

CLASSIC MARQUE

SEPTEMBER 2021



CELEBRATING 85 YEARS OF THE SS 100 (1936-2021)

THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA

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WINNER 1988 BRITANNIA 24 HOUR CLASSIC

WINNER 1996 LE MANS 24 HOUR CLASSIC



Phils Report Page 5

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Club Torque - Editor

Editorial by Graham Franklin.

Firstly a big thank you to the Executive for awarding me the 'Club Person of The Year'. It was a huge surprise and they all managed somehow to keep the secret under wraps. The award is greatly appreciated but it was all a bit embarrassing as the Executive and other club members do a lot of work behind the scenes - 'like ships in the night'.

Included in this month's Classic Marque is a feature on the S.S.100 celebrating 85 years. It turned out to be a bit of a marathon and was only possible with the help of long-term friend Tony Bishop who has owned his S.S.100 for 63 years (it must be a world record).

I also managed to catch up with Ali Roscrow, who's late husband Noel was Patron of our club for 25 years. The S.S.100 is in Ali's care and it looks lovely.

Border runs are up in the air at the moment with the E-Type 60th Diamond event at Mount Gambier deferred until 29 April - 2nd May 2022. The National Rally in Tasmania in March 2022 is still on - with fingers crossed.

Inside you will find the latest news from Jaguar, a story from new member Andy Toomes, as well as Register events, the Run to Renmark and the JDCSA Annual Dinner, that ended up becoming a lunch.

Cheers

Front Cover:

Tony Bishop: 3½ litre 1939 Jaguar S.S. 100.

Rear Cover:

The Motor Magazine March 1939. Advert for SS Car Club - Coventry Speed Trials.



@sajaguarclub

Notice of AGM 2021

Jaguar Drivers Club of South Australia Inc.

NOTICE of SPECIAL GENERAL MEETING and ANNUAL GENERAL MEETING

Members are given notice that a **Special General Meeting**, of the club will be held at 7.30pm. on Tuesday, September 7, 2021 at the Police Club Building, Carrington Street, ADELAIDE SA . This meeting is convened to consider the proposed changes to the club's constitution as recommended by the Executive Committee.

The **Annual General Meeting** of the JDCSA will follow this Special Meeting, commencing at approximately 8.00pm. The business of the AGM will be the consideration of annual accounts, the reports of the Executive Committee, the election of Executive Committee Members and normal monthly business as deemed necessary by the Executive Committee.

Nominations to the Executive Committee. We are pleased to announce that the following nominations have been received to date for the six positions on the Executive Committee. The opportunity remains open for other nominations to be received for these positions. Nomination forms are available from the Secretary (and included below). Completed forms need to be returned to the Secretary prior to the commencement of the AGM.

Position	Nominee	Nominator	Seconder
President	Fred Butcher	Philip Prior	David Magee
Vice President	Michael Pringle	Philip Prior	Peter Holland
Secretary	Steve Weeks	Philip Prior	Heather Buck
Treasurer	Heather Buck	Philip Prior	Steve Weeks
Committee Member (Membership Secretary)	Daphne Charman	Heather Buck	Philip Prior
Committee Member (Editor/Events Coordinator)	Graham Franklin	Onslow Billinghamurst	Wendy Billinghamurst

JDCSA Annual General Meeting

Tuesday 7th September 2021

NOMINATION FORM

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

Position:

Name of Nominee:

Signature of Nominee

Name of Nominator

Signature of Nominator

Name of Seconder

Signature of Seconder

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

“Keeping Safe and Staying Connected”

Twelve years ago Sue and I first joined the JDCSA. We had just purchased our first Jaguar after a lifetime love affair with the Marque. Our time with the club has been incredibly enjoyable and rewarding. The biggest rewards for me personally have come from my active involvement, as Events Coordinator (1 Year), Magazine Editor (5 Years), Vice President (3 Years) and as President (2 Years).

That has meant 11 years as a member of the Executive Committee and it is high time that I step aside and allow others the privilege of serving our great club in a leadership role. I will continue my commitment and involvement in club activities and continue to enjoy the friendship of my fellow members whilst finding other ways to make a personal contribution.

Reflecting this past year 2020-2021 is the primary purpose of this report. It has been an interesting 18 months with the challenges of COVID 19, necessitating the cancellation of events and club meetings.

At all times we have sort to follow strictly the State health advice and regulations ensuring that our members as far as possible are kept safe and connected. This has been our primary focus at all times. We owe a debt of gratitude to our Executive Committee and our Register Secretaries for their constant and diligent work in this regard.

Keeping Safe

During this period we have managed to continue to stay safe as members have responded to the requirements of registration via TidyHQ which has proved to be a magnificent facility for the advertising and promotion of events and facilitating contract tracing as required.

I am sure that many members have learnt new computer skills that they did not believe possible previously. A huge thank you to Tim White in particular in the administration of this on-line facility. It will continue to be a very important part of club life going forward as it will assist in the organising and promotion of all future events.

Staying Connected

The degree to which we have been able to continue club activities, events and meetings has been the secret to staying

connected. I do appreciate that some members have been cautiously avoiding club activities for health reasons and continue to encourage members to reach out to other members in this category with a phone call or visit. The move to public venues such as clubs and pubs for Register Meetings has proved to be a great way to continue this activity, supplemented where possible with that drive/run to exercise the Jag and enjoy the countryside.

It has been disappointing that some of our major events fell foul to COVID 19 restrictions. The first of these events was our Annual Dinner and Presentation Night in July 2020 which had to be cancelled and awards and presentations for 2020 abandoned. Then the 2020 SA Jag Day at Civic Park was impacted and had to be cancelled. We were however fortunate to substitute this event with the President's Picnic in March 2021, what a relief that we were able to enjoy a magnificent day at The National Motor Museum. Unfortunately, our Christmas Dinner arranged for the Maylands Hotel in December 2020 also had to be cancelled. Our thanks to Arcadia and Jim who put a lot of work into that cancelled event.

Although we have been very fortunate in 2021 that SA has avoided too much disruption to club events the risk remains as evidenced by the cancellation of our Annual Dinner and Presentation Night in July. We remain hopeful that by the time members read this report that event will have been held successfully on Sunday 29th August at the Glenelg Golf Club.

Staying Connected has been important and one of the greatest contributions in this regard has been due to the magnificent and consistent effort of our Classic Marque editor, Graham Franklin. Graham has gone above and beyond the call of duty to produce a monthly magazine of real quality with outstanding Jaguar related articles and stories by club members. Graham is a champion and we congratulate him for his contribution to our club.

I mentioned earlier my appreciation for the contribution by our Register Secretaries. Bob Kretschmer, Steve Weeks, Angela and David Rogers (Retiring), Tom Herraman (retiring) Bob Charman and Peter Buck. In a way I see the Registers as the very backbone



of our club and our Register Secretaries play an important role in pastoral care as they are often the first contact with members when a welfare issue emerges.

There are so many other people to acknowledge and thank and I wish to at least list them here by way of recognition. Fred Butcher (Vice president, ABD Rep.), Steve Weeks (Secretary), Heather Buck (Treasurer), Daphne Charman (Membership Secretary), David Burton (Log Books, FHMV Rep.), Ron and Clare Palmer (Regalia), Tom and Marj Brindle (Library), Barry Kitts (MSCA), Geoff Mockford (Technical Officer), Tim White (ACJC Rep. Public Officer, TidyHQ Admin.) Vehicle Inspectors.

A little like the “Unknown Soldiers”, unknown but acknowledged for their service I with a similar sense of appreciation wish to acknowledge the, “Unknown Volunteers”. These are the members who constantly put their hand up to help and contribute when help is needed. We acknowledge your contribution and thank you.

Finally, I thank you all for allowing me the privilege to serve this great club, in particular as your President for the past two years. It has been a privilege and a pleasure. Thank you! And I thank my wife Sue for her support and allowing me to be consumed by this privilege.

Philip Prior
(Retiring President)

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

4th - 5th of September: 2021 THE BEND CLASSIC

Featuring a two day Supersprint competition, historic displays, track cruises, off track entertainment!

For more information: <https://www.thebend.com.au/the-bend-classic-2021>

Tuesday 7th of September - 7.30pm.

JDCSA Special General Meeting an AGM. Police Association Building, Carrington Street, Adelaide.

Please note COVID-19 requirements: Members need to register that they will be attending the meeting.

Wednesday evening, 8th of September 2021: XJ, Mk10, 420G Register Meeting - 6:00 PM - 8.30 PM

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

Please contact Bob Charman. Email: xj420g@jdcsa.com.au

Please note COVID-19 requirements: Members need to register that they will be attending the meeting.

~~10th - 13th September: E Type Spring Run - 60th Diamond Anniversary Event.~~

~~Centre of operations will be at The Barn, Mount Gambier, SA. Due to COVID-19 Postponed until 29 April-2 May 2022.~~

Wednesday evening, 15th of September 2021: SS, MkIV & MkV Register Meeting.

Time and details TBA.

Enquiries - please contact Bob Kretschmer: (08) 8357 8233, Mobile 0427 711 400 or Email: kretsch@internode.on.net

Please note COVID-19 requirements: Members need to register that they will be attending the meeting.

Thursday evening, 16th of September 2021: E-Type, GT and F-Type Register Meeting.

Time and details TBA.

Enquiries to Tom Herraman : etype@jdcsa.com.au

Please note COVID-19 requirements: Members need to register that they will be attending the event.

Sunday 19th of September 2021: XK 7 8 & 9 Register Picnic Lunch Run - 11.00am to 5.00pm

Lenswood property of Graeme & Fiona Schultz, 1194 Adelaide-Lobethal Road, Forest Range.

For more info please contact Steve Weeks on 0414 952 416 or Goto: [XK 7 8 & 9 Register Picnic Lunch Run](#)

Please note COVID-19 requirements: Members need to register that they will be attending the meeting.

Thursday evening, 30th September: Multivalve Register Meeting & Dinner. 6.00pm to 8.30pm

The Kensington Hotel, 23 Regent St, Kensington SA

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

Please note COVID-19 requirements: Members need to register that they will be attending the meeting.

~~Sunday 26th September: Bay To Birdwood - Cancelled due to COVID-19~~

~~For more information: <https://baytobirdwood.history.sa.gov.au/the-event/enter-your-vehicle-2/>~~

Tuesday 5th of October 2021 - 7.30pm

JDCSA General Meeting. Police Association Building, Carrington Street, Adelaide.

Please note COVID-19 requirements: Members need to register that they will be attending the meeting.

15th - 17th of October 2021: XK, Mk 7, 8, 9 - Border Run to Halls Gap

Centre of operations will be at the Country Plaza Halls Gap Conference centre. **Under review due to COVID-19**

For more info please contact Steve Weeks on 0414 952 416

Sunday 17th October: "Charity Classic Car Muster" on the Tarlee Oval from 11:00am

Please register your interest by contacting:- Garry Wellington OAM E-mail: Garry.wellington@bigpond.com or

Ph: 0417 855 548 Prior to 10th October 2021

Sunday 24th of October 2021: SA JAG DAY - 10.00 am - 3.00 pm.

Civic Park Modbury, 995 North East Road, Modbury SA 5092, Australia

See page 50

[Register](#)

29th - 31st of October 2021: SS, Mk IV, Mk V 47th Border Run Weekend to Hamilton Victoria.

Centre of Operations will be the Comfort Inn Botanical, Hamilton. **Under review due to COVID-19**

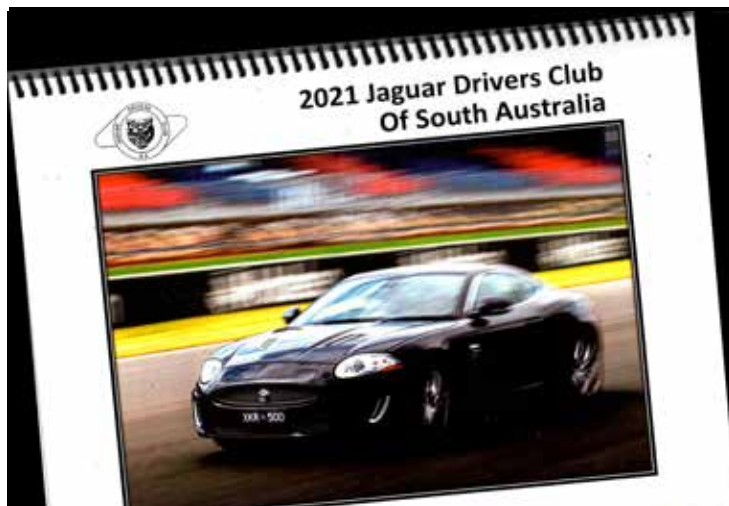
For more information contact: Bob Kretschmer: (08) 8357 8233, Mobile 0427 711 400 or Email: kretsch@internode.on.net

JDCSA - Annual Dinner (Lunch) 2021

Due to COVID-19 restrictions the 2021 Annual Dinner and Presentation Night was deferred (COVID-19) and became a lunch. It was a great day, entertained by Bob Charman and his ongoing list of funnies. A big thank you to the Glenelg Golf Club for an excellent meal and service and Scarpantoni Estate Wines who provided a selection of wines for each table. Also, a big thank you to Marg & Geoff Thomas, Daff & Bob Charman and Ros & Peter Holland for their organisation. *See pages 38-39.*



JDCSA Cub Calendar



Club Calendar

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

Please send good resolution photos in landscape format to:

Di Adamson: di.adamson1@gmail.com

Win an F-Type and Be a Superhero for Kids Facing Cancer

For just \$35 this \$260,729 Jaguar F-Type could be yours!

You have a 1 in 50,000 chance of winning a Jaguar F-Type Coupe 3.0 Supercharged V6 First Edition, and you'll also be helping "Camp Quality" positively change the cancer story for kids.

There are few sports cars that can lay claim to the celebrated pedigree of the Jaguar F-Type. The exterior showcases Jaguar's bespoke Santorini Black, slimline pixel LED headlights with animated directional indicators, the latest rear lights, red brake calipers and privacy glass, along with a new grille surround, bonnet and front guard vents.

You could be behind the wheel in just two months, putting the windows down, and hearing it make a full-throated statement all of its own. 1 ticket for \$35.00 or 4 for \$100.

BUY A TICKET FOR FATHERS DAY

Ticket sales will conclude on Sunday 31 October 2021 at 11:59PM (AEST). The Raffle is run by "Camp Quality" and will be drawn on November 1, 2021, at 3pm (AEST).

You can purchase a ticket/s online via <https://fundraise.campquality.org.au/raffle/jaguar-car-raffle>

The prize includes on-road costs, stamp duty, 12 months registration, compulsory third party insurance and dealer delivery charges. ■



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New Member - Andrew Toomes (Daimler)

I have waited 50 years to own my 1st classic car and I am delighted to have found this lovely 4.2 litre 1981 Series 3, Daimler Sovereign.

For years I wanted a Mark 2 Jaguar, having seen them as a child in England and on television shows such as the Sweeney.

I also thought I'd own a Mark 3 Ford Capri (the English version) but trying to find one of those in Australia for the right price is near impossible.

So, I settled on the Daimler as it's such a beautifully styled car, for not that much money when compared to Aussie Fords and Holdens of the same era.

I am one happy new club member and look forward to meeting members in the near future.

Cheers
Andy Toomes



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 September, 2021 magazine:

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

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

- Julie & John Jagt: 1974 Jaguar XJ6 6cl Sedan; 1962 Jaguar Mark II 6cl Sedan; 1976 Jaguar XJS V12 Sedan; 1972 Jaguar XJ6 6cl Sedan.
- Julian James-Lewthwaite: 982 Landrover S3 3500cc Utility.
- Richard & Frances Cotton: 2012 Jaguar XJ6 6cyl Sedan.
- Grant Murdock: 1994 Jaguar XJ40 Sedan.

- Alan Elliott : 1981 Rolls Royce Silver Spur 6750cc Sedan.

We hope you will take advantage of the benefits available, and that you will contribute in your own way to make this a better club for everyone.

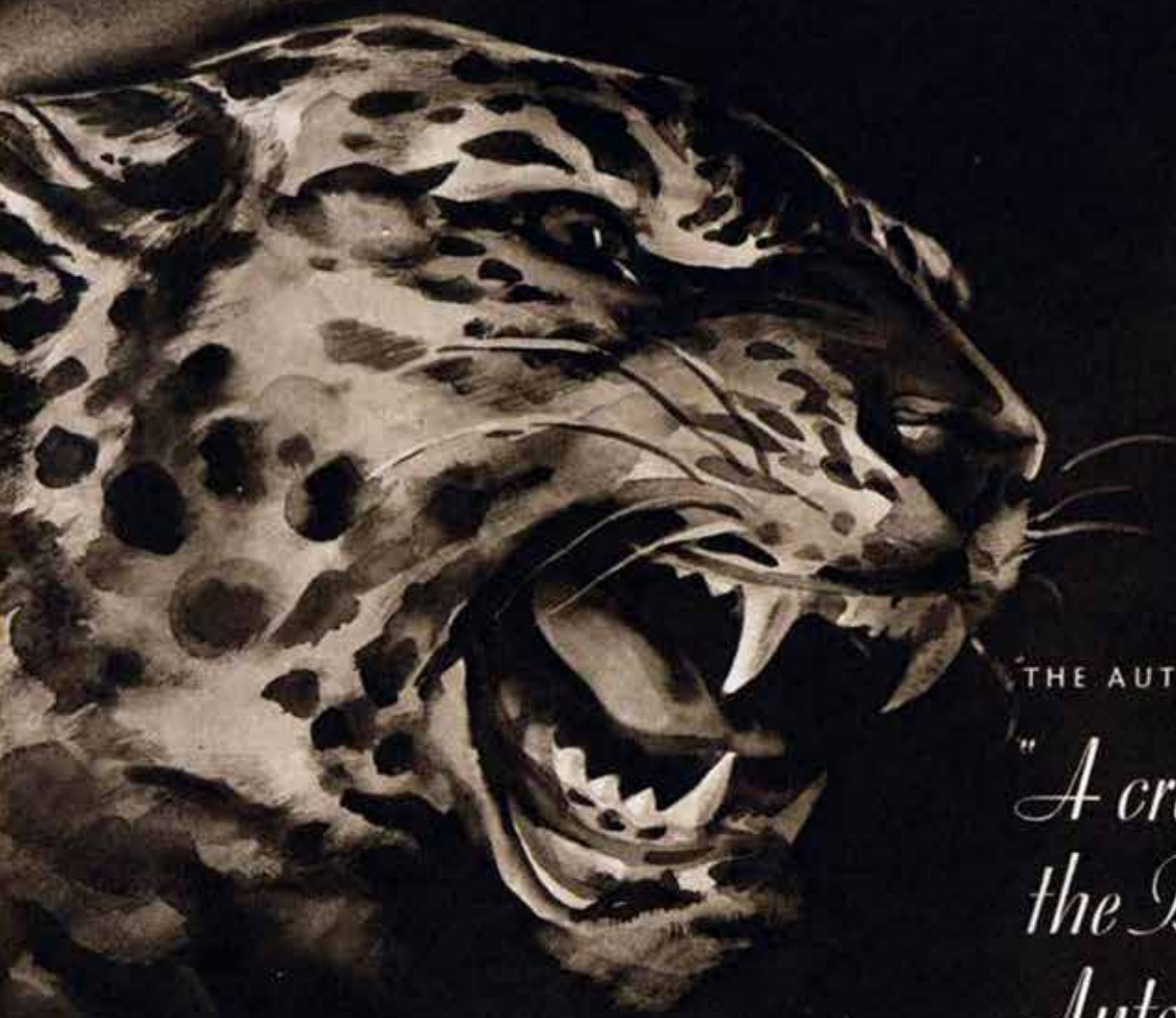
I particularly ask that Register Secretaries and current members make these new members welcome at meetings and functions.

