

CLASSIC MARQUE

MARCH 2020



FEATURE - JAGUAR MARK 10/420G (1961-1970)

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THE ART OF PERFORMANCE

Club Torque - President's Column

President's Report – March 2020

The year slips past very quickly doesn't it. Here we are in "Mad March" with so much on in Adelaide to see, to do and to participate in. Complicated by road closures and the consequential traffic congestions.

As someone however who has lived in Sydney, I suggest you be thankful for our beautiful city and its environs. It is very easy to grow complacent and take what we have and the lifestyle we enjoy for granted.

RIP in Holden! It was inevitable really since the government in its wisdom withdrew all financial support for the brand. Every country in the world that has a car manufacturing industry to my knowledge receives government subsidies to support the industry, the technological skills, research and development and the thousands of jobs and businesses associated with the industry. Guess we just need to be resilient and adapt and all will be well.

A huge congratulations to Bob Charman who has taken up the challenge and organised a day trip to Kangaroo Island on March 29. Thanks Bob, the Islanders will be very grateful. *(At the time this goes to print registrations for this event will have closed maybe another trip later in the year will be possible, although the \$15 ferry fare will not be available).*

I want to wish all those travelling to WA for the Jaguar National Rally safe travels and an enjoyable time for all. These members really do represent us as a club with their attendance at the rally, and we are grateful that they are supporting the WA Jaguar Car Club in this way.

Equally we have a number of members attending the National Daimler Rally in Hahndorf. There will be two opportunities for members who are not registered for the rally but wish to participate in a public display of Daimlers.

One display will be held at the National Motor Museum and the other on the Torrens Parade Ground in the city. If you want to participate with your Daimler please contact Howard Parslow. howard@parslo.com

The following content will become a regular part of my monthly contribution to Classic Marque. **The aim is to improve communication between the Executive Committee and the broader members.**

Notes From The Executive Committee

1. A Governance Committee has been formed under the leadership of Fred Butcher. Members of this committee will be Fred Butcher, Tim White, Peter Holland and Julian Lugg.

Primarily this committee will be tasked with the responsibility of reviewing our club's Policies and Procedures and club regulations to ensure we keep up to date and on the ball.

We invite you to speak with any member of this committee if you feel you have a contribution to make.

2. The first task of this committee will be to review our Life Membership Policy and Procedures. There will be a moratorium on new Life Members appointments until the policy review is complete.

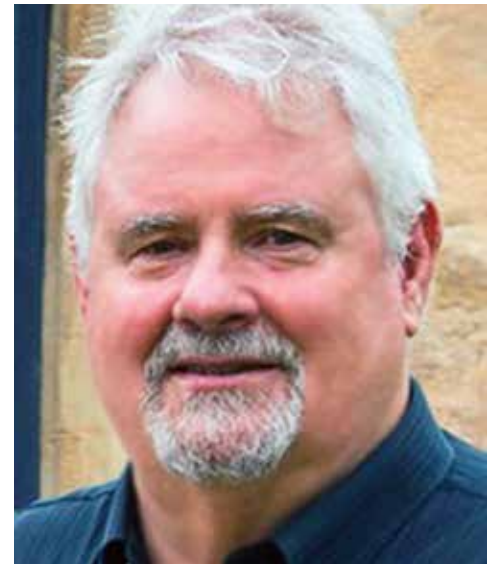
3. We confirmed Tim White as our club Secretary and thanked him for his willingness to serve in this capacity. As Tim has made very public, he will serve in this capacity only until our AGM in September 2020. Plenty of time for someone else to consider this position.

4. The committee was very complimentary of the organisation of All British Day. It was a great day with over 100 Jaguars present. The committee expressed disappointment however that the two Jaguar clubs were not able to park together.

5. The Committee has commenced to give thought to our clubs 50th Anniversary Year celebrations in 2023. Members are encouraged to also think about ways we might best make it a year to remember.

That's all Folks!

**Philip
JDCA President**



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Front Cover:

Rob & Vicki Loffler, 1968 Olive Green 420G Auto

Rear Cover:

Bob and Daphne Charman, 1970 Regency Red 420G



Events Calendar - March (and early April)

Sunday 1st March - Blackwood "Cars and Coffee" - 8.00 AM - 10.00 AM
Now held on the 1st Sunday of the month in Woolworths Carpark, Blackwood.

Tuesday 3rd March -7.30pm.
JDCSA General Meeting
Police Association Building, Carrington Street, Adelaide.

Wednesday 4th March- XK, Mark 7, 8, 9 Register Meeting:
Venue & time TBA. Contact Steve Weeks: 0414 952 416 or Email: xk789@jdcsa.com.au.

Sunday 8th March - Moonta Show n Shine - 7.00 AM - 5:00 PM. Moonta Oval, Milne Terrace, Moonta
Entries closed 28th February. Admission \$5. Children under 14 free.

Sunday 8th March - Mount Barker Oval- POWER OF THE PAST - 9:00 AM - 3:00 PM
Heritage Vehicle Show. Mount Barker Oval, Alexandrina Road, Mount Barker. Public entry \$5, children free.

Tuesday 10th March. Compact Register Meeting/Dinner - 06:00 PM - 09:00 PM
Dinner at The Rising Sun Hotel, Kensington. RSVP - 5th March to Angela or David 0413 386 482 rogersda@bigpond.net.au

Wednesday 11th March - XJ, Mk10, 420G Register Meeting: 7.30 PM
Shannons Clubrooms, 663 South Rd, Clarence Park. Contact: Bob Charman, T: (08) 8248 4111

Thursday 19th March. E-Type, F-Type, & Grand Tourer Register Meeting
Venue and Time TBA For more information contact: Tom Herraman, M: 0428 616 423, Email: etype@jdcsa.com.au.

Tuesday 24th March. Multivalve Register Meeting
Venue and Time TBA For more information contact: Peter Buck Mobile: 0421 061 883 Email: multivalve@jdcsa.com.au_

Wednesday 25th March - S.S., Mk IV, Mk V Register Meeting:
For more information contact: Bob Kretschmer, T: (08) 8357 8233 or Email: daimlerss@jdcsa.com.au.

Friday 27th March - JAGUAR NATIONAL RALLY WA PERTH
Held from Friday March 27 - Saturday April 4
For more information: www.jaguarnationalrally2020.org.au

Sunday 29th March - XJ, Mk10, 420G Register Run to Kangaroo Island.
Registrations Closed.

Wednesday 1st April - XK, Mark 7, 8, 9 Register Meeting:
Venue & time TBA. Contact Steve Weeks: 0414 952 416 or Email: xk789@jdcsa.com.au.

Thursday 2nd April - DAIMLER & LANCHESTER NATIONAL RALLY
Held from Thursday April 2 - Tuesday April 7. For more information, visit www.dlocrally.com/sa

Sunday 5th April - McLaren Vale Vintage & Classic - 10:00 AM - 3:30 PM
All vehicles in place at Serafino (McLaren Vale) by 10:00am and remain at host winery till 3:30pm for public inspection.
Closing date for vehicle entry is Monday March 9th 2020.

Tuesday 7th April -7.30pm
JDCSA General Meeting
Police Association Building, Carrington Street, Adelaide.

Club Torque - Editor's Column

Editorial by Graham Franklin.

Each year at the National Rally a journalistic award on behalf of Paul Skilleter is awarded. The award is organised by the ACJC (The Council of Australian Jaguar Clubs).

This process involves the delegates recommending one article from Jaguar Club magazines during 2019. Our ACJC delegate is Tim White who has narrowed

it down to 4 Classic Marque articles:

- **May 2019 - Escape to Pretoria**
- **June 2019 - A Penny for your thoughts**
- **August 2019 - Shaggy's Story**
- **Dec 2019 - SA Art of Performance**

For our April magazine Tim will provide an article following the Perth National Rally, on the history and process of the awards. We wish the 4 writers of the

above articles all the best for the award, they are up against some very stiff competition.

In this edition, Club and Register events held in January and February have been covered including "All British Day" as well as a story from one of our long term club members, Bill and Barbara Mayman.

Cheers!

Letters to the Editor - "Kars for Kidneys Run"

I am writing to you on behalf of Kidney Transplant and Diabetes Research Australia (the charity which supports kidney transplant and diabetes research here in South Australia).

The charity raises money to support young people undertaking research in diabetes and transplant related fields as well as providing project grants for researches within the Royal Adelaide Hospital and The Queen Elizabeth Hospital.

I am writing to you in the hope that you and your Jaguar Club would be able to support [the Inaugural Kars for Kidneys Run which will be to the Adelaide Hills ravaged Barristers Block Winery on Sunday the 7th of June.](#)

The concept will be to get as many people who would be interested to come along as possible and there would be a lunch available at approximately \$70 per head at Barristers Block. There will be a large paddock available to display all of the cars.

I sincerely hope that you and your Club will be interested in supporting this very worthy cause which should be a good fun day as well as raising money for vital research through Kidney Transplant & Diabetes Research Australia which is a subsidiary of the Hospital Research Foundation.

