

CLASSIC MARQUE

APRIL 2022



CELEBRATING 60 YEARS OF THE DAILMER V8

THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA

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Jaguar Drivers Club of SA - Presidents Report

President's Report April 2022

The State election results was no surprise, the only shock being the extent of the swing. Our new Premier Peter Malinauskas has been quick off the mark with the following COVID announcement:

SA Premier says "COVID-19 case numbers to jump in a 'significant way' with elective surgeries already cancelled".

Based on this advice I believe we are still not out of the woods for the foreseeable period. Even more concerning is the news that vaccinations may not be as effective against this latest strain. This latest COVID update reinforces our club's COVID policy.

Our 'Event Calendar' is very busy with much happening between now and the end of May this year. This is a good sign our club is functioning well with good attendance at events. Since I last wrote I have attended the XJ, Mk 10, 420G; E F & GT Register meetings and the Multivalve 'Lunch Run'.

The XJ, Mk 10, 420G secretary announced they are planning an overnight trip away later in the year, should be an interesting event to plan for.

The E F & GT Register meeting was held at Peter Thomas's garage in Lonsdale where Peter is currently restoring an XJ6 series 2. At the meeting, then secretary, Alan Baker announced he was resigning and that Suzanne Jarvis has agreed to be the new E, F & GT secretary. I understand Alan Bartram will continue in an assistant

roll, thank you AB. Also thank you to Alan Baker for his efforts as Register Secretary spanning several years.

One topic that had gained traction is to do with Registers and their purpose. At the E F & GT Register, it was suggested the register change its name. This I sensed wasn't particularly met with interest by those in attendance. There has been some suggestion that registers do not essentially need to be associated with a Marque. There has always been an emphasis placed on Jaguar models, this I believe to be the main reason for the club's formation back in 1973. It is pleasing to see that nearly 50 years on the clubs Objectives remain unchanged with the main emphasis on the promotion of the Jaguar and Daimler marque. I therefore do not see any reason as to why we should change our current structure where registers are formed to identify with the model/type of Jaguar and Daimler vehicle. I do however, strongly support member interaction between registers, as this does help break down "silo mentality" and assist with the interchange of information between different car owners.

Again, please stay safe and listen for further changes in the evolving COVID endemic. The latest club position in regard to COVID can be viewed on TidyHQ. Please contact your Register Secretary if you are unsure about future events.

**Safe Motoring
Fred Butcher**



CONTENTS (Feature Articles)

Daimler V8/250 - 60 Years On	8-17
F-Pace - 'Drive' Car of the Year	19
Kiwi Men are Better Drivers	21
Car Recovery - 'Off The Cards'	23
Second Life For I-Pace Batteries	25
Jaguars New 'Gaming' Sports Car	27
2022 Jaguar XE - Price & Specs	29
Aust Review - 2022 Jaguar XE	30-31
Multivalve Register Lunch Run	33
E, F & GT Run to Mannum	34
10th British Classics Tour	35
Multivalve Mystery Run	36-37
Car Auction Results	39-41
Club Library	42-45
Register Minutes	46-50
Classified Adverts	50
Minutes - General Meeting	52
JDCSA Club Directory	53

Front Cover:

*Darren Cranwell, 1968 Maroon
Daimler 250 V8 auto*

Back Cover:

John Vanderlans, Daimler 2.5 litre V8



@sajaguarclub



Events Calendar

Sunday 3rd April 2022: JDCSA Combined Car Clubs Run: 10.00am to 3.00pm.

Event as a replacement for the cancelled McLaren Vale Day. To be held at Oxenberry Winery - McLaren Vale
The Riley, Rover, Humber, Armstrong Siddeley, etc, clubs have been invited. Register Goto: [JDCSA Combined Club Event](#)
Please note COVID-19 requirements: Members need to register that they will be attending the meeting.

Tuesday 5th of April - 7.30pm

JDCSA General Meeting

Police Association Building, Carrington Street, Adelaide. To Register Goto: [JDCSA General Meeting](#)
Please note COVID-19 requirements: Members need to register that they will be attending the meeting.

