## SA Jag Day (cont)



*Frank Vandermeiden, 1970 Maroon 4.2 litre E-Type (S2) Roadster*



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



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



*Alan Blackwell, 1966 Red 4.2 litre E-Type (S1) Fixed Head Coupe*



*Ivan Powell, 1962 3.8 litre E-Type (S1) Fixed Head Coupe*

# SA Jag Day (cont)



*Bryan & Anne O'Shaughness, 1988 Burgundy XJS V12 5.3 Litre Auto*



*Roly Donders 1983, Blue 5.3 litre V12 XJ-S HE Coupe*



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



*Gary & Gloria Beck, Old English White 5.3 litre V12 XJ-S Coupe*



*Don & Elaine Cardone, 1992 XJS 4.0L Coupe*

*Peter & Tricia Clarke, 2014 XKR Coupe S/C V8*

*T. J. Boyce, XKR Coupe S/C V8 Coupe*

# SA Jag Day (cont)



*Mal Jonas & Annie Lowe, 2015 3.0 litre V6 F-Type roadster*



*David Brewer, 2010 XKR (X150) 5.0 litre S/C V8 Coupe*



*Tony Human & Gabriela Orford, 2019 F-Type S/C V6 roadster*



*Charles Bodman-Rae, 2001 Silver 4.0 litre XK8 convertible*



*Robert Beaumont, 2013 F-Type 5.0 litre S/C V8 convertible*

*There will  
be more  
photographs  
in next months  
Classic Marque*

# XJ Mk10/420G Register Christmas Dinner & Show

Saturday night December the 10th was another wonderful night at the Glenelg Golf Course with over 100 members.

Bob was not well and only got out of hospital that morning. However, the show still went on.

Bob started the proceedings by thanking people who were a huge help in preparing the evening. He also thanked the Glenelg Golf Club for their great work and our usual gang of performers for our showtime spectacular. Not forgetting Ray Bourne who controlled our music.

Besides having over \$500 worth of give aways, we also had a few small Christmas

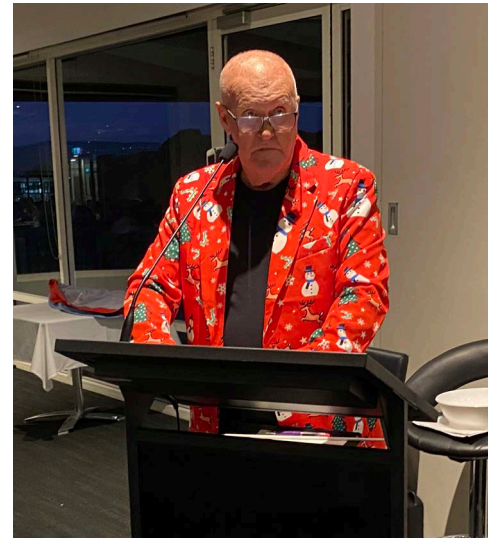
gifts for some of our members who have fallen on tough times of late.

Special mention was made of our Register Members who make every event we stage, a huge success. We cannot do it without you.

It was another great evening and we all had a few good laughs which is most important.

Next year's show is Saturday the 9th of December, 2023.

**Cheers  
From Bob**





# XJ Mk10/420G Register Christmas Dinner & Show



# E, F & GT Register - Christmas BBQ

On the morning of Sunday 11th December, yet again, the forecast for the weather that has been so unpredictable all year was a “shower or two” with 70% chance of rainfall. Whilst there was a light shower in the morning, the sun shone brightly at Geoff Mockford’s Verdun property – Forrest Lodge for the E, F & GT Register’s annual barbecue get-together.

Most members brought their cars which made for a perfect photo shoot

against the backdrop of sprawling lawns, majestic trees and stone buildings.

With approximately 70 people to cater for, three barbecues were working at capacity and just after 1 pm, food was served with a variety of homemade salads. Members ate their lunch under the canopies of beautiful oak trees.

After a short break, desserts made by the members were served and what a spectacular sight it was. There are

some very talented cooks within the membership!

Special thanks go to all those who helped with the event and particularly to Geoff for making his superb property available for the memorable day.