Daphne Charman
Membership Secretary

June 2, 1936.

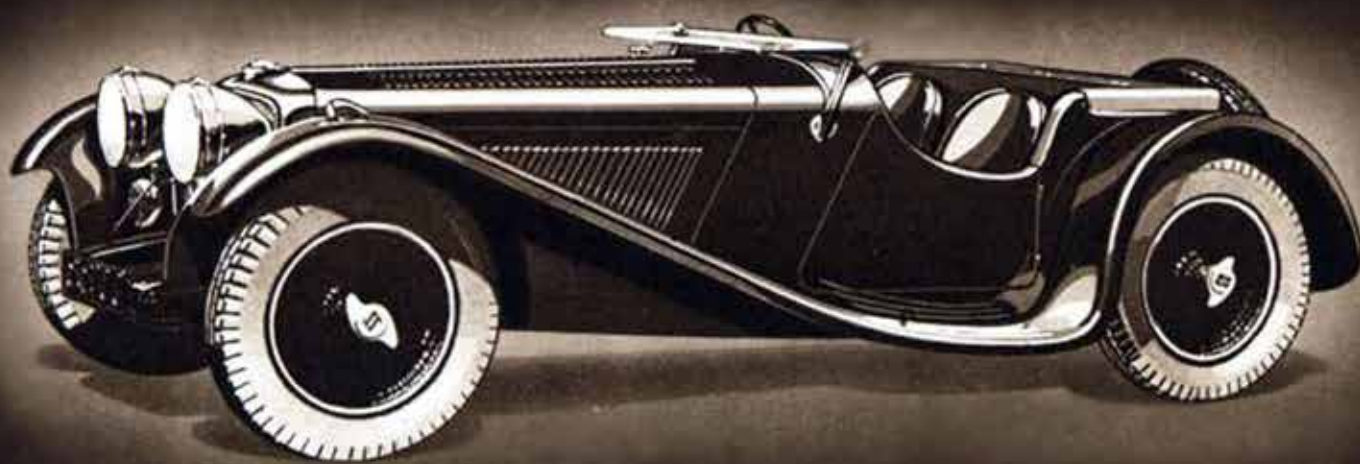
The Motor

S. S. JAGUAR



THE AUTOCAR SAYS

*"A credit to
the British
Automobile
Industry"*



Feature - S.S. Jaguar 100 (1936-1939)

William Lyons brought his keen eye for style and ability to build a quality sports car that sold for a remarkable price. The S.S. Jaguar 100 is highly sought after thanks to its aesthetic beauty and rarity.

Design

William Lyons created one of the most outstanding cars of all time at the age of thirty-five. He built into the S.S. Jaguar 100 all of his signature sports car features including long bonnet, smooth styling and performance that was the equal of most of his competitors. This blueprint would end up being integral to his design of the XK120 and E-Type.

Engine

The engine was a development of the old 2½-litre Standard pushrod unit converted from side valve to overhead valve with a new cylinder head designed by Consultant Engineer Harry Weslake and Chief Engineer William Heynes.

At Lyon's and Westlake's first meeting, Westlake who was renowned for his brusque, no-nonsense approach to both his work and people is reputed to have said to Lyon's "Your car reminds me of an overdressed lady with no brains – there's nothing under the bonnet!"

After a 'first class row' they adjourned to the pub and came to understand each other better. Westlake was engaged as a consultant with a brief to increase the power of the Standard 2½-litre engine from 65 bhp to at least 90 bhp. Working with William Heynes, their cross-flow head design achieved 95 bhp.

Unusual for its day, the Westlake-Heynes cylinder head was of cross-flow design with twin SU carburettors on one side of the engine and the exhaust manifold on the other. In 1938 the engine was further enlarged to 3½ litres and the power increased to 125 bhp.

(continued page 10)



Harry Weslake, Engineer and foremost expert on engine tuning. Working on the 2½ litre side-valve Standard Engine with Bill Heynes, their overhead-valve cylinder head design achieved a 50% increase in power from 65bhp to 95bhp.



Bill Heynes, founder of Jaguar's Engineering department and Chief Engineer from 1935-1989. The remarkable and talented engineer was crucial in developing the Jaguar marque, and the S.S. 100 was the first serious fruit of Bill Heynes design achievements. Bill seen here at work with his first engine test bed, although it was said that he was just at home working on chassis development. (Photo JDHT),

Feature - SS Jaguar 100 (1936-1939)

Chassis

When Chief Engineer William (Bill) Heynes joined S.S. Cars his two engineering priorities were to develop an engine with substantially more power than the side-valve Standard engine and develop a more advanced chassis.

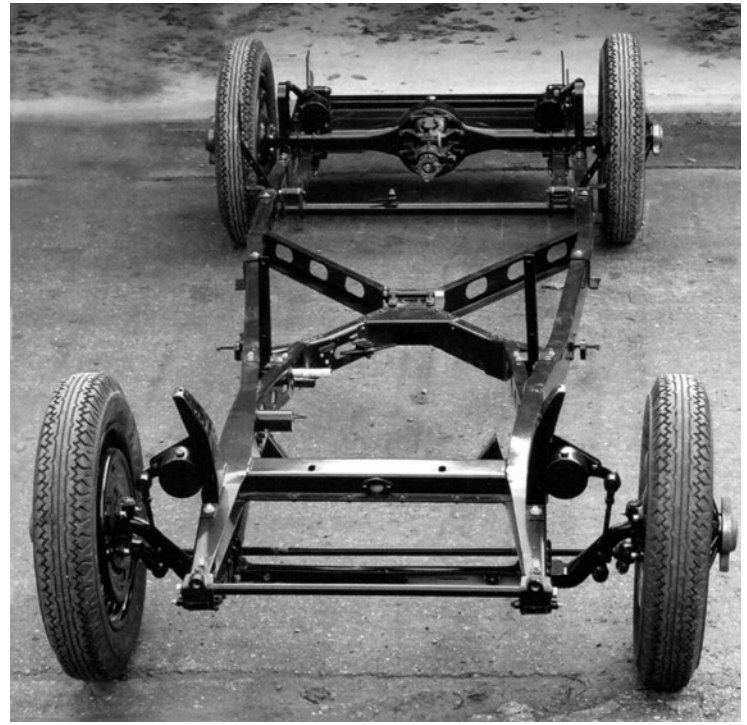
While Weslake had been performing wonders with the side valve engines, Heynes had been at work on the chassis. The Standard chassis, even in its evolved form, was scarcely advanced. The limitations of the chassis were thrown into ever sharper focus as engine power and vehicle performance increased.

Starting with the same shortened version of the S.S.1, and as used on the S.S.90, to achieve satisfactory torsional stiffness additional cruciform bracing was incorporated into the ladder-frame chassis. Heynes also adapted many of the better components adopted for the saloon onto the S.S.100.

However, a more serious problem lay with the cable operated Bendix-Perrot brakes, which had a hard time coping with the larger-diameter drums fitted to the more powerful S.S. Jaguar cars. Girling now supplied the rod-operated brake system which was still mechanical rather than hydraulic, but more satisfactory. (No Jaguar had hydraulic brakes, or independent front suspension, until after the Second World War).

The S.S. 100 used Luvax hydraulic dampers all-round with friction dampers retained at the front. The steering was the much nicer Burman Douglas worm-and-nut system. The cars were fitted with 5.50 or 5.25 x 18-inch tyres on 18-inch wire wheels and the suspension was on half-elliptical springs all round with rigid axles. The complete car weighed just over 1150 kg.

One reason why so few S.S.100's were made was that carrying out these adaptations and changed components were both expensive and disruptive in a factory which was increasingly dedicated to production of the new saloon series, the real money-makers.



Jaguar S.S. chassis showing the central cruciform brace to impart torsional stiffness. The chassis was similar to the early Saloons but more substantial. The chassis passed under the rear axle to keep the overall line of the car low.

100 MPH

The '100' was named to reflect its 100-mph maximum speed. On test by the Autocar magazine in 1937 the 2½-litre (20 RAC hp rating) car was found, with the windscreen lowered, to have a maximum speed of 95 mph (153 km/h).

With the 3½-litre (25 RAC hp rating) the top speed reached the magic 100 mph (160 km/h) with a best of 101 mph (163 km/h) over the quarter mile and the 0-60 mph (97 km/h) coming down to 10.4 seconds. *(continued page 11)*

Wooden Frame

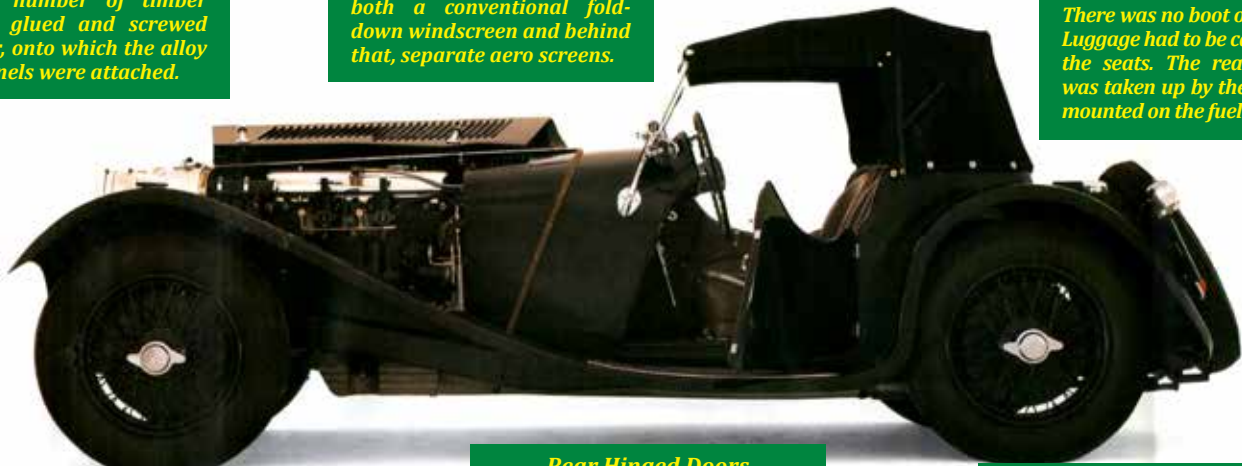
Above the steel chassis the main structure of the S.S.100 was a wooden ash frame made from a number of timber sections glued and screwed together, onto which the alloy body panels were attached.

Windows & Aero Screens

The S.S.100 came fitted with both a conventional fold-down windscreen and behind that, separate aero screens.

No Boot

There was no boot on the S.S.100. Luggage had to be carried behind the seats. The rear of the car was taken up by the spare wheel mounted on the fuel tank.



Finned Alloy Sump

To aid engine cooling the sump was finned allowing it to shed heat more efficiently and louvres were fitted to the bonnet to allow hot air to escape from the engine compartment.

Rear Hinged Doors

The rear hinged doors gave better access to the sports car cabin. However, as they could fly completely open this design did not continue with the XK120.

Mechanical Brakes

One way of achieving suitable braking for the S.S.100 was to fit larger 13 inch diameter drums which were also finned for better heat distribution.

Feature - SS Jaguar 100 (1936-1939)

Jaguar Name

The S.S.100 was the first William Lyons car to wear the name 'Jaguar' (shared with the 1936 S.S. Jaguar Saloon).

It was on an S.S.100 that the famous Jaguar 'leaper', the marque's signature feline bonnet ornament, was first displayed replacing the 'Swallow' moniker.

In mid-1936 the first version of the Jaguar mascot was reputedly described by Sir William Lyons, founder of the company, as "looking like a cat shot off a fence".

A later publicity photograph in early 1937 of the first 3½ litre S.S.100 produced shows a revised Jaguar 'leaper' mounted on the radiator cap. It is this more stylised 'leaper' that became the trade mark on Jaguar Cars for many years. The adoption of an animal title was the brainchild of an advertising agency, who were assigned to present a selection of titles to S.S. cofounder William Lyons who, by now, had bought out his partner, William Walmsley.

This was seen as an opportunity to relaunch S.S. models as very fine cars to own, and the name 'Jaguar' kept coming to the top of their list. It caught William Lyons' imagination too, and reminded him of an old school friend who had worked on the 'Jaguar' aero engine.

Permission was sought from Armstrong-Siddeley to use the name for a car and readily granted. Thus 'Jaguar' was assigned to the new saloon and sports models in 1935, and from that point on Jaguar was there to stay. S.S. Cars was renamed Jaguar Cars in 1945.

Value of Money

When introduced to the press in London in September, 1935, those present estimated the cars would cost almost £250 more than they actually did! William Lyons instantly became a name to be recognised and respected.

In 1937 the 2½-litre car cost UK £395 and in 1938 the 3½-litre UK £445. The fixed head coupé, of which only one

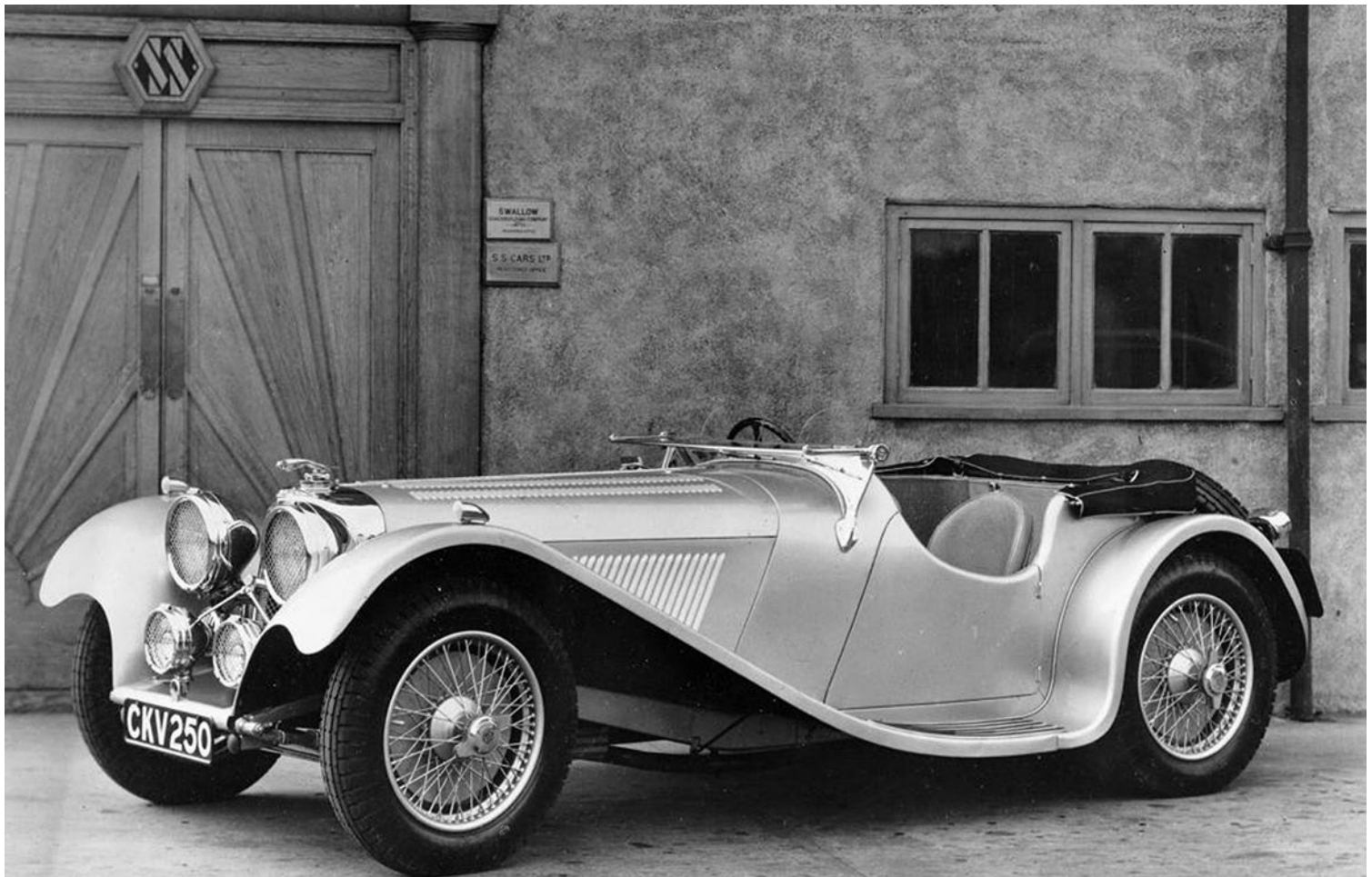
was made, was listed at UK £595. A few examples were supplied as chassis-only to external coach-builders.

Motor Racing

Although a fine road car, the S.S. Jaguar 100 was primarily marketed for competition work, and its first major success came early when Tommy Wisdom, crewed by his wife, won the arduous International Alpine Trial in 1936, beating Bugatti and bringing the fledgling marque to the attention of the Continental public. This was the first of many successful rallying forays, including class wins in the RAC events of 1937 and 1938, and the Alpine (outright) again in 1948.

Production

Only 191 2½-litre and 118 3½-litre models made. While most stayed in England, 49 were exported overseas which included three to Australia. (Although overtime another 21 have found their way in and out of Australia).



