

CLASSIC MARQUE

AUGUST 2020



FEATURE - DAIMLER 60th ANNIVERSARY

THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA

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Club Torque - President's Column

President's Report- August 2020

Dear Members,

Finally, some good news in relation to JDCSA club meetings and events.

With restrictions easing in SA we are now able to recommence some of our Club and Register activities.

During July we saw the first two register meetings take place, the E,F & GT Register that met in a warehouse in the city owned by a club member and the SS Register, who met for lunch at the Gepps Cross Hotel. Both meetings were carefully organised and members were very glad to be back together.

All club meetings and events in the near future will be tightly monitored and do need specific approval from our Covid 19 Executive Committee. Only events organised by Register Secretaries and/or the Executive Committee are allowed and will be conducted strictly in accordance with the Guidelines that have been put in place by the Executive Committee. Your Register Secretary will be in touch with details if and when any events/meetings are arranged.

In relation to our Monthly General Meetings we will recommence at 7.30pm on Tuesday 4th August at the Police Club, Carrington Street, Adelaide. The Bistro downstairs will be operating from 6.00pm as usual but will be limited to 100 people in attendance. Our General Meeting upstairs will be limited to 100 people in attendance.

PLEASE NOTE: Members will have received an email requiring you to

register for both the Bistro downstairs and the meeting upstairs. Please go to TidyHQ > Events > GET TICKETS (No need to print your ticket) or go direct by clicking [HERE](#). Hygiene requirements and physical distancing rules of 1.5m will be applied. Super will be served (SS Register will be responsible) but strictly controlled and served by just two people.

We also give notice that following our September General Meeting, on Tues 1st September, 2020, we will be holding our 2020 AGM. The notice in this edition of Classic Marque ([Page 37](#)) invites members to nominate for and nominate others for, those positions coming up for election. Please consider these nomination requests carefully and consider your future involvement.

As you will see in this edition of Classic Marque ([Page 36](#)), we are still hopeful that SA JAG DAY will take place as planned at Civic Park, Modbury, on Sunday 18th October. However it is still tentative-but book the date now! With the Jaguar XJS celebrating its 45th Anniversary this year it will be the Model of the Day. So all XJS owners get the ol' girl spruced up in anticipation.

We anticipate having our usual CATS & CANS food drive so you can start collecting your non-perishable food items. These donations of food will be more important than ever this year with so many families doing it tough.

Philip
President JDCSA



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Front Cover:

Fred Butcher, 1961 Daimler SP250

Rear Cover:

Chris Stacey, 1967 Daimler V8-250



@sajaguarclub

NOTICE

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

OVERDUE

**By now you should have renewed your financial
membership with JDCSA.**

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

**You must not drive your car until your Logbook has been updated for
2020/2021, and failure to comply could result in significant fines.**

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

Events Calendar

Sunday 2nd August - Blackwood "Cars and Coffee" - 7.30 AM - 10.00 AM
Now held on the 1st Sunday of the month in Woolworths Carpark, Blackwood.

Tuesday 4th August - 7.30pm (With Restrictions)
JDCSA General Meeting
Police Association Building, Carrington Street, Adelaide.

Tuesday 11th August: Compact Register Meeting/Dinner - 6:30 PM - 9:00 PM
Dinner at The Wellington Hotel, Wellington Square, North Adelaide.
For more information contact Angela or David. Email: rogersda@bigpond.net.au

Wednesday 19th August: Multivalve Register Meeting Kensington Hotel
For more information please contact Peter Buck. Email: multivalve@jdcsa.com.au_

Thursday 20th August: E-Type, F-Type, & Grand Tourer Register Meeting
Venue and Time TBA.
For more information contact Tom Herraman. Email: etype@jdcsa.com.au.

Saturday 29th - Sunday 30th August - XJ, Mk10, 420G Register Run to Blyth/Burra
Start Point Caltex Service Station Port Wakefield Road Bolivar. Arrive from 8 00 am for 9 00 am departure.
For more information please contact Trevor Norley email ABChauffeurs@hotmail.com or ph: 0437 587 758 for details

Sunday 16th August - Unley "Cars and Coffee" - 7.30 AM - 10.00 AM
Unley Shopping Centre, Unley Road.

Tuesday 25th August
DEADLINE FOR ALL ARTICLES FOR CLASSIC MARQUE (Inc. Classified Adverts). Thank you.
Editor: Graham Franklin M: 0490074671 Email: editor@jdcsa.com.au

Tuesday 1st September - 7.30pm (With Restrictions)
JDCSA General Meeting & AGM
Police Association Building, Carrington Street, Adelaide.

Sunday 27 September 2020 - Bay to Birdwood - 1950-1989
Registrations Closed.
For more information visit <http://baytobirdwood.com.au/>

1st October 2020. Applications Open for All British Day 14 February 2021 - Celebrating the E-Types 60th.
Please register early.
For more information visit <https://www.allbritishday.com/all-british-day-entry-form>

Sunday 4th of October. Kars for Kidney Research Fund Raiser and Display.
At Cobbs Hill Estate Winery. From 10:30 AM to 2:00 PM
For more information see "Letters to The Editor" or go to: [Kars for Kidney Research](#)

9th - 12th October - Jaguar XJ-C Mildura Muster. (TENTATIVE)
See details Page 32 or
[JAGUAR XJC 'Mildura Muster' Brochure](#)

Sunday 18th October - SA JAG DAY - 11:00 AM to 3:00 PM (TENTATIVE)
Civic Park Modbury. See details Page 36
All Jaguar and Daimler cars welcome. Participating cars to be in place by 10:30am.

Club Torque - Editor's Column

Editorial by Graham Franklin.

Included in this addition is a feature on Daimler cars (1960-2020). It has been 60 years since Jaguar acquired Daimler.

A big thank you to **Fred Butcher** for providing a complimentary article about his experiences owning and restoring a Daimler 250 sports car. Fred has also added some interesting and informative information about the DS250 and the DS252 that never proceeded.

Trevor Norley has provided a second story "Fatal Attraction-Again". Another great read.

There are also two great stories from new members **David and Susan Langsford** and **Ralph & Angela Villarosa**. I really appreciate the stories and support I am receiving from our new members.

With Covid-19 restrictions lifting in SA, Register meetings have started up again. The EF & GT Register was the first 'cab off the rank' to hold a Club Register meeting in a long time, closely followed by the SS/Mk4 & Mk5 Register.

As can be seen from the calendar, other Registers are 'close on their heels' with events planned for August. Yah-Hoo!

Our monthly Book Review is included as normal and for members who prefer Magazines, there is an overview of Jaguar/Daimler articles that various Magazines are currently writing about.

While on books, if you want to pick up a book at our August meeting, give our librarian Tom Brindle a phone call (08) 8387 0051 before the meeting. Until next month!

Cheers

Letters to the Editor - Kars for Kidneys Research

Dear Sir/Madam,

I am writing to you on behalf of the Kidney, Transplant & 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 Royal Adelaide Hospital and The Queen Elizabeth Hospital.

I am writing to you in hope that you and your Jaguar Car Club SA would be able

to support the Integral Kars for Kidneys Research which will be held in the [Adelaide hills Cobbs Hill Estate Winery on Sunday the 4th of October](#).

The concept will be to get as many people as possible who would be interested to come along and there would be a Mid-Morning Brunch available at approximately \$60 per head at Cobbs Hill Estate Winery. There will be a large paddock available to display all of the cars.

I sincerely hope that you and your Jaguar Car Club SA 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 Australia Foundation.

With Kind regards & best wishes
Yours sincerely,
Professor Toby Coates

Festival of Speed & Major Motor Shows Cancelled

Lockdown and subsequent social distancing rules have led to cancellations of virtually all-large motor show events. Geneva, Paris, New York and Detroit shows that were to be held this year have been axed, while Beijing, originally scheduled for April, has been delayed until October. The Goodwood Festival of Speed has also been cancelled.

While many of these decisions have been driven by Covid-19, the financial impact of the pandemic has also played a key part, with car firms unwilling to commit large sums to create show stands.

Several manufacturers are now choosing to launch new car models through online events which still offer substantial reach, but at reduced cost.

Before the pandemic, Jaguar had already decided not to attend the Geneva show, even though it attracted over 600,000 visitors a year.

Commentators believe that the way things are shaping up, it probably won't be until 2022, before large display events and motor shows return to normal. ■



Goodwood Festival of Speed cancelled for 2020 and possibly 2021

Introducing Our New Members

New member article: **Ralph and Angela Villarosa**

We are proud to be part of JDCSA. I attended my very first Register meeting on 16th July. Thank you for the warm welcome and the opportunity to share some Jaguar stories with a few of the members. Thank you **Gary (Scalamera)** for providing the venue for the Register meeting and a glimpse of your impressive collection of classic vehicles.

My story starts from an early age with a fascination of all things mechanical and particularly motor cars. My fascination led me to take on an engineering profession with the aim of getting into the automotive industry. Well things took a bit of a turn and instead I ended up in the power industry with lots of bigger and more powerful mechanical toys to play with.

The start of my adulthood was a period dominated by local car manufacturers - Holdens, Ford and Chrysler. Plenty of opportunities to put my engineering skills to practice before venturing into the more exotic European gems like the Fiat Sports 124 and some British built cars. The Jaguars then were beyond my reach.

The Jaguar V12 Sovereign Saloon and XJS Coupe caught my attention while Angela and I were planning our wedding. So much so, that we had 3 white luxurious chauffeur driven saloons for the bridal party. Certainly, an elegant, comfortable vehicle with exceptionally smooth ride.

After seeing another Jaguar XJS V12 (HE version) Coupe a few years later, I decided that I would eventually buy one. As a very fastidious buyer and with an eye for detail, I researched the Jaguar XJS from its first release date back in 1975 and took note of the modifications and improvements introduced with each successive model. As expected, it took a while to find the right car and at the right price.

Fast forward and I found what I think is the perfect Jaguar XJS V12 6.0 Litre Coupe. This vehicle is in immaculate condition and has been very well maintained and looked after, a credit to the previous owner. We bought the vehicle from **Lou Guthry Motors (Victoria)** in June 2019. The vehicle came with a complete history, including a Production Record Trace Certificate from the Jaguar Heritage Group (UK).

The vehicle was manufactured in June 1994, Australia delivered in early 1995. Morocco Red Metallic in colour with an Oatmeal interior. The V12 engine



is equipped with the Marelli ignition and a fully digital processor engine management system. This model also got the Hydra-matic 4L80-E four speed transmission. It certainly lives up to its name as a Grand Tourer. My son and I drove the vehicle from Moorabbin (Victoria) to Adelaide. It did not miss a bit and an awesome vehicle out on the open road.

We are certainly looking forward to participating in the Club's future events and thank you once again. Please see some images of our classic Jaguar XJS.

**Regards
Ralph & Angela**

Editor- It was great to meet you Ralph at the E-Type, F-Type, Grand Tourer Register meeting and I can't wait to see your car.



Ralph and Angela's Morocco Red Jaguar XJS V12 6 Litre 'Facelift' Coupe

Introducing Our New Members

New member article: David and Susan Langsford

Hello all,

We have not been involved with a car club previously, but have recently joined the JDCSA. We have owned two Mark II's over a period of about 20 years.

We loved the first car, a 1961 3.8 auto, but it needed a lot of restoration work, and decided to look for one that required less to upgrade.

Our current 1962, 3.4 Mark II was purchased 16 years ago. Surprisingly, we have not really had a lot of use or time to enjoy her until now, like everyone, due to working and family commitments.

We have recently had a power steering unit fitted (bought from Caulfield Jag in Melbourne about 15 years ago!) and also had the original transmission rebuilt, so we are really looking forward to some day trips with the Club.

Our car does have a JDCSA sticker on the rear window from a previous owner, and it's possible some long standing members may even recognise the car!