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

The Bartley Hotel, Bartley Terrace, West Lakes Shore SA 5020, Australia.
More info please contact Bob Charman. Email: xj420g@jdcса.com.au or Goto: [XJ, Mk10, 420G Register Meeting](#)
Please note COVID-19 requirements: Members need to register that they will be attending the meeting.

Thursday afternoon 14th of April 2022. Jaguar Ladies Social Register Lunch. 12.30pm to 3.00pm

The Kensington Hotel, 23 Regent St, Kensington SA
Please register on TidyHQ by 11th April. For more information goto: [Jaguar Ladies Lunch](#)
Please note COVID-19 requirements: Members need to register that they will be attending the meeting.

Wednesday evening 20th of April 2022: SS, MkIV & MkV Register Meeting.

Next meeting at the Caledonian Hotel 215 O'Connell St, Nth Adelaide.
Further details to be provided by email and via TidyHQ.
Please note COVID-19 requirements: Members need to register that they will be attending the meeting.

Thursday evening 21st of April 2022: E, F & GT Register Meeting. 7.30pm - 9.30pm

Further details to be provided by email and via TidyHQ.
Please note COVID-19 requirements: Members need to register that they will be attending the event.

Sunday 24th of April: Sports Car Sunday: Waite Oval - 4.00pm to 6.00pm

Sportscar Sunday is a car event held every 6 months at one of the best locations in Adelaide, on the Waite Oval.
Members who wish to attend should register their cars to secure parking, as spaces are limited to 300 cars,
For more information: <https://www.sportscarsunday.com/>

Tuesday 26th of April

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

Thursday 28th of April 2022: Multivalve Murray River Cruise & Lunch. 10.30am to 3.30pm.

Meeting at Captain Proud Paddle Boat Cruises, 1 Wharf Rd, Murray Bridge.
For more info please contact Peter Buck. Email: Peter.buck51@bigpond.com or register: [Multivalve Boat Cruise](#)
Please note COVID-19 requirements: Members need to register that they will be attending the meeting.

29th April - 2nd May 2022: E Type 60th Diamond Anniversary Event - Mt Gambier.

Run in conjunction with the Jaguar Drivers Club of Victoria.
Centre of operations will be at The Barn, Mount Gambier, SA. **Registrations closed.**
For more information please contact Di Adamson via email di.adamson1@gmail.com

Tuesday 3rd of May - 7.30pm

JDCSA General Meeting

Police Association Building, Carrington Street, Adelaide.
Please note COVID-19 requirements: Members need to register that they will be attending the meeting.

Sunday 15th of May 2022: XK, Mk 7, 8, 9 Register Lunch - 11.00am to 3.00pm

Sausage sizzle at the property of Stephan & Cecelia Schubert's, 7 Hanisch Rd, Stone Well.
For further information please contact Steve Weeks 0414 952 416 or Goto: [XK, Mk7, 8, 9 Register Lunch](#)
Please note COVID-19 requirements: Members need to register that they will be attending the meeting.

Friday 20th May - Sunday 23rd May 2022: XJS Border Round-Up to Swan Hill.

Centre of operations will be at Murray Downs Golf & Country Club Victoria. **Registrations Closed.**
For more information please contact Philip Prior. Email: philipprior@bigpond.com or goto: [XJS Border Run](#)

Club Torque - Editor Graham Franklin

Where is Jaguar Heading? I just read an article written by Richard Porter who writes for EVO magazine. He wrote a very interesting story on JLR reinventing Jaguar, and about a crack team wrestling with a tricky question: **How do you solve a problem like Jaguar?**

He said that the whisper is that JLR has formed a special 'cell' isolated from the rest of the company so that the people within it can work on the next generation of Jaguars without anyone overhearing their meetings.

It's a knotty problem for the Jaguar design team, now under the supervision of Gerry McGovern, and one that will be fascinating to watch them solve.