An original factory photograph of #39001, the first 3½ litre S.S.100 produced. Registered CKV 250, it is shown parked outside the doors of the Foleshill offices of S.S. Cars Ltd. in early 1937 and shows a revised Jaguar 'leaper' mounted on the radiator cap. It is this more stylised 'leaper' that became the trade mark for Jaguar Cars. (JDHT)

Fixed Head Coupe

In 1938 S.S. Cars produced a fixed head Coupe version of the S.S.100 which was shown at the Earls Court Motor Show. Reportedly inspired by the Bugatti Type 57, it had a 3½ litre engine and the interior was more like the S.S. Jaguar saloon with a high level of trim.

The doors had internal handles and wind-down windows in place of the removable side-screens. The one-off car was sold in April 1939 and still exists after spending many years in the USA and returning to the UK where it has been restored.

Replicas

There are estimated to be more than 1,000 Replica S.S.100's spread throughout the world.

One such 'replica builder' was Suffolk Sportscars in the UK that was dedicated to building exact reproductions of old Jaguar cars including S.S.100's and Jaguar C-Type's. During its 25 years of trading, Suffolk Sportscars created almost 400 new replicas before going into liquidation, in-part due to the threat of legal action by JLR.

One issue raised by S.S. devotees is that Replicas have depleted stock of original S.S. cars by using the chassis and mechanical's from perfectly restorable S.S. Sedans and S.S.1's to build the Replicas.

The second is the risk of fraud by 'rouge' individuals like UK firm JD Classics that sold a number of Replica Jaguars as original cars at a huge cost to unsuspecting buyers. With 44 original S.S.100's 'missing', there is a large scope for potential corrupt practice.

Reviews of the S.S. 100

Road tests naturally concentrated on the car's performance and handling. The visibility was considered good as both wings could easily be seen by the driver. The seats were reasonably comfortable with their coil springs and Dunlopillo overlay but the small cabin had a tendency to become hot from the engine.

It was considered that there was a reasonable amount of luggage space behind the seats for this type of car. The recessed battery box intruded somewhat into the foot well, so depressing the



In 1938 S.S. Cars produced a one-off fixed head Coupe version of the S.S.100 (chassis #39088). Its styling laid the foundation for the XK120 coupe almost 15 years later.

clutch pedal required the use of the toe rather than the ball of the foot.

The rod-operated brakes were good and the engine very tractable, needing only third or fourth gears for most normal driving. The exhaust noise was scarcely noted at low speeds though it was harsh around 60mph (97km/h), but became quieter again as the speed was increased.

The suspension was firm and there was no body roll when the car was driven hard, the combination of the front hydraulic and friction shock absorbers working well to keep the car stable. The car was very manoeuvrable, the light and positive high-g geared steering needing only 2 ½ turns from lock to lock.

Overall, the S.S. 100 was a genuinely fast, stable and exciting car to drive and it is no wonder that so many were successfully raced and rallied. It is one of the most desirable cars Jaguar has ever made.

Collectability

Of the 309 built, 86% are accounted for with devotees having spent their lives tracing the histories of each car and keeping track of them as they move to new owners.

A beautifully restored former Pebble Beach concours winning 1937 S.S.

Jaguar 100 3½ Litre Roadster was sold by Gooding & Co. at their August 2010 Pebble Beach auction. It fetched a noteworthy £666,270 (A\$1,260,000).

Nowadays even a half reasonable S.S.100 will cost at least 1 million Australian dollars (if you can find one).

Successor

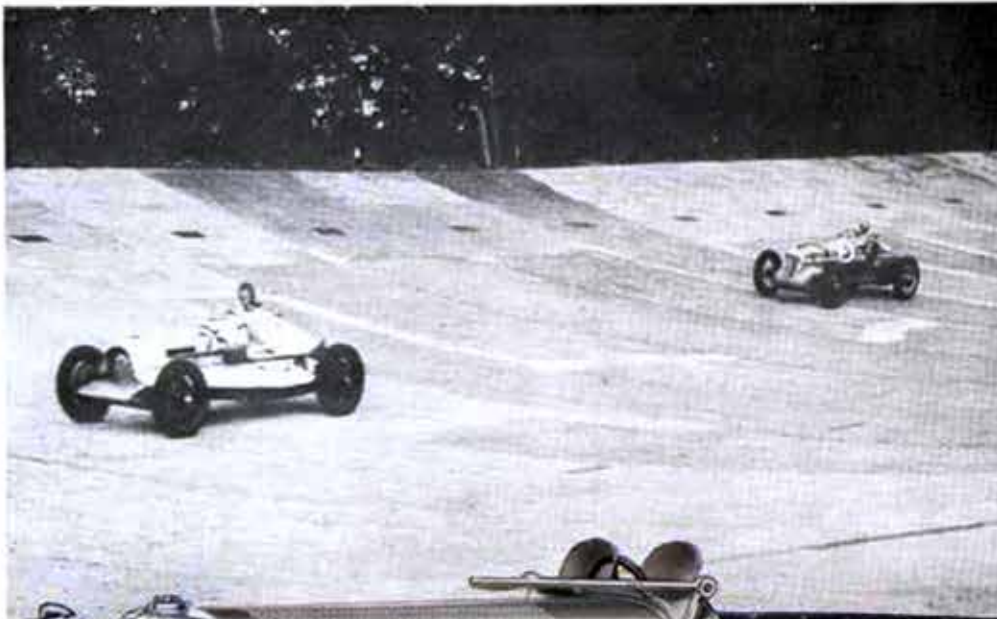
An original factory catalogue produced in 1945 included the S.S.100 as part of their model range for 1945 that included an asterisk stating *This Model Not Yet Available For Delivery.

It is unclear if Jaguar genuinely intended to produce the S.S.100 after WW2 but it didn't happen and the model was replaced by the XK120 in 1948. ■

To hear what a S.S.100 sounds like see Video: [SS100 Jaguar Sights and Sounds #39067](#)

Editor: Information for this feature sourced from the 'Classic Jaguar Association of America', 'The Forerunners of Jaguar in Australasia and SE Asia' written by John Clucas and Terry McGrath and various editions of 'Jaguar Magazine' (Les Hughes).

Original 1945 Advert for the S.S.100



★ THIS MODEL
NOT YET AVAILABLE
FOR DELIVERY



THE "100" OPEN MODEL

The Jaguar "100" has for long been one of the fastest unsupercharged cars on the road and, in the hands of private owners, has registered numerous outstanding successes in competition work. Available either in 2½ Litre or 3½ Litre form it has a performance exceeding 100 m.p.h. in full touring trim. Noteworthy for its road-holding qualities, superb acceleration and ease of control, the Jaguar "100" makes special appeal to the motorist demanding the uttermost in performance. The model illustrated is the 3½ Litre. 2½ LITRE MODEL £395. 3½ LITRE MODEL £445.



History of 3½ litre Jaguar S.S.100 number #39102

By Tony Bishop

“Old men forget. Yet all shall not be forgot, But he’ll remember, with advantages, what feats he did that day.”

Shakespeare, Henry V, Act IV, Scene iii.

Were it not for the historic invitation of then President/Editor Paul Taylor of the Bentley Drivers’ Club in 2012 and the recent invitation in 2021 of Graham Franklin, the current Editor of our Jaguar Club, it is improbable that this history would ever have been written. I thank them both for this renewed invitation and shall endeavour accurately to cast my mind back about 60 years, at the risk of falling foul of Shakespeare’s words.

2021 is the 63rd year in which I have been responsible for the stewardship

of this car, which I purchased on 6th January 1958 (eight days before my 22nd birthday) because, as I half jocularly remarked, I could not afford to buy a second-hand MG-TC. But that is to proceed too rapidly.

Antecedents

Soon after turning 16 in 1952 when still a secondary school student, I bought my first car, a 1928 Austin 7hp “Top Hat” saloon for £65. In that vehicle I learned to drive and vaguely became familiar with ‘things mechanical’.

Not to be outdone, in the following year my younger brother, Michael, bought a 1923 3.3 litre 20 hp Ruston Hornsby tourer for £40. (He always had more money than I and was the budding

mechanic in the family. He later became a mechanical engineer). Ruston Hornsby had manufactured aeroplanes in World War I and then began making motor cars, in addition to their stationary engines (Richard Fewster’s wife, Anne, of Ruston Roses at Renmark, is a descendant of those Rustons).

The only problem which then confronted Michael was that he was not yet 16 and did not have a driver’s licence. I became what we referred to as his ‘test driver’ until he turned 16. He then added to his vehicular stable by purchasing a two-seater Harold Clisby Special (originally made by Harold for a nephew), which was powered by a 125cc BSA Bantam rear-wheel chain-driven engine with



History of 3½ litre Jaguar S.S.100 number #39102

small bicycle wheels (double at the rear), similar in concept to a Frazer-Nash. Reverse gear was WWWW - winding wheel with hand.

We had the temerity once to drive the Clisby to Port Wakefield, there to see Jack Brabham in action. On the return journey, as we reached Gepps Cross a rear pair of wheels began to overtake us when the axle twisted and broke. The driver (ie me) was able to grab the wheels as they went past and the car came safely to a stop.

Fortunately, Michael was then studying 'strength in metals' and was able to design a new axle sufficiently strong to withstand the forces which we inflicted upon it.

By then we had become avid vintage car enthusiasts. In 1955, we joined the Vintage Sports Car Club of SA and there met like-minded persons who were active in those circles: the Fraser and Ireland families, Ed Harris, Barry Millikan, Digby Thomas, Bruce Roberts, Gavin Sandford-Morgan, Doug Jarvis and Ian Polson, to name but a few.

There, at a monthly meeting in 1955, I first set eyes upon the 3½ litre Jaguar S.S.100 which was later to figure so prominently in my life. The car was then owned by John Wollaston, who had been a fighter pilot in World War II. The car was then painted dark grey in colour and was barely visible at night. Indeed, it was the first S.S.100 that I had ever seen.

Feeling somewhat under-powered with the Austin and Clisby (although the Ruston Hornsby was quite powerful), in 1955 I purchased from Snowy Young of Central Crash Repairs a 6½ litre 1926 Delage GL roadster for £120, which had featured in that year's Royal Adelaide Motor Show. The car was the brain-child of the legendary George Gosse (of George Cross fame), with two Hudson chassis, the 6½ litre overhead camshaft Delage engine (which held five gallons of oil), an Isotta-Fraschini front end and a body manufactured by Lawsons, the Adelaide coach builders.

When purchased by me, the 19" wire-wheeled Delage had been fitted with a Gipsy Moth aeroplane carburettor.



History of 3½ litre Jaguar S.S.100 number #39102

While delivering adequate petrol to the engine, at 8 miles per gallon it was beyond my meagre means as a bank clerk. The carburettor (which I still have, if anyone has a Gipsy Moth aeroplane in need) was soon replaced with a more economic, but less exciting 2" SU carburettor. Michael and I were then feted as having the 'smallest and largest' cars in Adelaide.

Our boldest venture in the Delage was to drive to Port Lincoln (on a dirt road beyond Port Augusta) with Terry Ireland and tow back to Adelaide the Bugatti which his father, Dan, had then purchased from a farmer, Ivor Winch. (Terry recently sold that attractive car to a person in Denmark).

1956 was, for me, a watershed. I left the bank, sold some of the cars (to our parents' delight), became a labourer (to my mother's chagrin) in City Bricks, Glen Osmond (which has now metamorphosed into a retirement village), studied matriculation Latin at night-school and (with withdrawal pains) purchased a 1939 MGTA for the astronomical amount of £330.

In 1957, I began studying law at the University of Adelaide, for which purpose motoring temptations were regretfully curbed by selling the MG. At the end of that year, with surprise at having passed the examinations, I thought that the time was ripe to resume motoring interests.

Upon reflection, Michael and I decided to ascertain the whereabouts of John Wollaston's S.S.100. As luck would have it, John's wife had recently given birth to twins and he had sold the car to the romantically-named Valentine Pomeroy, in exchange for a VW sedan and £100.

I called upon Valentine who, with my luck continuing to shine, had the need to sell the car and purchase a house to appease his wife. Valentine had hand-painted the car red and fitted 18" x 6.50" tyres to the rear wheels (in place of the standard 18" x 5.00-5.50"), a modification which I have since retained because of the lower gearing. Without quibble, I purchased the car from Valentine Pomeroy on the 6th of January 1958 for the asking price of £625. The car was then 19 years old (the odometer read 52,989 miles) and was cheaper than a good MGTC.

Jaguar S.S.100's

Between 1936 and 1940, there were manufactured a total number of 309 Jaguar S.S.100's, of which 191 were 2½ litre and (between 1938 and 1940) 118 were 3½ litre. Of those cars, in 2007 there had been located and listed, in the World *'Register of the Classic Jaguar Association of America'*, 265 S.S.100's comprising 162 2½ litre and 103 3½ litre cars (a survival rate of 86%).

In 1935, twenty-four (24) S.S.90's had been manufactured, 16 of which were listed in 2007 (a survival rate of 67%). Before World War II, there were also manufactured S.S. Jaguar saloons and drop-head coupes of differing engine capacities. The name 'Jaguar' first appeared in 1936. Unsurprisingly, the initials "SS" were deleted after the second World War.

For many years, the number of S.S.100's listed in the American Register increased until in 1979. For example, there were 113 cars (both 2½ and 3½ litre) located in America, 33 in England and 17 in Australia.

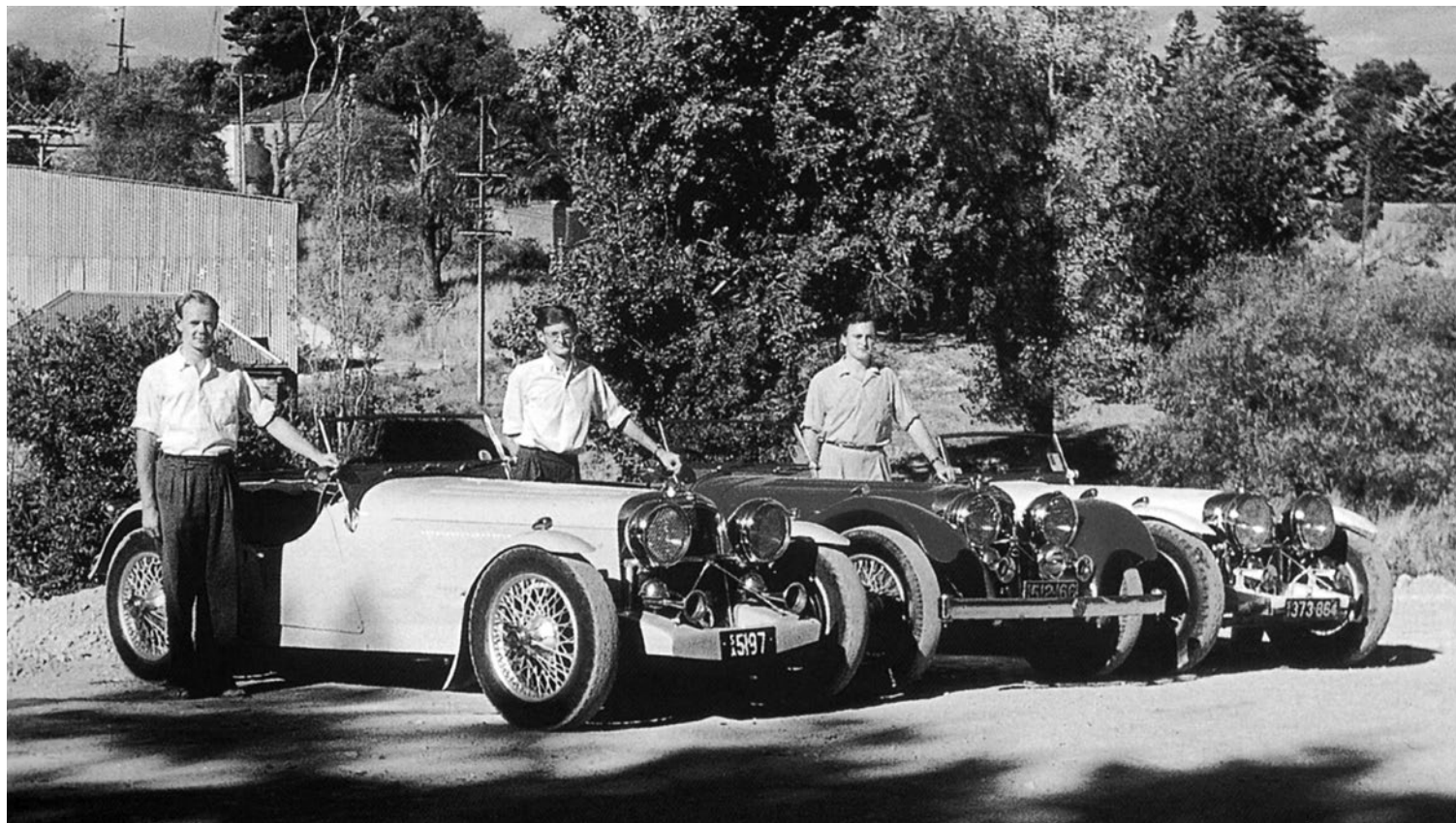


Photo: Provided by Tony Bishop. Taken in 1961 while the three Adelaide S.S.100 owners were out on a run to Mount Barker. L-R: 18053, Geoff Inglis with his 2½ litre car (sold to John Bradman); 39102, Tony Bishop with his 3½ car; and 18036, Digby Thomas in his 2½ litre car. Both the 2½ litre cars were fitted with aftermarket cycle guards (a not uncommon modification to S.S.100's especially those that raced).

History of 3½ litre Jaguar S.S.100 number #39102



Tony and his beloved S.S.100 (39102) taken April 1961. Tony's car was one of only three S.S. Jaguar 100's sold new in Australia through Standard Cars, but others were privately imported from 1937 and that has never ceased to happen. Photo credit by News Ltd/Newspix.

Thereafter, there was a change of movement. In 2007 (when the last American register was published), there were listed (of both 2½ and 3½ litre S.S.100's and S.S.90's) 62 cars in America, 55 in the UK, 26 in Germany, 25 in Switzerland, 14 in Australia, 7 in Holland, 6 in Japan, 5 in each of France and Belgium, 3 in Portugal, 2 in each of Austria, Denmark, Mexico, South Africa and Spain and one (1) in each of Argentina, Canada, Czechoslovakia, Hong Kong, Ireland, Latvia, Norway and Sweden.