Thank you to those who have made the joining process so easy, and to Evan for your expertise, advice and support over many years.

Regards
David & Susan

Editor- It will be great to meet you both and see your lovely MkII.



David & Sue's red 3.4 MkII that they have owned for the past 15 years.

New Members

NOTICE BOARD

The following applications for membership have been lodged with the Membership Secretary and are listed in accordance with clause 6 (B-C) of the Constitution. If there are no objections, membership will be ratified one month from this August, 2020 magazine:

- Ross Hand & Danielle Chapman:
1966 Valiant VC 6 Cyl 225 Sedan
- Geoffrey & Patrikia Lewis:
1985 Jaguar Sovereign 4.2L Sedan
- Stephen and Wendy Dowd:
1994 Daimler Double Six Sedan
- Akram & Lina Noueihed:
1982 Daimler Vanden Plas 4.2L Sedan
- John & Cheryl Chappell:
1976 Jaguar XJ12 5.3L Sedan

- Peter and Sally Bell:
 - ◇ 1936 Jaguar SS Sedan
 - ◇ 1954 Jaguar XK120 DHC
 - ◇ 1970 Jaguar E-Type Coupe
 - ◇ 1964 Jaguar MK II Sedan
- Michael Maiorano:
 - ◇ 1967 Holden HR 6cl Sedan
 - ◇ 1977 Holden Torana V8 Sedan

The following applications listed in the June 2020 Classic Marque magazine have been accepted:

- Paul & Denis Bateman: 1973 Triumph Stag 3L Convertible-Tourer
- Raffaele & Angela Villarosa:
1994 Jaguar XJS V12 Coupe
- Don & Jo Crouch:
1970 Jaguar E-Type 4.2L Series 2 2x2

- Andrew Pickard & Annette Gross:
1962 Jaguar Mark II 3.8L Saloon
- Con & Bec Saris:
1985 Jaguar XJ6 S3 4.2L Sedan
- Alister Mitchell:
1986 Jaguar XJSC 5.3L Cabriolet

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.

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Before



After

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Jaguar Trademarks “EV-Type”

Jaguar is looking to trademark the name “Jaguar EV-TYPE”, sparking rumours that the British car manufacturer could be eyeing an electric sports car.

The trademark was applied in mid-February and is still pending. The name is an obvious reference to the iconic Jaguar E-Type and it is possible the EV-Type name could be used for the successor to the current F-Type.

Autocar reports that Jaguar has yet to decide what form the F-Type’s successor will take.

Last year, former design director Ian Callum created a blueprint for a next-generation sports that would be mid-engined and have a design inspired by the C-X75 concept. However, it is understood that Jaguar is also considering a proposal for an F-Type successor that retains its front-engined layout. ■



Jaguar Vision Gran Turismo

All-New Jaguar XJ EV Delayed Until Late 2021

The launch of the next-generation electric-only Jaguar XJ is set to be delayed until late next year because the British car maker is reportedly cutting back on non-essential spending.

The rival to the Tesla Model S and Mercedes EQS had been due to be unveiled later this year, going on sale early in 2021. But the “Sunday Times” reports that the launch has now been delayed until October, to allow Jaguar and Rover to focus production on its most profitable models. However, a spokesperson for

JLR said Jaguar remained committed to eventually launching a new version of its range-topping model.

The new XJ is due to be built at the firm’s Castle Bromwich factory, which also builds the XE and XF. The plant is due to reopen following an extended shutdown due to Covid-19 in August, with social distancing measures meaning that it will operate at a reduced output.

In a statement JLR said: “The Jaguar XJ has been our flagship model for 50 years.

Over eight generations of production, it has been designed, engineered and manufactured in the UK and exported to more than 120 countries. The next-generation all-electric Jaguar XJ builds on the characteristics synonymous with its predecessors – beautiful design, intelligent performance and revered luxury. Our engineers continue to work on the next-generation all-electric Jaguar XJ”.

“We remain committed to our long-term strategy and our product portfolio remains the same, but the unprecedented situation will inevitably have an impact on our immediate plans.”

The battery-powered Jaguar XJ will be built on a new MLA platform that’s reportedly lighter than the outgoing architecture. Rumour has it that the new XJ could feature a four electric motor setup (one per wheel), a 90.2 kWh battery pack and a driving range of up to 292 miles (470 km).

The paper also claims that Jaguar Land Rover bosses are still hoping to convince UK government ministers to launch a scrappage scheme to boost sales of new cars. ■



2022 Jaguar XJ-EV. New spy shots show near-production body.



Daimler

present

Prestige motoring in the modern manner

Every model in the current Daimler range faithfully preserves the Daimler reputation for fine engineering and superb quality. Moreover, each offers the highest degree of modern performance combined with exceptional road safety under all conditions. Whatever your individual requirements you will find a demonstration run in any Daimler model a most rewarding experience.



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THE MAJESTIC MAJOR 4 1/2 LITRE SALOON

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all four wheels. 20 cubic ft.
capacity luggage boot



THE SP250 V-8 SPORTS

2 1/2 litre V-8 engine
Aerodynamic body
Disc brakes on all
four wheels

THE EIGHT SEATER LIMOUSINE

4 1/2 litre V-8 engine
Automatic transmission
Disc brakes on all four wheels
Power assisted steering



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Daimler 60th Anniversary

Sixty years ago, May 1960, the Daimler business was purchased from BSA by Jaguar Cars for 3.4 million pounds.

Daimler - Pre Jaguar-Ownership

The Daimler Motor Company Limited, was an independent British motor vehicle manufacturer founded in London by H. J. Lawson in 1896, which set up its manufacturing base in Coventry.

The company bought the right to use the Daimler name simultaneously from Gottlieb Daimler and Daimler Motoren Gesellschaft of Germany. After early financial difficulty and a reorganisation in 1904, the Daimler Motor Company was purchased by Birmingham Small Arms Company (BSA) in 1910, which also made cars under its own name prior to World War II.

In 1933, BSA bought the Lanchester Motor Company and made it a subsidiary of Daimler. (*Lanchester built the first British-built car in 1885*).

In the 1950s, Daimler tried to widen its appeal with a line of smaller cars at one end, and opulent show cars at the other.



The Daimler factory became Jaguars engine plant and home to the XK, V12 and AJ6 engines. By 1997 the factory had become outdated and was demolished and turned into a large housing estate. The Sculpture (by Paul Margetts) at the entrance to the "Daimler Green" Housing Estate is now the only connection to UK's oldest-established car manufacturer.



Sir William Lyons outside Browns Lane with Jaguars expanded product line that included Daimler Buses, Cars and Military Vehicles.

They stopped making Lanchesters and developed and sold a sports car (SP250) and a high-performance Luxury Saloon and a Luxury Limousine.

By the late 1950's, Daimler had shrunk to represent just 15% of BSA's group turnover and they wanted to dispose of its motoring interests. And so, in 1960 BSA sold Daimler to Jaguar Cars.

Jaguar Ownership

Jaguar were running out of room at the Browns Lane Assembly Plant and had been refused planning permission for a new factory in what was increasingly becoming a residential area.

William Lyons was wanting to expand and the purchase of Daimler at Radford, just 4 miles from Browns lane, would enable him to immediately double his floor space and workforce.

The Daimler factory was huge, over one million square feet (20,000 m²) and contained not only production lines but large service departments, maintenance areas, offices, showrooms and large parking areas for new vehicles.

Daimler - Post Jaguar

Jaguar stated publicly that it would continue production of the existing range of Daimlers, that it would continue normal research and development for future Daimler products, and that it would expand Daimler markets. It turned out to be a short lived statement!

Jaguar discontinued the six-cylinder Majestic in 1962 and the SP250 in 1964, but Daimler's core product, the old-

fashioned, heavy but fast 4.5 litre V8 Majestic Major DQ450 saloon continued throughout until 1968.

In 1961 Daimler introduced the DR450, a long-wheelbase 8-passenger Limousine version of the Majestic Major. The DR450 also continued until 1968.

The 4.5-litre saloon and Limousine were the last Daimlers not designed by Jaguar.

Jaguar did keep the Commercial Division which included Daimlers Fleetline double-decker bus that stayed in production until 1983. The Military contract was also profitable and the Ferret armoured car continued until 1971.

(Continued page 12)



In 1960 Jaguar announced that they had purchased the Daimler Motor Company. At the time, one of Daimlers principal models was the 3.8 litre six-cylinder Majestic Saloon seen here. It was discontinued in 1962.

Daimler 60th Anniversary

Daimler SP250 (1959-64)

The Daimler two door sports car used a new 2.5 litre V8 engine designed by Edward Turner, together with a modified Triumph TR3 chassis, a fibreglass body and 4-wheel disc brakes.

The SP250, briefly known as the Dart, was launched at the New York Motor Show in April 1959. Of the total 2654 cars built, 1453 were RHD and 1201 LHD. *See Story page 16.*

Daimler SP252 (Prototype)

The SP252 was designed and conceived by Sir William Lyons as a replacement for the SP250. A viability study found that the manufacture of the fibreglass body took 2½ times as many man-days to build as the Jaguar E-type, and so the project was shelved. *See story page 17*

Daimler Powered Mark X (Prototype)

Jaguar put a Daimler 4.5 litre V8 in a Mark X and tested it at the Motor Industry Research Association (MIRA). Even with an inefficient exhaust system the car went up to 135 mph on MIRA's banked track, much faster than the production Mark X. However, Sir William wanted to promote his beloved XK engine and so the project did not proceed.

Daimler 2.5 V8/V8-250 (1962-69)

The new Daimler model was the result of negotiations between Lyons and the Daimler distributor Stratstone Ltd.



Mario Sicilano, 1965 Old English White Daimler 2.5 V8 Auto

Stratstone executives wanted a small Daimler to market in the tradition of the Consort and the Conquest. Lyons agreed to build a small Daimler based on the Mark II and in return Stratstone gave up their Volkswagen franchise.

Lyons' response was the 2.5 V8, a more luxurious Jaguar Mark II with the V8 engine from the SP250, automatic transmission, different badges and grille.

As well as being significantly more powerful than the 2.4 litre XK engine, the Daimler engine was lighter by about 70 kg and shorter. This reduced the mass over the front wheels and so reduced understeer during hard cornering.

These cars were recognisable by the Daimler wavy fluting incorporated in the chrome radiator grille and rear number plate lamp cover, their smoothness, and the sound of their V8 engine.

They were given distinctive exterior and luxury interior fittings. In late 1967 the Daimler was re-labelled V8-250 to match the Jaguar 240 and a 4-speed manual overdrive was available in lieu of the 3-speed automatic.

In excess of 17,600 Daimler 2.5 V8/250's were produced.

Daimler Sovereign (1966-69)

The Daimler Sovereign was based on the 1966 Jaguar 420 and is sometimes referred to as the "Sovereign 420".

In the Daimler range, the Sovereign filled a gap between the 2½-litre V8 and the larger and more conservatively styled 4½-litre Majestic Major.

There were plans of fitting the Sovereign with the Daimler 4½ litre V8 engine, but as this would significantly outperform the Jaguar XK unit, the Jaguar hierarchy did not pursue the project.

The Daimler differed from the Jaguar in having:

- all 420 optional extras as standard (power steering, heated rear window, overdrive on manual transmission).
- a fluted radiator grille with stylised D badge and a flying D mascot at the forward edge of the bonnet (in place of the 'leaping cat').



Jack Richardson, 1967 Silver Grey Daimler Sovereign

Daimler 60th Anniversary

- ribbed camshaft covers bearing the inscription 'Daimler'
- wheel trim centres, horn button, oil filler cap and seat belt clasps carrying the stylised D rather than the title Jaguar, a Jaguar's head or no badging at all.
- a plastic insert on the rear number plate housing bearing the Daimler name.
- more carefully selected and matched walnut veneer trim, higher grade Vaumol ventilated leather seat centre sections and better-quality covers for the sun visors.