We will keep you posted on any news!

This month's feature story is on the Daimler V8/250 that was launched in 1962, 60 years ago. Thank you very much to the club members that sent in their Daimler stories. Greatly appreciated.

Congratulations to Jaguar with the F-Pace winning the DRIVE Car of the Year for the Best Medium Luxury SUV.

Included is the latest news from Jaguar including one from NZ where research commissioned by Jaguar have found that gender stereotypes are alive and well, with Kiwi men claiming they are better drivers than women!

Crazy March has arrived and there is coverage of a host of events with April and May to follow. Thank you to everyone who sent in photographs and stories.

Cheers

Welfare

Following a severe staph infection, Tony Human is still in hospital but out of the ICU. The infection spread through his body including his heart. He has had a heart valve replacement and a pacemaker fitted. Tony was in a very serious condition and his doctors advised that if it wasn't for the fact that he was very fit and healthy, he may not

have been able to pull through. Our best wishes go to Tony and Gabriela.

Jack Richardson has had surgery on one of his hands (severe arthritis) and is recovering well, but cannot drive just yet.

Tony Bishop, who was hospitalised with severe Pneumonia last year has made a slow recovery. However, the illness

has 'knocked him around' and Tony is currently restricted from driving his SS100 and E-Type.

We wish them and all our members the best of health over the coming winter months. ■

New Register Secretaries

Alan Baker has had to step down as E, F & GT Register Secretary due to his work commitments. Suzanne Jarvis has taken over the role. Suzanne was previously part of the very successful 2018 National Rally committee and is more than capable of taking over the running of the Register. Alan Bartram and Peter Thomas will be kindly providing admin support to Suzanne.

The Compact Register, one of the largest in the club with over 120 members is still without a Register Secretary.

Graham Franklin, who also owns a Mark 1, and President Fred with his Daimler V8's will jointly run the Register until the AGM. They are currently looking at future possible events including an economy run. ■



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 April, 2022 magazine:

- **Michael Roberts & Sarah Clifton:** 1984 Jaguar XJ6 4.2 litre Sedan.
- **Glen Lewis:** 2000 Jaguar S-Type 3.0L Sedan.
- **Ian Cooke & Heather Gale:** 1990 Daimler XJ40 4.0L Sedan.

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

- **Warren Foreman & Jenni Trewren:** 1947 Jaguar Mk IV 2.5 litre Sedan.

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

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

Daphne Charman
Membership Secretary

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Fundraiser - Bali Rice Project Lunch (26th April)

Letter to the club from Cecilia and Steve Schubert.

Dear JDCSA members,

Here's an invitation to members to attend and enjoy a wonderful event in the Barossa Valley. As you may know my wife Cecilia has since early last year been organising a fund-raising event, some of you have had the opportunity to attend and enjoy. Cecilia began the lunches to raise funds to purchase rice to help feed 80-100 families who live in Pemuteran village located in the north west of Bali. There they do not grow rice but they do grow grapes, hence the Barossa link.

For general income most people rely on tourism but for the past two years, due to COVID the area has been struck particularly badly. As up to 80 percent of the community works in hotels, restaurants, or other tourist related employment they have endured incredible hardship to the extent that people have had to go without food. The rice funding project has attempted to address this.

With Bali slowly opening up the tourists should return and with employment returning in the bottom areas of Bali it will soon filter up to the Pemuteran area

some 3 hours north. As such we hope they will not need our help much longer.

With this positive attitude, Cecilia and her friends have arranged the Final Rice Project Lunch. Please be aware that all money raised will go towards purchasing rice.

The lunch will be hosted by winemaker and Baron of the Barossa Adrian Hoffman. It will be held at his property near Nuriootpa in a converted shearing shed. There will be entertainment during the lunch as well as an opportunity to wine taste with Adrian or to purchase some of his wine.

You and your partner or friend are invited to join the celebration please come and be sure that all money raised will go towards purchasing rice.