Primarily, the cars were identified by chassis number. My car bears chassis number 39102 (which I shall refer to as 'number 102'). The first 3½ litre S.S.100 (number 39101) was delivered to Prince Michael of Romania in 1938 and, reportedly, was resold in 2010 for \$1.04 million (currency unknown).

Number 102

By letter of June 7, 1961, Jaguar Cars Ltd informed me that number 102 left the factory on February 15, 1939 and was

handed to a London firm of exporters for Australia. The car was painted "lavender grey with red trimming, and had a lavender grey hood." In 1962, purely by chance, I learned that number 102 was first owned by Dr Walter Pye, a medical practitioner in Scone, NSW (of whom more later). The new price was £445 (English Pounds).

In 1958, students at the University of Adelaide were permitted to park their vehicles on the University campus. There number 102 joined the 1936 2½ litre S.S.100 which Digby Thomas had purchased in September 1957 from Wake Industries. His car had previously been owned by Barry Millikan. Digby was then the longest current owner of an S.S.100 in Australia (14 weeks longer than my ownership of number 102). Both Barry and Digby unfortunately died some years ago, Digby in 2014 aged 78.

In 1959, our two cars were joined, on the University Hill (alongside the engineering faculty building) by the

1936 2½ litre S.S.100 then purchased by Geoff Inglis who, together with Michael and Digby, was also studying mechanical engineering. In 1961, Geoff sold his car to John Bradman (the son of Sir Donald), Digby went overseas and I plodded on with my legal studies.

In 1962, after completing those studies, I decided to drive number 102 to the eastern States (from Melbourne to Brisbane) for the purpose of locating any other S.S.100's in Australia. In that venture I was successful in finding a further seven cars. There were others that I could not locate.

Details of the identity, whereabouts, description and ownership (past and present) of the S.S.100 cars which are (or have been) in Australasia have now been carefully collated in the handsome book entitled *'The forerunners of Jaguar in Australasia and SE Asia'* written by John Clucas and Terry McGrath and published in 2004, after many years of research, interviews and hard work. That book has become 'the bible' for

History of 3½ litre Jaguar S.S.100 number #39102

most things relating to those cars. (In 2007, John Clucas purchased the 2½ litre S.S.100 previously owned by Geoff Inglis and John Bradman, which had been in storage for 40 years. The car has since been restored and is still in Victoria).

As at 2012 there were 14 in Australia - eight 3½ litre (2 in each of Victoria, NSW and SA, and one (1) in each of Queensland and Western Australia) and six 2½ litre (2 in each of Victoria and NSW, and one (1) in each of SA and Tas).

Of general interest, there were only three S.S.100's imported into Australia. Other than 102, the first S.S.100 imported into Australia was the 2½ litre of Keith Taylor of Adelaide in 1937, which he raced at a Lobethal Hillclimb and at Sellick's Beach. The second competition car was the 3½ litre of Keith Thallon, who entered it in the 1949 Australian GP at Leyburn, Queensland.

Replica S.S.100's are now almost as plentiful in Australia as genuine cars. As at 2012 there were 11 replicas in Australia, four (4) of which were built in SA by Ray Finch (including those now owned by Rob Thompson and Tess McGrath). Frank Bett built his replica many years ago and Robby Nicholls' replica was built in the UK.

Continuing the history of number 102, when in Sydney in 1962, I visited Bryson Industries, the Jaguar agents, and purchased pre-war parts still available and relevant to S.S.100's. While waiting in their workshop, I was approached by a man who, in admiring number 102, remarked that he had previously owned a 3½ litre S.S.100. There followed an earnest conversation, which eventually established that he, Dr Walter Pye, had been the first owner of number 102 after it had arrived in Australia in April 1939.

Dr Pye and I continued to correspond until his death in 1994 at the age of 88. He gave me two early photographs of the car and presented me with the four blackwood blocks upon which number 102 had reposed for five years during the War.

For number 102, Dr Pye had paid £750. When NSW car registration number "S.S.100" became available, he purchased it for the car. He, also, had preferred over-sized rear tyres, which gave a lower gearing. Top speed, he recalled as being "just over 100 mph".

When he sold the car in 1948, the odometer read about 9,500 miles. (Now it reads about 90,500 miles). When over his way again, Dr Pye invited me to call in and see his 1915 "T" Model Ford and his 1912 Rolls Royce Silver Ghost. (Unfortunately, I was not over that way again before he died).



*The rarity of this photograph should not be underestimated. At the time, all were owners of S.S.100's.
L-R: Tony Bishop with his car, Noel Roscrow, Ian Cummins and Digby Thomas.*

History of 3½ litre Jaguar S.S.100 number #39102

During my ownership of number 102, the car has been most reliable. Twice it has been driven to the eastern States. The longest journey was to Brisbane in 1962. Between 1963 and 1966, the car was in storage while I was overseas. For the first 35 years, I personally maintained the car, which included replacing third gear (in 1961), the timing-chain (in 1962) and the main pinion bearing (in 1967).

In 1993/94, the engine was rebuilt by David Griffin of Car Craft Services, the car was repainted by Ray Finch and the upholstery refurbished by David Stewart. I then purchased the registration number SA 861, which had been in my family since 1910, when my great grandmother became the 23rd female registered owner of a motor vehicle (a Star). About ten years ago, the 'weeping' petrol tank was replaced by one made of stainless steel.

I purchased number 102 on 6 January 1958, joined the Jaguar Drivers Club

of SA not long after it was established in 1973, and am still a proud member together with my wife Fiona.

In 1975, number 102 was joined by a 1967 4.2 litre E-Type automatic (2+2) which has since shared the garage with number 102. Both cars are fully registered and are our only means of transport.

Tony & Fiona Bishop

Owners of number 102

1. Dr Walter Pye: NSW - 1939 to 1948 (9 yrs)
2. Tony Fagan: NSW - 1948 to 1951 (3 yrs)
3. Len Allen: NSW - 1951 to 1952 (1 yr)
4. Wes Jones: NSW - 1952 to 1954 (2 yrs)
5. Eric Sarles: NSW - 1954 to 1955 (1 yr)
6. John Wollaston: SA - 1955 to 1957 (2 yrs)
7. Valentine Pomeroy: SA - 1957 to 1958 (4 months)
8. Tony Bishop, SA - 1958 to present (63 yrs)

SPECIFICATIONS OF NUMBER 102

Chassis number: 39102

Engine number: M1079E

Body number: 5033

No. of cylinders: 6 (with O/H valves)

Diameter of cylinders: 82mm

Stroke: 110mm

Capacity: 3485.5cc

RAC rating: 25.01hp (brake hp - 125)

Oil capacity: 20 pints

Gearbox: 2 pints

Rear axle: 3½ pints

Water capacity: 3½ gallons

Petrol capacity: 17 gallons

Weight (on road): 23 cwt

Approximate maximum speeds

◇ First gear: 32 mph

◇ Second gear: 55 mph

◇ Third gear: 90 mph

◇ Top gear: 105 mph

Braking distance - 30 mph to stop: 30ft

Axle ratio in top gear: 3.8 to 1



Ali Roscrow - 3½ litre Jaguar S.S.100 (#39089)

History #39089 Ali Roscrow, Adelaide

#39089 was dispatched from S.S. Cars Limited in November 1938 and sold to a Mr W H Preston of London.

The next record was not until 1971 when the recorded owner was a Mr Mark Gibbons of Massachusetts, USA. In 1979 a Mr Louis Sciliano of Illinois was listed as the next owner.

The car was recorded in Germany in 1980 and 39089 was then advertised for sale in 1981 where it was purchased by a Mr Barry Morgan, who had it air freighted to Sydney.

Barry Morgan then sold #39089 to the late Ian Cummins. After a short period of ownership Ian put the car up for auction at Gilltraps, on the Queensland's Gold Coast in May 1983.

Adelaide car enthusiast Noel Roscrow purchased #39089 and carried out a superb restoration to the level where the car was judged the best Jaguar in Australia at a National Concours.

Noel and Ali made space for the car inside their house and the S.S.100 still sits in the middle of the lounge room, next to the sofas, TV and billiard table.

In a story for the Adelaide Advertiser in February 2005, when Noel was asked about having the Jaguar inside their house he replied, "It's just a good safe place to keep it; I can give it a quick polish anytime I want."

"It is a really nice ornament because it is useful and pretty to look at - you can't take many ornaments for a drive around the country side."

"I take the car out on weekends, rallies and things like that occasionally. Its mileage is only 61,000 original" he said. "Most visitors look at it like as a piece of art, not anything mechanical."

Noel was the first and longest-serving chairman of the 'Bay to Birdwood' and remained patron of the Jaguar Drivers Club of South Australia for 25 years until his death in 2011.

The S.S.100 is now in the loving hands of Ali, where it is beautifully maintained by former club member Murray Lindner, and it looks magnificent.

Ali doesn't drive the car very much these days but recalled an occasion when the three S.S.100's of Noel's, Tony Bishop's and Digby Thomas's went for a spin through the hills, in a reconstruction similar to many years previous with Tony and Digby, but on that occasion with a different S.S.100, namely #18053 of Geoff Inglis.

Adelaide has had its fair share of original S.S.100's overtime, but at present there are only two left, Tony's and Ali's.

Story collated from information provided by Ali Roscrow, Tony Bishop and 'The Forerunners of Jaguar in Australasia and SE Asia'.



Ali Roscrow - 3½ litre Jaguar S.S.100 (#39089)



Noel Roscrow was patron of the JDSCA for 25 years until his death in 2011. Photo taken in February 2005 at Noel and Ali's home on Hindmarsh Island, SA. Photo credit by Dylan Coker News Ltd / Newspix.



Ali Roscrow has now taken over the stewardship of #39089. And the S.S.100 couldn't be in safer hands. (Photo taken August 2021).

First 'Australian Touring Car Championship' Race (1939)

The 1939 Australian Stock Car Road Championship was a motor race staged at the Lobethal Circuit in S. A. on 2 January 1939. It was contested on a handicap basis over six laps of the 8.6-mile course, a total distance of 50 miles.

The handicap format saw the slowest cars starting first and the fastest cars starting last. The race was open to standard touring and sports cars, fitted with standard equipment and operating on standard first grade fuel.

The only modifications permitted to the cars were the raising of the compression ratio and alterations to the suspension.

The first cars away were a Morris 8/40 and an Austin 8 with a 12-minute start and then Tom Brady who ended up winning the championship in a Singer Bantam after starting with a 11-minute handicap advantage. His actual race time was 54:08.

Near the back of the field with a 3-minute start were three Ford V8's. Two of the

Ford V8's finished second and third with Jack McKinnon and Ted Parsons respectively.

The ex-Keith Taylor 2½ litre S.S.100, then owned and driven by Graham.F. Brownsworth (#18044), started from scratch and finished a credible fourth. In doing so he set the fastest race time (45:27) and the fastest lap (7:27) averaging 71 mph.

Information for this story from Web Blog PRIMOTIPO



The 'Lobethal crowd taking in the championship race in 1939. The S.S.100 (#18044) in front of a Hudson 4.1 litre V8. Photo: S.A. Library



Starting from scratch, Graham Brownsworth's S.S.100 finished 4th, set the fastest race time and set the fastest lap. Needless to say - if it wasn't a handicap race, the S.S 100 would have won the First 'Australian Touring Car Championship' Race. Photo: S.A. Library.

Ex-Keith Taylor 2½ litre Jaguar S.S.100 (#18044)

History - 18044 Location: Nordrhein-Westfalen, GERMANY

18044 was the first of only three S.S.100's delivered new to Australia. The 1936 2½ litre car was registered in Adelaide by Keith Taylor who worked at the London Stock Exchange and on Wall Street. Keith had not sighted the car before he arrived back in Adelaide.

In 1938 Keith hill-climbed the S.S.100 at Lobethal and raced it at Sellicks Beach. It is believed that **18044** was the first S.S.100 ever raced in Australia.

The car was sold to another S.A. Sporting Car club member, Graham Fowler-Brownsworth, (an old Adelaide family) whose father was a WW1 Army Colonel, and mother heir to the huge Birks department store that was later sold to David Jones.

After racing at Lobethal and other venues the car turned up in Sydney in 1943, where it passed through several hands and then to a Gordon Nicol in 1947, who painted it black and white.

It continued to be used in competition, passed hands again to a G. Brakwell in 1952 and by December 1956 it was in Melbourne in the possession of Don Brown where it sat derelict for a number of years.

In 1972 Noel Robson bought and restored the car and sold it at auction in 1980 for \$74,000. Over the next few years, it moved between Victoria, New South Wales, Western Australia, ACT and Queensland.

In 1998 it competed in its last race in Australia in the Targa Tasmania and left our shores in 2001 going to Rotterdam where it was restored (once again).

Since 2006, the vehicle has been in the hands of a German collector. In 2017, **18044** won the Concours at Classic Days Schloss Dyck.

#18044 is now painted Black with olive-green interior and is for sale. POA. (Movendi. Contact person: Bernhard Kerkloh Harffstraße 110 Düsseldorf, Germany, 40591)

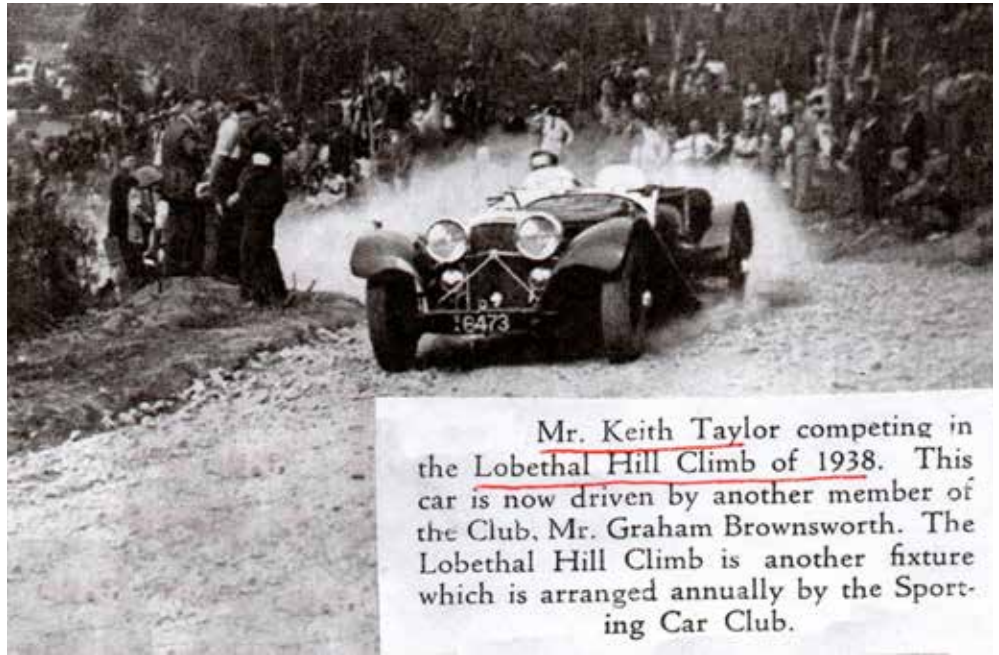


Photo provided by Tony Bishop. Tony took Keith Taylor for a drive in his car (#39102). It was not long before Keith's death in April 2006 (aged 93). Although Keith very much enjoyed the drive, Tony regretted that he did not have his camera with him on that day.



#18004 was the first of three S.S.100's delivered new to Australia. From Keith Taylor in Adelaide, the car passed to a number of owners throughout Australia. Unfortunately, it left Australia in 2001 for Holland. In 2006 it passed to a German collector and is now for sale.

Ex-Inglis/Bradman 2½ litre Jaguar S.S.100 (#18053)

History - #18053 Ivan Stephens - Vic.

#18053 is one of just 126 2½-litre S.S.100's in the first series built for 1936/37. The car was despatched with cream bodywork and blue upholstery.

At the age of just 20, Lord Charles Hector Fitzroy MacLean, 27th Chief of Clan MacLean, inherited his family's fortune, so just six weeks later (on 14 January 1937) he bought himself a brand new SS100 – this one. [McLean was knighted by the Queen in 1969 and became Lord Chamberlain to the Queen in 1971. As Head of the Queen's Household, he organised the funeral of King Edward VIII and the weddings of Princess Anne to Captain Mark Phillips and Prince Charles to Diana. The Lord was also Chief Scout of the Commonwealth.]

He didn't keep the car for long and, late in 1937 after the car had done 8000 miles, the partnership of Martin & Aldridge in Melbourne, Victoria purchased the car in England and shipped it to Australia.

In December 1937 they sold it to Stan Edwards for £400. He registered the car [217] in Victoria in December 1937 and raced it at Rob Roy Hill Climb in June 1938.

It was sold to WW Whitechurch of Lorne in July 1938, and he also raced the car several times. Edwards bought it back from Whitechurch in August 1940 and sold it again in October 1940.

In 1948, still registered [217], it was purchased by Leonard Carter. In 1951 Carter traded it for an XK120. Brylaw Motors is believed to have displayed the SS100 at their Exhibition Street showrooms at this time.

In December 1952 Mr VE Cole of Boronia purchased the car and then sold it to Allan Hosie of Elsternwick in February 1953.

In February 1954, after crashing the car near Seville, east of Melbourne, Hosie advertised the wreck for sale in

Australian Motor Sports. That same month it was purchased by Mr K Palfrey of South Yarra.

He sold it in July 1954 to GE Lee of East Malvern who sold it two years later, in May 1956, to RA Peake. That same day ownership passed to Mr CT McPherson who is thought to have been involved with Auburn Autosalvage of Hawthorn. Later that month Auburn Autosalvage sold the car (in damaged condition) to Frank Portingale for £195.

Portingale rebuilt the car, fitted cycle guards and sold it to John Sheppherd of Fitzroy. In March 1957 it was advertised for sale again in Australian Motor Sport and passed to Mr P Watson of Laverton.

The car was next registered to Mrs Nola Davis of East Prahran (probably in September 1958). In January 1959 John Davis of Shepparton advertised the car for sale yet again in Australian Motor Sport.



Photo of John Bradman and his S.S.100 (18053) taken 18th April 1961. John purchased the car from Geoff Inglis who brought the car into S.A. from Victoria. The car is now back in Victoria and owned by Ivan Stephens. Photo credit by News Ltd/Newspix.

Ex-Inglis/Bradman 2½ litre Jaguar S.S.100 (#18053)

In March 1959, 18053 was purchased in Melbourne by Geoff Inglis of Fullarton, South Australia. The car was registered [191402] in South Australia in July 1959 and [5197] in January 1961. Inglis modified the engine to produce 132BHP at the flywheel at 5500RPM and a top speed of 104mph.