The Sovereign was very popular with Daimler customers despite the fact that it was more expensive than the 420 and almost the same price as a 420G. In just 4 years 5,824 Sovereign's were produced against 10,236 Jaguar 420's.

The 420 ceased production in December 1968, with the Daimler remaining in production until July 1969.

DS420 (1968-1992)

The DS420 was not a rebadged Jaguar and was the last Daimler model to significantly differ from Jaguar, even though it was based on the MarkX/420G chassis with the wheelbase extended an extra 21 in (533.4 mm).

The driver sat on a full width bench seat in a relatively upright position. The passengers were seated behind a glass divider separating the cabin from the driver's compartment. Three of the six passengers sat on a bench seat spanning over 6 feet (1.8 m) in width, while the other three sat on folding seats.

In comparison to the competing Rolls-Royce, the Daimler was less than half the price of a long-wheelbase Rolls-Royce Silver Shadow.

By 1992 the DS420 was the only model in the Jaguar range still using the XK engine, along with other parts of the drive train and suspension, and although the car still appealed to its traditional customers, production was no longer economical. The last DS420 was built in Browns Lane at the end of 1992 and was the last production car to have an XK engine installed. This car is now in the Jaguar Daimler Heritage Trust.

Sovereign (XJ6 Series) 1969-86

The Daimler Sovereign was announced in late 1969 and was identical to the Jaguar but incorporated a number of extras that were offered as options on the Jaguar (eg. headrests, overdrive on manual cars, etc).

The Daimler badge and fluted top to its grille and boot handle being the only outward differences from the Jaguar, with more luxurious interior fittings and extra standard equipment.

One strategy to sell Daimlers was through fleet sales of Jaguars to boards of directors; Jaguar would offer to include a more prestigious Daimler for the chairman.

Daimler Double Six Vanden Plas

The Daimler Vanden Plas was released in late 1972 and became the most expensive car in the line-up.

The cars were trimmed to a higher standard and repainted in one of seven special colours and fitted with a vinyl roof.

The most significant change from the Jaguar was to the rear seat, which featured sculpted seating areas rather than a flat rear bench.

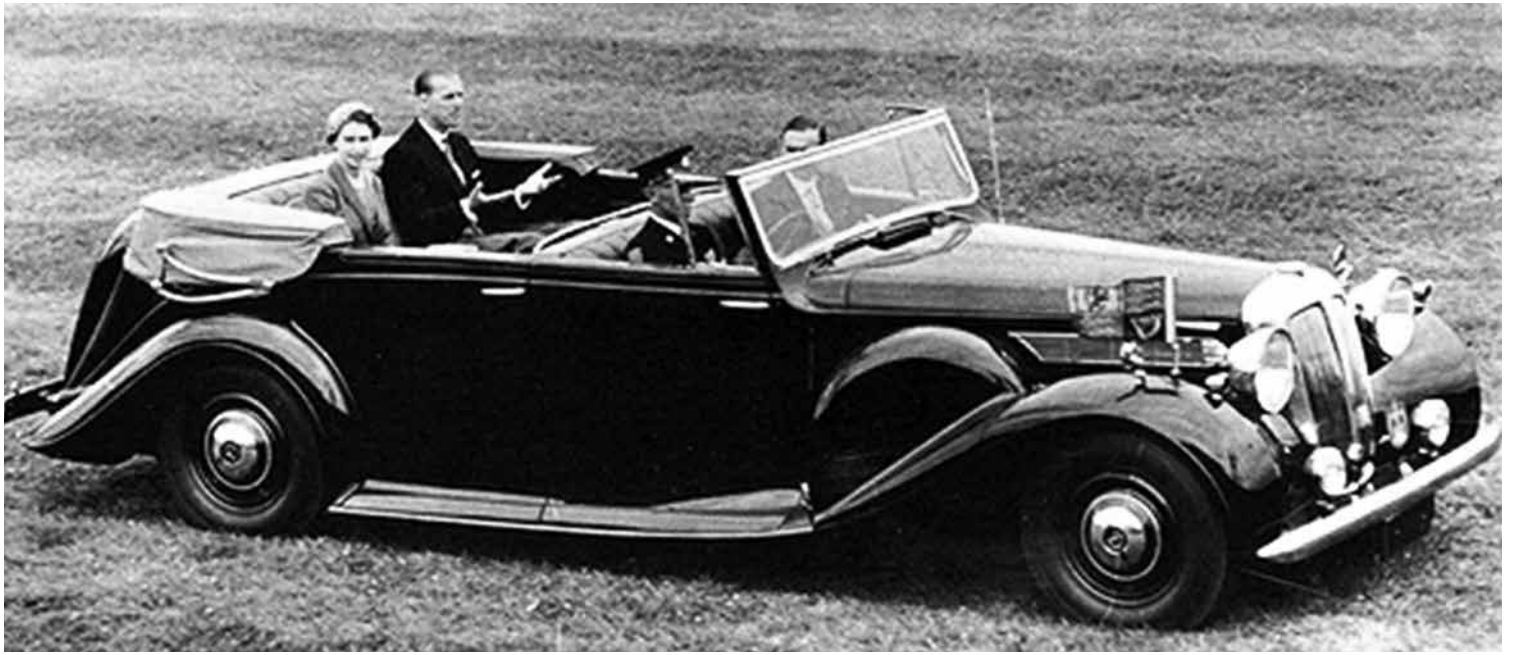
The Vanden Plas Series 1 are rare today with only 351 built before production switched to the updated Series 2 model in 1973.

(Continued page 16)



The Daimler DS420, also known as simply the Daimler Limousine, was produced for 25 years and went on to enjoy the longest production run of any Jaguar/Daimler model. No other model of any make had been delivered to more reigning monarchs than the DS 420. Examples are still in use by the royal houses of the United Kingdom, Sweden, Denmark and Luxembourg.

Daimler 60th Anniversary - Royalty



Queen Elizabeth II and Prince Philip in a Hooper-Bodied Royal Daimler All-Weather 5.5 litre Straight-Eight on tour in Australia in 1954.



King George VI and the Queen in a 1946 Hooper-Bodied Daimler Royal Straight-Eight All-weather on their tour of South Africa in 1947.

Daimler 60th Anniversary - Royalty



A picture from 1957, shows Queen Elizabeth II driving her Daimler with Prince Charles and Princess Anne on board.



Daimler Super V8 4.0 LWB driven by the Queen from 2001 to 2007 before it was given to the Jaguar Daimler Heritage Trust.

Daimler 60th Anniversary

Daimler 3.6 (1996)/Double Six (1993)

A flagship Daimler model was part of the XJ40 model line up from the very start in 1996. The cars were incredibly well-equipped and rather grand with bespoke interior. It was also a very expensive car. The post 1990 'facelift' cars were fitted with a 4.0 litre engine.

Daimler X308 (1998)/Super V8 (1999)

1997 saw the end of production of the Double Six. It was superseded by the introduction of a (Jaguar) V8 engine, the first Daimler V8 since the 2.5.

Even as the new century dawned, Daimler remained the choice for the British upper-class. The replacement for the Double Six was the supercharged Super V8, the supercharger to compensate for the loss of one-third of the previous engine's capacity.

As well as the normal changes such as the fluted radiator grille the Daimler could be identified by the special dished-styled alloy wheels. The interior had the usual higher quality veneer and superior grade leather and electrically operated rear seats.



Roland Donders, 1990 Regency Red Daimler Six XJ40 4.0 litre

Daimler Super Eight (2005-2007)

After a three-year break a new Daimler, the Super Eight, was presented in July 2005. Derived from the Jaguar XJ (X350), the Daimler had a new stressed aluminium monocoque chassis with a 4.2 litre V8 supercharged engine.

This final Jaguar-based Daimler was the most luxurious and well-specified of all. But despite undeniable beauty, the Daimler was a slow seller, was

withdrawn after 2 years and was the last Daimler model produced. A lack of sales also makes it one of the rarest with only 150 built.

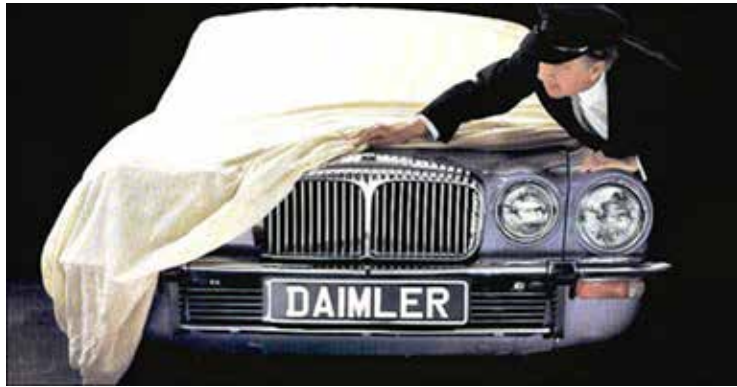
Ford stopped using the Daimler marque in 2007. The Daimler Motor Company Limited, is still registered as active and accounts are filed each year though it is currently marked "non-trading". ■

(See contributing article page 18-23)



In late 1992, the final example of the Series 3 generation XJ rolled off the line. The V12 version of the Series 3 XJ had been given an extended career, but with the V12 version of the XJ40 finally ready to go on sale, the Series 3 was discontinued. The very last car was a Daimler double-six. Alongside the company chairman Nick Scheele, was the workforce involved in its build. The Daimler was immediately handed over to the Jaguar Daimler Heritage Trust.

Daimler 60th Anniversary



Introducing the new Daimler Sovereign 34

It's just possible there's one other person who may be more delighted than you with the new Daimler Sovereign 34.

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Daimler Sovereign and Double-Six

RANGE OF TWO-DOOR MODELS

Daimler has a longer history of producing fine motor cars than almost any other manufacturer in the world. Daimler also has a long-standing reputation for elegance, quality and refinement.

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This prestigious and dignified marque has always enjoyed the exclusivity born of craftsman-built, low volume production, and the two-door Sovereign and two-door Double-Six uphold all these traditions in a modern concept.



Daimler SP250 Restoration - Fred Butcher

Vehicle History

SP 250 Chassis N0 102551, Body No 737-0932, Engine No 89560 order Ref' No.11/905/10 Colour Red.

The purchase order was placed by Hercules Motors Sydney on 5 Dec 1960. The Vehicle commenced assembly as an "A" spec' however completion was delayed following the purchase of Daimler by Jaguar in 1960.

The vehicle was finally delivered in March 1961. By such a delay, the vehicle falls within a unique group of Australian ordered cars with chassis No's 102510 to 102834. This group were upgraded to "B" specifications. The vehicle was sold in 1962 to an unknown buyer.

I purchased the vehicle in 1974 with 35,000 miles. It was damaged and had been off the road for some considerable time. I have not been able to uncover the vehicle's history post purchase 1962-1974. In this period the vehicle had been painted Old English White. I repaired the vehicle and used it on a regular basis.

On moving to South Australia in 1987, with the Submarine Project, the vehicle was used occasionally, but following another 1st gear failure, I decided to lay-up the vehicle until I retired.

In September 2009 I commenced a complete ground-up restoration. This included painting the vehicle in the original colour. I completed the restoration in February 2011. The vehicle is in regular use for car club functions including interstate trips and has clocked up 20,000 plus miles.

SP250 - Background

The SP250 was the last unique model from Britain's oldest car maker and the brand's only true sports car. The car was very labour intensive to manufacture with hand laid fibreglass body panels. The moulds in use at the time were similar in design to that used for metal fabrication and the mould shop workforce consisted mainly of woman.

Over time various groups have taken moulds from good bodies. These

moulds greatly reduce the number of panels required and it is now possible to simply take a photo of any damage and a replacement section can be made.