END

By: Peter Thomas

*Editor: Also, a big thank you to Suzanne and Peter for another great day.*



*Robyn & John Whittaker, 1969 light Blue XKE (S2) 4.2L Coupe; Carmen Red Series 1 E-Type Coupe; Di & Roger Adamson, 1968 Yellow E-Type Series 1.5 roadster; Cobalt Blue Metallic E-Type Series 2 roadster; and Anik & Richard Shipman, 1973 Blue E-Type Series 3 roadster.*



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



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



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



*Noel & Cindy Schmidt, 1973 Regency Red E-Type S3 roadster*

# E, F & GT Register - Christmas BBQ



*The perfect setting at Geoff Mockford's home - Forrest Lodge at Verdun*



# E, F & GT Register - Christmas BBQ



*Jenny Schultz came to the aid of Suzanne and helped with the cooking.*



# E, F & GT Register - Christmas BBQ



# E, F & GT Register - Christmas BBQ



*Don & Jo Crouch, 1969 Primrose 4.2 litre E-Type (2+2) Series 2*



*Gordon & Marie Elley, 1969 Red 4.2 litre E-Type (2+2) Series 2*



*Alan Blackwell, 1966 4.2L S1 E-Type*

*Dan Jeffries, 1962 3.8L S1 E-Type*

*Kaye & Richard MacLean, 1971 5.3L S3 E-Type*



*An enticing array of desserts with a smiling Trixy deciding upon her selection.*

**E, F & GT Register Christmas Barbecue Sunday  
11<sup>th</sup> December - 2022**

**Menu**

**Barbecue**

**Lamb loin chops with salsa Verde (mint, parsley and olives).**

**Sausages with onions.**

**Chicken wings – Vietnamese style.**

**Beef patties – home made with cumin and coriander.**

**Vegetable burgers (chickpea and sweetcorn) – Vegan.**

**Salads – all home made**

**Tossed green with vinaigrette.**

**Bean and parsley.**

**Asian cabbage.**

**Potato with grainy mustard mayonnaise.**

**Dessert**

**A selection made with love from our members.**



# “Coffee & Cars” In and Around S.A.

## **1st Sunday**

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

## **2nd Sunday**

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

## **3rd Sunday**

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

## **4th Sunday**

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

## **Last Sunday of Each Month**

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



*Editor: One of the cars that caught my eye at SA Jag Day was the above Opalescent Gunmetal Grey 3.8 litre Mk II of John & Barbara Voysey. The car won a number of prizes & awards at various Concours d’Elegance held in WA in the 1980’s, and is still in immaculate condition.*



# Classified Adverts

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

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

**\$120,000 Negotiable**

**Email [peacockblack35@gmail.com](mailto:peacockblack35@gmail.com)**



## FOR SALE: 1975 JAGUAR XJ5.3C

- ◇ Rather special well loved original car.
- ◇ Fully registered and well maintained.
- ◇ Green Sand paintwork is in very good condition No evidence of rust or damage.
- ◇ The interior is excellent, with good woodwork, velour interior with the seats having had lambs wool covers most of its life. The carpets are original and worn.
- ◇ A detailed inspection report by Geoff Mockford is available.

**PRICE: \$69,000**

**Please contact Philip Prior 0402670654**



## 1997 XJ X300 3.2 Litre

The owner of the car is a neighbour of Bruce Fletcher and unfortunately he has recently passed away.

The X300 has travelled just over 200,000 km, but according to Bruce, it is in exceptional condition.

The car has been regularly serviced and has new tyres.

**PRICE - \$10,000.00**

**Contact Bruce Fletcher for details - 0499 440 046**

**(The car is pale blue but not the car shown in photograph).**



## 1977 XJ Complete Car with 350 Chev & T350 Transmission.

- ◇ The car is in almost perfect condition, very straight & almost rust free - tiniest rust in bottom of fender.
- ◇ Paint average. Have 4 litres of paint for a respray.
- ◇ Interior very good condition. Re-upholstered in 2001.

**PRICE - \$14,000**

**Contact Clint Press**

**E-mail: [oneclintpress@hotmail.com](mailto:oneclintpress@hotmail.com)**





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

- ◇ **BMW v Jaguar:** Two different ways of creating a '90s grand touring coupe: does the high-tech 8-Series or the personality-laden XK8 get the vote?
- ◇ **XJ-C Survivor:** We sample a V12 coupe with just 23,000 miles under its wheels and that '70s new-car smell.
- ◇ **Mk VII Convertible:** With lines which could have come from Lyons' own hand, this do-it-yourself drophead Mk VII is an incredible creation.
- ◇ **E-Type Lightweight:** A unique French take on creating a homage to the lightweight racers.
- ◇ **Daimler XJ40:** We take a trip in the plushiest and most rare of all the XJ40 variants: the Daimler Sovereign.
- ◇ **Lynx Eventer:** On the 40th anniversary of its launch, we remember the XJ-S based Lynx Eventer shooting brake.
- ◇ **Buying the Modern S-Type:** All the info you'll need if you're in the market for the very affordable and very capable X200 S-Type.
- ◇ **Modern Workshop:** Changing the timing belt and water pump on a diesel engined XF.
- ◇ **Classic Workshop:** E-Type. Back to the basics with and oil and spark plug change on the 4.2 litre XK.
- ◇ **From the Archives - 1962:** (See below)