With kind regards & best wishes
Yours sincerely
Toby Coates

(Director of Transplantation - (Renal / Pancreatic Islet Transplantation) & Professor of Medicine - University of Adelaide).

**For information please contact:
Helena Kollias**

Family and Educational Therapist
helenakollias@hotmail.com
Mob: 0409 693 624.

**To purchase tickets please go to
www.stickytickets.com.au/lbj3t**

Editor: Please keep Sunday the 7th of June clear and stay tuned for more details as they come to hand.

Letters To The Editor - "British Jaguar Supporter"

Dear Editor,

For 40 years I have been corresponding with Nic Drukker, Chairman of the SS Register and board member of the JDC in England. We have been exchanging Club magazines during this period.

This month I received a letter asking me to pass on his compliments to the President and the Editor for their enthusiasm and especially the new format of the magazine.

I also send him the calendar which he greatly appreciates and has pride of place in his home.

**Regards
Bruce Fletcher**

Correction

Editor: Last months there was an error in the feature of the XK120 were I referred to Richard & Carla Smith, 1954 Red 3.5 litre XK120 as an OTS when it is in fact a Drop Head Coupe (SE).

I appreciate the feedback from members and please don't hesitate to bring matters like this to my attention, otherwise they may be repeated and never corrected.

Photo Right: Editor trying to get into Tony Bishops SS100 with great difficulty. Tony having a good laugh. More photos of "All British Day" pages 24-33.



Life Members - Bill & Barbara Mayman

Bill/Barbara Mayman & Jaguars

Editor: I first met Bill at the inaugural meeting of the JDCSA in 1973. We shared some good times together before I went to Darwin in 1981. We planned to catch up at All British Day but due to circumstances it didn't happen, so I called into their home to reminisce.

Over the years Bill has owned:

- Mark VII (Class winner - Inaugural SA Concours d'Elegance)
- S-Type (Class winner SA Concours d'Elegance)
- XJ6 4.2 Litre (Series 1)
- MkV (Class winner National Concours d'Elegance 1986 - held in SA)
- XJS (Class winner National Concours d'Elegance 1986 - held in SA)
- Mk 2 (now owned by Andrew Costi)
- X-Type 2.5 litre AWD
- 2013 Cashmere Gold XF

Bill became interested in Jaguars as a 7 year old when his next door neighbour's brother-in-law used to visit in his SS Saloon (ironically that car was eventually sold to none other than Ross Rasmus). Bill's mother, gave Bill an XK120 diecast model car, saying that this would be the only Jaguar he would own!!!

Bill & Barbara are life members and were both very active in the club over many years. Bill was Compact Register Secretary and took over from Barry Kitts as Spare Parts Coordinator for 19 years. Barbara unfortunately has some health issues now, and so they don't get out and about to club events like they used to.

They have loved all the Jaguars they have owned, keeping most for around 10 years, but in particular the 1977 V12 XJS.



Bill & Barbara's MkV won its class at the 1986 National Concours.

On one occasion driving to an interstate club event, Bill hit the magical 150 mph barrier. *(They were the good old days).* They drove the XJS as an ordinary every day car including a trip to Tasmania for a National Concours where it caused a stir.

In those days, some E-Type owners used to bandy together and vote for the "Peoples Choice Award" on the belief that an E-Type was the best looking car and deserved the award.

Bill won the "Peoples Choice Award" in his XJS, to great horror. Several owners even complaining about the result to Lofty England (Manager of the Jaguar Cars sports car racing team in the 1950s, and succeeding Sir William Lyons as its chairman and Chief Executive). You can't beat a Concourse to bring out the best or worst in people.

The XJS ended up burning a valve and Bill simply pulled the heads off and fixed it. He commented on the fact that although many people were afraid of

owning or working on V12's, at the end of the day it was nothing more than two 6 cylinders joined together.

Bill had many other stories of mechanical repairs including a broken axle in the Mk VII when at Beachport towing a caravan. He simply ordered a new axle from Bryson Industries, they sent it up, and Bill installed it, ready in time for their journey home.

In reflection, I think one thing they can be very proud of is the fact that they drove their Jaguars as every day cars, but were still able to win Concours events against rarely used cars that often underwent extraordinary lengths of preparation.

Jaguars still remain their favourite car and both look forward to continue enjoying them into the future. ■

**Bill & Barbara Mayman
Member No. 59**



Their 1977 XJS won "Peoples Choice Award" at the National Concours in Tasmania - to much disgust.



Both the Mk VII and the S-Type won their class at SA Concours events

CEO - Ralf Speth Leaves Jaguar



Ralf Speth leaves Jaguar Land Rover with a lasting legacy.

The fortunes of Jaguar Land Rover (JLR) have clearly always been at the front of Speth's mind: during his tenure, the two-marque company became Britain's largest and by far its most profitable car manufacturer.

But a sudden shakeout in 2017, caused primarily by rapid public rejection of diesel engines and major difficulties in China, brought serious losses, plus the unforeseen need to sack 4500 employees and to trim costs by £2.5 billion. The action worked and JLR returned to profitability six months ago.

However, Speth's legacy amounts to far more than some financial bumps in the road. He has built Britain's biggest car manufacturer – and given it manufacturing outposts in Brazil, Slovakia and China as hedges against both high manufacturing costs and the financial bumps of the future.

His restless love of progress led JLR to put a successful, desirable premium electric car, the Jaguar I-Pace, on the market about a year before his German opposition could respond.

JLR's brief announcement of Sir Ralf Speth's forthcoming retirement as CEO next September proposes no replacement. A statement from the Tata Group's chairman implies the search is just beginning.

But Speth's own comment concludes with the prophetic line: "Personally, I look forward to new and exciting challenges." ■

2020 Daimler & Lanchester National Rally - Invitation

The Daimler & Lanchester National Rally will be held between April 2nd - April 7th. The following is an invitation to owners of these cars who are not registered to attend the Rally but would like to join the Rally at one or both of the display days.

Some great news for all of those who have not managed to book in for the National Rally for various reasons.

We are able to offer you the opportunity to come and join us on two occasions and you can join us for one event, or

preferably, for both.

On Saturday April 4th we will be displaying our vehicles at the National Motor Museum at Birdwood, and we are pleased to advise you, the management of the museum are offering you **free entry to join us on the day** if you arrive in a DAIMLER or a LANCHESTER.

This will give you the chance of mixing with all the fellow enthusiasts from all States and from the United Kingdom and New Zealand.

On Sunday April 5th we will be showing off our cars at the Torrens Parade Ground, Victoria Drive Adelaide. We will be there from 11.00am until 3.00pm.

Again it is free entry but to have access to the Parade Ground you must be driving a Daimler or a Lanchester.

For more information please contact Howard Parslow: howard@parslo.com.

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 March, 2020 magazine:

- Al Britcher: 1968 Daimler 250 V8 Sedan.

- Mal Jonas & Annie Lowe: 2015 Jaguar F Type 3L Roadster.
- Susan & Martyn Parry:
 - ◇ 1977 Jaguar XJ6 S2 4.2L LWB Sedan
 - ◇ 1984 Jaguar XJS 5.3L Coupe
 - ◇ 1989 Jaguar XJ40 Sovereign 3.6L Sedan
- Robyn & Robert Welch, 2019 Jaguar F-Type 3L Coupe

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

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

Daphne Charman
Membership Secretary.

Mark X & 420G (1961-1970)

The Jaguar Mark X, later renamed the Jaguar 420G succeeded the Mark IX as Jaguar's top saloon model. Despite outstanding driveability, the Mark X never hit the spot with collectors. That is now beginning to change.

Production

24,282 cars were produced between 1961 and 1970.

- 3.8 Litre - 13,382
- 4.2 Litre - 5,137
- 420G - 5,763

Design

The Mark X impressed with its technical specification and innovations. Contrary to its predecessors, the car featured integrated unitary bodywork in which the body of the vehicle, its floor plan and

chassis formed a single lighter and more rigid structure.

Beneath its voluptuous curves, the Mark X was a very advanced machine. Its rear independent suspension was per the E-Type's, unheard of for an early 1960s British luxury car. In addition, the Mark 10 was fitted with separate master cylinders and pipe-lines to front and rear braking systems.

The Mark X was the most luxurious Jaguar yet, with sprawling interior space and a rear seat to rival any Cadillac and a simply enormous luggage boot.

The Mark X introduced a new upright, and slightly forward-leaning nose design for Jaguar saloons, with four headlamps set into rounded front fenders and a vaned grill. This iconic styling and classic

quad round headlight design would stay with Jaguar all the way through to 2009, making it one of the most successful vehicle design features in history, forging Jaguar saloons' look for almost half a century.

Size

Nothing prepared us for the Mark X. This 1892kg behemoth was almost 90kg heavier than its Mark IX predecessor, 14cm longer, 8cm wider and an extraordinary 22cm lower. It actually stood half an inch lower than an XK150 FHC.