In May 1958, the BSA Board formed a committee to study the feasibility of producing a Daimler sports car. The committee decided on the basic features of the car, the exceptional Edward Turner designed turbine smooth 2.5 litre 90 Degree V8 engine, four-wheel disc brakes, a slightly quirky fibreglass body with a conventional chassis were in the specification.

Two test cars were built. Tests were satisfactory however, it is interesting to note the engineers mentioned brake squeal, an issue that continues to characterise SP's. The business case was formulated on a sales numbers of 7,600 cars over a 3-year period with the bulk of sales in the USA. When Jaguar acquired Daimler in 1960, it had to play second fiddle to the E-Type launched in 1961. Only 2654 examples were made, making the SP250 a true limited edition.



1962 BATHURST 6 HOUR CLASSIC ~ DAIMLER SP250
LEO GEOGHEGAN ~ IAN GEOGHEGAN

Daimler SP250 Restoration

Australian Cars

The first SP250s reached Australia in 1960 with a total of 63 factory exports to Australia. Of those, 40 were distributed through Hercules Motors in Sydney, 16 through Joubert British Motors Melbourne, one through M S Brooking in Perth and the final six through Bryson Motors in Sydney. In addition to factory cars, a further 45+ cars have come to Australia as later imports. The Latest copy of passport, the SP world-wide register, lists 70 cars in Australia. There are however more sitting in sheds just waiting to be "restored".

SP250 - Reviews

Motoring reviews at the time of release were mixed. The British weekly automobile magazine 'Car Illustrated' concluded: "in spite of recent price increase the Daimler SP 250 is the least expensive 120 mph car on the British market and it is probably the most flexible 120 mph car in the world. It has fantastic acceleration, fabulous brakes and a surprisingly light thirst for fuel".

Gordon Wilkins writing in the July 1960 Sports Car World under 'First Impressions': The Daimler SP250 gave his first article a sub-heading, "Give it a new body, new chassis, new suspension and you might get something really worthwhile".

In contrast Bill Daly was surprised, in the road test in 'Modern Motor' of Jan' 1961, under the heading 'V8 Speedster', by saying, "But when the test time comes along it turns up trumps and you wonder how you could have misjudged such an obvious winner".



Motor Racing

In racing form the Turner V8 engine typically developed 190bhp with a top speed of 142mph at a rev limit of 8,000.

In Australia the SP250 quickly established itself in the production sports car races and rallies. Some of the best-known drivers were Max Brunninghausen, Brian Lawer, John Martin, Clive Hodgins and the Geoghegan brothers. Hercules Motors approached the Geoghegan brothers with a proposal they compete in the production sports car races using the Hercules demonstrator car, **which just happens to be one chassis number on from my car.**

Hercules wanted to demonstrate that the SP250 was fast, strong and reliable. For the Bathurst 6-hour Classic held on Mt Panorama they were given a racing budget of 50 Pounds (\$100) so preparation was limited. At the Easter 1962 sports car race Pete Geoghegan won the 6-hour race setting a top speed record for the category of 128mph. Second across the line was a TR4 five laps behind.

Police Pursuit

Because of its superior performance at that time, the SP250 was used by police for pursuit work both in the UK and Australia. The practice in the UK was to use the new motorway to test cars and the 100up club motorcycle boys had their Sunday run. The police used the SP250 for pursuit duties.

In Australia these sports cars were operated by the Federal police in the ACT to control speeding traffic heading for the snow fields. Two of the Federal police cars are still in Australia.

SP252 Prototype

Under the guiding hand of Sir Williams Lyons, two prototypes were built as the potential new model. Changes included an updated more modern body, improved suspension, rack and pinion steering etc. If put into production the model would have become the SP252/SP250 Mk2. One of the prototypes still exists in the UK and is a very smart looking sports car. The dash is similar to the E-Type and the vehicle is trimmed in leather. Headlights are inset into the guards as with the E-Type of the day.

Restoration

On retiring in 2009, I immediately commenced work on restoring the vehicle which I had laid up several years earlier. The plan was to undertake a full body-off restoration with every nut and bolt removed etc.

Being a fibreglass body, I was fully aware of the dangers of using any form of paint stripper as it damages the gel coat and is almost impossible to remove, resulting in issues when attempting to paint the vehicle.

(Continued page 20)



The SP252 prototype was designed and conceived by Sir William Lyons as a replacement for the SP250. A viability study found that the manufacture of the fibreglass body took 2½ times as many man-days to build as the Jaguar E-type, and so the project was shelved.

Daimler SP250 Restoration

Having worked in the ship building industry I was familiar with low pressure wet blasting to remove material from fibreglass. I managed to locate a local operator with a suitably portable blast unit who was happy to bring his rig to my home to blast both the fibreglass body and the chassis.

I then set about stripping the vehicle in preparation for paint removal. With the car not having been exposed to extremes of weather I was pleased to find that the body fasteners were easy to undo. Removing the body involved structurally bracing the body shell. The fibreglass body tends to flex in the floor when not secured to the chassis.



Engine being removed ready for body removal. The better option in hindsight is to remove the body with the engine and transmission in place.



Paint removed using a low-pressure wet blast system. It took less than two hours to have all paint removed.



Chassis with paint removed and a coating applied to prevent surface rust prior to being painted in Chassis black



Rear wheel arch with paint removed.

On inspection no structural damage to the chassis and no rust. Some of the fibreglass body mounting points had suffered damage, in particular the point in the boot area. The SP chassis does suffer from flexing in this area and there are certain modifications that help reduce the flexing.



Chassis out rigger rails, A posts and B posts. These rails were designed and installed by Jaguar under the B spec modifications. The earlier A spec cars suffered scuttle shake and were prone to having doors fly open in heavy cornering. B Spec' modifications included: The fitment of two vertical metal posts to form the traditional A post to which the door hinges were then attached with a fabricate metal cross beam bolted to the fibreglass firewall to strengthen the assembly. In addition to the X-bracing two vertical braces bolted to the outrigger beams were bolted to the fibreglass B post assembly. Doors were fitted with pin and latch assembly termed "door silencer assembly" to prevent the doors from rattling in the door locks



B Spec' modification: "A" post and cross bracing installed. The uprights are bolted to the chassis outriggers through the floor and the brace is bolted to the fire wall. The photo shows the New wiring harness installed through the firewall. Brake master cylinder and callipers were refurbished with new pistons fitted to the callipers. The brake lines and flexible hoses were replaced with new components.

Daimler SP250 Restoration



Front end assembled. The SP250 was originally fitted with a worm and peg style steering assembly. This system proved problematic in that it was heavy to park and mechanical wear in the steering box made the car difficult to steer, especially at high speed. I converted my car to rack and pinion in the early seventies; I didn't like the design where the steering box is underslung to the chassis with a rigid steering column aimed at one's chest. Also "Silent Cop" traffic management devices in road interceptions were to be avoided.

The front suspension is identical, for most part, to the Triumph TR3A, having brass trunnion block for the lower swivel joint with a vertical threaded link connecting to a standard ball joint assembly. The thread in the trunnion block has a tendency to wear requiring the complete trunnion to be replaced. Over the years of ownership, I had collected spare trunnion blocks mainly at auto swap meets; several other British models use the same type of front suspension as the lower pivot. All items were renewed. By setting the suspension at the ride height I was able to adjust steering and suspension geometry with the body off.



Chassis with engine and gearbox fitted ready to accept the body. Tail-shaft and exhaust system were fitted prior to fitting the body. The chassis outrigger rails installed. A & B post attach to these rails.

The engine had excellent oil pressure before the car was laid-up and a quick check to confirm big end bearing clearances confirmed that clearances were in spec. There was no detectable lip in the cylinder bores and the engine had not shown signs of an oil leak from the rear crank shaft seal which is a ring type sealing arrangement. I decided not to disassemble the engine.

The cylinder heads were overhauled and fitted with Nickel aluminium bronze valve guides fitted with VW Passat stem seals. Being a double valve spring arrangement, this style of stem seal was small enough to fit inside the inner valve spring. The water pump bearing and mechanical seal were replaced. The SU carburettors were disassembled and new throttle shafts and shaft seals installed. Starter motor, generator and regulator were also serviced. The Lucas RB3 regulator contact points were replaced.

The gear box was rebuilt with a new first gear. The SP was notorious for breaking 1st gear. This was the 3rd replacement gear fitted to the car.

The differential axle tubes had moved in the housing allowing the differential to twist under acceleration. The assembly was stripped and taken to Rod-Tech Street Rod and Machine Centre who specialise in shorting rear axle assemblies for street rods. The axle assembly was fitted with a jig to ensure correct axle tube bearing to differential housing alignment and the tubes were then refastened to the differential housing.



Back from the paint shop ready for reassembly. The earlier type of fibreglass was prone to 'star cracks' in the jell coat which then caused the baked enamel paint to separate; this also happens with duco type paint. I elected to use the newer two pack epoxy which has proven to be a winner with 10 years in service and no star cracks visible.



Preparing to lift body onto chassis. The body is easily managed by four people, one on each wheel arch. The more difficult part is getting the packing shims to stay in place while positioning the body onto the chassis.

(Continued page 22)

Daimler SP250 Restoration



Body mated to Chassis. When removing the body, it helps to identify the canvas shims used when fastening the body. This makes reassembly much simpler as the body has to be adjusted using shims to ensure the correct door gap is achieved.



Fuel tank installed. Tail lights installed. Both original tail light finishers were replaced with remanufactured parts. The original finisher were made from poor quality cast material causing the chrome to blister. Both bumper bars were re-chromed along with the windscreen and dash panel holding the gauges, Inner and outer door and winder handles were replaced with remanufactured parts. The original handles had suffered from a similar problem to the tail light finishers.



I purchased a complete trim kit from the UK. The kit included all items required to trim the complete car including soft top, hood bag, tonneau, tool roll, jack bag, seat foam, fasteners, hockey stick, and the list goes on. Included with the trim kit were seat belts; my late wife insisted seat belts be installed. The belts are lap and sash type with top anchor point fastened through the top of the rear wheel arch to a stainless-steel strap which is in turn bolted around the inner circumference of the rear wheel arch.

One of the more difficult tasks was the fitting of the new windscreen rubber. The frame is made up of four sections screwed together with BA counter sunk brass screws. The originally frame must have been assembled by hand as the positioning of the screws varies. I had a spare top part but this would not fit correctly so the original and was re-chromed. The trick to fitting the frame to the curved glass with seal installed is washing-up liquid and tie-down straps applying gentle pressure to the sections of the windscreen frame.

I was not confident to shape the leather around the top of the seats so off to the trimmer went the seats, with what I thought would be ample time to finish the seats in time, as the car was entered in the February 2011 All British Day (ABD). This proved to be a challenge. The seats had been with the trimmer for a considerable time and after numerous phone calls I had given up, when the phone rang very late on the Saturday evening prior to the ABD. Your seats are ready. So down to the trimmer and back, and by 2.00 am I had seats installed.

Remembering at this time the car had not turned a wheel. Early on the Sunday morning I set off to the petrol station and at the bottom of the hill the brakes locked on with a solid brake pedal. Not to be phased I cracked the brake pipe at the master cylinder to release the pressure in the system. From then on to and back from the ABD, with braking achieved using both the hand-brake and gears. I didn't dare tell my wife. I was comfortable knowing that in an emergency I did have brakes.

With all this drama we arrived at Uraidla just gone 10.00 am and were greeted by a rather officious marshal who said we were late and couldn't enter. Fortunately, another marshal had a word and we were allowed in.

Daimler SP250 Restoration

I chose not to fit the overriders to the bumper bars. I think it is a much cleaner look.

Before the refurbishment the car had been fitted with steel road wheels and the aluminium style dress wheel hub-caps with imitation spinners. Over the years I had collected the proper wire wheel splines (not bolt on) and these were fitted during assembly.

The wire wheels are 15in 5½ J tubeless with 80 profile radial tyres giving as near as possible the running diameter to the original tyres. This gives 110Km (70 mph) at 2,800 RPM.