In April 1961 Inglis sold the car to John Bradman (son of "The Don") of Kensington Park, South Australia.

John Bradman kept the car until at least April 1964 and sold it to Don Brown of Melbourne later in 1964.

Brown brought the car to Melbourne where it sat in a corner of his garage for the next 43 years. John Clucas unearthed the car in 2007 and commenced its restoration before handballing the project to Ivan Stephens in 2012.

Stephens had the car back on the road again by mid-2015. Since then, it has been driven to many club events, including pushrod gatherings in Orange, NSW, in September 2016 and The Barossa, S.A., in November 2017.

Editor - The above detailed information was kindly provided by John Clucas. Thank you John.



The ex Geoff Inglis/John Bradman #18053 now owned by Ivan Stephens. Photo: JCCV Concours in 2015 just after restoration (J.Clucas).



2019 Border Run To Forbes. Photo L-R: Ivan Stephens 1937 2½ litre S.S. 100 (Victoria), John Clucas 1938 3½ litre S.S. 100 (Victoria). John had started to restore #18053 and Ivan purchased the car and completed the work. Ivan returned #18053 to its original guards configuration. Fortunately the guards on John's S.S. 100 were totally original, so Ivan borrowed them to replicate for #18053.

Ex-Digby Thomas 2½ litre Jaguar S.S.100 (#18036)

#18036 - Guy Thomas - Victoria.

#18036 was built in September 1936. The car was recorded as competing in various car club events in England. It is believed that this was when the car was fitted with cycle guards.

Digby's association with Jaguars went back to his University days when he purchased this well-known S.S.100. Digby campaigned the SS regularly in local sporting events and joined the Jaguar Drivers Club of SA shortly after it was established in 1973.

Digby was well known to, and respected friend to many of our members. He was quietly spoken and always the gentleman. Digby was always more than willing to bring his cars to display at special events.

In later years his D-type replica was a regular display car and he was very generous with his time and often took fellow enthusiasts for a run in his cars. He was a true Jaguar lover and fortunately the S.S.100 has remained with his family in Victoria. The history of the car is not well known but understood to be as follows:

- ◇ 1953: Imported to South Australia
- ◇ Flight Lt P Badgery: SA - 1953 to 1954
- ◇ Leon Gambetta: SA - 1954 to 1955
- ◇ Bob Burnett Read: SA - 1955- 1955
- ◇ Barry Millikan: SA - 1955 - 1957
- ◇ Wickstead Wilson: SA - 1957 to 1957
- ◇ Digby Thomas: SA - Sept 1957 to Sept 2014 (57 years).
- ◇ Guy Thomas: Vic - 2014 to present.

Editor- Digby once told me that his two boys (Guy & Stuart) couldn't fit in the S.S.100 and he and his wife would like to buy a second S.S.100 so that they each had one to drive with Guy in one & Stuart in the other. Guy has the car now and is maintaining it in original condition.



*Digby Thomas with his 2½ S.S.100.
Photo credit by News Ltd/Newspix.
April 18, 1961: Longwood, SA.*

Jaguar S.S.100's in South Australia



'All British Day' Uraidla Feb. 2012. History unknown. Currently owned by Robert Thompson (Sporting Car Club of SA).



'All British Day' Uraidla Feb. 2014. Excellent 'Replica' S.S.100 owned by Hill-Ling Family. (Both photos C/- Alan Bartram)

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

Jaguar Runners-up in Formula-E Championship

After horrendous bad luck and a dramatic season finale, Jaguar narrowly missed out on claiming victory, in Jaguar's most successful season so far in the 2020/21 Formula-E FIA World Championship.

In a closely contested championship battle, 18 drivers entered the final weekends two races with a mathematical shot at the title (including both Jaguar Formula-E cars).

Sam Bird, after leading the championship after race 11 in New York, had three (3) retirements in a row. However, he had accumulated that many points during the season that he still had a chance of winning the title going into the last race.

Mitch Evans finished third in the last race in London (Race 13) and third again in Race 14 and went into the final race (Race 15) with Jaguar leading the Team Championship.

For the last race in the season, Mitch qualified third and was the clear favourite to win the Drivers' Championship. Sam's bad luck continued when he qualified 22nd, However he still had a chance of winning the championship.

When the race started, disaster struck when Mitch Evan's car stalled and Edoardo Mortara in a Mercedes collided with the back of Mitch's car with a severe impact. Mortara was taken to a local hospital, which revealed he suffered a

microfracture to one of his vertebrae. Mitch was badly shaken but okay.

The race was restarted and Sam Bird put in a great race to finish 7th from 22nd. In doing so Sam managed to at least recover some glory and achieve a second-place finish for Jaguar in the Team Championship behind Mercedes.

Mitch Evans finished 4th overall in the Driver's Championship with Sam finishing 6th. For Jaguar it was the most successful season yet and the Team is committed to Formula-E until at 2026.

The 2021/22 season will comprise of 16 races that starts in late January 2022 in Saudia Arabia. ■



Formula-E Panasonic Jaguar Racing Team drivers Mitch Evans & Sam Bird. Jaguar came very close to winning the 2020/21 Championship.

JDCSA Cub Regalia

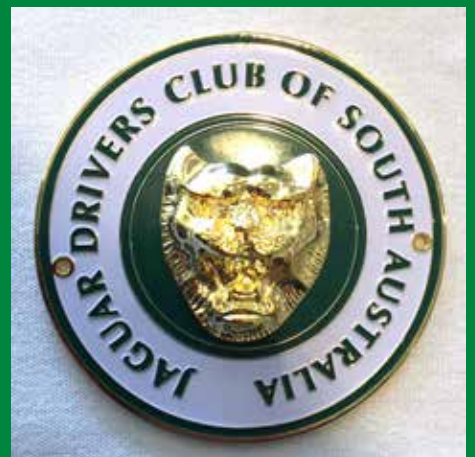
New Club Badges Available - \$45.00



Our club has an extensive range of both JDCSA specific regalia as well as Jaguar generic items.

Club regalia is generally on display at club General Meetings each month and can be purchased at the meeting or ordered for delivery at a subsequent meeting. Payment is via credit card.

Our Register Secretary is Ron Palmer Mobile: 0418 855 597 or Email: ron@palmersadelade.com



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NZ- Car Dealer Fined for Tampering Jaguar Speedo

An Auckland car dealer was ordered to repay nearly \$10,000 to a customer after he sold a used Jaguar with a tampered speedo.

The owner purchased the 2011 Jaguar XJ (X351) in March 2021 for \$30,000. Upon purchase, the car's odometer read it had travelled just over 17,300 kilometres.

However, the owner discovered the vehicle had wear and defects which indicated it had travelled significantly further than advertised. A workshop later discovered a "bad oil leak", with a mechanic noting he had "never seen any Jaguar with so many parts replaced".

A Jaguar manufacturer's warranty record obtained by the owner showed the car's odometer read 103,325 km when the last

warranty claim was made in Singapore in August 2015.

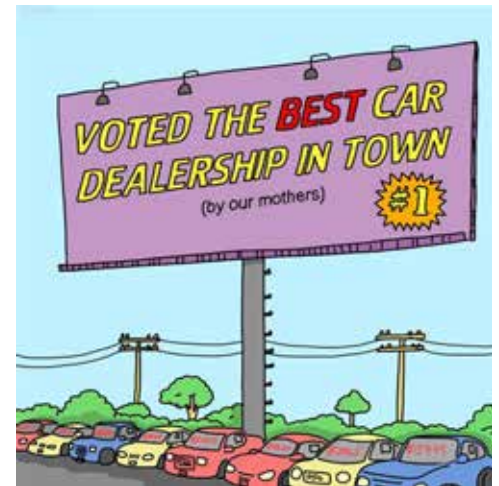
The tribunal adjudicator noted the odometer's real reading was likely to be far higher than what the warranty claim found. "If the vehicle was then used to the same extent before it was imported into New Zealand in late 2020, its odometer reading would now be approximately 200,000 km."

It is believed the computer-based tampering was likely done in Singapore before the vehicle was shipped to NZ.

The Motor Vehicle Disputes Tribunal found the Car Dealer breached the *Fair-Trading Act* by misrepresenting the vehicle's odometer reading and ordered to repay \$9529 to the owner for costs

incurred, including credit agreement fees and towing payments.

Information for this story from "Stuff.co.nz". ■



NZ - No Refund After XF Suffers Engine Damage

A man who purchased a four-year-old Jaguar which suffered extensive, unexplained engine damage has lost his bid for compensation.

The claimant who had owned the car for only a year, took the case to the Motor Vehicle Disputes Tribunal after the dealer refused to cover his costs.

The claimant [bought the 2015 XF S for \\$39,990](#). Months of happy motoring followed and he added another 17,588km on the clock above its odometer reading at time purchase of 118,122km.

But a year on, disaster struck. The diesel-engined vehicle broke down and was assessed by Duncan & Ebbett, a luxury car dealer in that city, which found the engine had suffered significant internal damage. The dealer recommended dropping an entirely new engine into the vehicle at a cost of more than \$44,000.

The dealer declined to pay for repairs so the owner took his case to the Auckland Tribunal, seeking to reject the vehicle as unfit for purpose under the Consumer Guarantees Act.

The owner said that the vehicle had been properly serviced, both before and after he purchased it, and that a reasonable consumer would have expected a well-maintained \$39,990, four-year old Jaguar XF S to be free of such significant engine damage for much longer than this vehicle has been."

The adjudicator said the owner's position was understandable, given the cost of

repairs required. However, having taken account of the meaning of acceptable quality set out in the *Consumer Guarantees Act*, he deemed the Jaguar to be of acceptable quality.

"The guarantee of acceptable quality does not impose indefinite liability on the supplier of a vehicle, and at some point, the risk of the vehicle developing significant defects must transfer from the supplier to the purchaser," his judgement said.

He found a reasonable consumer would understand the vehicle had been well-used, travelling on average 27,000km per year before it was purchased and the risk of future defects developing was reflected by the vehicle's used price of \$39,990, a

significant discount on the vehicle's new price of \$130,000.

"Given the price, age and mileage of the vehicle at the time of sale, the length of time before the engine damage became apparent and the distance travelled in that time, I am satisfied that the vehicle has been as free of minor defects and as durable as a reasonable consumer would consider acceptable."

While the Tribunal expressed sympathy for his situation, the adjudicator ruled the used luxury vehicle was of acceptable quality under the *Act* and dismissed the owner's application to reject the vehicle.

Information for this story from "Stuff.co.nz". ■



Unrelated story. Stephanie Rice with her 2010 Jaguar XF. Stephanie didn't keep the car long as she was dumped as a brand ambassador for using a homophobic term in a tweet.



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V.I.P. Home Services

Club Welfare

(Part of our commitment to the health and welfare generally of members)

We have always been grateful for the role of our Register Secretaries when it comes to staying in touch with members and following up with appropriate care as required. Staying in touch has never been more important than in these COVID times.

We do want to remind members that an alternate contact person is the Club Secretary, Steve Weeks. Either in relation to your own welfare needs or the welfare of other members please feel free to contact Steve on Mobile: 0414 952 416 or by Email: valsteve47@outlook.com



Pivi Pro Infotainment System a Massive Improvement

Jaguar are progressively replacing their Pivi infotainment system with their new from-the-ground-up **Pivi Pro** system. It features a new screen size/layout, and the software is vastly different. Recently “Autoblog” carried out a review of the system and software and gave it a big thumbs up.

On review, motoring journalists are claiming that the **Pivi Pro** is a massive improvement over JLR infotainment systems of old. They claim there are still some issues, but the new system’s performance is exponentially better than the previous system. This is partly thanks to it now running off its own backup battery. This allows the whole system to load immediately upon start-up, ensuring that you aren’t sitting and waiting for items to populate after you press the start button.

The journalists also claim that the new 11.4-inch screen this new software plays on is splendid to both look at and touch. “It’s a super-high-resolution panel, and it takes to our inputs quickly and without protest. All of your important items are tucked into a panel on the left, making them super easy to find and select. Plus, a sticky ‘home’ button means you can always find your way out of menus when you’re done diving around. We dig the three-panel home screen and its minimalist style, but for those who might favour maximum functionality over a pretty home screen, you can replace this with rows of app icons”.



“The Pivi Pro as a whole is a huge step forward in usefulness and fluidity. Plus, JLR has the opportunity to improve this infotainment system over time, because it’s now capable of being updated over the air”.

“Even if Pivi Pro isn’t an industry-changing infotainment system, it ensures that new owners won’t be passing JLR products because of their infotainment anymore”. ■

Information for the story from ‘autoblog’.

2021 Jaguar E-Pace Recalled Over Seatbelt Locking Fault

Jaguar Land Rover Australia has recalled 31 examples of its 2021 Jaguar E-Pace, citing a potential fault with the seatbelt locking mechanism.

The recall notice, lodged with the Department of Infrastructure, says: “Due to a manufacturing issue, the vehicle-sensitive locking mechanism in the driver seat belt assembly may not lock as designed when the retractor body or vehicle is decelerated or tilted.

“In the event of an accident or hard braking, the driver’s seat belt may not

operate correctly, increasing the risk of injury or death to vehicle occupants,” the notice continues.

This recall is separate from the recall announced in May 2021, which saw 133 vehicles recalled for the fitment of an incorrect wiring harness that could cause the seatbelt pre-tensioners not to function.

Jaguar Land Rover Australia says owners “will be notified and instructed to take their vehicle to an approved Jaguar dealer to have their vehicle inspected and repaired, free of charge. ■



*2021 Jaguar E-Pace (File Photo),
Information for this story from ‘Drive.com.au’*

Ex-Kerry Packer XJS Sells For \$217,000

As reported in last month’s CM, the late Australian media mogul Kerry Packer’s former 1977 Jaguar XJS, which was modified to the tune of 895kW (1200hp), was put up for auction.

The XJS twin-turbo V12 has now sold for a staggering \$217,000 (plus a 7.5 per cent buyer’s premium).

The automatic transmission was swapped in favour of a five-speed Getrag manual, as well as a collection of supporting mods that would ensure the car was actually driveable. The seller had owned the car for 25 years and kept it in running order in the years since, though it only showed 19,762km on the odometer at the time of auction. ■



For the second year in a row the model chosen as the ‘New Car of the Year’ is all-electric, proving decisively that EVs are here to stay and now part of mainstream motoring.

Even better? Our winner proudly flies the flag for homegrown innovation, style and engineering – it is, of course, the Jaguar I-Pace.

2021 is the 60th anniversary of Jaguar’s legendary and ground-breaking E-type sports car, which came to define the brand’s sporting image and remains a symbol of swinging 60’s cool.

Technically advanced as well as beautiful, the E-type was a trailblazer and, while the I-Pace is of a totally different age, the common thread of beauty, innovation and performance are the same.

This reinvention of Jaguar traditions has been a huge hit with owners, too. “It covers all bases in one package - looks, performance, badge, space, rarity, electric, running costs, quality

and tech,” said one. “Quality feel, total package, limo when you want it, sports car when you feel like it,” said another. “Quiet, comfortable, stylish, plenty of performance, spacious - probably the best car Jaguar has made in 50 years,” says yet another.

You’ll be getting the message by now but acceleration, style and range were

all common plus points commented on by owners and with a fresh update and much-improved onboard tech added recently the I-Pace is well-placed to take the fight to its electrified rivals.

Well done Jaguar! ■

Information from “AutoTrader”.



S.A. To Introduce Electric Car Subsidy

The SA Government has announced it will introduce a \$3,000 subsidy for electric car buyers and delay its controversial EV Tax. The rebate offered on up to 6,000 fully electric cars was introduced as part of the state government’s \$18.3m Electric Vehicle Action Plan.

It follows previous rebates from the SA Government to expand the existing charging network and make EVs easier to live with but the latest measure focuses on outright affordability.

While there is currently no mention of stamp duty exemptions as we’ve seen in NSW, the \$3,000 subsidy is in line with the rebate offered in Victoria.

Perhaps more importantly is the delay of what SA called the ‘Electric Vehicle Road User Charge’ or more commonly referred to as the EV Tax from 1 July 2022 to 1 July 2027, or when EV sales reach more than 30 per cent of the market.

South Australia raised the idea of a tax as a world-first back in 2020 and decided to delay its decision after it was criticized for potentially killing off interest in electric cars before it could gain momentum.

The current form of the tax would see owners of fully electric vehicles charged 2.5 cents per kilometre driven or 2 cents for plug-in hybrid owners.

SA Treasurer Rob Lucas said the Government decided to delay that charge

after consulting with the wider industry but noted that it would eventually be necessary to act as an equivalent to the fuel exercise tax imposed on petrol and diesel fuels to help maintain local roads.

Information from “Chasing Cars”. ■



Good news for I-Pace and future EV owners with Jaguar going all electric in 2025. (Miranda Kerr at the launch of the I-PACE Concept Car at Los Angeles in 2016).

Singer Bonnie Anderson Becomes Jaguar Ambassador

Former Neighbours star and singer Bonnie Anderson has become an ambassador for Jaguar and provided with an F-Pace worth up to \$143K.

Bonnie has risen to a successful singer and actress after winning Australia's Got Talent in 2007, at the tender age of 12. In 2014, Bonnie released a new single, titled "Blackout". This track became a top 40 single and certified ARIA Gold (Australian Recording Industry Association).

In November 2016, Bonnie made her musical theatre debut in 'Godspell Reimagined' and joined the cast of television soap opera Neighbours in 2018. In 2020, Anderson participated in the second season of The Masked Singer Australia as "Bushranger" and eventually went on to win the show.

Bonny is the goddaughter of world boxing champion Lionel Rose and is a passionate supporter of the 'Alannah and Madeline Foundation'. ■



Jaguar's Melbourne Demons AFL Minor Premiers

Jaguar Australia is a co-principal partner of the Melbourne Football Club, keeping the car-maker's name on the back of players' guernseys for the last three seasons.

The Melbourne Football Club, nicknamed the Demons, is the world's oldest professional club of any football code. The club was a dominant force in the early years of the game, especially between 1955 and 1964 when they won six premierships.

Although the demons were runners up in 1988 (beaten by Hawthorn) and again in 2000 (beaten by Essendon) the team currently has the longest AFL Premiership Drought, with the last win occurring in 1964, 57 years ago.

In 2019 the Melbourne Demons signed up with the biggest cat in the carpark when Jaguar Australia entered into a sponsorship deal with the AFL team. But 2019 was not a good year for the Demons losing their first three games of the season and never recovering to finish a disappointing 17th on the ladder.