This month's trawl through the archives takes us back to the Jaguar production line of 1962, where in an every similarity to car production in 2022, there appears to be very little activity. William Lyons was a famously hard taskmaster so you could assume that the workers were on a break or that the shot was taken late at night, but more likely is that it was taken to illustrate the strike in February of that year. Lasting two weeks and involving 4500 workers, it was reckoned at the time that the strike had cost the firm £1.5m and had also meant it had to surrender export space in 50 ships to competitors owing to the reduced production. This in turn was said to have jeopardised a potential £22.5m export order from American customers.



# Upcoming Events



## **XJ, Mk10, 420G Register New Year's Breakfast** **Sunday 22nd January 2023: 9.00am - 11.00am**

Kick off the new year with our annual breakfast at the Birkenhead Tavern, 3/7 Riverview St, Birkenhead.

This event is open to ALL members and we love to see the car park full of Jaguars / Daimlers.

For catering purposes please register on TidyHQ. [Please Goto: XJ, Mk10, 420G Breakfast](#)

Any questions please phone Bob Charman on 0421 482 007



## **E, F & GT Register Meeting.** **Thursday, 16th February, 2023: 7.00pm**

The first Register meeting of the year is to be held at the property of Jeremy Cordeau, Glen Osmond. The collection has occupied the last 40 years of Jeremy's life and covers cars mostly English and European cars.

The garage is also full of other collections, history etc. Please see TidyHq for parking details.

Members are asked to please bring a plate of supper to share and wine may be consumed on site.

**This meeting will be limited to 40 people and members must pre-register. Please Goto: [E, F & GT Register Meeting 2023](#)**

For further information please contact Suzanne Jarvis on 0478 717 775

# Jaguar National Rally 2023



## REGISTRATIONS ARE NOW OPEN!

### RALLY OVERVIEW 2023

The Jaguar Drivers Club of South Australia aims to provide a very casual and affordable event where Jaguar club members from across Australia can come together and enjoy a very relaxed occasion catching up with old friends, making new friends and celebrating the Jaguar marque.

### LOCATION - Hahndorf South Australia

The 2023 Jaguar National Rally will be located in Hahndorf, in the Adelaide Hills, South Australia, Hahndorf is classified as Australia's oldest surviving German settlement. People of all cultures and ages enjoy its charm and hospitality. There is so much to see and do in the beautiful Adelaide Hills.



### RALLY BASE

The rally base will be located at the Haus Conference and Events Centre, incorporating, The Manna Haus and The Haus Restaurant.

Located at 38a Mount Barker Road, Hahndorf, SA

### SPORTING DAY—At The BEND MOTORSPORT PARK

A great day is planned at this world class facility. Get on track or just enjoy the social occasion watching the action and socialising over lunch in the restaurant.



### POST RALLY TOUR - "Southern Vales Tour" - (Tuesday 18 - Friday 21, 2023)

We are calling this event the "Southern Vales Tour" and it will be based in McLaren Vale approximately 30 Klms south of Adelaide.

The Southern Vales is a premier tourist and wine district encompassing the magnificent southern coastal and hills landscapes. Daily tours from McLaren Vale will ensure the attractions of the region are thoroughly explored and enjoyed.

NOTE: The Tour will be limited to interstate visitors only and overall numbers will be limited.



The BUTTON below will take you to a page on the JDCSA web page and give you a link to the full Rally Program details and instructions on how to Register for the Rally, the Post Rally Tour and Sporting Day at The BEND MOTORSPORT PARK.