Jaguar didn't build another car as large as the Mark X/420G for the rest of the century, until the LWB version of the 2003–2009 Jaguar XJ (X350).

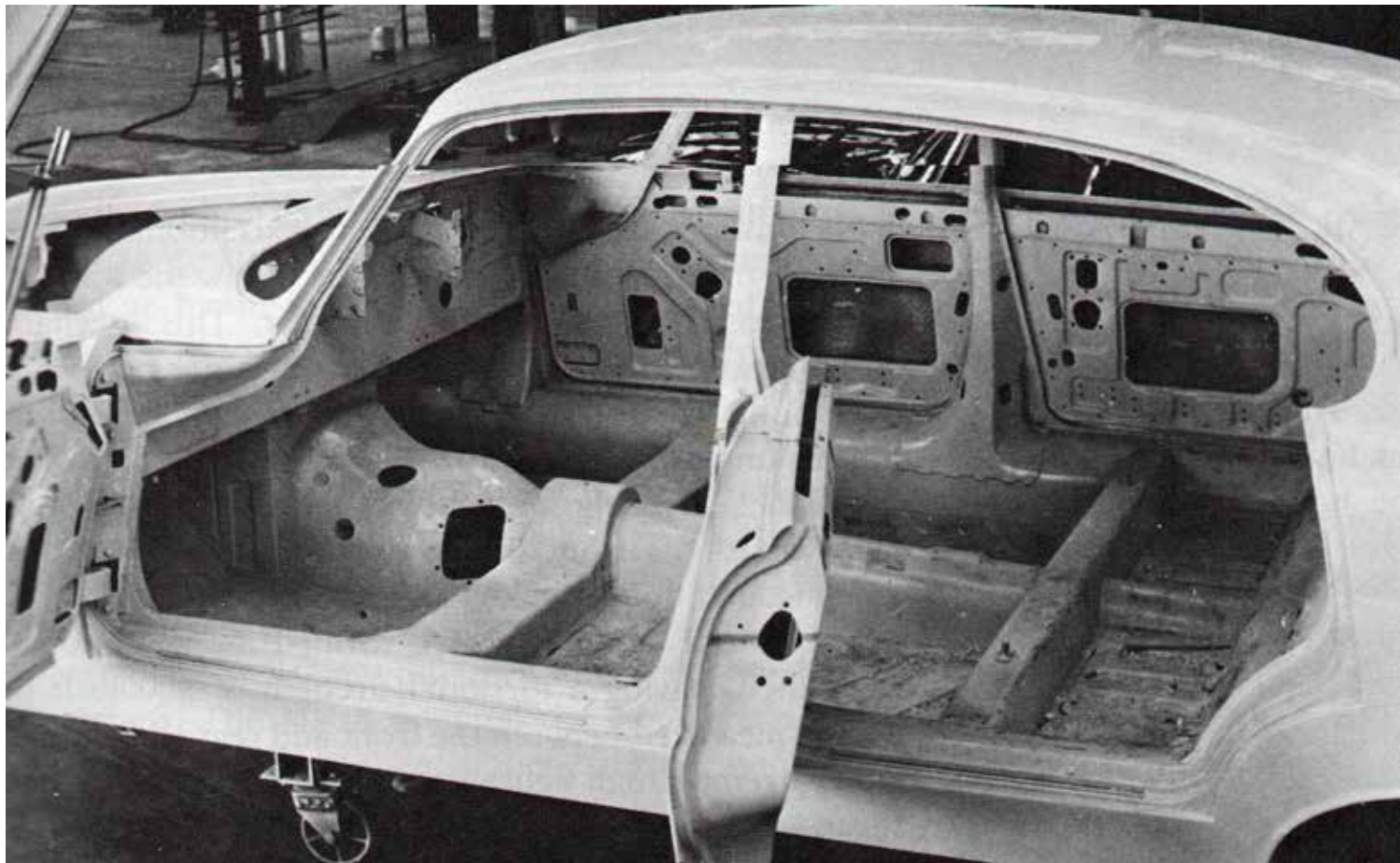


"stands unchallenged in a class of its own"

THE TIMES

JAGUAR
MARK TEN

Mark X & 420G (1961-1970)



***The Mark X body was massively built, with large outer sills, wide cross members, and heavy bulkheads.
(Photo: Jaguar Cars)***

Engine

Combined with the 3.8-litre, triple carburettor engine as fitted to the E-type, it gave Jaguar's flagship a top speed of 120 mph (193 km/h) with capable handling.

In October 1964 the larger 4.2-litre engine replaced the 3.8 and this made the Mark X more responsive at urban velocities and better suited to US tastes.

420G

Although warmly welcomed at the time, the Mark X did not sell as well as expected. Early cars had different teething troubles. Matters were improved with the 4.2 litre version introduced in 1964, with improvements to the power steering, brakes and transmission. Electric windows were now available as an option.

The final version was the 420G of 1966, which had a side chrome trim strip, new radiator grille and wheel trims, and was often seen in two-tone colour schemes.

Interior changes included perforations in the central sections of the leather seats,

padded dashboard sections for safety and the introduction of air conditioning as an option.

Reviews

Magazines at the time praised the car and noted that the main impression on taking the wheel of the Mk X was its impressively quiet running allied to tremendous performance.

Test drives by various magazines noted that the big car rode very comfortably and handled with almost sports car stability through fast bends, and on wet roads the tenacious road-clinging was exceptional.

Value for Money

In the luxury car market, like the Mark 7, 8 and 9, the Jaguar Mk X was competitively priced at less than half the price of the contemporary Rolls-Royce Silver Cloud.

Final production

The Mark 10 Jaguar was the top-of-the-range saloon car for a decade, however the increasing production of the smaller

XJ6 resulted in the 420G being run out of production in 1970.

Collectability

Paul Skilleter in his book 'Jaguar Saloon Cars', Paul wrote "*...its not surprising to recall the time when it could be genuinely difficult to give away a reasonable Mark X or 420G. It is only recently that good examples have become relatively valuable, but it may be a fair assumption that because of it's very size and lavish equipment, the Mark 10 and its fellows might eventually become more sort-after (and thus more-valuable) than the currently more fashionable Mk II saloon, in the eyes of collectors. We shall see - it would indeed be amusing if the oft-derided Mk X had the last laugh of all.*"

Trivia - Corgi Toys

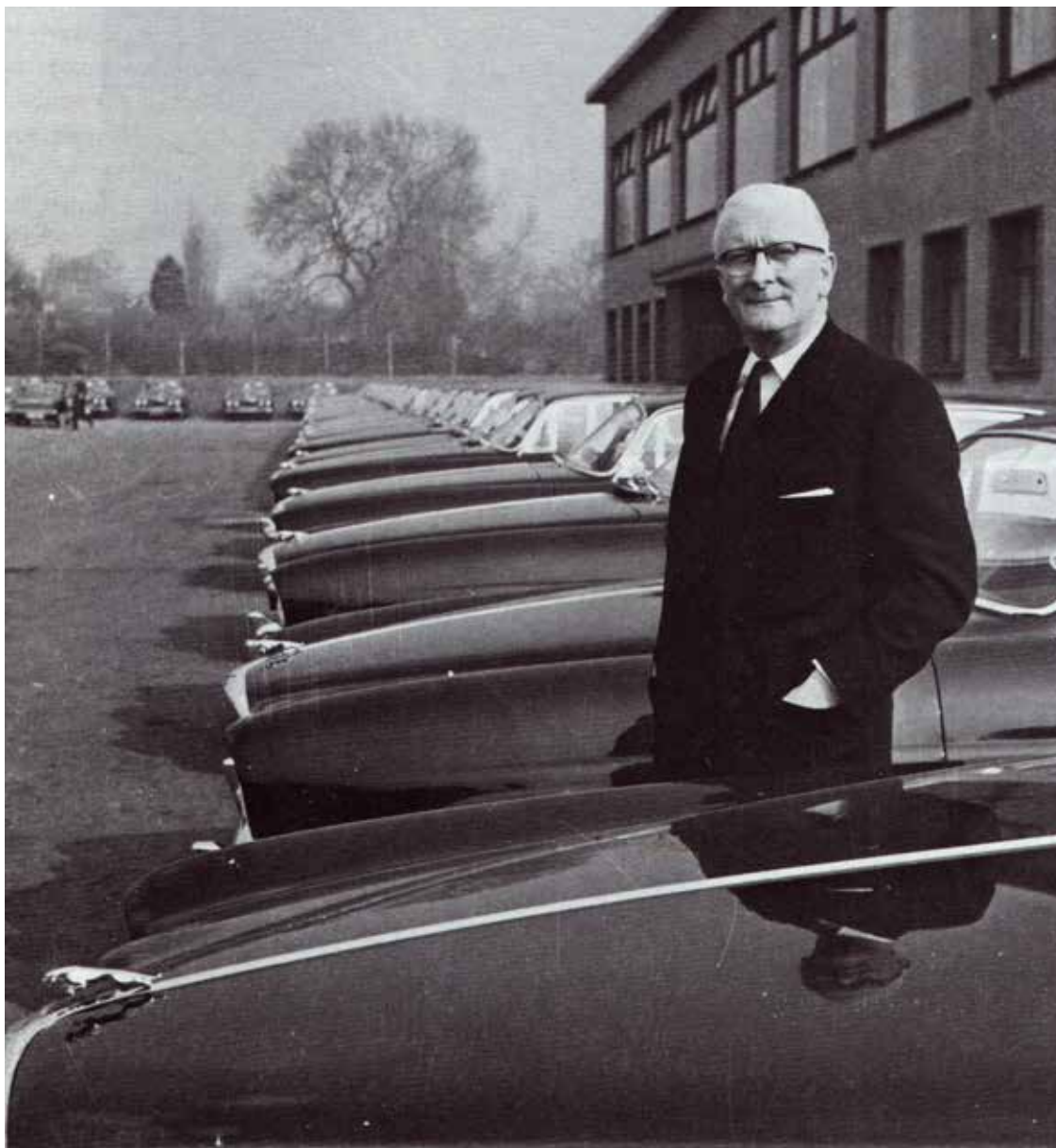
A year after the Mark Ten's launch, popular toy car maker Corgi Toys released their #238 scale model of it, to great popularity. **From 1962 to 1967, over 1.12 million were sold**, and hardly any other Corgi model was released in as many colours ([see page 46](#)). ■