In 2020 they improved significantly from their horror 2019 season and just narrowly missed out on the finals

finishing ninth on the AFL ladder, winning nine games and losing eight.

However, 2021 has seen a historic success and the team's first minor premiership in 57 years. By winning their first 9 games in a row for the first time since 1956, their victory over North Melbourne in Round 7 put them on the top of the ladder. Their win against Adelaide in round 22 not only retained their top spot, but also equalled their most wins in

a season from 1956. Aided by a goal after the siren against Geelong, Melbourne secured the minor premiership for the first time since 1964, and gave them the most home-and-away wins in the club's history (17 victories).

Whether the Demons can go on to win the 2021 Premiership, only time will tell, but for Jaguar owners that don't follow AFL, or don't have a team in the final eight, **Go The Demons!** ■



JDCSA - Annual Dinner (Lunch) 2021



A big thank you to the organising committee Marg & Geoff Thomas, Ros & Peter Holland and Daff & Bob Charman.



A Special Award was provided to our President Phil Prior for his exceptional work involved with the planning/execution of day-to-day matters around COVID-19 restrictions. Presented by Fred Butcher.



Ray and Barbara Offe in recognition of 30 years continuous membership of the JDCSA. Presented by Daff Charman.



Charlie and Mary Saliba in recognition of 10 years continuous membership of the JDCSA. Presented by Daff Charman.



Andrew and Leanne Shouksmith in recognition of 20 years continuous membership of the JDCSA. Presented by Daff Charman.

JDCSA - Annual Dinner (Lunch) 2021



Presidents Award - Heather Buck. Presented to our Club Treasurer Heather, for her outstanding contribution to the club. Presented by Steve Weeks and Peter Holland.



Club Person of the Year - Graham Franklin. Graham has made an enormous contribution to the club as Editor keeping us all connected and informed during a tough year with COVID-19 restrictions.



Just some of the 100 plus members that enjoyed the food, wine and entertainment. The Glenelg Golf Club did a terrific job.



Renmark Gets the Go Ahead for A Great Weekend

After months of planning and so many changes due to Covid etc, we finally got together on the morning of the 6th August, at the parking bay on the South Eastern Freeway.

I had typed out an itinerary on the Monday, only to have to change it on the Tuesday. On Wednesday I had to change it again, so I thought, forget it, I will tell the members on the day.

In the end, it all worked out well. We drove to Taillem Bend for morning tea and then on to Renmark, passing through Karoonda, Alawoona and Loxton, where we stopped for lunch.

After booking in at the Renmark Country Club, we had time to settle down and relax for a short time before happy hour from 4.00pm to 6.00pm. Then it was only a 10-minute drive into Renmark Township for our evening meal at the Renmark Hotel. The meal was excellent and we had a place to ourselves in the main area.

After breakfast on Saturday morning, we all gathered for the short drive to Loxton and the Historic Village. Although somewhat restricted by Covid, the townspeople went out of their way to



make us welcome and the local ladies provided a lovely lunch with fruit and drinks included in the price of \$12 per head.

We arrived back to our accommodation just in time for another happy hour, until it was time for our coach to arrive to take us out for dinner.

This was something special, The Mallee Fowl Restaurant about a 15-minute drive out of Remark. If you've never been there, it would pay to look it up on the internet. Just walking into the place gets you in the mood for a special night.

John Flanigan had arranged for two men to sing for us, but once again Covid



Renmark Gets the Go Ahead for A Great Weekend

prevented that, so at the last minute we were able to obtain the services of a wonderful magician. This man was fantastic and captivated the audience for 45 minutes.

On Sunday, after breakfast, most people made their own way home, but a few journeyed to one of John Flanigan's sheds to view a selection of his 400 cars. I was told it was well worth the look.

I have a few people to thank for the weekend, Don Tyrrell, who mapped out the route for us on some lovely roads, with no traffic at all.

John Flanigan for all the work he put in to organise the Riverland end of things and lastly, all the members (63) who came along for the weekend.

In a time of lock downs, masks, QR codes and who knows what's next, 63 people took a little time out to enjoy themselves and enjoy the company of other Jaguar drivers.

Bob Charman



NATIONAL JAGUAR RALLY 2022 UPDATE

At the present time we are quietly working on the premise that our hosting of this great event will go ahead in March 2022.

We realise there will be a deadline when we will have to consider whether or not we proceed. At this stage we are looking at October/November to make a final decision, as we do not want prospective participants to have to bear the cost of cancellation of Ferry and accommodation bookings.

Predictions are we may not have the freedom to travel within Australia until late 2022 or 2023.

At time of writing NSW, Victoria and Canberra are in hard lockdown and it is a known fact we need those States to be open for us to continue successfully with our plans to host this event in 2022.

My main concern is, that the present lock-downs may be lifted in say September but it was only 2 months ago that Victoria had its major closure. This is a likely scenario for the rest of this year, or until we are all vaccinated.

I intend to give you a monthly update to keep you informed on the progress of us hosting this event.

Jenni Appleby
Rally Director
National Jaguar Rally 2022

2022 Jaguar National Rally Program

Thurs. 17th March
Early Arrivals

Friday 18th March
Registration
Welcome BBQ

Sat 19th March
Display Parliament Lawns
Salamanca Market etc.
Themed Dinner

Sunday 20th March
Sporting Event
Baskerville
Alternate Event

Monday 21st March
Peppermint Bay Cruise or
Peninsula Tour
Presentation Dinner

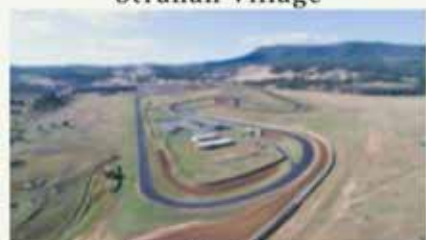
Accommodation Options



Wrest Point Casino



Strahan Village



Baskerville Raceway



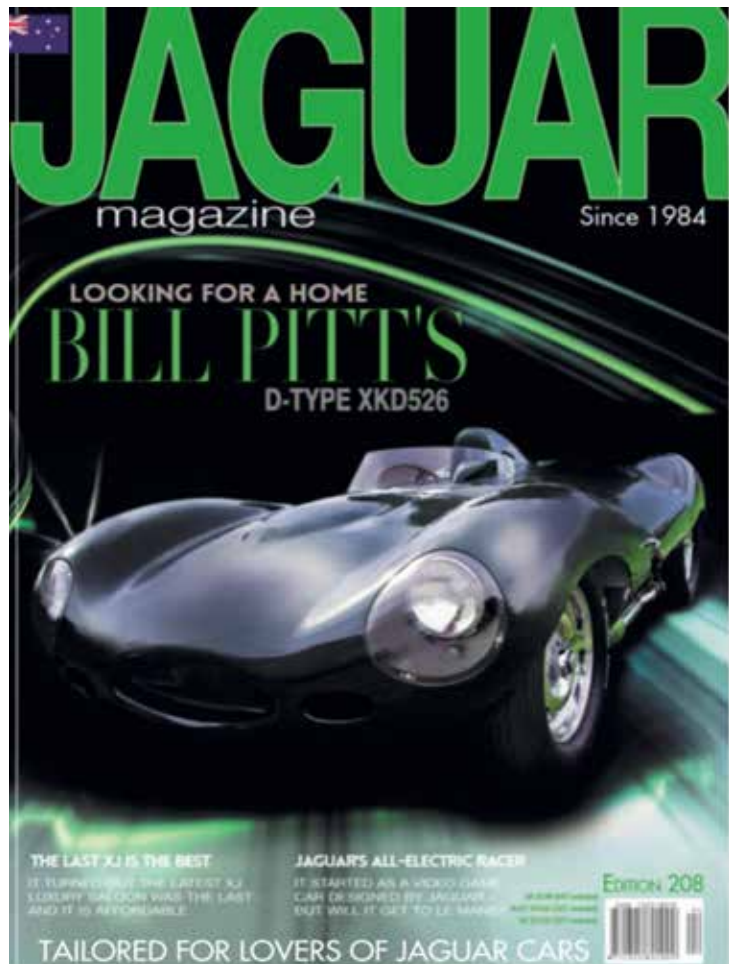
Tues. 22nd March
Depart Hobart
The Wilderness Wall
Arrive Strahan Village
Welcome Seafood Buffet

Wed. 23rd March
Gordon River Cruise 8
am-2.30 pm with buffet
lunch inc.

Thurs. 24th March
Wilderness Railway 8.30
am - 5.45 pm, inc. lunch

Friday 25th March
Free to explore
Farewell seafood buffet

Saturday 26th March
Depart Strahan for home
or extra touring.



Australian Jaguar Magazine Edition 208 has the following stories including one from Steve Weeks.

◇ **A very famous Australian D-Type:** On the cover they featured the much-loved 1955 D-Type which was the first in Australia, returned to England in 2014 - and is now for sale again! It could be yours and has an unbroken history.

- ◇ **Steve and Val Weeks move to XJ's:** For their annual holiday trip to the snowfields the weeks family finds ultimate luxury.
- ◇ **70 years ago, Jaguar wins Le Mans:** A C-Type won Jaguar's first Le Mans at its debut race in 1951 - putting Jaguar on the map. They celebrate the win.
- ◇ **Encore for Ron Hodgson's Mk2:** Their Edition #207 cover story was very popular. David Bowden finds new vintage images.
- ◇ **Two XK-SS's were left in Cuba:** Two of the sixteen XK-SS's went to Cuba when new - and both were abandoned post the Castro Revolution. The magazine publishes a series of images of the cars as they were found in the tropical open; when they got out and went to England in 1987; and as they are today.
- ◇ **A Jaguar best buy - the last XJ:** They examine the last model XJ built and explain why it represents astounding value for money. The X351 is the best XJ and is a classic of the near future.
- ◇ **The first XJ 220 to come to OZ:** It created a media sensation, but this car has an untold story.
- ◇ **Jaguar's Precious Essence:** Most importantly at this time of concern for Jaguar's future - they put into words what Jaguar's icon essence is all about and why it MUST be protected and loved.
- ◇ **On The Prowl:** Historic images and personalities of intrigue in Jaguars long history.
- ◇ **An I-Pace Owner Reports:** Paul Mullen bought a new I-Pace but it had a battery fault. His story had a happy ending thanks to Jaguar.
- ◇ **Jaguar Smatterings.** A Jaguar sporting special with a direct link to the famous Bowell Marque.
- ◇ **Buy and Sell:** Pre-loved Jaguars and parts which are offered for sale and may be what you are looking for. ■



XKD 526 was the 1st of only three D-Types allocated to Australia. Raced by Geordie Anderson, Bill Pitt and Frank Matich it became one of the most successful D-Types of them all. Owned by Keith Berryman the car went to UK in 2014 and is now for sale by "Classic Motor Hub" EPOA

Magazine - Classic Jaguar (August/Sept 2021)

The August/September edition of *Classic Jaguar* includes the following feature stories:

- ◇ **Classic Mark II in Australia:** Their correspondent covers the trials and tribulations of buying and restoring a 60's saloon with a proud owner.
- ◇ **Bespoke V12 E-Type:** A purpose-built Series 3 E-Type tested and reviewed with the owner.
- ◇ **James Bonds' Jaguars:** Staff research our favourite marque's involvement in the franchise from the heavily weaponised XKR to the C-X75.
- ◇ **Replica C-Type Appraised:** Staff considers the benefits of buying a replica in a detailed 9 page review of a well-raced C-Type Replica.

- ◇ **Classic XK Marketing:** Staff share some impressive images, adverts and brochures promoting the stylish XK120, XK140 and XK150.
- ◇ **Secrets of Blasting Part 1:** We reveal the technology behind this first stage restoration process.
- ◇ **Twin Test - XJ-S versus a Canadian Lincoln:** Their North American correspondent compares rival coupes on his home soil.
- ◇ **Project E-Type:** Staff introduces a modified Series I FHC in its completed splendour.
- ◇ **Workshop - E-Type Steering Rack:** Advice on rebuilding and up-rating an E-Type manual rack. ■



EVO Magazine - (September 2021)



Next door in this 14,000m2 facility at Ryton-on Dunsmore is possibly the most expensive-looking workshop he'd ever seen. It is simply vast. As many as 54 ramps are arranged in expansive work areas; surgically clean, light and airy. This is what happens when a major automotive brand gets serious about its heritage. On the day of his visit there were D-type continuations, XJ220's and XJ-S's, some looking distinctly better than new.

However, his visit was all about the collection of 300 cars in the hall alongside. He describes that there are cars there that were once relatively common and now aren't. Cars that were once desirable, then weren't, and now increasingly are again. And cars that all

but the marque's die-hard fans will have forgotten. The article continues outlining the history of *Classic Works* and some of the 300 cars on display. ■



There are famous JLR cars from films, too, such as the fire-damaged C-X75 from the James Bond movie *Spectre*.

The magazine takes a sneak peek behind the closed doors of JLR's vast *Classic Works* facility, home to hundreds of Jaguars of all ages. But they discover this is not the Jaguar Daimler Heritage Trust. This is no Museum.

Classic Works is also home to production of continuation cars like the D-type, along with a full sales and servicing operation.

As the correspondent looks at row upon row of Jaguar and Land Rover classics, double-stacked in long lines, he realises he is looking at some of JLR's crown jewels.



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

- ◇ **The only D-type to have raced in period with a hardtop currently for sale:** They delve into the compelling history of a 1955 D-type (XKD 526) that has the unique distinction of being the only example ever to race in period with a hardtop. It regularly raced in Australia until the late Sixties.
- ◇ **Comparison between the XF SV8 and the X358 XJR:** They share the same 4.2-litre supercharged V8, but one is a luxury barge, the other an executive saloon; one is from the end of Jaguar's retro phase, the other is the first from a new design direction. They drive each to decide which we like best, and explain why.
- ◇ **Rare XJ-S 3.6 with the Sport Handling Pack:** The XJ-S started life as a comfortable V12-engined grand tourer. Did the Eighties optional sports suspension, manual gearbox and torquey 3.6-litre straight-six transform it into more of a sports car? They drive a rare example fitted with all three to find out.
- ◇ **An X-Type that's been transformed into an exciting track car.** When the owner wanted a fast, good-handling and cheap track car, he chose a quality X-Type 3.0 AWD. Now, with lowered suspension, big wheels, a huge wing and sharp front splitter, it looks the part, too. They drive this totally bonkers but impressive car.
- ◇ **Similarities between an E-type S2 and F-Type:** Although separated by 50 years, the E-type S2 and facelifted F-Type feature similar updates, such as new lights and updated interiors. Is this mere coincidence, or are both sensible evolutions of the original cars? They find out.
- ◇ **Low mileage XJ6 S2 SWB:** This rare, short-wheelbase XJ6 Series 2 from 1974 has covered a mere 29,000 miles with just one owner. They look into the dedicated routine behind its youth as well as why it remains largely original.



- ◇ **Low mileage XKR convertible:** It spent its formative years as a display model in the Channel Islands but went on to cover just 5,500 miles and retain its as-new condition. They explain how this 19-year-old 2002 XKR beat the miles. ■



Jaguar World put an XF SV8 side by side with an X358 - the last of the traditional XJR's

1st Sunday

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

2nd Sunday

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

3rd Sunday

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

4th Sunday

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

Last Sunday of Each Month

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



Identical to original photo taken in 1953, except Marilyn was spread over a Singer 9 roadster (Google Marilyn Monroe Motor World).

Coffee and Cars - Unley Shopping Centre

It is amazing what happens when the sun comes out on a lovely Sunday morning. The Unley Shopping Centre car park was chock-a-block with literally hundreds of cars including a number of Jaguars. Many people made an effort to come out and enjoy the sunshine and great vehicles.



Overseas Auction Results - RM Sotheby's Monterey Sale

The 'real' 1955 D-Type (XKD530) was put up for sale at RM Sotheby's August Monterey Sale. The car was expected to bring around \$7 to \$10 million but was passed in.

However, the former ice-racing British Racing Green D-Type has a very interesting and controversial history.

XKD 530 was delivered new to Finnish owner Curt Lincoln where he competed in ice-racing running 1¼-inch studded tyres, and achieved multiple 1st-place finishes.

By 1959 the rigours of racing had taken its toll and it was returned to the Jaguar factory for a rebuild where it was upgraded with a 3.8-litre engine and recommenced racing. After 5 seasons XKD 530 passed to its second owner where it continued to be raced successfully.

In 1966 the car was no longer competitive and sold to the British collector Nigel Moores. As the car had been highly modified to an open two-seater cockpit with a truncated tail, the car was rebuilt with a new front and rear chassis sub-frame and all-new bodywork mounted in the factory long-nose style.



The left-over parts were acquired from the Moores estate and a second car was built up around the original damaged monocoque, original engine, transmission and tail section.

This is where things got complicated. Both cars were stamped with chassis number 'XKD 530', meaning there were now two cars wearing identical chassis numbers. Fortunately, a wealthy

enthusiast came along and bought both cars and converted two back to one by reunited the correct chassis sections of XKD530. The completed car was part of a five-part feature series in *"Jaguar World Monthly"* where its resurrection was documented by Paul Skilleter and Jim Platten.

The D-Type is still for sale. Price upon request. ■

2014 Jaguar E-Type Lightweight Continuation (sold)

The first of seven Lightweight E-Types built by Jaguar Classic's has sold for \$1,050,000 USD at RM Sotheby's August Monterey Sale.

Between 1963-1964 Jaguar built twelve lightweight E-Types (plus two spare bodies), all built for motor racing.

One such car was the famous Bob Jane car that won the 1963 Australian GT Championship.

In 2014, Jaguar's Heritage Business picked up where they left off in the 1960's and produced an additional seven examples of the revered Lightweight E-Types.



The car offered for sale was S 851001. This car, dubbed "Car 0," was utilized by Jaguar Classic as a North American press car, widely seen in promotional materials and magazines as well as at the Rolex Monterey Motorsports Reunion on the Jaguar Special Vehicle Operations stand.

Afterward, it was returned to the factory and rebuilt to "new" condition prior to delivery.