You will be welcomed on arrival with canopies and sparkling wine. This will be followed by a three-course lunch with a wide selection of wine included in the cost.

Please note that this is a wine event and as such not suitable for children. Wine will be provided but no other alcoholic beverages. Please note that with all our events everyone expects everyone to be vaccinated.

I will meet with those interested in attending in Nuriootpa on the morning of the event or if required a running sheet will be provided. I will advise when and where to meet.

- ◇ **Payment:** Via BSB and Account.
- ◇ **Date:** 26/4/22
- ◇ **Time:** 12.00 noon to 3.00/4.00 pm.
- ◇ **Address:** Nuriootpa, Barossa.
- ◇ **What:** Food and Wine, live music, wine tasting with Adrian Hoffman.
- ◇ **Cost:** \$60 p.p.

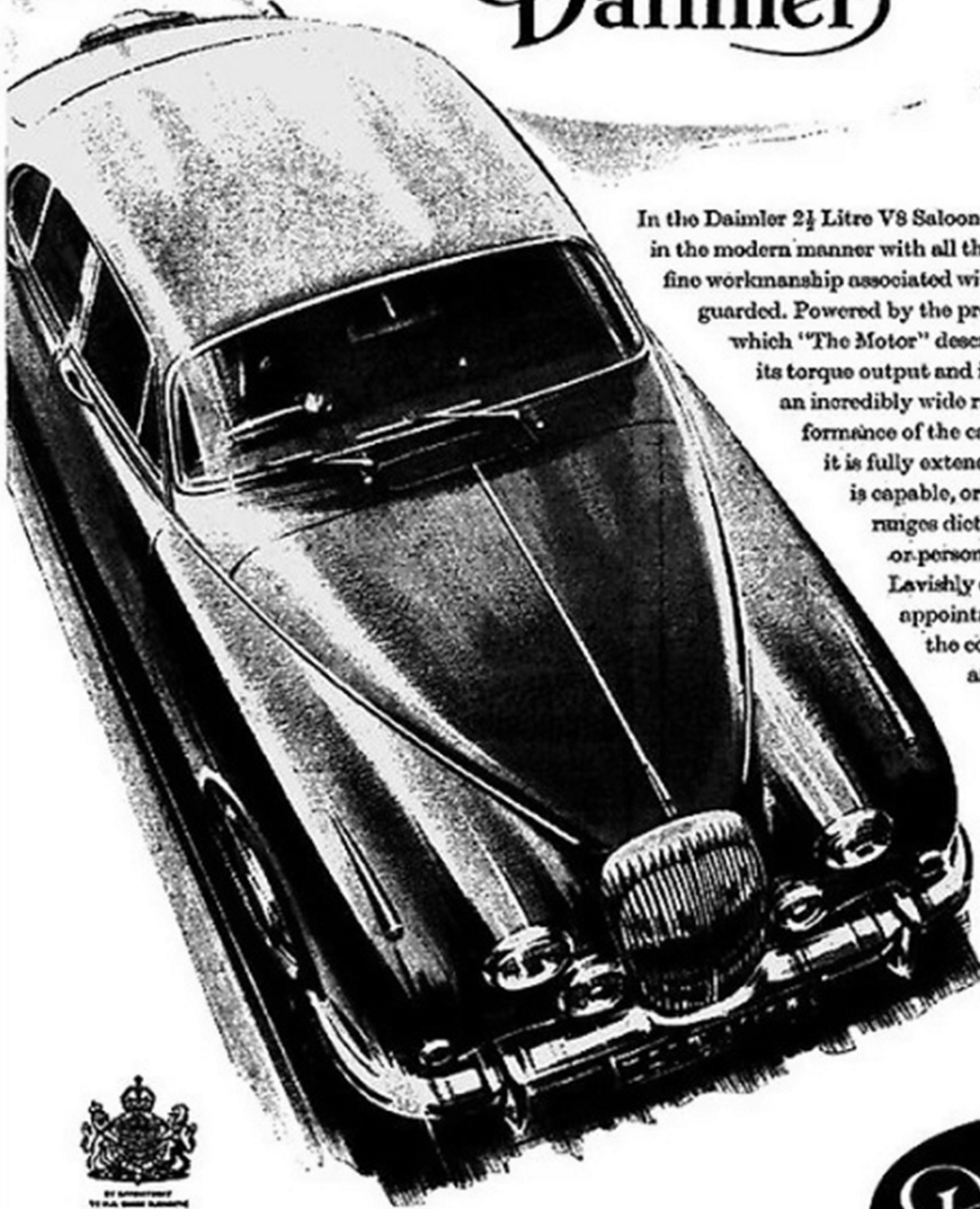
Attendance must be limited to 40.