It is now nearly 10 years since I completed the refurbishment and the car has travelled just over 20,000 trouble-free miles with many fast interstate trips to various car Rallies.

The flexible Turner V8 engine coupled to a four-speed gear box makes the car very easy to drive. If feeling lazy, the engine is happy to pull away in top gear from 10-15 mph.



I have also fitted a vacuum cruise control which makes it a breeze to drive the dreaded Hay Plain et al.

The major suppliers to the restoration were:

- David Manners UK mechanical parts
- Bryan Purvis UK Trim and body fittings
- Australian Classic Wire Wheels

Fred Butcher



Daimler 60th Anniversary



Daimler SP250 publicity photograph. The model in the photo, who has since passed away, was from Jaguars Sales Department

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A New Jaguar F-Pace SVR is Coming

The F-Pace SUV will be completely overhauled for 2021/22 with styling that is expected to follow some of the design cues of the new F-Type.

The F-Pace is the first crossover SUV from Jaguar, and it has quickly become the brands' best-selling vehicle.

According to spy photos it will gain a more attractive look, tweaked front and rear-end designs, updated grille along with the sharper LED headlights and better interior.

The rear of this SUV reveals revised taillights, new quad exhaust outlets, and a strong bumper. The SVR will get more updates than the standard model and will be powered with the supercharged 5.0 litre V8 that will be able to make 550 horsepower (410 kilowatts).

Power will likely continue to route through the same eight-speed automatic gearbox and this model comes standard with all four-wheel-drive systems.

Dimensionally both models are the same, and both ones will use the same platform.

Video

Jaguar has been testing the new high-performance SUV version of the F-Pace SVR and the car was captured racing around the Nurburgring track. As can be seen in the video, the test driver is hammering the SVR, and it seems to stick very well. One can hear in the video that the sound is absolutely raucous and those upshifts are like the cracks of a very well-handled whip.

To watch the videos (turn up the speaker volume) and go to:

[2021 Jaguar F-Pace SVR caught stretching its legs at Nurburgring](#)

[2021 Jaguar F-Pace SVR caught making noise at the Nurburgring](#)

The new model SVR is expected to be released at the same time as the standard F-Pace. According to the latest news, both models should arrive sometime late in 2021 or early in 2022. ■



Heavily camouflaged and updated F-Pace SVR being tested at Nurburgring

Reproduction 3.8 litre Engine Blocks

Reproduction classic car parts from automakers has gotten to be a big business in recent years, and Jaguar Classic has gotten in on the action with everything from continuation cars to tool kit rolls. The latest added to this list is reproduction blocks for Jaguar's vintage 3.8 litre XK in-line six engine that was used on a number of iconic Jaguars from the '50s and '60s.

These engines are manufactured to Jaguar's authentic specifications to be a perfect replacement for a classic Jag, and each engine is tested and approved by Jaguar Classic engineers. That means if you're working on just about any Jaguar from 1958 through 1968 such as the XK150, E-Type, MkIX, MkII and S-Type, this engine block will fit your build.

One cool part about these engines is that customers with proper documentation are able to get the serial number of their original engine stamped onto the block, but the serial number will feature an asterisk to signify that it is a replacement

part. While this won't allow the cars to fully retain "numbers matching" status among collectors, it does show attention to detail for the build using a new factory-built block instead of an engine pulled from an unknown source. Customers not choosing an original engine stamping will get a standard serial number.

Jaguar's reproduction 3.8 litre XK engine blocks are sold exclusively through

Jaguar Classics Division, but if you want an original-spec mill for your vintage Jag, it isn't cheap. **The engine block is being sold for £14,340 (around \$18,000 USD)**, and it comes with a warranty and certificate of authenticity from Jaguar Classic.

Then all you need is a crankshaft, pistons, cylinder head, etc, etc!!! ■



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Updated I-Pace

The updated I-PACE now comes with quicker charging, enhanced connectivity and improved visibility.

Charging

The I-PACE now has a 11kW on-board charger. So if you have three-phase electricity you can access faster charging. This means a full charge from empty will take only 8.6 hours.

Infotainment System

The updated I-PACE is the first Jaguar to feature the new Pivi Pro infotainment system. Pivi Pro is as intuitive as a smartphone, with navigation, music, events, messages and charging locations. The high-definition touch screens are faster and easier to use.

The redesigned navigation function reduces the number of steps required to set a destination, and zoom functionality gives the driver a closer look at the map.

Embedded Spotify means access to music and Bluetooth can connect two phones at the same time.

Enhanced Visibility

The updated I-PACE now has a 3D surround camera that gives a 360-degree digital view of the surrounding area on the central touchscreen, thereby allowing the driver to see potential hazards.

The new ClearSight rear view mirror gives unobstructed view of the road behind. It uses a high-definition camera mounted on the back of the roof so the driver can see what is behind the car in all conditions, including low light and rain. ■



I-Pace Rated Best Against Competition

The team at Carsales pitted the I-PACE against three other prestige electric SUVs, and the Jaguar came out on top in both price and performance.

The 'Bench Test' compared the I-PACE EV400 S model to the Audi e-tron 50 quattro, Mercedes-Benz EQC 400 4MATIC and the Tesla Model X Long Range.

Drive Systems

According to Carsales, the I-PACE "takes the first point", thanks to having the most

efficient electric motors, combining to produce a hefty 249kW of power.

Battery

The I-PACE's battery is both reasonably priced and has a large 90kWh capacity. "When it comes to measuring kilowatt-hours against price, the Jaguar is the clear winner", says Carsales.

Range

According to Carsales, when comparing range for all four vehicles, the I-PACE stands out for going further and more

efficiently. The I-PACE has an impressive range of up to 470km on a single charge, thanks to the combination of a powerful high-tech lithium-ion battery and a lighter body.

The Verdict

After the thorough evaluation, there was one clear winner in Carsales' eyes. "With its efficient PMAC motors, its lower weight and relatively larger battery capacity, the Jaguar scored very well... and finished first." ■

Wireless Charging for EVs

Wireless Charging for EVs is now a reality, and it's not a car manufacturer that has made the breakthrough.

Australian company, "Lumen Freedom" has become the first in the World to receive certification that allows public use of wireless car charging technology.

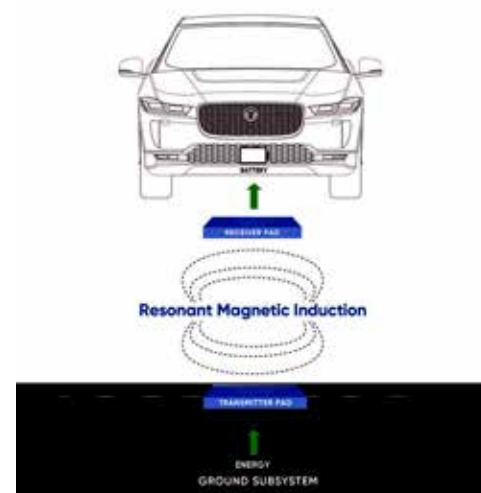
According to the company, its technology will change the recharging industry forever, thanks to the ease of use.

The company has developed a power source, the required ground assembly and the receiver that needs to be fitted to

the electric vehicle, saving development costs for manufacturers who may well choose to license the technology.

The chargers are claimed to work quickly and charge a 60-kW battery in approximately five hours.

The company is also working on a way to allow electric vehicles to charge while on the move. The future of the electric vehicle is bright. ■



Fatal Attraction - Yet Again

Fatal Attraction - Yet Again by Trevor Norley

My son tells me that it would be a good idea if I walked around the block every day, and perhaps a bit further to keep fit, with the eventual goal to reach ten thousand steps.

So, weather permitting I walk as much as possible, the Gilles Plains shopping centre a frequent destination to buy provisions, especially cat food. At one end of the car park there are some trees which give good shade on a sunny day, these six spots are of course popular.

The Attraction

One afternoon on my daily walk I noticed a gleaming black car looking cool and collected in the shade. Of course, I had to take a look, it was a Jag, an X-TYPE with a 2.5 badge on the boot, black trim, stunning alloy wheels, surely a modern work of art. That “old familiar feeling” returned again, gee one of those would be nice. I returned home to my old faithful daily driver, a hard-working Ford Focus, the wheels slowly turning.

This internet is an incredible thing, a search telling all. The X-TYPE coined when Ford owned Jaguar, a car to pit against the midrange cars in the Mercedes, Audi, Beamer line up. Of

course, this same internet lists cars for sale, the price range for the X-TYPE was not at all outlandish. Finding a black car proved a challenge, black trim also hard to find, most cars being fawn.

Then one morning my son called in, produced his mobile phone, a model far more sophisticated than mine, and showed me a car in Sydney, silver with the desired black trim. (Fitting since Craig was the one that got me walking and kicked off this whole new Fatal Attraction).

Sydney is a fair step, so on the 26th July 2018, a mechanic from State Roads NSW arrived at Camden City Cars to check silver Jag DCG-24K. Later that afternoon he called me to discuss his findings, which were looks good, goes well, extensive service records and low kilometres. That evening a detailed report with several photos was emailed. Fatal Attraction came into play.

It's Only Money

The following day, armed with my GPS and a selection of CD's, an overnight bag, an Uber car collected me from home for the Airport and the beginning of Project X-Factor. On arrival in Sydney, Uber once again came into play, for the one-hour journey to Camden City Cars.

I arrived just in time to see a gleaming Jag come to a stop at the office door. This was the first car I had bought without actually seeing and driving beforehand. The sky had been overcast, however on cue the sun broke from the clouds, the car had been detailed, Fatal Attraction strikes again.

The Drive Home

After completing the paperwork, it was on the road, thankfully the GPS guided me to the Hume Highway bound for Wagga where I was to stay overnight. Craig had booked a motel for me, his reasoning being I was too old to travel to far in one day.

I arrived in Wagga late afternoon after a stop at Gundagai to look at “The Dog on The Tucker Box” memorial, surely a must on every Australians’ list of places to see. The motel was a Trivago find, keenly priced and really good, as it was about 5 km from the city centre, I booked the dining room for an evening meal.

As the need for a red wine needed to be satisfied, I arrived a little early in the dining room to be greeted with a cheerful smile from the owner who tends the bar, his wife who tends reception doubling as the chef. The first question he asked of course “what’s happening?”



Fatal Attraction - Yet Again (Cont)



Another Jaguar Owner

When I mentioned I was returning to Adelaide driving a Jag I had bought that morning in Sydney his eyes lit up, next words being “will have to show you my Mark 2”.

This marked the beginning of a mini HAPPY HOUR, as Geoff Thomas and I have earned the enviable title of the XJ Register happy hour kings, I felt I should practice, should we ever decide to challenge for the NSW title.

Slept well that night, woke to a very cold morning, a glance out the window to see the X-Type coated in ice.

The Mark 2 owner was hard at work delivering breakfast orders but took time to stop, laughed saying “bet that Jag is all iced up”. I replied “no she is all good, I covered her with all the spare blankets in my room”. That got a laugh from the dining room guests. I made a promise that I would be sure to stay next time we were in Wagga.

Ice or no ice the Jag burst to life first turn, then on the road home with a lunch stop in Mildura. Despite arriving home fairly late, Craig was waiting for me, greeting went something like this, “Hi dad, let’s have a drive”.

The Old Rego Inspection

The next week entailed a visit to Regency Park for an on the hoist check, an engine number check and security check to get the paper work in place for South Australian registration.

The car is a delight to drive and now sports the number plate JAGX-02,

despite me in the past commenting, I could not understand why people had to have personalised plates.

Footnote

That’s about the story on “*Fatal Attraction Yet Again*” but there is a footnote.

Thursdays each week are the meeting night of “*Bull##t and Beer Club*” held at the Albion Hotel.