The car has only had two owners and at the time of cataloguing it had only travelled 718 miles. ■

Overseas Auction Results - RM Sotheby's Monterey Sale

RM Sotheby's Monterey Auction California USA (13 August 2021)



1993 Jaguar XJ220. LHD. 6,837 km. Sold - \$472,500 USD.



1961 E-Type 3.8-litre, flat floor, welded louvres. Sold \$257,600 USD



1974 E-Type S3 V-12 Roadster. 7,400 miles. Sold - \$168,000 USD



1955 Jaguar XK 140 M Roadster. Restored. Sold - \$89,600 USD



1963 Mark II, 2.4 fitted with 3.8. Manual O/D, Sold - \$75,600 USD



1967 E-Type S1 4.2-Litre Roadster. Restored. Sold - \$190,400 USD



1973 E-Type S3 V-12 Roadster. 28,515 miles. Sold - \$137,200 USD



1991 XJR-15 RHD. Recommissioned in 2021 Sold - \$1,902,500 USD

Jaguar Drivers Club of South Australia

SA JAGUAR DAY

Sunday 24th October 2021

11.00am—3.00pm

Civic Park Modbury



[Register](#)

All Jaguar and Daimler cars welcome.

Participating cars to be in place by 10.30am

and must stay in place until 3.00pm

FREE ADMISSION

Support our **GATS and GANS** food drive.

Please load the boot of your Jaguar with non-perishable food items. The Salvation Army will be on site to collect from you as you enter the park. Cash donations will be also accepted.

Around the Market - Shannons June Auction

2021 Shannons Spring Timed Online Auction (Closes 7th September)



Models: Mk I Jaguars; McKay, Hodgson, Geoghegan. (Est. \$400-\$600)



Books: 8 x Jaguar titles (Estimate \$750-\$1,000)



1955 Mark VII manual saloon. Australian delivered (Brysons Melbourne). V/G condition. Books, manuals etc. (Est. \$25,000-\$35,000)



1950 Mark V 3.5 litre manual saloon. Black/Ivory. Very good condition. Fitted with air-conditioning. (Est. 30,000-\$40,000)



1969 E-Type, 4.2 litre S2 coupe. Ex LHD. Previously restored 12 years ago. Books, manuals etc. 63,410 miles (Est. \$125,000-\$145,000)



1987 XJ-SC 5.3 litre V12 cabriolet. Substantially original throughout. No books or service history. 145,935 kms (Est. \$15,000-\$25,000)



Tool kit. Mark II (Estimate \$300-\$500)



Vintage Hubcaps: 13 assorted Italia, Jaguar - etc (Est. \$1,000-\$1,400)

XJ, Mk 10 & 420G Register



Meet Second Wednesday of each month

Minutes of meeting held on Wednesday 11th of August, at the Bartley Hotel, West Lakes Shore. Held after a lovely meal at 6.00pm

Present:

Steve Arthur and Dee Mcann, Ron & Rosie Bailey, David Bicknell, Bob & Daphne Charman, Peter & Heather Buck, Fred Butcher, Tom & Marj Brindle, Robert Cain, Don & Elaine Cardone, Alan & Lorraine Davis, John Flanigan, Don & Toni Heartfield, Fay Leyton, Gary Monrad & Oggi Stojanovich, Borys Potiuch, Graeme & Betty Moore, Paul Moore, Trevor Norley, David & Angela Nicklin, Evan Spartalis, Paul Stanley, Geoff & Margaret Thomas.

Apologies:

Jeannie DeYoung, John & Claire Evans, Louis & Nella Marafioti, Darryl Leyton.

Previous Minutes: Carried

Guest:

Paul Stanley was welcomed by the meeting.

Register Secretary:

Elections were held for Register Secretary for 2022.

Nominations – Bob Charman, Nominated by Geoff Thomas, Second David Bicknell.

Bob was re-elected in a close vote.

NOTE: Bob thanked all in attendance tonight. It is only 3 days since our return from Renmark and on such a cold night it was great to see so many members attend.

General Business

1. Saturday 31st July – Club Annual Dinner. Glenelg Golf Course.
2. Still no notice from Shannon's.
3. SA Jag Day – Oct 24th Civic Park.
4. 6-7-8 August – Register run to the Riverland. Great time had by all.
5. People are still talking about the Magician.
6. August General Meeting – Police Club. It's our turn to supply supper.
7. Club A.G.M. at September General meeting.
8. XJ Dinner & Show – Glenelg Golf Course. 11th December. Tickets on sale 25th August.
9. Steve Arthur's Birthday – Not sure how old he is, but he does look fairly old.

Car Talk

- Richard Chuck: All good, few small problems to fix.
- Tom & Marj Brindle: Car went fine to Renmark – Great run.
- Fred Butcher: Cars all tucked up in bed.
- Robert Cain: Series 3 going well – changed the water-pump.

- Graeme & Betty Moore: Got the car washed by the school kids in Loxton
- John Flanigan: Great to see so many come up to the Riverland on the week end. Battery on the Daimler U/S.
- Alan & Lorraine Davis: Car didn't miss a beat to Renmark.
- Don & Toni Heartfield: X300 went well. Bit thirsty on the fuel.
- Trevor Norley: XJ6 going very well.
- Paul Moore: Series 3 OK. X300 having a Chauffeur nap.
- Peter & Heather Buck: Car was magnificent to Renmark.
- David Bicknell: 420 only has one brake light. Green Machine not starting - Seems OK. Suggested could be something wrong with it. Gertrude going well. Took the Fiat to Renmark – 4 litres/100km.
- Everyone Else: Nothing to report.
- Other members: Nothing to report.

Meeting closed at 7.50pm

Our next Register meeting will be at the Bartley Hotel on Wednesday the 8th September, 2021.

BOB CHARMAN
Register Secretary



(Please send complaints to Phil Prior)

E-Type, F-Type & GT Register Report

On 19th August the Register met at The Edinburgh Hotel, Mitcham where we had access to the use of a private room. Although we were restricted to 23 people due to COVID-19 regulations, we all had an enjoyable meal and meeting.

Tom gave an update on current happenings:

- ◇ The 60th Anniversary event postponed - *see below*. Thank you to the Victorian Diamond Team and Di Adamson for keeping us informed on this major event.
- ◇ The Bend Motorsport Park will be hosting the Bend Classic on the 4th and 5th of September. Thank you to all those who nominated to attend the event. The Bend will form two packs of Jaguars for this display. One will be made up of E Types and the other will be made up of XJS's. We will be marshalled out of our display area and complete a lap of the 7.77-kilometre GT circuit.
- ◇ This coming Sunday is the Unley Cars and Coffee. It is now being run by Tom Stuart who was the photographer at our Torrens Parade Ground event. Please bring your Jaguar along. Event details are on Facebook. (See page 43).

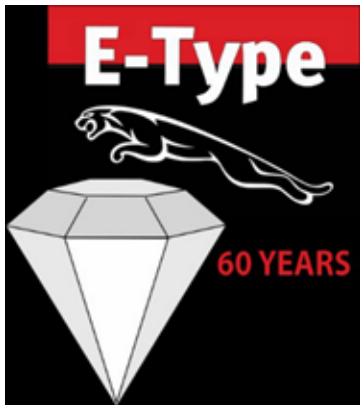
With Tom standing down, a vote was held and Alan Baker was elected as Register Secretary with Alan Bartram providing

admin assistance. Congratulations were given to Alan Baker and a round of applause was provided to Tom for all his good work.

General discussion continued. Many stayed on for more chatter and drinks. Another entertaining night. ■



Diamond Anniversary Run to Mount Gambier Postponed



We announce with some sadness but much appreciated wisdom that the Diamond Anniversary Run to Mt Gambier with our SA colleagues has been **postponed to 29 April-2 May 2022**.

The registered attendees have been notified, and it presently looks like none of them is leaving us. Please advise if you cannot attend?

However, this opens the door to New Registrations from those who could not previously attend due to their holidays in Europe, presence on another rally, lame excuses about their E-Types not being restored yet or sorting their sock drawers. Pffhhhh!

The Diamond Team asks you to consider those dates then put your names on our Waiting List. First In Best Dressed! Do it NOW!

We need to know the numbers we are potentially dealing with AND see if there are any cancellations, **before we open New Registrations on 29 January 2022**. The Barn is presently fully booked but we will advise if rooms become vacant and pop you into those rooms in Waiting List order. **This is why it is necessary to register your intentions immediately.**

Prices will increase for New Registrations as our suppliers will increase their prices to us. (Prices are held constant for those who have already paid.) What those prices will be depends on the numbers interested.

Love to you all!

Gail

Gail Bradley

Victorian Jaguar Car Club



The "Diamond Team" has secured 10 substantial donations to help keep costs down. Grateful thanks go to these businesses and people for their financial and other gifts:

Name	Who	What
AJW Fraser Pty Ltd	Andy Fraser	Registrations/Show Bags
BP Roadhouse, Nangwarry, SA	Phil Dohnt	Discounted Fuel and two free coffees
David East Jewellers	Morry Rubenstein	Diamond Pendant for raffle
Glenn Olsen's Jag E-Type Restorations	Glenn Olsen	The Saturday Display
JLW Group Holdings	Allen Williams	Registrations/Show Bags
Kidmans Partners	Heinz Mai	Diamond Decorations
Mike Roddy Motors	Mike Roddy	Raidis Estate Lunch
OSS International	Andrew Sorrell	Banners & Design Services
RK Restorations	Rob Stevens	Diamond Banquet
V & A Spiteri	Andrew Spiteri	Lanyards and Diamonds

Multivalve



Multivalve meet on the odd Calendar Month.

Minutes of meeting held on Monday 23rd of August 2021 at the Kensington Hotel, Regent Street, Kensington.

Attendees

Barry & Hazel Brown, Peter & Heather Buck, Fred Butcher, Daphne & Bob Charman, Jim & Arcadia Komaromi, Hugh Guthrie, Jo Orford & Michael Pringle, Ron & Claire Palmer, Geoff & Margaret Thomas, Peter & Tricia Clarke, Peter & Ros Holland, Andrew & Millie Costi, Walter & Beryl Bullock, Graeme & Betty Moore, Steve & Cecilia Schubert, John Castle, Rod Fyfe, Ray Smithers & Judy Langdon

Peter welcomed everyone to the meeting, especially new member Rod Fyfe.

Apologies

Bill Browne & Margaret Piper, Geoff & Valerie Clayton, Lesley Clarke.

Minutes of Previous Meeting

Agreed.

Matters Arising from Previous Minutes

Arcadia Komaromi asked that the Editor be advised of the correct spelling of her surname.

Welfare

◇ Ron Biddell has passed away since our last meeting – Peter & Heather were unable to attend his funeral as they were in 14-day self-isolation having returned from Cairns but watched it from home as it was streamed live – beautiful service, they did him proud.

◇ John Clarke has been taken off

all medication bar one and is not travelling too well.

- ◇ Bill Browne in hospital again with an ongoing issue.
- ◇ Peter to keep in touch with Lesley Clarke and Margaret Piper.

Club Business

- ◇ The next meeting is a Special General Meeting at 7:30pm on Tuesday 7th September to formally adopt the revised Constitution. This will be followed at 8:00pm by the Annual General Meeting. THE MULTIVALVE REGISTER TO PROVIDE SUPPER.
- ◇ The Annual Lunch & Presentation is on Sunday 29th August at the Glenelg Golf Club. Pre-dinner drinks 12:30-1:00pm followed by a 3-course lunch. Geoff Thomas reminded those attending to bring masks with them to comply with Covid regulations.
- ◇ SA Jag Day is on Sunday 24th October.
- ◇ The Club's Christmas meeting is now a Dolphin Cruise on Saturday 27th November.
- ◇ The XJ Register Christmas Dinner & Show will be held on Saturday 11th December and will be published on TidyHQ tomorrow.

Register Business

- ◇ A lunch run will be held on Thursday 7th October. Details to follow shortly.
- ◇ The Register's Christmas lunch run is being organised for Thursday 18th November.
- ◇ Peter said he would be happy to continue as Register Secretary for another year but needed to know if there were any other nominations. After being knocked down in the rush by willing nominees, Peter was duly elected.
- ◇ As always, all meetings and events must be booked through TidyHQ and are subject to Covid-19 rules.

Car Talk

- Peter Holland: Nothing to report.

- Fred Butcher: Nothing to report. All cars tucked up tight.
- Rod Fyfe: 18 months ago, picked up an XJR with a little damage – it's in for repair and he's looking forward to getting it on the road.
- Michael Pringle: XE being used as a shopping car. The SP had its first run in 3 months and embarrassed Michael by speeding.
- Jo Orford: XKR currently under cover, nothing to report.
- Peter Clarke: F-Pace (Tricia's car) – planning to tow the caravan to Port Hughes soon.
- 2014 XKR, 5-litre super-charged, the corrosion problem saga continues. His 2-page letter for the Jaguar Australia magazine entitled "Breaking the Code of Silence" has been published with no feedback whatsoever from JLR Australia. He also wrote to the Managing Director of Jaguar Australia two weeks ago with no response so far, but will have the problem fixed soon if there is no reply. Recently had the car serviced by Sovereign.
- Ray Smithers: X-type running well.
- John Castle: Has not used the S-type for some time but advised members to check their cars for mice under the bonnets if they have been laid up for a while.
- Andrew Costi: The XE was written off recently after Andrew was t-boned when another car ran a red light. He has replaced it with an XJ8 350 from Perth, one owner, 72,000kms on the clock. Very comfortable and a good car to drive.
- Walter Bullock: Nothing to report – managed to start it up a couple of weeks ago.
- Hugh Guthrie: 1998 XK8 4-litre convertible – came out once for a whizz up the freeway and back. Looking for its next winery run. Going okay but has been under wraps for a little while because of the bad weather.

Register Minutes (Multivalve) cont.

- Bob Charman: Nothing to report but reminded members with cars that need log books that they are unregistered and uninsured from June 29th if they have not been updated.
- Graeme Moore: Nothing to report.
- Barry Brown: 2010 XF 3-litre turbo diesel, has just done 64,200kms. Took it for servicing to Charlie Saliba, who was impressed as it is three years since the last service and has only done 9,000kms since then. Took the car to the Riverland and got 5.7ltr/100kms going and 6.4/100 coming back – still purring beautifully.
- Jim Komaromi: 2007 S-type. Running well, nothing to report except if Arcadia washes the car, he ends up with a stripe running

down it as she can't reach the middle.....

- Ron Palmer: XF, going very well. Took it to Renmark for the weekend with the XJ Register and got 7.4/100, runs perfectly, beautiful car.
- Steve Schubert: 6-litre XJ81, does about 15/100 but who knows, who cares, wonderful car to drive!!
- Peter Buck: X308 Sovereign 3.2 V8 – loves it and drives it at every opportunity (11,000 kilometres in the last 12 months).

Any other Business

- ◇ Ron happy to continue with Regalia for the time being but not for the National Rally 2023.
- ◇ Cecilia Schubert handed out fliers advertising a charity lunch to help raise money for pallet loads of rice for people struggling in Bali.

◇ Bob Charman has found a wheel rim repairer, \$100 each – contact Bob for details if your wheels are not too good.

◇ Fred Butcher confirmed that plastic number plates are still legal.

Next Meeting

Thursday 30th September, The Kensington Hotel.

Meeting closed at 8:15pm.

**Peter Buck
Register Secretary**



SS, Mk IV, Mk V Register



Currently meeting the 3rd Wednesday of each month.

Minutes of meeting held at the home of Bob Kretschmer Wednesday 18th August 2021,

Previous Minutes:

The July Newsletter was Noted.

Present:

Bruce Fletcher, Malcolm Adamson, Des Brown, John Lewis, David Rogers, Brenton Hobbs, Ross Rasmus, Robert Paterson, Bob Kretschmer, Andrew Hayes (membership application in hand).

Apologies:

Jack Richardson, David Adamson, Daniel Adamson, Antony Veale.

Correspondence: None

In lieu of the cancelled July meeting Bob issued a Newsletter to Register members which may not have been seen by the broader Club membership.

1. Welfare:

- Des Brown is just about 'fixed'.
- Malcolm has recovered from a health issue.

2. SA/Vic Border Run 2021: Hamilton, Victoria.

Entrants include:

- SS Reg. Bruce, Malcolm & Daniel, Bob
- JDC - Steve Corbally, Graham & Jan Franklin
- JCCC** - Jim Temby, John Caskey
- Port Lincoln - Ross Gogler

Entries closed at the end of July. Bruce advised that some roads around Casterton are very poor, details to be discussed nearer the event.

3. Combined States Border Run 2022: Cowra, Queensland.

Bruce has advised Qld that the following members have indicated an intention to Participate - Fletchers, Kretschmers & Franklins.

See also Clause 8 below for other details.

4. JDCSA:

Please read the comprehensive September Classic Marque.

Most of the forthcoming Events are in a state of Flux. Stay tuned for periodic Notices

5. Technical & Parts:

◇ Restoration Projects:

SS Airline; Brenton Hobbs

The car has left Bruce's workshop & is now back at Marque Restorations waiting for the upholstery. It has had a local test run which disclosed a few gremlins to be sorted.

Malcolm tabled a few recent photographs. Very Impressive.

1 ½ Litre Sedan; Ross Rasmus:

Limited progress. Problems with the Speedo drive system

MkV David & Angela Rogers

- We have purchased a Mark V DHC, well done, fantastic news. Tell us more with photos soon. That will help keep our Register active.
- Rebuild Project moving steadily.
- Engine now home ready for rebuild, chrome work still delayed at Dubbo.
- David needs a glass for one of the 'Fog' lights. Difficult to source.
- Discussion ensued about engine connecting rods.
- David then tabled the central section of the restored dash panel that had been treated by a

new water-based process which he explained. Members were impressed

◇ Parts:

Andrew Hayes: tabled the fuel reserve tank change-over valve seeking assistance.

Members believe the item is not an original part. Bruce will have a look in his collection of parts.

6. General Business:

◇ 2023 S.S. Register 50-year Anniversary. Bruce has supplied information about the SS Register Secretaries & the Club Split to the Anniversary Committee.

◇ Ross was asked if he could progress his story about the SS Register drive to WA and return.

◇ Anthony Linnett is the chap who helped Roger Payne produce his recent Book entitled - THE JAGUAR MARK IV TOOL KIT MANUAL, A Definitive Guide to Authenticity of Tool Kits Used in the Production Period, (September 1945 - February 1949).

Anthony who lives near the Adelaide Hills still has a deep interest in any tool kits he can find. Apparently, he heard that the ex-Jeremy Cordeau 3½ litre Mark IV sedan is of special interest and wanted to photograph the tool kit for his and Roger's data base and asked Bob to contact Andrew Hayes to make suitable arrangements. Andrew to follow up.

◇ John Lewis mentioned that he has been receiving scam e-mails ostensibly from a long-ago past member that are not in character, together with other suspicious names. He suggested that the new Minute Secretary issue the Minutes as BCC' - agreed.