[REGISTRATION DETAILS HERE](#)

[www.jdcса.com.au/jaguar-national-rally-2023](http://www.jdcса.com.au/jaguar-national-rally-2023)

Rally Director: Philip Prior M: 0402 670 654 E: [philipprior@bigpond.com](mailto:philipprior@bigpond.com)

# Lucky Draw Prize Winner



For SA Jag Day, a lucky draw prize consisting of a free \$500 Inspection and Service was provided by Classic & Sports Cars Boutique (Geoff Mockford). The lucky winner was Mal Jonas & Annie Lowe.



**Brett Lewis**  
0412 843 771  
Director  
Sales Executive



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



**Karlle Ridley**  
(02) 83580999  
Rental  
Management

## Club Notices

### GENERAL MEETING ROSTER 2022/23

February	Multivalve Register
March	XK, 7, 8, 9 Register
April	E, F, GT Register
May	XJ, Mk 10, 420G
June	Multivalve 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 December 2022 General Meeting Minutes

Minutes of the Jaguar Drivers Club of South Australia Inc General Meeting held at The Junction Sports Bar on Tuesday the 6th of December 2022.

**Chairperson:** Fred Butcher

**Meeting commenced at 7.30pm**

**Apologies:** Tony & Gabriele Human, Graeme & Betty Moore, Wayne Buttery, Jeanette Brown, Bob Charman, Alan Bartram, Peter & Tricia Clarke, David Cocker

**New Members/Visitors:** Former members Nigel & Margie Galliver; they have an XE and a Series 3 XJ6.

**Welfare:** Steve reported on the passing of Hazel Brown. Bob Charman is also in hospital.

**Previous Minutes:** Moved for acceptance by Heather Buck & seconded by Jo Orford.

**Business Arising:**

**50th Anniversary Book:** Tim White reported on the progress of the book. He is now about 2 weeks from finalising the final draft.

**SA Jag Day:** Di Adamson reported that the day will be held on the 18th of December, the PA System, Shannon's along with Regalia sales are organised, but it will be more of a BYO picnic lunch or go over to TTP. The Salvation Army will be there to collect donations from members.

**50th Dinner:** Suzanne Jarvis gave the meeting an update on the event. It will be held on July 29th. Tickets will be on sale early in 2023.

**President's Report:** Fred Butcher

Fred's report is in December Classic Marque.

**Vice President's Report:** Michael Pringle Michael is still pursuing various sponsors for the 2023 National Rally. He also attended the Adelaide 500 & commented on what a great job Di Adamson had done with the cars for the Drivers Parade & the static display.

**Secretary's Report:** Steve Weeks

Steve informed the meeting that the

Executive Committee has discussed the 2 options for Individually Built Vehicles and following member feedback, we have opted for Option 2.

**Treasurer's Report:** Heather Buck

Heather said that club finances were OK.

**Membership Secretary:** Daphne

Daphne said that we have 7 new memberships for December to date.

**Editor/Events Coordinator:** Graham

Graham spoke on the many events coming up. He thanked members for their contributions to Classic marque over 2022 & asked for more articles for 2023. Next years magazines will feature on the 50 years of the club and contain interviews with long term members.

**National Rally 2023:** Phil Prior:

The Rally Registration Forms went online last week and so far we have received 100 registrations.

**Logbooks:** Bob Charman.

In Bob's absence, Daphne said that Bob is progressing well with a logbook system on TidyHQ.

**Regalia:**

Graeme modelled a National Rally shirt; Regalia items can be viewed & purchased on TidyHQ.

**M.S.C.A:** Barry Kitts

All events are finished for this year.

**Library:** Tom Brindle:

Tom now has a number of new books available.

**Compact Register:**

Phil Prior has posted a Compact Register run on the 8th of January, it will start at Burnside & finish at a Tenafeate Creek, cost is \$40 per person, all details are in TidyHQ.

**Jaguar Ladies Social Group:** Tricia Clarke

In Tricia's absence, Heather informed that the next event will be a lunch at the Marion Hotel on the 19th of January.

**XJ Mk10 420G Register:** Bob Charman.

In Bob's absence Daphne informed that Bob has organised the annual XJ Breakfast at the Birkenhead Tavern in

January. Tickets are available in TidyHQ.

**Multi-Valve:** Peter Buck

Peter Buck: Peter explained how he and Heather worked as a team when organising Register events. The Register meetings for 2023 are already in TidyHQ.

**E.F.& GT:** Suzanne Jarvis

Suzanne said that the recent register runs have been well attended and has scheduled many events for 2023. Suzanne was congratulated for her contribution to the Register this year.

**SS/ Pushrod:** Brenton Hobbs:

Graham Franklin attended the last register meeting and said that it was well attended.