MEMBER LIST:

1. ALLAN - 95 years young, retired engineer, sharp wit, right up with modern technology.
2. LAURIE - 89 years young, retired motor mechanic, self-taught machinist, always ready to help, gives me heaps for owning Jags but now looking to buy one.

3. ADAM - Age classified, owned an XK 120 and a XK 140, keen collector of stationary engines, vintage outboard motors, Edison Phonographs, in fact anything old. Drives either his 1921 Model T Ford or His 1929 Chevrolet in The Bay to Birdwood. Noticed a tear in his eye when he showed us picture of the Jags that were once his own.
4. CRAIG -youngest in the Band B Club, aspiring to own an XJS
5. TREVOR -Young Jaguar driver.

The first night I arrived in the X-Type the good-natured jibes began:

- ◇ *Did you bring cardboard to put under it?*
- ◇ *Why did you buy a Mondeo?*
- ◇ *The list went on.*

When the car was serviced, the drive-belt was replaced, as was the spark plugs. The porcelain on the plugs just simply said JAGUAR. So, I made a trophy that was waiting on the table at the hotel when the boys arrived one night.

A Leaping Cat framed by three spark plugs. The engraved plaque reads - Jaguar X-type, 2002 AWD, Original Factory Spark Plugs, Replaced June 2019.

Grace Pace & Space

Trevor Norley

Editor- Thanks Trevor. You are a character!



Advertorial - Lou Guthry Motors

LOU GUTHRY MOTORS – SHORT BIO

My interest in motor cars dates back to the early 60s when at 16 I found myself looking at the latest edition of Modern Motor magazine. I used to dream about one day owning an E-Type or a Mk 2 at a time when our family car was a Holden FC.

The clincher for me was riding in my tutor's car when after my lesson he would drive me to scouts, his vehicle of choice was a Jaguar Mk 2 3.8, what a machine! The Mk 2 was smooth, powerful and compared to our FC, it was something out of this world. The colour was white with red leather interior, I was hooked and today that is still my favourite colour combination.

In 1975 I began in the motor industry when I found my way to Reg Hunt Holden in Melbourne. Here I learnt how the motor industry worked, I loved it and took to it like a duck to water and by 1980 I founded Lou Guthry Motors.

At Reg Hunt's it was a numbers game... Stop the customer from going to the next dealership at any cost and sell the car, now! There were up to 16 salesmen on that floor and the poorest performers got



the sack at the end of each month. Selling our cars is different, the main difference is that people who buy our cars love and appreciate them like we do. They love the car's beauty, its performance or just the feeling you get from driving it.

The internet has changed the motor industry dramatically, our website louguthry.com.au is now our showroom and up to 200 people visit each day.

Here you can browse our stock of preloved classics, read our news articles and watch film clips. You can also connect and chat directly with us on Facebook, twitter and Instagram or sign up to receive our newsletters.

We also developed an online store and offer handmade Moto-Lita steering wheels, Zymöl car care, Dunlop wire wheels, Dents driving gloves, Jaguar accessories and regalia among a range of other products.

As always though our door is always open, so feel free to pop in to our warehouse located at 31a Roberna St Moorabbin Victoria and have a chat next time you are in town.

Nick Guthry

Editor- Thank you Nick. I know club members who have bought & sold cars from you, and they all had kind words to say.

LOU GUTHRY MOTORS

EST. 1980

Shop online, visit our website

Purr-fect pre-loved Jaguars for sale

- JAGUAR, DAIMLER AND CLASSIC CARS FOR SALE
- MOTO-LITA STEERING WHEELS
- ZYMOL CAR CARE
- DUNLOP WIRE WHEELS
- DENTS FINE FASHION ACCESSORIES
- JAGUAR ACCESSORIES
- JAGUAR DVDS

www.louguthry.com.au



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

15 Years Ago - Browns Lane Assembly Line Closed

Friday, 1 July 2005 remains a poignant day for Jaguar and its enthusiasts, because it marks the moment the last car rolled down the Browns Lane assembly line.

The factory had been the home of all Jaguar production from 1951 until 1998 and was where the flagship XJ had been manufactured throughout its life, from 1968 until the tracks fell silent.

It is fitting then, that the last car off the line was an XJ, and a very special one at that. The car was the ultimate X350 XJ – a long-wheelbase supercharged Super V8 Portfolio in pearlescent Black Cherry, a colour specific to the nameplate that would go on to grace only the most superlative of Jaguar models.

As well as the unique Black Cherry paintwork, the car received an exclusive polished mesh grille and 20in alloys, along with Chestnut-coloured premium leather and matching lambswool over-mats. The dashboard had a different treatment, too with a matt finish 'Conker' wood trim, used only on the model, and finished by hand.

To complement the Conker wood, the Portfolio's dash, centre console and door trims were finished in hand-stitched Bridge of Weir leather, chosen by Jaguar's Scottish design director, Ian Callum, as a somewhat personal touch.

On that fateful day in July 2005, XJ05 JAG was handed over by the company's CEO, Joe Greenwell, to the Jaguar Daimler Heritage Trust to a life of being a

Museum exhibit, albeit one that has been kept (and used) in roadworthy condition by the company's band of willing staff and volunteers, who all live and breathe the Jaguar brand. ■

Thanks to: Jaguar Daimler Heritage Trust

Editor. The Heritage Trust has a number of interesting articles published from various Car and Jaguar magazines. Go to <https://www.jaguarheritage.com/press-articles/>



This is the very last Jaguar off the line at Browns Lane and it was the only Portfolio to be built there, making it very special. It was also the X350's most luxurious and expensive model, the Super V8 Portfolio. Seen here being road tested by Jaguar World Magazine (April 2020).

JLR Patents New Predictive Touch Technology

Has Covid-19 sounded the death knell for in-car touchscreens? Jaguar Land Rover's new contact-free technology helps to prevent the spread of viruses

JLR biggest car-maker has patented new 'predictive touch' technology, co-developed with the help of scientists from Cambridge University

The tech uses artificial intelligence and sensors to control infotainment systems. Occupants do not need to physically touch a surface.

Jaguar Land Rover says it 'offers dual benefit of keeping drivers' eyes on the road and reducing spread of bacteria and viruses in post Covid-19 world.

As fingers do not physically touch the screens, it lessens the chances of the coronavirus spreading by contact on hard surfaces, like those found in vehicle dashboards and screens, especially if families, friends or business colleagues share cars.

It also reduces the need for vehicles to be sanitised between users.

Lab tests and on-road trials have shown that JLR's predictive touch technology could reduce the amount of time a driver spends physically interacting with the infotainment screen by as much as 50

percent, in theory, increasing the amount of time spent looking at the road and decreasing the risk of an accident. ■

For a video on the new technology go to <https://www.contactless touchscreen>



The Predictive Touch Technology controls the car's on-board computer system and allow people to change the radio station, alter the heating, check the Sat Nav etc.

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

[JAGUAR XJC ‘Mildura Muster’ Brochure](#)

Eagle Lightweight Jaguar E-Type

If you missed out on Jaguar's limited-edition run of six E-type Lightweight continuation cars at \$1.6 million a pop, you might be interested in this car made by U.K. Company "Eagle".

Eagle are a small company situated in Sussex England and established in 1984. Eagle has achieved its pre-eminence through total dedication to a one-make-one model car, the E-Type.

Eagle are best known for their famous 'zero miles' Eagle E-Type restorations and Special Editions - the Speedster, Low Drag GT, Spyder GT and now the new Lightweight GT.

Eagle has announced it will start taking orders for its new Eagle Lightweight GT, a car Eagle says "... is the ultimate road-going evolution of the world's rarest and most beautiful race cars, Jaguar's Lightweight E-type ... thoughtfully and comprehensively re-engineered."

The 8,000-hour process to build an Eagle Lightweight GT starts with stripping down an original Series 1 Jaguar E-type and replacing its original steel bodywork with aluminium in a more durable grade than the original Lightweight E-types. This alone takes nearly 2,500 hours, Eagle says. Other changes are made for improved drivability, including deeper side sills which increase torsional rigidity, larger wheel wells to house wider 16-inch wheels, and a 4.7-liter straight-six



engine that Eagle touts is an "evolution" of the original "XK" mill and produces 380 horsepower and 375 lb-ft of torque. A new alloy block, big valves, and special crankshaft, pistons, and connecting rods make the power gain possible.

Other details include making various castings out of lighter magnesium, including the gearbox and differential cases, the rear-hub carriers, and the oil sump. The gearbox is a five-speed full-synchro unit, and the suspension includes bespoke spring rates, Ohlins adjustable dampers, and various lightweight parts. The brakes use modern four-piston callipers.

Eagle says that unlike the original Jaguar Lightweight E-types, the Eagle Lightweight GT is designed first and

foremost as a car to use on the road, making it far more liveable than the race-spec, Jaguar-built cars, while still likely being a quicker car.

To that end, the interior is trimmed luxuriously in leather, and Eagle says its customizing of the rear bulkhead and floor pans provides more head room and leg room for taller drivers.

Eagle doesn't mention a cost, but it will be less than the A\$7.37 million an original E-type Lightweight sold for in 2017. However, the 8,000-hours of specialist restoration work won't come cheaply. Add to that, the cost of a Series 1 E-type which could well run into the five-figure range before you even start!!! ■



Jaguar Eagle Lightweight GT is a Retro Jaguar racer for the road

Jaguar Drivers Club of South Australia

SA JAGUAR DAY

Sunday 18 October 2020

11.00am — 3.00pm

Civic Park Modbury



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

This Event is still
TENTATIVE—TENTATIVE—TENTATIVE

To be Confirmed!

Support our **CATS and CANS** 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.

NOTICE OF AGM 2020

Nominations are called for all positions listed below. Nominations will close at the conclusion of the monthly meeting held on Tuesday September 1st 2020.

Nominations must be in writing and signed by the nominator, seconder and nominee.

EXECUTIVE COMMITTEE

President

Vice president

Secretary

Treasurer

Membership Secretary

Editor Classic Marque

Events Coordinator

CLUB SERVICES

(Committee Appointments)

Technical Officer

Librarian

Regalia

Log Books

Vehicle Inspectors

Technical Officer

All British Day Representative.

ACJC Representative

FHMC Representative

MSCA Representative

REGISTER SECRETARIES

Register Secretaries will be elected by the Registers and are full voting members of the Executive Committee

JDCSA Annual General Meeting Tuesday September 1st 2020 NOMINATION FORM

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

Position:

Name of Nominee:

Signature of Nominee:

Name of Nominator:

Signature of Nominator:

Name of Secunder:

Signature of Secunder:

This form should be completed and handed to the club secretary prior to the commencement of the AGM.

Book Review - Daimler SP250 & V8 250 Gold Portfolio

Editor- Our library has a number of books covering Daimler models. Most are incorporated with their Jaguar equivalent. However, the following is a book dedicated to the Daimler 2.5 V8 and SP250.

Daimler company's failure to retain its earlier position in the luxury-saloon market during the 1950s brought about the creation of the V8 engine which is the raison d'être of this book.

A bold new design, 'the Dart' – as it was originally to be called – should have been struggling Daimler's saviour, and a springboard to a range of new models, including saloons and coupés.

However, things didn't quite work out that way and Daimler was acquired by

Jaguar, which led to the SP250's Edward Turner-designed V8 engine being used in a Daimler-badged version of the Jaguar MkII saloon.

Here is the full story of the 2.5 V8 Daimler saloons and SP250 including concept, development and production history. Also covered are related models, specials, buying and restoration, chassis numbers, production numbers, colour schemes, clubs and specialists. Altogether a source book of essential information for Daimler enthusiasts with a total of 200 fully illustrated pages.

The club has a copy of this book for loan. New/second-hand copies are available in Australia for varying prices. ■



E-Book (Original book published in 1957)

JAGUAR The complete story of the famous Jaguar car

(1957) - by John Bentley



ORIGINAL DESCRIPTION (1957):

A thorough and detailed account of the development of one of the world's finest sports cars. The author discusses every model the company has produced, from the early SS-90 to the D and the XK-SS up until 1957. (149 pages).