◇ Brenton Hobbs advised that he had received comprehensive details of multiple parts from a

Register Minutes (SS, Mk IV, Mk V) cont.

1½ litre vehicle. The list includes a motor, gearbox, differential and dozens of sundry items. Interested persons can contact Warren Donnelly on 0418 202 717 or warrenclassiccars@gmail.com.

7. SS Register Meeting Dates:

David confirmed that he and Angela are still happy to host the November meeting.

Members were asked to consider offering to host either September or November.

8. AGM:

- Bob Kretschmer has retired as Register Secretary after 14 years.

- Bruce Fletcher does not wish to act as Register President. (Bruce has been continuously involved in an official capacity since 1973).
- John Lewis was appointed as Returning Officer.
- Bruce Fletcher accepted the new position of Meeting Chairman. Agreed.
- John called for nominations for Register Secretary.
- In the absence of a volunteer Brenton Hobbs agreed to act as Meeting Minute Secretary but is not in a position to attend night meetings. Agreed.

- Bob offered to prepare and issue the minutes of the subject meeting and to advise the Club Secretary.
- Bruce called for a vote of thanks for Bob.

Meeting closed at 8.45 pm.

Thank you to Marg Kretschmer for the Supper, esp. the Bob Hill-Ling ginger biscuits.

**Bob Kretschmer
Acting Minute Taker**



Victorian Harold Welsh at Adelaide International Raceway (A.I.R.) in his 2½ S.S.100 (#18004) during a JDCSA event. (Probably 1974 or 1975). People in the background include Barry Kitts, Ken & Andrea Hider, Ben Wrightson, Peter Norris and John Phillips.

Club Notices

NOTICE

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

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

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

Please note that you must not drive your car until your Logbook has been updated for 2021/2022, and failure to comply could result in significant fines.

If you need any further information, please call Dave Burton on 0417566225



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Club Notices

GENERAL MEETING ROSTER 2021

September	Multivalve Register
October	XK, 7, 8, 9 Register
November	E, F, GT Register
December	Compact 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.

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JDCSA - AGM General Meeting Minutes 2020

Minutes of the JDCSA Annual General Meeting held Tuesday 1st September 2020 at The Police Club, 27 Carrington St, Adelaide, SA 5000.

Chairperson: Phil Prior

Minute taker: Tim White

Present : As per attendance list.

1. Meeting Opened 7.36pm

Congratulations to all for sticking to the protocols. Different era Arrangements for tonight need to be changed as Urns have been banned unless the following can be undertaken. i.e. Separate person to operate urn, milk, sugar and food.

2. Welcome New Members: N/A

3. Welcome Visitors: N/A

4. Apologies

Barry Brown, Hazel Brown, Beverley Buttery, Wayne Buttery, Trish Clarke, Doug Harrison, Sue Harrison, Tony Human, Paul Moore, Gabriela Orford, Cheryl Pascoe, Ossie Petrucco, Rayeena Petrucco, Angela Rogers, David Rogers, Leanne Shouksmith, Sue White.

5. Previous Minutes

Minutes distributed via Classic Marque were accepted as correct.

6. Member Welfare: N/A

7. Business arising previous meeting: N/A

◇ 7.1. Covid 19- Policy of Mandatory Registrations

Reiteration of the need to register for any event by club and registers using the new event registration form. Meets our requirements under our COVID Management Plan.

◇ 7.2. SA Jag Day

- Birdwood requires that no food or drink be consumed
- Civic Park requires fence and no food, drinks or music

Bottom line is that we need to defer SA Jag Day for 2020. Fortunately, there are many other events for members in September, October & November.

Decision: Agreed to not hold SA Jag Day for 2020.

◇ 7.3. XJC / XJS Berri Run Weekend

Run in conjunction with E-Types in October at Berri Hotel Open club event which can be booked on TidyHQ

◇ 7.4. Club Calendar

More photos required from everyone. Love to see newer members cars

8. Annual Reports

◇ 8.1. President Annual Report: (To read the report goto Tidy HQ - Meetings - Past Meetings - JDCSA AGM September 2020 - View Details - 8.1 President).

Decision: Noted

◇ 8.2. Vice President Annual Report: (To read the report goto Tidy HQ - Meetings -

Past Meetings - JDCSA AGM September 2020 - View Details - 8.2 Vice President).

Decision: Noted

◇ 8.3. Treasurer Annual Report: (To read the report goto Tidy HQ - Meetings - Past Meetings - JDCSA AGM September 2020 - View Details - 8.3 Treasurer).

Decision: Noted

◇ 8.4. Membership Secretary: (To read the report goto Tidy HQ - Meetings - Past Meetings - JDCSA AGM September 2020 - View Details - 8.4 Membership).

Decision: Noted

◇ 8.5 Editor: Well, it has been 12 months since I took up the editor's position. Time surely flies. Of course, I had no idea that a virus would "throw a spanner in the works". The shut-down cut off supply of photos and stories of Club & Register events and had me searching for material. I would like to thank all those members (22 in total) who supplied stories for Classic Marque including both new and existing members and Register secretaries.

I hope that our magazine delivered into your in boxes and letter boxes has been an enjoyable one - I have certainly enjoyed developing the magazine into its new format. I would also like to thank Phil Prior for his ongoing assistance and guidance and to all of sponsors for helping to offset the cost of producing the magazine.

Graham asked who uses the PDF version and who uses the flip version. The show of hands was 50/50

Decision: Noted

9. ACJC

National Rally in Tasmania has been deferred until March 2022. SA will host the rally in 2023

10. Regalia

Ron has various items to purchase

11. MSCA

Only one event was cancelled this past year. Thank you to Dave Burton & Peter Clarke for marshalling.

12. Library

Tom stated that he has some new books and many others for members to borrow

13. Register Comments

◇ XJ Register:

- Bob Charman highlighted the various activities of the XJ Register over the past 12 months
- Register meeting at the Bartley Hotel on Wednesday 9th September
- Tuesday 27th October XJ Run to North Haven
- KI Trip 7th November (48 people)
- Xmas Dinner Glenelg Golf Course on the xx/12/2020
- Burra Trip was excellent. Thanks to Trevor & Paul Multi-Valve Register:
- Run to the Bend in September

- Christmas run in November
- Next meeting on 29/9/2020 at Kensington Hotel
- ◇ E-Type Register:
- Continue to hold meetings at different venues
- Next Meeting 17/9/2020 at Beaumont Tiles (Kent Town)
- ◇ XK, Mark 7, 8 & 9:
- Next meeting at a members home somewhere out of the city.

14. General Business

Christmas Function: 71 booked so far with 90 maximum. Full Christmas dinner at Maylands Hotel.

15. Membership Certificates

◇ 20 Year Certificates

- Geoff & Maralyn Clarke
- Vince D'Aloia
- Christine & Shane Ferguson
- Roger & Susan Invararity
- Miriam & Kevin McInerney
- Bernie Moore
- Mike Moore
- **Chris Michael (in attendance).**

◇ 10 Year Certificates

- Ray & Margie Baak
- Scott & Karina Galloway
- Stuart Perkins
- Andrew & Livia Smith
- **Bill Browne/ Margaret Piper (in attendance).**

16. Executive Positions - All Declared Vacant/ Nominations received

Tim White took over as temporary chairperson. He identified that only one nomination had been received for each of the elected positions

17. Election Results

- ◇ President - Phil Prior
- ◇ Vice President - Fred Butcher
- ◇ Secretary - Steve Weeks
- ◇ Treasurer - Heather Buck
- ◇ Membership Secretary - Daphne Charman
- ◇ Editor - Graham Franklin
- ◇ Event Coordinator - Graham Franklin

Decision: All positions elected by members

Other Positions to be confirmed by Executive and advised in Next Classic Marque - 14(b)(ii) (see page 41).

18. Closing remarks New President

President Phil stated that he was looking forward to a good year with many more individual events and thanked everyone for attending tonight.

Thank you to Multivalve Register for Supper.

19. Meeting closed at 8.35pm

JDCSA - August General Meeting Minutes 2021

Minutes of the JDCSA Monthly Meeting Tuesday 3rd of August 2021 at The Police Club, 27 Carrington St, Adelaide. Meeting opened at 7.30pm.

Tonight's meeting – No Supper and no guest speaker due to Covid restrictions.

Welcome:

Philip welcomed everyone to the meeting and reminded people to sign in on sheets in the foyer as per COVID requirements.

Apologies:

Randell Dixon, Roland Dohders, David Cocker, Brian Taylor, Don Tamblyn, Marj Brindle, Steve Noble, David & Angela Rogers, Barry Kitts, Tony Human, Jo Orford, Margaret & Bill Browne, Steve Arthur, Don Cardone, Graeme & Betty Moore, Val Weeks, Gordon & Jeanette Brown, Grant Murdock.

Minutes of Previous Meeting:

These have been distributed via the magazine and were approved as an accurate record of the meeting on 6th July 2021.

Business Arising: Nil

President's Report:

- All events still under review due to Covid.
- Phil spoke on the good work of Registers and that each Register was responsible for electing their Secretaries for the coming year.
- Annual Dinner changed to a Sunday Lunch – Glenelg Golf Course. 29th August.
- Christmas Meeting/Dinner - Very positive response to the proposed Dolphin River Cruise on Port River. November 27th. 6.00pm – 9.30pm.
- It will be a social evening - \$45 head.
- Special General Meeting re new constitution at September Meeting. Police Club. A.G.M. to follow – nominations are still open for all positions.
- First Aid kits valued \$60 each now supplied to all Register Secretaries.
- Phil reminded all that this is the last GM before the AGM.

Vice President's Report:

- Bay to Birdwood is in the planning stage, but should be the same format as last year.

- All British Day, The organisers have submitted a plan re Covid to SA Public Health seeking approval for the event, which is planned for 1st Sunday Feb 2022.

Secretary Report:

Various magazines have been forwarded to Register Secretaries for distribution. First Aid data has been sent to St John's.

Treasurers Report:

Heather advised all good. Nothing to report.

Membership Report:

2 new members this month to date. All good. 2 new members for August. Expiry notices to go out shortly.

Editor's Report:

- Graham shared the contents of the August magazine which has been published. He reminded people to share their stories.
- SS100 is the feature for next month's magazine.

Events Coordinator:

- Graham spoke of upcoming events as highlighted in the magazine and our website including Wed. 1st Sept – Old car day; E-Types 25 cars are being sought to drive around The Bend.
- E Type 60th anniversary border run still going ahead.
- SS border run to Hamilton. Registrations closed.

Logbooks:

493 books done 84 to go.

ACJC:

No Report

Regalia:

Ron has new club badges here tonight. Green and Maroon. \$45 each.

Librarian:

Tom has a small selection of books here tonight.

MSCA: (Marque Sports Cars Association)

It was noted that the meeting requiring Marshalls is the same day as our Club Annual Dinner. Peter Clarke noted that the new date for the Annual Lunch clashes with the upcoming MSCSA Event.

Compact Register:

Dinner at the Caledonian Hotel at North Adelaide on Tuesday 10th August. Still going ahead. Members will be notified by email.

XJ Register:

The weekend run to Renmark is all go. 67 members registered.

Multivalve Register:

The Solitaire meeting was cancelled due to the COVID-19 situation, maybe back to the Kensington Hotel. Peter thanked the club for the funeral notices put in the paper for Ron Biddle.

E-Type/F-Type/GT:

Next meeting on 19th August at The Edinburgh Hotel and the Register will be electing its new Secretary at the meeting.

SS/MkIV/MkV:

Next meeting is Wednesday 18th August.

XK/Mk 7,8,9:

Steve advised the next run is on 19th September to Lenswood.

Other/New Business:

- **Jag Day:** 24th October – Di is looking for volunteers to join the committee and for the day and a couple of small jobs to be done beforehand.
- Arcadia proposed a motion of thanks to the Executive Committee for its leadership during the past year.
- A question from the floor re a Mark 1 for sale, no one knew of the car.
- Peter Buck is investigating an alternative lock up facility, which may be less cost than our current one.
- Geoff Thomas expressed concern for those members who could not attend the Annual Lunch, Phil responded and said that any member who could not attend would be refunded in full.

Guest Speaker: Now October.

Next Meeting:

To be held 7.30pm Tuesday 7th September 2021.

Meeting Closed 8.10 pm.

JDCSA - Club Directory 2020 -2021

Club Postal Address:

PO Box 6020, Halifax Street, Adelaide SA 5000

Club Web Site / Email

Web: www.jdcsa.com.au

Email: info@jdcsa.com.au

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

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

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

Your Committee

President: Philip Prior

Mobile: 0402 670 654.

Email: philipprior@bigpond.com

Vice President: Fred Butcher

Mobile: 0428 272 863

Email: vicepresident@jdcsa.com.au

Treasurer: Heather Buck

Mobile: 0432 549 086

Email: treasurer@jdcsa.com.au

Secretary: Steve Weeks

Mobile: 0414 952 416

Email: xk789@jdcsa.com.au

Editor/Events Coordinator: Graham Franklin

Mobile: 0490 074 671

Email: editor@jdcsa.com.au

Membership Secretary: Daphne Charman

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

Email: membership@jdcsa.com.au

Web Master: Tom Herraman

Mobile: 0423 214 644 Email: info@jdcsa.com.au

Public Officer: Tim White

Mobile: 0419 809 021 Email: casuti3@bigpond.com

Club Patron: Mr Peter Holland

Phone: (08) 8271 0048

Club Services / Club Representatives

Technical Officer: Geoff Mockford

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

Regalia: Ron Palmer

Mobile: 0418 855 597 Email: ron@palmersadelaide.com

Librarian Tom Brindle

Phone (08) 8387 0051

Log Books David Burton

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

Australian Council of Jaguar Clubs (ACJC)

Club Representative: Tim White

Mobile: 0419 809 021 Email: casuti3@bigpond.com

Federation of Historic Motoring Clubs (FHMC)

Club Representative: David Burton Mobile: 0417 566 225

Marque Sports Car Association (MSCA)

Club Representative: Barry Kitts: 0412 114 109

All British Day

Club Representative: Alan Bartram: 0418 818 950

Inspectors - Club Registration

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

Register Secretaries

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

Bob Kretschmer Phone: (08) 8357 8233 Mobile 0427 711 400

Email: kretsch@internode.on.net

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

Steve Weeks: 0414 952 416

Email: xk789@jdcsa.com.au

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

Angela & David Rogers

Email: compacts@jdcsa.com.au

David Mobile: 0419 837 558 Angela Mobile: 0413 386 482

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

Bob Charman Phone: (08) 8248 4111

Email: xj420g@jdcsa.com.au

E-Type, F-Type, Grand Tourer - *Meet 3rd Thursday each month.*

Thomas Herraman Mobile: 0428 616 423 (after 5.00pm)

Email: etype@jdcsa.com.au Email: ftype@jdcsa.com.au

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

Peter Buck Mobile: 0421 061 883

Email: Peter.buck51@bigpond.com

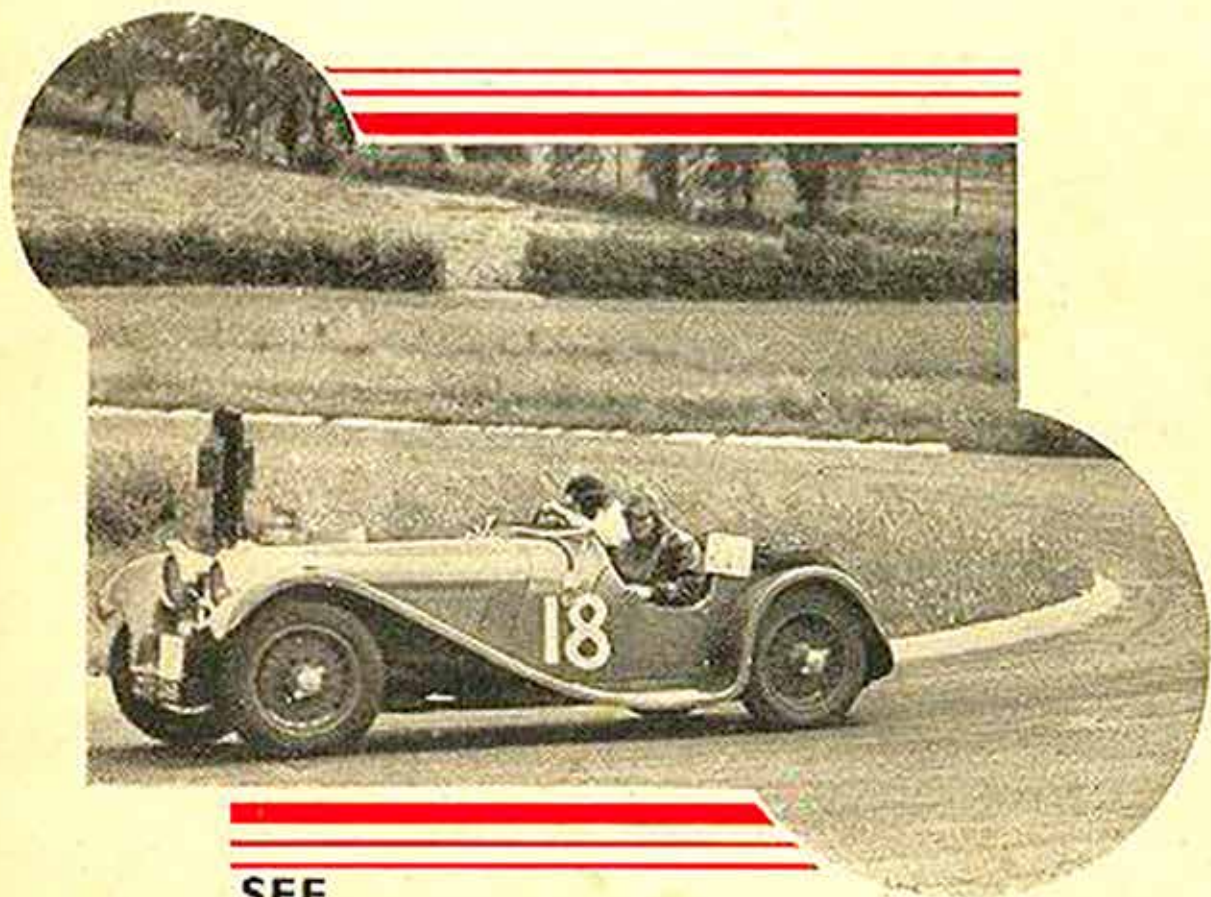
Register meeting dates and time are variable at present. Please check JDCSA Web site or directly with Register Secretary



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