Mark X & 420G (1961-1970)



Chris Michael, 1965 Old English White 4.2 litre Mk X

Mark X & 420G (1961-1970)



In its time the Mark X was one of the most advanced of all British saloons and very definitely one of the most impressive.

Despite this however, Paul Skilleter in his book 'Jaguar Saloon Cars' noted that *"...the Mark X Jaguar was never Sir William Lyons favourite car, but the type's undoubted merits are now being recognised by the enthusiast and collector. It will probably remain the largest true Jaguar ever produced."*

Photo Top
In production - an early batch of Mark Xs line-up outside the Browns Lane office block prior to despatch. *(Editor- I am not sure what is happening here? Are all the men in suits next to the cars getting ready to personally deliver the cars to their distributors or was it simply arranged for the photo?)*

Photo Left: Sir William with a row of new Mark X Jaguar saloons, at Browns Lane.

1966 Mark X With Modern XJR-6 Powertrain

Jaguar really designed an amazing looking car in the Mark X. But an American felt its performance required a 21st Century makeover and corrected that with this Mark X by installing the complete powertrain from a Jaguar XJR-6. That meant the fully independent suspension, high performance ABS brakes, four-speed automatic transmission and supercharged 4.0L inline-six with 322 horsepower. No details have been left untouched and everything functions as it should from the power windows down to the ABS brakes. The Aston Martin DB7 wheels really finishes off the upgrade.



Modified Supercharged 1970 Jaguar 420G

Ditto: After seeing the photograph of the USA Mk X with XJR-6 powertrain, a group of guys in the UK decided to do the same and restore and modify a 420G, by transplanting X300 XJR mechanical components. The entire project from start to finish took two years. The stripdown of the XJR had to be carefully completed to make sure donor components could be reused. The wiring loom was meticulously labelled, as were all components for the air-con system, dashboard gauges, controls, engine, 5 speed auto and front and rear subframes. In this case the wheels are 18in BMWX5 alloys.



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TOP FIVE JAGUARS TO INVEST IN

Editor: Apart from advertising cars for sale, Carsales provide News, Reviews and Car Advice on various manufactures and their cars.

The following is an extract from a story they recently did on the top 5 Jaguars to invest in. Price ranges were established in consultation with Shannons National Auctions Manager.

Club members will have their own take, but it is an interesting read all the same.

TOP FIVE JAGUAR CARS TO INVEST IN

Almost every adult person knows an 'E-Type' is a Jaguar. Indeed, few cars in the history of motoring are so immediately recognisable and so evocative.

Jaguars were invented by Lyons; they started out as SS cars then became SS Jaguars, but after World War II Bill (Sir William from 1956) Lyons redoubled his efforts to produce high performance sports cars and great performing luxury sedans at astonishingly low prices.

Among classic Jaguars, especially the four-door models, there is some great buying for the discerning collector. This is largely because only two mainstream Jaguar models have truly inspired collectors across a broad range: the E-Type and the Mark 2; most of the rest have been ignored but this situation is already beginning to change.

1954-1957 Mark VIIM



The Mark VIIM was a sign of less austere times in postwar Britain. Petrol rationing was finally at an end and higher octane fuel was more readily available. So the big Jaguar got a power boost from 160 to 190 horsepower via a higher 8.0:1 compression ratio.

Optional overdrive allowed it to stretch out to a maximum speed of 106mph, making it the fastest British four-door sedan. Automatic transmission was also available. For me, the loveliest detail was the purple instrument lighting.

Prominent in Mark VIIM provenance is outright victory in the 1956 Monte Carlo Rally. The Mark VIIM commands a premium over the standard car but its added refinement and rarity make it great value among classic Jaguars.

Price range: \$25,000-\$40,000

1954-1957 XK140 Fixed Head Coupe (FHC)



Club member Peter Goodale, 1956 Grey XK140 FHC. This previously fully restored Jaguar is currently for sale on consignment through Collectible Classics for \$119,999.

The XK140 looks little different from its illustrious predecessor but has 190hp (30 more). It got rack-and-pinion steering, which gave improved feel at speed and lower efforts around town. There were more powerful headlights. Overdrive was optional. There were larger Mark VII-style bumpers.

The engine was located further forward, permitting a larger interior, which now incorporated a corner seat for the carriage of (diminutive) additional passengers. The spare wheel was housed beneath the boot floor.

A larger rear window and longer doors further enhanced its claims to practicality. The XK140 had a walnut veneer fascia and a generally more luxurious interior reflecting Mark VII themes.

The XK140 tends to get overlooked, sandwiched as it is between the XK120 and 3.8-litre XK150. Some purists feel its profile is less elegant than the XK120's, due to the longer, higher roofline. But the FHC is less expensive than any of the XK roadsters.

The Special Equipment version (1955-1957) – many of which were specified with a C-Type cylinder head and 9.0:1 compression ratio – added wire wheels and Lucas fog lights.

Price range: \$70,000-\$120,000



TOP FIVE JAGUARS TO INVEST IN

1961-1966 Mark X

Nothing prepared us for the Mark X. This 1892kg behemoth was almost 90kg heavier than its Mark IX predecessor, 14cm longer, 8cm wider and an extraordinary 22cm lower. It actually stood half an inch lower than an XK150 FHC.

Beneath its voluptuous curves, the Mark X was a very advanced machine. Its rear suspension was per the E-Type's. This was an elaborate monocoque with the rear suspension, transmission and propeller shaft mounted on an auxiliary chassis frame. As on the E-Type, inboard rear disc brakes were fitted – unusual for 1961.

The Mark X was the most luxurious Jaguar yet, with sprawling interior space and a rear seat to rival any Cadillac. In 1964 the torquier 4.2-litre version replaced the 3.8 and this made the Mark X more responsive at urban velocities.

But, despite outstanding driveability, the Mark X never hit the spot with collectors. That is now beginning to change.

Price range: \$20,000-\$35,000

1966-1968 'Compact' 420



Club member Colin Williamson, 1967 Daimler Sovereign 420. This car is currently for sale for \$16,000. (See Cars for Sale Page 41)

Perhaps for purists the 420 was always a bridge too far. There was an almost caricature element to the way it seemed to combine the amidships section of the Mark 2 (same wheelbase again) with the nose (including similar raked-back grille and quad headlights) and tail sections of the Mark X.

This was indeed a stopgap car, while the radically new XJ6 was being readied for production. However it is far superior to the Mark 2 and S-Type from which it was distantly derived.

The 420 was low-g geared, meaning it was fast off the line but busy at highway speeds: the three-speed auto version (by far the most common) showing some 3300rpm at 100km/h. The all-synchro manual version could reach 123mph.

There was also a Daimler Sovereign, differing only in badging and detail. In a concession to safety, the beautiful solid wooden dashboard was topped with a padded roll of black vinyl (enclosing a square-dialled clock in the centre).

The 420 had plusher seats than either the Mark 2 or S-Type with individual pull-down armrests for the front occupants.

You can buy a pristine 420 for roughly one-third the price of an equivalent Mark 2 3.8 manual. Some 10,000 were made.

Price range: \$15,000-\$25,000

1981-1985 XJ-S 5.3 HE



The supposed successor to the E-Type, the XJ-S was first seen in Australia in 1976. But the model never sold here in significant numbers before 1983 when the 'HE' variant arrived.