Engineering, design, performance, racing records - nothing is omitted. There is also a chapter on the people who built the cars. And then, finally, the book contains complete maintenance and servicing information and technical data for every model.

A guide in every sense of the word - one that all Jag owners and would-be owners will read with pleasure and profit.

John Bentley's numerous articles and books on sports cars, published both in the U.S. and in Europe, have earned him international recognition as an authority on this subject.

No writer is better qualified to tell the fascinating story of the Jaguar car.

The original 1957 book was converted into an E-Book in 2014 and can be downloaded from Booktopia for the princely sum of \$5.99. ■

E-Book: British Luxury Cars of the 1950s and '60s

In the 1950s and 1960s, luxury car buyers, from government ministers to captains of industry, almost invariably bought British.

These were stately, dignified, and grand vehicles, with many featuring leather interiors and wood trim. Unfortunately, that market has now largely disappeared and, with it, so have the car-makers themselves.

This book covers cars in the over 3.0 litre class from the biggest names in British luxury motoring including Alvis, **Daimler**, and Lagonda, and high-end models from Austin, Rover, and **Jaguar**.

It examines the features and characteristics of these classic cars, as well as explaining why they fell from prominence in the 1970s.

Filled with beautiful photography throughout, this book is a loving portrait of the British luxury car, a dearly missed saloon defeated by foreign imports.

The book was published in 2016 and is available in paperback for \$25.00 or downloaded as E-Book from Booktopia for \$11.98. ■



Book Review - Jaguar XK

Jaguar XK: A Celebration of Jaguar's 1950s Classic by Nigel Thorley

Jaguar is a name synonymous with style and performance, and the XK120, together with the subsequent XK140 and XK150, played a major part in establishing that reputation. The XK series became a benchmark for other manufacturers to follow.

Before and immediately after the Second World War, Jaguar concentrated its efforts on its new saloon cars. The new twin-overhead-camshaft XK engine that would power them was actually developed during the war. The idea for a new sports car came very late in the day and was never intended as a volume production model.

Shown at the 1948 British Motor Show, the XK120 took the world by storm, and even Jaguar boss William Lyons did not anticipate the reception that this new sports car would receive. Not only was the car stylish and modern, it could also out-perform virtually every other car on the market at the time.

The XK120 was a natural competition car, quickly establishing itself in both rallying and on the race circuits of the world, in the hands of drivers such as

Stirling Moss, and breaking several speed records.

By 1954 the XK120 had evolved into the XK140, with many detailed improvements over the original design, and in 1957 the XK entered the final phase of its development in the form of the XK150.

By the end of production in 1961, over 35,000 XKs had been manufactured, and engine power had been boosted from 160bhp to 265bhp.

With the aid of archive images and stunning studio photography, Nigel Thorley chronicles the history and development of the XK range year-by-year, providing a feast of nostalgia for enthusiasts of these fabulous cars.

It's very easy to read, and contains loads of interesting little snippets of information throughout. They will entertain and hold your attention even when you don't have time to sit and have a long read.

The author owned his first Jaguar at the age of 17 and, at the time of writing, is running his 61st Jaguar model. A well-respected Jaguar historian, he is a Director and founder member of the Jaguar Enthusiasts' Club, and Editor of its award-winning magazine Jaguar



Enthusiast. He is a prolific magazine contributor, broadcaster and author of many books on the Jaguar marque, including six titles published by Haynes.

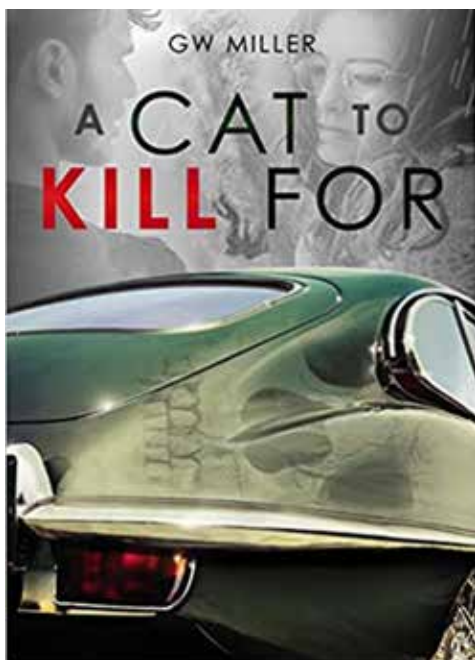
Even if you don't read a word, you will love the brilliant pictures and photographs.

The club has a copy of this book for loan and it is available new in Australia for approx. \$65.00.

(Be careful that any copy you purchase is the latest edition as earlier editions are still available for sale. Look for Veloce Classic Reprint Series in top right hand corner). ■

A Cat to Kill For (Mystery novel)

For members who would like to take a break from Jaguar photos, gearbox and engines, we have a nice change for you.



The only information about the author of this novel, GW Miller, is that he grew up in New Jersey and has had a lifelong fascination with classic cars. It is clear however, that he is someone that knows Jaguars exceptionally well.

The story: Gavin Campbell runs a small and struggling classic car dealership in the historic village of Watkins Glen, New York. When Gavin goes to look at an old Jaguar for a client, he senses that there's something unusual about the car. He also senses that there's something very unusual about the client's sister, Emily, who has come along with him.

After bringing the car back to his workshop for restoration, Gavin learns that the owner has died in an apparent accident, but he has reason to be suspicious about the death, particularly as a mysterious stranger seems desperate

to buy the car. Emily also has reason to believe that her brother was murdered, and the two join forces to investigate.

Gavin and Emily infiltrate a car club and play a dangerous game of cat and mouse amid its snobbish and potentially murderous members.

The detail is extremely accurate, and the plot is riveting. If you like a captivating adventure, eccentric characters, and YES - there is a love story intertwined between the leading characters, you should enjoy this story. It is not a large book and you will want to keep reading to find out who the culprit is, and of course - what happened to the car!

The club has a copy of this paperback, and it is also available from most good bookshops or eBay for \$20.00. ■

Jaguar Magazine (Issue 202)

This Australian Magazine, all about Jaguars, has the following stories:

- **Road Test. 2020 XF.** They love the XF and live with the newest model.
- **Bathurst.** One of the most successful racing E-Types of all time takes on the challenge of Mt Panorama.
- **1950's Race Crew.** Saluting the mechanics who won Le Mans for Jaguar in the 1950's

- **Classic Car Market.** Oldtimer Centre Australia gives a heads up on the market for collectible cars.
- **Restore or not.** If you want a classic Jaguar, do you buy or restore?
- **Jaguar XJ6.** Story about the very first XJ6's that were hand built.
- **Jaguars Ice Experience.** Their writer returns to frozen Sweden to drive new Jaguars on Ice. ■



Buy or Restore?

Jaguar World Magazine (May - June 2020)

The May - June edition feature stories:

- **XJR-S vs XKR 4.0.** They pitch two early R models against each other to discover which is better: The silky-smooth refinement of the XJR-S 6.0 litre V12 or the grunt of the XKR's supercharged V8.
- **F Pace SVR.** They drive Jaguar's fastest SUV, the F-Pace SVR on some of the most demanding driving conditions Britain has to offer – the Cairnwell Pass in the Scottish Highlands.
- **Interview:** They talk to the head of Special Vehicle Operations (SVO), Michael Van Der Sande, about its past, present and future.
- **XJ40 3.2 litre.** 30 years have passed since the launch of the XJ40 3.2 litre. They tell why this model was so important for Jaguar and they drive this unique example.

- **Buying a first-Generation XF (2007-2015).** A look at the 10 different engine options available. Petrol or Diesel? 4, 6 or 8 cylinders? Supercharged or not?

Technical

- How to fix the boot release on a XJ8.
- XK X150 automatic gearbox service recommended at 100,000 km.

- Replacing a front bumper and mesh grill inserts on an X-Type.
- How to diagnose a V12 misfire without specialist equipment.
- Replacing a clutch on an E-Type.
- Replacing the front dampers on an E-Type Series 1 and 2. ■



Jaguar World Magazine (July 2020)



XKR Buyers Guide

The July edition has feature stories on both Jaguar and Daimler cars:

- **XKR buyers guide.** Everything you need to know about owning one.
- **F-Type 2.0.** They drive one around the narrow roads around Lake Como's West Shore.
- **Frau E-Type.** Unique, controversial Italian-bodied coupe and why only one was built.
- **Daimler special.** They take a look at 10 Daimler saloons that were actually rebadged and rebodied Jaguars.

- **Jaguar's Daimler takeover.** There was no sentiment attached to Jaguar's 1960 purchase of Daimler.
- **Daimler SP252 prototype.** They explain why project was cancelled after just one prototype. .

Technical

- How to fix boot release on an X350.
- Stripping and rebuilding a XK 3.8 litre engine (part 1).
- Replacing an XK120 gearbox with all synchro E-Type box. ■

Classic Jaguar Magazine (June - July 2020)

The June/July edition includes feature stories on the following:

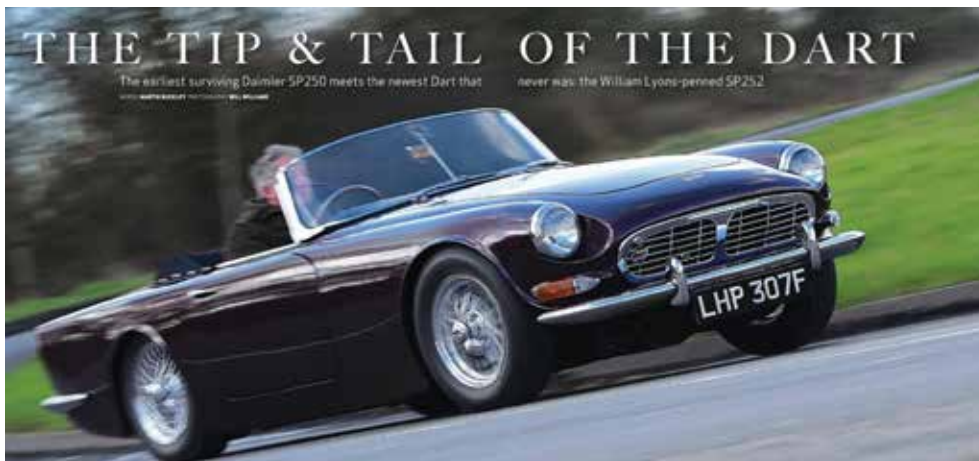
- **XJ40-C Convertible:** Story about this unique concept 2-door creation.
- **Buyers Guide:** Jaguar XJ X308. Advice for anyone thinking of buying this V8-engined saloon.
- **Driven: Modified XK150.** They get behind the wheel of a usefully updated classic that is for sale for £150,000.
- **Oldest E-Type FHC.** Fascinating tale of a pre-production E-Type.
- **Mark II Coast to Coast.** The writer embarks on an epic trip across Northern England.



A one-off two-door XJ40 prototype, based on the V12, was built by Jaguar's Special Vehicle Operations Department in Coventry using a shortened XJ40 platform.