**XK & Marks 7 8 & 9:** Steve Weeks

The Register Christmas lunch resulted in over 30 members attending. The next event will be a Register meeting on the 15th of February.

**New Business:**

Our Vice President, Michael treated us to an amusing poem, "The Ballad of Stanley & Louisa", which was well received by all present

**Meeting Closed at 8.25 pm.**



"Anybody that can do at 65 what he was doin' at 25 wasn't doin' much at 25!"



"THE BAD NEWS IS THAT THE KANGAROO HAD NO INSURANCE"

# JDCSA - Club Directory 2022 -2023

## Club Postal Address:

PO Box 6020, Halifax Street, Adelaide SA 5000

## Club Web Site / Email

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

Email: [jdcsa@mail.tidyhq.com](mailto:jdcsa@mail.tidyhq.com)

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

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

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

## Your Committee

### President: Fred Butcher

Mobile: 0428 272 863

Email: [fmbutcher@bigpond.com](mailto:fmbutcher@bigpond.com)

### Vice President: Michael Pringle

Mobile: 0418 311 422 (Home) (08) 8277 2717

Email: [mlp7516@icloud.com](mailto:mlp7516@icloud.com)

### Treasurer: Heather Buck

Mobile: 0432 549 086

Email: [treasurer@jdcsa.com.au](mailto:treasurer@jdcsa.com.au)

### Secretary/Public Officer: Steve Weeks

Mobile: 0414 952 416

Email: [valsteve47@outlook.com](mailto:valsteve47@outlook.com)

### Membership Secretary: Daphne Charman

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

Email: [membership@jdcsa.com.au](mailto:membership@jdcsa.com.au)

### Editor/Events Coordinator: Graham Franklin

Mobile: 0490 074 671

Email: [editor.jdcsa@mail.tidyhq.com](mailto:editor.jdcsa@mail.tidyhq.com)

## Register Secretaries/Committee members

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

Brenton Hobb. Email: [bmhobbs@bigpond.com](mailto:bmhobbs@bigpond.com)

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

Steve Weeks: 0414 952 416

Email: [valsteve47@outlook.com](mailto:valsteve47@outlook.com)

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

Currently Vacant

Email: [jdcsa@mail.tidyhq.com](mailto:jdcsa@mail.tidyhq.com)

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

Bob Charman Phone: (08) 8248 4111

Email: [charmanr161@gmail.com](mailto:charmanr161@gmail.com)

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

Suzanne Jarvis. 0478 717 775

Email: [jdcsa@mail.tidyhq.com](mailto:jdcsa@mail.tidyhq.com)

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

Peter Buck Mobile: 0421 061 883

Email: [Peter.buck51@bigpond.com](mailto:Peter.buck51@bigpond.com)

## Club Services/Club Representatives

### Club Patron: Mr Peter Holland

Phone: 0408 810 884

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

Email: [charmanr161@gmail.com](mailto:charmanr161@gmail.com)

### Jaguar Ladies Social Group:

Tricia Clarke. Email: [triciaclarke\\_1@hotmail.com](mailto:triciaclarke_1@hotmail.com)

### Regalia: Graeme & Betty Moore.

Mobile: 0467 066 797. Email: [graemekmoore@bigpond.com](mailto:graemekmoore@bigpond.com)

### Librarian Tom Brindle

Phone (08) 8387 0051

### Web Master: Tom Herraman: Mobile: 0423 214 644

Email: [jdcsa@mail.tidyhq.com](mailto:jdcsa@mail.tidyhq.com)

### TidyHQ Administrator: Tim White: 0419 809 021

Email: [casuti3bigpond.com](mailto:casuti3bigpond.com)

### Australian Council of Jaguar Clubs (ACJC)

Club Representative: **Phil Prior.**

Mobile: 0402 670 654. Email: [philipprior@bigpond.com](mailto:philipprior@bigpond.com)

### Federation of Historic Motoring Clubs (FHMC)

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

### Marque Sports Car Association (MSCA)

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

### All British Day

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

### Technical Officer: Geoff Mockford

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

### Club Registration (For MR334 Application Form)

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

YOU'RE INVITED TO THE

*50th*  
*Anniversary Dinner*



SATURDAY, 29TH JULY, 2023

HICKINBOTHAM ROOM,  
NATIONAL WINE CENTRE

PLEASE ADD THE DATE  
TO YOUR CALENDAR