Fuel economy was the bugbear of Jaguar's 5.3-litre V12 engine and a young Swiss engineer called Michael May had been recruited to design a new cylinder-head. This unit in combination with more powerful electronic ignition and re-programmed Lucas digital fuel-injection brought economy improvements in the order of 20 per cent. The 'HE' badge stood for High Efficiency.

These XJ-S HEs were also much better built and finished than the earlier cars. They had a higher level of equipment, including a richer interior with wood veneer dash and door cappings. The only downside was the lack of a manual transmission.

Price range: \$20,000-\$35,000 ■



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JDCSA acknowledges the valuable and generous support of Embroidery SA

Jaguar Land Rover Classic Works Facilities

Jaguar Land Rover Classic now boasts a purpose-built classic works facility that brings all sales, servicing, genuine parts and restoration operations under one roof

The Classic Works facility is the largest of its type in the world. The 14,000 m2 site in Coventry boasts a dedicated sales showroom space and 54 workshop bays for servicing and restoring all Jaguar and Land Rover models out of production for a decade or more.

Jaguar drivers seeking a restoration service for their own vehicle can call upon the same expert knowledge and skills that produce the Legends Continued and Reborn Legends vehicles. Many of the specialists employed at Classic Works have decades of experience working solely on the older models catered for by the facility.

There are more than 1.5 million classic Jaguar and Land Rover vehicles in existence worldwide, and Jaguar are investing in traditional manufacturing and restoration skills to ensure that enthusiasts are able to give cars with a glorious past, a glorious future.

The workshop area is organised into dedicated strip-down, remanufacturing and assembly zones. Specialists have access to a catalogue listing over 30,000 individual and guaranteed genuine parts.

Close ties to the core Jaguar Land Rover business also means the Classic operation can take advantage of cutting-

edge manufacturing technology, such as 3D scanning and Computer Aided Design, which allows the re-tooling and reintroduction of parts that would otherwise be prohibitively expensive to remanufacture.

Those enthusiasts looking to purchase a collectible classic Jaguar can choose from a selection of examples, ranging from restoration candidates to daily drivers and concours show cars, all expertly picked by the Jaguar Land Rover Classic Works Legends team.

Guided Classic Works tours are available on selected days throughout the year. To see the full range of services available, or to book a tour, visit <https://www.jaguar.com/about-jaguar/jaguar-classic/index.html> ■

Editor: The next 2 pages is a selection of cars for sale at 'Jaguar Classic Works'. If you think Jaguar classics are expensive in Australia - try UK and Europe.



Jaguar Land Rover Classic Works Facilities



The Jaguar E-type Reborn programme see Series 1 E-types restored to their original specification for future generations of collectors to buy directly from Jaguar Classic starting from £295,000. Milage - 1 mile.



1964 Jaguar E-Type Series 1 Open Two Seater 3.8. Total frame off nut and bolt restoration. Fit and finish is truly exceptional. Only 200 test miles. £199,750



This MKV Cabriolet is 1 of only 1,000 convertibles built. Delivered to Los Angeles, USA in 1950 and subsequently spent most of its time in Switzerland. Now for sale at Classic Works Germany. 42,610 miles. £99,000

Jaguar Land Rover Classic Works Facilities



1957 Jaguar 2.4 litre Mark I RHD. In 2009, the vehicle achieved second place in the "Sleeping Beauties" class at Dyck Castle. Exceptional condition with original red interior. 43,503 miles. £39,000



1976 XJS 5.3 V12 Coupe Pre HE. Delivered to the US in 1976 and returned to Europe in 2017. Since this time it has been thoroughly repaired and prepared for sale by our Classic Works technicians. 6,014 miles. £38,000



1992 Silverstone Green Metallic XJ220 LHD (No. 97 of 285). This XJ220 received a complete engine inspection and new high-speed tires. 22,900 km. POA

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Find out what your home is worth FREE!

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

All British Day

With over 100 Jaguars on display it is not possible to include photos of all of the lovely cars. Instead we have just tried to provide a cross section of the various Jaguar Marques. Apologies if your car has not been included.



A handful of the 2,000+ people that attended All British Day. The weather could not have been better.



Ron Palmer and family continue to do a wonderful job promoting and selling our Club Regalia.

All British Day



Tony Bishop with his 1939 Red SS100 (3.5 Litre) seen here with the Editor discussing one their many humorous stories of the past, most dating back to the early days of the club. Tony bought this Australian delivered SS 100 (Body Number: 5033), back in January 1958, and has owned this pristine example ever since.

All British Day



Keith & Mary Ashby, 1957 Black 3.5 litre XK150 FHC



Julian & Moria Lugg, 1952 Black 3.5 litre XK120 (OTS)



Bob & Margaret Kretschmer, 1939 SS Jaguar 1.5 Litre Sedan



Dave Adamson, 1946 Black Mk IV Jaguar 1.5 Litre Sedan



Malcolm Adamson, 1948 Black 3.5 litre Mk IV Drop Head Coupe



Ross & Janet Rasmus, 1950 Blue 3.5 Litre MkV Drop Head Coupe

All British Day



Peter Drake & Denella Moss, 1972 Solent Blue V12 E-Type (S3)



Adrian & Julia Lund, 1970 E-type 4.2 Litre (S2) 2+2



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



Ian & Wendy Pringle, 1964 Black E-Type (S1)



Mark Goodwin & Heidi Koch-Terry, 1970 Blue 4.2 Litre E-type (S2)



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

All British Day



Richard & Anik Shipman, 1966 Grey 2.4 Litre MkII Manual



Gordon & Jeanette Brown, 1961 White 3.8 litre Mark II Manual



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



George Calvert, 1967 Grey 3.4 Litre Mk II Manual



Chris & Denise Stacey, 1967 Gunmetal Grey Daimler 250V8 Auto



Malcolm Adamson, 1964 Cream 3.8 Litre S-Type

All British Day



Tim & Sue White, 2016 Italian Red XE



Ron & Claire Palmer, 2014 Ultimate Black XF Sedan



Ron Biddell, 1996 blue 4.0 litre XK8



Hugh & Lucyna Guthrie, 1998 Blue 4.0 litre XK8 Convertible



Josephine Orford, 2001 Green 4.0 litre supercharged XKR Cabriolet



Charles Bodman-Rae, 2001 Silver 4.0 litre XK8 Convertible

All British Day



David & Margaret Bicknell, 1985 Green 4.2 Litre XJ6 (S3) Auto



David & Angela Nicklin, 1972 Old English White 4.2 Litre XJ6 (S1)



Robert & Karen Darrrie, 1986 Old English White 4.2 Litre XJ6 (S3)



Gary Monrad & Oggi, 1972 Dark Grey 4.2 Litre XJ6 (S1)



Bruce & Anne Fletcher, 2005 British Racing Green XJ X350



Paul & Janice Moore, 1997 Green XJ X300

All British Day



Robert & Jacqueline Wilson, 1972 Blue 4.2 Litre XJ6 (S1)



Roly Donders, 1989 Regency Red 4.0 Litre Daimler XJ40



Ron & Rosie Bailey, 1985 Antelope 4.2 Litre XJ6 (S3)



Geoff & Margaret Thomas, 1975 Silver XJ6 (S2)



Peter & Heather Buck, 2004 Gold 3.0 Litre S-Type



James & Arcadia Komaromi, 2007 Mistral Blue 3.0 Litre S-Type

All British Day



David & Robyn Cocker, 1986 Cobalt Blue 5.3 litre V12 XJS Cabriolet



Bruce & Anne Fletcher, 1989 White 5.3 litre V12 XJS convertible



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



Paul & Julia Harrland, 1969 Light Blue 4.2 Litre E-type (S2)



Nicely restored & modified red XJ-S. If you know who owns this car please let the Editor know - Email: editor@jdcса.com.au



Immaculate modified black XJ-S. If you know who owns this car please let the Editor know - Email: editor@jdcса.com.au

All British Day

If you know who owns the following Jaguars can you please let the Editor know so that their details can be included in future editions of Classic Marque. Thank you. Email: editor@jdcsa.com.au



Trevor Norley, X-Type



XJ



Modern S-Type



E-Type



Maroon XJ-SC with a lot of history.



Lovely 420G

XK, Mark 7, 8, 9 Register Run to Strathalbyn

We decided to kick off the year with a Sunday BBQ run to Strathalbyn, where we all met at the Strathalbyn Heritage Museum & thanks to Ben Finnis, who was kind enough to open Collectable Classics so that we could park off street and treated us to morning coffee.

Some 30 members attended from the club and it was great to see a cross section of Jaguars attending.

We then descended over to Rob & Vikki Loffler's home where we had the Register Meeting (*minutes page 47*) then a BBQ lunch.

A big thank you to Rob & Vicki, Rob for his efforts in organising the Museum visit (which I must commend to other Registers) & Vicki for the incredible catering and also having us at their home.

It was great to see so many "old faces" including a previous Treasurer of our Club (Chris Graves) and also our Editor Graham & his wife Jan, both joined the Club when it was formed in 1973.