- **Le Mans Collectibles.** The magazine looks at an array of Le Mans related Jaguar collectors' pieces.
- **Technical:** Grease Points. Caring for your Jaguar. They explain some essential required maintenance. ■

Classic & Sports Car (July 2020)



The July edition includes a feature story on the Daimler SP250 and SP252

- The earliest surviving SP250 meets the newest DART that never was: the William Lyons-penned SP252

Editor. If you don't have access to this Magazine, this story is reprinted and available from The Jaguar Daimler Heritage Trust. Go to <https://www.jaguarheritage.com/press-articles/>

Jaguar Enthusiast (July 2020)

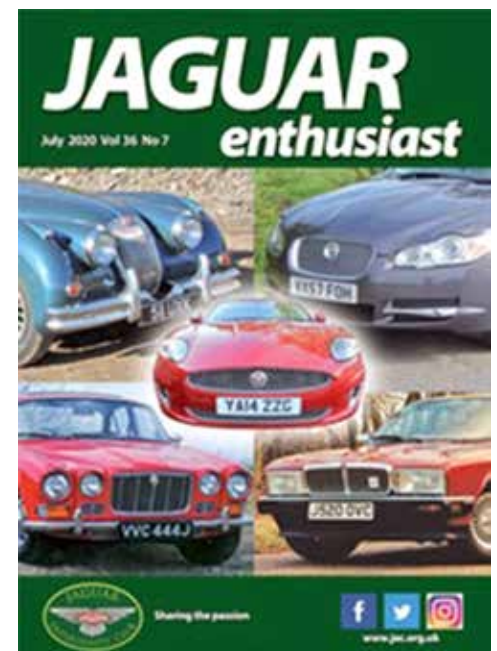
The Jaguar Enthusiast magazine is produced by the Jaguar Enthusiasts' Club, the largest Jaguar club in the World. It is packed with useful information on all models of Jaguar and everything you need to know about the Jaguar scene, including the largest selection of Jaguar related classified adverts in print.

The magazine is produced monthly and the cost is included in the price of the National JEC Membership.

The magazine is a three times winner of the prestigious 'Club Magazine of the Year' award presented by Classic Cars magazine.

Each month they have stories from each of their "Registers". In July's edition: -

- XJS: 5-speed manual conversion
- Modern S-type: Buying an S-Type R.
- XK: XK owners love affair (part 1)
- XF: Problems answered by their expert
- Compact: Maintaining a classic car
- X-type: Technical advice
- XJ (Series 1-3): Estate car conversion
- XJ (1986-2002): Various tech issues
- F-type: Replacing rusted sub-frames
- Pushrod: 1940 SS restoration (part 2)
- E-type: Barn-find restoration
- SUV: E-Pace ownership story
- Modern XK: Rear seat removal/clean
- XE: Discussion- what's next for the XE
- X-350: Brake disc & pad changes
- Mark 7-420G: Fuel tank problems
- X-351: Active diesel regeneration ■



XJ, Mk10, 420G Register - 2020 Concours d'Elegance Competition

Due to the COVID-19 restrictions, where we are not able to have our regular monthly meetings, we decided to have a bit of fun and hold a Concours d'Elegance competition via Emails.

Members of our Register were asked to submit photos of their cars which would be judged on Sunday the 14th of June. We had 20 cars entered on the day which were judged by a panel of eight judges.

The judges were, Bob & Daphne Charman, Graeme & Betty Moore, Alan & Lorraine Davis and Gary & Oggi Monrad.

After much deliberation and a few red wines, the judges awarded the following: -

- 1st Overall: Philip Prior - XJC
- 1st Daimler: Richard Chuck - XJ (Series 1)
- 1st XJS: David Cocker - XJS and
• Bryan O'Shaughnessy - XJS
- 1st Other Makes: Donald Tamblyn - 1909 Renault
- 1st Mk 10: Chris Michael - Mk 10
- 1st XJ Series 2: Borys Potiuch - XJ (Series 2)
- 1st X300: Don Heartfield - X300
- 1st X308: Roger Harrington - X308

Honourable Mentions

- Car & Dog award: Steve Weeks - XK150
- Dental award: Gary Monrad - XJ6 (Series 1)
- Race Car award: Darryl Leyton - XJ6 (Series 2)

- Flower Power award - Lorraine Davis - X Type
- Velvet seat award: Noel Thornley - XJ6 (Series 2)
- Does he fit award: Graeme Moore - Mini
- Showroom award: David Bicknell - 420
- That's nice award: Borys Potiuch - XF

Let me explain a few of those results -

- Don Tamlyn 1909 Renault - It is fitted with a Genuine Leather Jaguar Key Ring.
- Gary Monrad - Only Jag we know with teeth. But needs to see a dentist.
- Steve Weeks - The dog won it for him!
- Graeme Moore - Sticks his head out the sunroof to see the road ahead.
- David Bicknell - As it came from the showroom - never been washed since.
- Bob Charman's cars were not judged because of conflict of interest.

Thanks to all those who entered and had a bit of fun.

Also special thanks to Peter Pradun, Manager of The Metro Wine Company for donating the beautiful beer glasses and shirts.

Bob Charman

Secretary XJ, MK10 & 420G Register



1st Overall: Phil & Suzanne Prior, 1978 Sepang Metallic Bronze XJC 4.2 Manual



1st Daimler: Richard Chuck, Daimler Sovereign Series One 4.2 litre



1st XJS: David Cocker (Tied with Bryan O'Shaughnessy) Jaguar XJS – Cabriolet HE 5.3 litre V12



1st Mk 10: Chris Michael 1965 Mk X 4.2 litre



1st XJ Series 2: Borys & Elaine Potiuch, 1977 OEW 4.2 litre XJ6 (S2) Auto



1st X300: Don Heartfield XJ X300



1st X308: Roger Harrington, 1998 Topaz XJ X308,



Car & Dog award: Steve & Val Weeks, 1958 Old English White XK150



Dental award: Gary Monrad & Oggi, 1972 Dark Grey 4.2 litre XJ6 (S1)



Race Car award: Darryl Leyton - XJ6 (Series 2)



1st Other Makes: Donald Tamblyn, 1909 model AX Renault



Velvet seat award: Noel Thornley -XJ6 (Series 2)



Does he fit award: Graeme Moore - Mini



Showroom award: David Bicknell, 1967 Old English White 420



That's nice award: Borys Potiuch, 2009 Azure Blue XF

E F & GT Register Meeting - 16 July 2020

The EF & GT Register was the first cab off the rank to hold a Club Register meeting in a long time.

Mr Gary Scalamera arranged for the Register to meet at his warehouse/garage located just off Gilbert Street in the city.

There was plenty of safe parking space available just outside the warehouse and plenty of room inside to comply with the Covid-19 requirements. The Register was limited to 60 members and guests.

Tom welcomed all the new members who have joined the club over the last four months who have not been able to attend any events (lots of new XJ-S owners).

Tom went through upcoming events and Fred Butcher outlined the proposed layout for All British Day to be held on 14 February 2021 - Celebrating the E-Types 60th.

Al Baker explained that he is now in the final assembly phase of his D Type. If you are on Facebook make sure you are following his business page which is documenting the conclusion of 10 years of research and fabrication.

Gary then provided details and history of his collection of cars including his lovely E-Type. A big thank you to Gary for a very enjoyable evening. ■



A small section of Gary's garage. Members self-distancing while Gary provided information about his lovely collection of cars.



Al Baker is now in the final assembly phase of his D Type. Photo from Facebook JDCA Members Group .

Jaguar Car Club Annual Christmas Dinner

Jaguar Drivers Club of South Australia

GENERAL CHRISTMAS MEETING & DINNER

Maylands Hotel, 67 Phillis Street

Tuesday 1st December, 2020 — 7.00pm

Entertainment by Linda McCarthy

Two course meal at \$40.00 p/p

Registration — GET YOUR TICKET [HERE](#)

"Lets end a difficult year with a celebration!"

XJ, Mk10, 420G - Christmas Dinner

JAGUAR DRIVERS CLUB OF SOUTH AUSTRALIA

XJ, Mk10, 420G Register



Annual Christmas Dinner

(Special 10th Anniversary Celebration)

The Glenelg Golf Club— James Melrose Rd, Novar Gardens SA

Saturday 12th December, 6.00 — 11.00 pm

Three course meal and show—\$60 p/p

Registration and on-line payment is mandatory for this event

via TidyHQ **CLICK HERE**

Additional information: Bob Charman 0421 482 007



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" - 7.30am 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.

Unley "Coffee and Cars" - from 7.30am, Unley Shopping Centre.

Modbury Triangle "Pancake & Chrome" - 8.00am to 10.30am, Modbury Kitchen, Modbury.

Angle Vale "Super Sunday" - 8.00am to 10.30am, Angle Vale Shopping Centre, Heaslip Road.

Some now happening

4th Sunday "Coffee N Chrome" - 8.00am to 10.30am, Morphettville Racecourse & The Junction Carpark.



Arthur Daley's Series III Daimler Sovereign driven by TV's most famous second-hand car dealer, in the TV series Minder, fetched £32,000 at auction in 2014. And, in keeping with the ultimate wheeler-dealer's style, the mileage on the classic beige motor was wrong. The Auctioneers advised that the Daimler saloon had a recorded mileage of 33,677, but it had its odometer replaced when it had just 9,000 miles on the clock. (Actor George Cole - who played Daley - wanted to buy the car himself but it was given away in a TV Times competition in 1985).

Classified Adverts



FOR SALE 1998 XJ 308, 4.0L Sport V8

- ◇ 150,000kms. Purchased in 2016 from the original owner
- ◇ Champagne silver paint, cream interior, black dashboard
- ◇ Electric sunroof
- ◇ Car is in good condition. Serviced regularly mostly at Solitaire, Stepney Auto, & Sovereign
- ◇ Never been in an accident (to my knowledge)
- ◇ Original paintwork, body in good condition, almost no fading, 3 or 4 very minor hail dents on roof & boot lid
- ◇ Runs very well with loads of power! Aircon and electrics all working well. A few minor issues (will need new tires).

Price: \$6,000 ONO

Contact Luca on 0403 900 229



FOR SALE 1963 MK II 3.4 (Manual Overdrive)

- ◇ Owned since the seventies. Removed front end and power steering to commence restoration, but got no further.
- ◇ The car is complete. Everything is there including bumpers, toolbox, jack etc.

Price: Negotiable

Contact Brian Clutterham for an inspection 0419 829 233



FOR SALE: Wire Wheels

Set of 4 Jaguar wire / spoked wheels, 15 inch, painted rims. Rims are in good condition, however there are a couple of loose spokes.

Price: \$400 for the set of 4 (will not separate)

Please contact Danny Lane on 0417 816 526



FOR SALE 1998 XJ 308 4.0L Sport

- ◇ Very well maintained, strong V8 Engine
- ◇ Lovely to Drive - only 155,000 kilometres
- ◇ More Photos available

Price: \$13,000 ONO

Contact Richard Chuck on 0408 313 848



"Maybe if I gained 1,000 kg and painted myself red, he'd actually spend some time with me"

SS/Mk IV & Mk V Register Meeting



The SS/MkIV & MkV Register meeting and lunch was held at the Gepp's Cross Hotel on Wednesday 29th July. The sky was overcast and raining, so their "Old" Jaguars stayed home. Minutes of the meeting will appear in the next addition of Classic Marque.

		<p>first national REAL ESTATE Lewis Prior</p>	
<p>Brett Lewis 0412 843 771 Director Sales Executive</p>	<p>P (08) 8358 0555 F (08) 8358 0111 E mail@lewisprior.com.au W www.lewisprior.com.au 245 Diagonal Road, Warradale, SA 5046</p>		<p>Karlie Ridley 0478 062 591 Rental Management</p>
<p>Find out what your home is worth FREE!</p>			
<p>Our thanks to First National Real Estate Lewis Prior, who generously print this monthly club magazine.</p>			

Club Notices

GENERAL MEETING ROSTER 2019/20

August	SS, IV, V Register
September	Multivalve Register
October	XK, 7, 8, 9 Register
November	E, F, GT Register

CLASSIC MARQUE

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

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 - 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

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Email: philipprior@bigpond.com

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Fred Butcher

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Mr Peter Holland

Phone: (08) 8271 0048

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David Burton

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

Australian Council of Jaguar Clubs (ACJC)

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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 (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

Register meeting dates and time are variable at the moment. Check Calendar in magazine or JDCSA Web site



XCJ 506
SA • The Festival State