During the day we discussed the Register program for 2020 & I hope to have the calendar in Classic Marque very soon. ■

Steve Weeks

Some of the Jaguars that enjoyed the run to the Strathalbyn.



Peter Goodale, 1956 Old English White XK140 (DHC)



Robert & Vicki Loffler, 1951 Red XK120 (OTS)



Onslow & Wendy Billingham, 1958 3.8 Litre XK150 (FHC)



Robin & Deidre Ide, 1960 Mark IX 3.8 Litre Saloon



John Dunning, 1971 Old English White XJ6



Steve & Val Weeks, 2006 Dark Blue X-Type

XK, Mark 7, 8, 9 Register Outing to Strathalbyn



Members met at Collectable Classics and then visited the Strathalbyn Heritage Museum before heading to Rob and Vicki Loffler's house for a BBQ Lunch.



Multivalve Register - Australia Day Barbecue

Multivalve Australia Day Barbecue

36 members and 3 ring-ins arrived for the Australia Day barbecue at our home in Morphett Vale.

With a decent size verandah and two of the Club's gazebos, we managed to get everyone under cover, which was just as well as it was a warm and humid day with no wind, although the temperature was only about 25 degrees.

A good portion of the crowd came early...surprise...surprise...and only a little after "starting time" the place was chock-full.

After everyone had settled in and had a few nibbles and a couple of drinks, we fired up the two barbies and soon had three willing helpers to do the cooking.....many thanks to Steve Schubert, Ron Palmer and Bill Browne, who did a sterling job.

Everyone brought a plate of salad or dessert and after about three hours there was very little left, so Heather's food planning was spot on.

We all enjoyed a very pleasant afternoon relaxing and chatting, and even the weather turned out to be perfect (with

a little help from a couple of oscillating fans) and the Jags all looked great up and down the street.

Many thanks to everyone who came and made it such a successful afternoon.

Peter Buck
Multivalve Register Secretary.

PS. Heather can't wait to do it all again next year....! ■



Multivalve Register - Australia Day Barbecue



Compact Register February BBQ

Compact Register BBQ was a time of chatter and making new friends. It was lovely to welcome people from other registers. Held at Angela and David Rogers home at Reynella, the barbecue kicked off at 4.00pm with everyone bringing their favourite chair and summer drink. Everyone had a great time and all agreed they will have to do it again next year.



Compact Register Summer BBQ. A time for chatter drinks, making friends and lots of food.



Compact Register February BBQ



Just some of the Jaguars taken out for a run on a lovely summers day



Coffee and Cars In and Around South Australia

1st Sunday

Barossa Valley “Cars and Coffee” - 8.00am to 10.30am, 18-26 Tanunda Road Nuriootpa.

Blackwood “Cars and Coffee” - 8.00am to 10.00am, Woolworths Carpark, Blackwood.

Gepps Cross “Coffee and Classics” - 8.30am to 10.30am, Gepps Cross Homemaker Centre.

Murray Bridge “Coffee and Cars” - 8.00am to 10.00am, Coles Carpark, Murray Bridge.

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

Port Pirie “Cars and Coffee” - from 10.00am, Dominos Pizza Shop 2/10 Main Road, Port Pirie.



Classified Adverts



DAIMLER SUPER V8 (Canberra)

For Sale - Fifteenth of only 24 sold new in Australia of this ULTIMATE model within the 1997-2002 X308 Daimler/Jaguar range.

Combines top-of-the-line long wheelbase Daimler bespoke luxury body and interior, with XJR high-performance running gear (Supercharged 4.0 V8, traction-control, CATS suspension). \$230K new price in 1998.

Topaz (metallic light-gold) exterior with Cashmere and Sable piping interior, are in excellent condition.

Full service history from new, being a fully maintained and extremely reliable sports-limousine.

Currently fitted with XJR mesh grill inserts, with original DSV8 vertical-slat grill inserts, and various other 'as-new' spares included.

ACT Reg.No. 11 (expires Aug 2020, plates not included).

Price: \$29,500 (reduced)

Roger Payne: 0407 234 718 or rogerpayne@bigblue.net.au



FOR SALE MODERN S-TYPE

S Type Jaguar Luxury 3.0L 6 cylinder petrol, built September 2007 in Coventry England. I believe this was the last S Type made. It has 92,000km on the clock and has been driven by me over the past 5 years. During this time it has been serviced every 6 months. Log Book and service records come with the vehicle. I made sure all oils including transmission oils were replaced as soon as I took over the vehicle. Air con serviced. I have put on new tyres, new battery and replaced spark plugs. It has been maintained meticulously and is garaged. It has not been used as my daily vehicle. Interior is cream leather with accessory timber trim on the dash. Lots of features within the vehicle. I used this vehicle to take my late mother for drives to Victor Harbor and McLaren Vale and surrounding areas and am selling it as she is no longer here. It would be nice to see this go to a good home as it is in excellent condition inside and out including the motor.

Best offer (but please be mindful of the condition of this vehicle. It is not a forced sale).

Karin Scanlon: 0410 625 008 for location and details.



FOR SALE 2002 Jaguar X-Type SE

- ◇ 2.1 litre V6 FWD, 9.2 L/100 km.
- ◇ British Racing Green Metallic
- ◇ Doeskin leather. Comes with cream sheepskin seat covers & custom made mats.
- ◇ 180,000km, all books, regularly serviced.
- ◇ Registration "XTYPE2" included.

Price: \$5,500 (reduced)

Phone Denise Starr: 0487 356 287



FOR SALE 1967 Daimler Sovereign 420

- ◇ Registration: CC 485 B (Historic - South Australia)
- ◇ Colour: Warwick Grey
- ◇ A very original car in good mechanical condition.
- ◇ Power steering, wire wheels and air conditioning
- ◇ Has the complete original Daimler tool kit.
- ◇ More photographs available.

Price: \$16,000

Colin Williamson: 0411 596 154 or colinwil43@gmail.com

JAGUAR XJC

“Mildura Muster”

October, 9–12, 2020

The Jaguar XJC—‘Then and Now’

The story of the Jaguar XJC is relatively well known.

The XJC is a two door version of the XJ6 four door saloon. When Sir William Lyons began styling exercises for the new XJ models in the mid 1960’s, it was obvious that he had notions of a two door coupe in mind for eventual production. Many of these early styling mock-ups were based on the coupe theme in various shapes, forms and sizes, and the XJC was the last Jaguar car to be designed by Sir William Lyons.

In the UK, Europe, South Africa, New Zealand and Australia they were offered in four versions: Jaguar XJ4.2C, Jaguar XJ5.3C, Daimler Sovereign and the Daimler Double Six.

Sadly the production of the XJC was all too short. After commencement in 1975 the last of these great vehicles rolled off the line in November 1977 the last of them being sold as 1978 models.

Paradoxically this has helped the XJC to become the rare collectible classic it is today, although prices have never reached the dizzy heights achieved by the E Type. It remains one of, if not the best value for money amongst classic cars available today. Prices have shown real appreciation with the best cars in Australia achieving prices in the \$50,000 plus range.



The Jaguar XJC at the German motor show October 1973

The Jaguar XJC in Australia

The number of XJCs which were imported by Jaguar in Australia was only a small percentage of the total production figures. Taking into account that quite a few of the original 241 cars imported are unaccounted for, the total number of XJCs in Australia has been supplemented over the years by privately imported coupes. So that today it is estimated that approximately 300 coupes live in Australia.

Australia is the home of some rare XJCs, for example: the very unique and beautiful 1969 Series I XJC prototype. One of the

genuine Broadspeed Racing Coupes was resident in Sydney for some years, but has since returned to the UK. For more detailed information on the XJC in Australia you can visit the dedicated web site.—www.xjc.com.au

JDCSA and the Jaguar XJC

AS many of the older, or should I more politely refer to them as original members of the JDCSA will be able to tell you, our very young club at that time, played a significant part in the Australian launch and initial promotion of the Jaguar XJC at Mildura in 1976.

The occasion was the National Jaguar Concours, as it was called in those days, later to be called the Jaguar National Rally. The JDCSA was invited to host the national event on the Queen’s Birthday weekend, 13th June 1976. An extract written by Paul Evison, for our clubs publication “The First Ten Years” is enlightening.....

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

The National Concours was officially opened by the Lord Mayor of Mildura and the XJS and the XJC cars were officially unveiled by the General Manager of Leyland, Mr. Frank Andrew. I was not a member of the club at that time but I suspect it was a “coming of age” event for the young South Australian Club.



The unveiling of the Jaguar XJC in Mildura, June 1976. The person with his back to the camera is Phil Smart, inaugural President of the JDCSA

<https://www.jdcsa.com.au/Mildura%20Muster%20Event%20Brochure.pdf>

Auction News - 1936 Jaguar SS 2.5 Litre

Shannons Auction in Sydney on Monday 17th February 2020 saw an Australian delivered 1936 Jaguar SS 2½ Litre Saloon go under the hammer. The history of this car makes very interesting reading.

CARS History

- Elegant pre-war British sports saloon
- The Original 1936 Melbourne Motor Show Car
- From a large collection, previously restored

As documented in the book "The Foreunners of Jaguar in Australasia & South East Asia" published in 2004 by authors John Clucas and Terry McGrath, this very special SS Jaguar was originally dispatched from the factory on the 11th of March, 1936 through Tozer, Kemsley & Millbourn to Standard Cars of Sydney.

An original 2½-litre saloon dating from the first year of production and one of the earliest arrivals in Australia, the SS was displayed at the 1936 Melbourne

Motor Show held in the Royal Exhibition Buildings alongside a 1 ½-litre saloon and was painted in the eye-catching colour of lavender with contrasting blue upholstery, no doubt to attract interest on the stand. Several photographs of the SS stand are featured in the book.

Later owned by Richard Payne of Oak Flats, NSW the car appeared to be in original, unrestored condition before passing to the most recent long-term keeper, a collector and Jaguar enthusiast based in the Wollongong region of NSW, who carried out what was reported as a complete restoration back to the original show colours by 1996.

Emerging from years of storage following the owner's passing, the SS is not running at present although we are advised by the family it has been started recently.

Clearly an older restoration, the car presents well with relatively minor ageing to the paint and chrome. The pale grey leather upholstery will benefit from

a thorough clean and the front seats and some trim items are not fixed to the car, while one of the instruments is missing.

The sunroof cover/mechanism also needs to be repaired and the tool tray is largely incomplete. It should also be noted the engine block in the car does not appear to have a number stamped on it. A most rewarding project with a very realistic price expectation.

Now being offered for sale on behalf of the long-term owner's family and currently unregistered, the car will also be sold with No Reserve.

This 1936 Jaguar SS 2½ Litre Saloon was auctioned with a Guiding Range of \$15,000 - \$20,000 with no reserve. It sold for \$41,000. ■



This 1936 Jaguar SS 2½ Litre Saloon was auctioned with a Guiding Range of \$15,000 - \$20,000 with no reserve. It sold for \$41,000. The valuers got it wrong by a long way.

Register Minutes (SS, Mk IV, Mk V)

SS, Mk IV, Mk V Register



Meet Last Wednesday of each month

No formal meetings were held in December or January.

The February meeting was held at Bruce Fletchers home on the 26th and the Minutes for that meeting will appear in April edition of Classic Marque.

For more information please contact Bob Kretschmer. Phone: (08) 8357 8233 Mobile 0427 711 400. Email: daimlerss@jdcса.com.au ■

Register Report (E-Type, F-Type & GT)

E-Type, F-Type & Grand Tourer



Meet Third Thursday of every month.

Thank you to all those who attended our Summer BBQ in January, and a big thank you to Al and Pam for hosting the

biggest register meeting in the last 10 years! Given the popularity of the BBQ over the last two years I think this is now locked in as an annual event.

The Register's February meeting was held on Thursday the 20th at Dan Jeffries house/garage at Mitcham. Dan is a 15 year member of the JDCSA and has a 1962 Carmen Red Coupe. He is a member of other car clubs and does track work in his 1960 Elfin Streamliner.

A big thank you to Dan. It was great to hear about his long term ownership of his E Type and his recent involvement in racing with his Elfin.

The next E Type, F Type and GT Register Meeting will be held on Thursday 19th March. Venue & time TBA.

April 2020 - Save the Date (Sunday 19/4) Adelaide Hills Garage Visit and Run to Birdwood Lunch).

For more information please contact Register Secretary Thomas Herraman. Mobile: 0428 616 423 (after 5.00pm). Email: etype@jdcса.com.au ■



Register Report (E-Type, F-Type & GT)



Members met at Dan Jeffries house/garage at Mitcham and seen here with his 1960 Elfin Streamliner and his pristine 1962 Carmen Red 3.8 litre Series 1 E-Type (previous page) .



Register Minutes (XJ, Mk10, 420G)

XJ, Mk 10 & 420G Register



Meet Second Wednesday of each month

Minutes of meeting held on Wednesday the 12th February 2020, at Shannon's Showrooms, South Road, Clarence Gardens.

Present: Steve Arthur & Dee McCann, Steve Attard & Precious, Ron & Rosie Bailey, Peter and Heather Buck, John Best, David & Margaret Bicknell, John Braams & Barry Sexton, Robin & Roseanne Bullock, Don Cardone, Fred Butcher, Bob & Daphne Charman, Jean De Young, Roger Frinsdorf, Henry Elliott, John & Claire Evans, Peter Holland, Fay Leyton, Louis Marafioti, John Maniford, Gary Monrad & Oggi Stojanovich, Graeme & Betty Moore, Paul Moore, Paul & Irene Noakes, David & Angela Nicklin, Trevor Norley, Ray & Barb Offe, Bryan O'Shaughnessy, Neil Porter, Borys Potiuch, Phil Prior, Evan Spartalis, Geoff & Margaret Thomas, Noel Thornley, Noel & Carmel Trew and Don Tyrrell.

Apologies: Barry Dissel, John Flanigan, Don and Toni Heartfield, Ros Holland, David & Annette Magee, Rick Perry, Anne-Marie Pijanka, Andrew & Simone Tessari, Kathy Tyrrell.

Previous Minutes - Carried

1. Bob welcomed another great turnout of 51 people to kick off 2020.
2. Thanks to all who attended last year's Christmas Dinner at the Cruising Yacht Club. Special thanks to our Entertainment Group and also to Chris Michael for doing the filming on the night.
3. This year's week end away is to Burra/Blythe. Trevor Norley spoke about the details. 28 rooms booked for us at Burra. (As of 17/2/20 all sold out).
4. Classic Marque – check to see all are getting it OK.

5. Events calendar – check to see who is using it. All good.
6. David Magee has sold his lovely 420G. Going to Crystal Brook.
7. Bob's Big Birthday Bash for himself and Big Red. To be held at the Cruising Yacht Club on Sunday 12 April. Breakfast for anyone who wants' to come along. Let Bob know for bookings.
8. Phil Prior put forward idea to have a run to Kangaroo Island.
9. Thanks to All British Day organisers. Well done.
10. Evan Spartalis's moving sale 9th March. Huge bargains.

Car Talk

- Ron Bailey: Has put back the original steering wheel on the XJ.
- Rob & Roseanne Bullock: Has had the Five 5's. Fire, Flood, Friggin Fractured Foot (Roseanne) Thanks Shannon's for great service on insurance.
- Peter & Heather Buck: S Type. Dynamic Stability Control slight problem.
- Don Cardone: 78 XJ nearly finished. Needs auto service from Evan.
- Jeannie De Young: After joining the club and loving it, felt compelled to buy a Jaguar. So she did. A lovely XJ so she thought. It was an E Type (Still in the box).
- Fay Leyton: Took Derek around the block.

- John & Claire Evans: Medium sized problem with the S Types' electric windows.
- Roger Frinsdorf: Also having window problems.
- Gary & Oggi: Shaggy went well the A.B.D.
- Graeme & Betty Moore: Windows on XF working incorrectly after car wash. What is it with windows this year?
- Trevor Norley: Plug – Maquires leather restorer is wonderful stuff.
- Ray & Barb Offe: Bought in remaining parts of Jaguars not burnt in fires. Not sure what it is. The signal to his Commodore 64 is very weak.
- Bryan O'Shaughnessy: Replaced belt buckle on XJS – what a job!
- Phil Prior: Sold Daimler coupe – replaced it with 1992 XJS. Convertible 6 cylinder.
- Geoff & Margaret Thomas: Plug for Maquires Shine Spray – excellent.
- Noel Thornley: Shaped car cover used in storm – very good.

All others had nothing to report. All cars going well.

Meeting closed 8.45pm.

Next meeting at Shannon's Car show rooms, Wednesday the 11th March 2020, 7.30pm. ■

**Bob Charman
Secretary**



Corgi Toys 238 Jaguar Mark 10: This popular model came in over 10 different colours and interior variations. They have silver shaped spun wheels, a silver base plate and jewelled headlights. Extra features with an opening boot and bonnet and one small suitcase in the boot. £925.00 + £47.67 P & P.

Register Minutes (XK, 7, 8, 9)

XK, Mk 7, 8, 9 Register



Meet First Wednesday of each month

Minutes of the XK, 7, 8 & 9 Register held at the home of Rob & Vicki Loffler, February 2nd 2020. Opening 12,00 pm.

Attendance: Julian & Moira Lugg, Steve Weeks, Onslow & Wendy Billingham, Rod & Peggy Davis, Robin & Deidre Ide, Peter & Judy Goodale, Graeme & Fiona Schultz, Rob & Vicki Loffler, John Dunning, Evan Spartalis, Don & Elaine Cardene, Stuart Pillman, Helen Smith, Brian Barwick, Peter & Ros Holland and Sue & Doug Harrison.

Steve welcomed some special attendees including our editor Graham Franklin & his wife Jan, also Christopher Graves, who was our second Treasurer of the Club back in 1973.

Apologies: Val Weeks, Jacques & Sally Metzer, Jason & Megan Loffler, John & Maria Cribb, Malcolm & Suzanne Drewer, Ossie & Rayeena Petrucco, Michael Petrucco, Dave & Sally Burton, John & Maria Cribb, John & Lindsey Williams, Richard & Carla Smith, Andrea Spartalis, Shane & Christine Fergusson, John & Dawn Wijesinha, Steve & Cecelia Schubert.

Minutes of Previous Meeting: A correction to the minutes being that John Cribb was an attendee. Otherwise previous minutes were approved.

Club Business:

- Register Minutes will stay in Mag. Editor would still like more XK, 7, 8 & 9 Articles, well done to Onslow's article on the 150's engine failure.
- Club Calendars are now printed, copies have been circulated, however those needing a calendar please let Steve know.
- Umbrellas - The Club ordered 100 & is selling them at half price as a gift to members.

Register Business:

- National Rally'20 bookings will be closing soon. Julian said that to date 4 cars are going. He has information available on car transport.
- Border Run – Steve has been speaking to Roy Armfield and the Border Run next year could be in the Grampians area for 4 days starting on 4th October, Steve is also liaising to include the Victorian 7,8 & 9 Register.
- There was some concern that this would be during a long weekend, Steve to follow up with Roy.
- Register activities for 2020 - Steve highlighted some activities for the Register this year, there was some discussion on what we could do, several members will be chasing up ideas that they have & a program will be presented at the March meeting.

- Julian spoke of an issue that he was having with an engine noise in his XK120, it was found that an oil pipe was knocking at the oil pump, Julian thanked the many members, who helped him in finding the problem, especially Rob Loffler.

Meeting closed at approx. 12.30 pm & the BBQ was fired up.

The next meeting will be at the home of Rod & Peggy Davis in March, details will be sent to all members.

A huge thank you to Rob & Vicki Loffler for hosting the day & to Rob, who organized the Museum visit & car parking at Collectable Classics (who were also very helpful in opening their show rooms & providing morning tea. ■

Steve Weeks



Club Notices

GENERAL MEETING ROSTER 2019/20

March	Multivalve Register
April	XK, 7, 8, 9 Register
May	E, F, GT Register
June	Compact Register
July	XJ, Mk 10, 420G
August	SS, IV, V Register

CLASSIC MARQUE

Classic Marque is the official magazine of the Jaguar Drivers Club of South Australia.

The opinions and views expressed in published articles are wholly those of the respective authors, and are not necessarily those of Jaguar, the Editor, the Club, or its members.

Advertisers and sponsors who place advertisements in the magazine do so because they value their association with the JDCSA. Placement of these advertisements should not necessarily be taken to mean the Club endorses the services offered.

JDCSA - General Meeting Minutes

Minutes of the JDCSA Monthly Meeting Tuesday 4th February 2020

Meeting opened at 7.30pm

Welcome: President Phil Prior welcomed all to the meeting. 2020 promises to be another great year.

Apologies: Gordon and Jeanette Brown, Tony and Gabriella, Bill and Marg Layman, Wayne Buttery, Steve Arthur, Sue and Doug Harrison, Geoff Wilden, Robin and Rosanne Bullock and Des Brown.

Minutes Of The Previous Meeting

The minutes of the November General Meeting were accepted.

Business Arising From The Previous Minutes - Nil

Member Welfare:

At least two of our members have suffered significant loss in the recent Cudlee Creek fire. Rosanne Bullock has also suffered injury from that.

As a club we are asked to support the Adelaide Hills communities as we go on runs. There is a thought of organising a run later in the year to Kangaroo Island.

Des Brown is recovering well from a badly broken leg.

President (Phil): Thank you to our new secretary, Tim White who has volunteered for the position and the club appreciates his service.

Thank you to Di Adamson who will be coordinating SA Jag Day on Sunday 18th October at Civic Park Modbury. Please let Di know if you are able to assist.

Major events coming up include All British Day; 2020 National Jaguar Rally in Perth – disappointing that there are only five cars attending from SA; National Daimler Rally is being held in April in Hahndorf.

The JDCSA Executive Committee will be looking at a few things this year including our policies which include the Life Membership Policy. There is currently a moratorium on nominating people for this award until it is finalised. Three year membership and log books are being looked at. Planning is starting for the 50th anniversary which will be celebrated in 2023 with a series of events.

Thank you to Di for her work in preparing the calendars. Please submit great photos to Di during the year.

If you know of someone who would be a good speaker and would be of interest to the club please speak with Phil. Tonight Dane is sharing part two of his Europe tour.

Vice President (Fred): He spoke of the organisation for All British Day with gates opening at 9am.

Secretary (Tim): He has confirmed that he is only willing to take on the role until September 2020. The minutes will now be loaded onto TidyHQ. The club will be actively seeking a Secretary nomination at 2020 AGM.

Registrations are available for the McLaren Vale Vintage and Classic on 5th April 2020. This date clashes with both the national rallies.

Treasurer (Heather): Nothing to report

Membership (Daphne): Two new members for the March magazine.

Log Books (Dave): Nothing to report

Editor (Graham): The February issue is now available for reading. Please send items in preparation for the next edition.

ACJC (Tim): Next meeting is Wednesday 12th February. National Rally roster s being reviewed. Trophies are being looked at because of their value and lack of use.

Regalia: Ron spoke of the bargains he has tonight. A selection of items is available for order tonight or online. Ron and Claire will have a number of items available on Sunday.

Event Coordinator (Jim & Arcadia): All events are listed on the website – please check this for up to date information. Bay to Birdwood entries have just opened and Dane spoke of the anniversary event.

MSCA (Barry): CAMS have changed their name to Motorsport Australia. Barry has calendars outlining all events.

Librarian (Tom): Come and have a look at the books and videos he has brought tonight.

Other Business: All British Day – the club has been placed on Oval 2 for this year with entry via Gate B. There are 71 registered vehicles from the club. Thank you to Alan for his contribution to this event on behalf of our club.

Registers: Compact (David): BBQ at David and Angela's on Sunday 16th February – all welcome. Please RSVP to Angela.

XJ (Bob): Had a breakfast at the Birkenhead Tavern in January. Usual meeting at Shannon's next Wednesday.

Multivalve (Peter): Australia Day barbecue which was a great day. Next meeting is on 24th March at the Astor Hotel from 6pm. Trying to organise a run for the next few weeks – details will follow.

E-Type/F-Type/Grand Tourer (Tom): Alan spoke of the Christmas meeting which to Myponga and Lady Bay. Family day at Alan Baker's home during January which was really enjoyable.

SS & Daimler: BBQ was held at Malcolm's and everyone had an enjoyable day. Next meeting is on 26th February at the Gawler Arms Hotel. Cars on the Coast featured Malcolm's MkIV on their Facebook site.

XK and MK 7,8,9 (Steve): Visit to Collectable Classics and a barbecue at Strathalbyn held in January. Next meeting is on the first Wednesday of the month. Chris Graves attended their run to Strathalbyn. Chris was a previous Treasurer of the club.

New Business: All British Day has 71 JDCSA registrations. We will be on Oval 2 alongside the Bentleys. Thank you to Alan Bartram & Fred Butcher for their contribution to this event on behalf of the club.

Evan Spartalis is moving his business to Windsor Gardens and is having a sale on Saturday 15th and 22nd February from 9am to 3pm each day. Lots of bargains!

1976 our club organised the National Concourse in Mildura which included the launch of the Jaguar XJC and XJS. For the 45th anniversary of this launch there will be an event on 9-11th October in Mildura to celebrate this event. See Phil for more details.

Christmas meeting – there was comment about the event including the lack of Christmas decorations and entertainment. We will take this on board at the Executive Committee but Phil noted that we do need volunteers to coordinate these events.

Guest Speaker: Dane shared part two of his motoring tour of Europe.

Thank you to SS Register for supper.

Next Meeting: The next meeting will be at 7.30pm on Tuesday 3rd March 2020.

Meeting closed at 9pm. ■

JDCSA - Club Directory 2019 -2020

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

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Email: treasurer@jdcsa.com.au

Secretary: Tim White

Mobile: 0419 809 021

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Editor Classic Marque: Graham Franklin

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Email: editor@jdcsa.com.au

Membership Secretary: Daphne Charman

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Events Coordinators: Arcadia & Jim Komaromi

Mobile: 0421 185 168 Email: events@jdcsa.com.au

Web Master: Tom Herraman

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

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: casuti@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 (08) 8391 1759**

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 (Pushrod)- *Meet Last Wednesday of each month.*

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

Email: daimlerss@jdcsa.com.au

XK & MK 7, 8, 9 - *Meet First Wednesday of each month.*

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 Fourth Tuesday of the odd Calendar month*

Peter Buck Mobile: 0421 061 883

Email: multivalve@jdcsa.com.au