Please advise Cecilia at Ceciliashubert49@gmail.com

Cecilia & Steve Schubert



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60 Years of the Daimler 2.5 V8/250 (cont)

The Daimler 2.5 V8/V8-250 was produced by The Daimler Company Ltd from 1962 to 1969. It was the first Daimler car to be based on a Jaguar platform, the first with a unit body, and the last to feature a Daimler engine after the company was bought from the Birmingham Small Arms Company by Jaguar Cars in 1960.

History and Development

Despite claiming an interest in expanding Daimler's markets, Jaguar had bought Daimler primarily to expand their production facilities, and apart from replacing the DK400B limousine with the Majestic Major-based DR450, Jaguar did little to develop new Daimler models and in fact cancelled a planned Conquest replacement (DN250) based on the SP250.

The Daimler 2.5 V8 was actually the result of negotiations between Lyons and the large Daimler distributor, Stratstone Ltd. Stratstone executives pressed Jaguar to develop 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 agreed to drop their Volkswagen franchise and just sell Jaguars and Daimler cars.



Daimler DN250. After production of the Conquest ceased in 1958, attempts were made to re-enter the medium-sized saloon market with the development of the DN250. Two prototypes based on a Vauxhall Cresta platform were built but discontinued prior to Jaguar's purchase. The prototypes disappeared but a Daimler enthusiast recreated the above DN250.

By November 1960 project ZX530/112 under the leadership of Phil Weaver (Workshop Superintendent of E1A fame) was underway.

A Mk 1 received a Daimler V8 transplant and this impressed executives with its better than expected performance. Soon after a Mk 2 was fitted with the V8 and a Borg Warner type 35 automatic transmission. Over next 16 months the two test cars were used to iron out any design problems. However, by all

accounts, converting the Mark 2 was a relatively straightforward process as the Daimler V8 engine was more compact and lighter than the XK 2.4 litre engine used in the Mark 2.

Because it weighed approximately 50 kg less, spring and damper settings were revised accordingly to suit the altered weight distribution. In fact, this significant reduction in mass over the front wheels and redistribution of weight to the rear improved handling and reduced understeer during hard cornering.

Following exhaustive testing the new Daimler 2½-litre V8 was officially launched at the 1962 Earl's Court Motor Show, although it wasn't until early 1963 that production properly got under way.

Engine

Jaguar carried out numerous changes to the Daimler V8 engine during development of the saloon. This included swapping the cylinder head studs for set bolts to enable the heads to be removed with the engine still in place, redesigning the sump for an easy fit between the Mk2's front suspension units, repositioning the water pump and fitting new-design exhaust manifolds.

The V8's main bearings were also slimmed down in order to create enough space to balance the crankshaft, helping to make this version significantly smoother than the Daimler-designed original.



After the DN250, Daimler changed plans and proceeded with another prototype codenamed DP250. This car was built around the chassis of the SP250 sports car. The project was discontinued by Jaguar shortly after it acquired Daimler.

60 Years of the Daimler 2.5 V8/250 (cont)



The Daimler 2½ litre V8 was officially launched on the 8th of October at the 1962 Earl's Court Motor Show. On launch the car sold for UK £1,568, initially more than the 3.8 litre Mark II.

The radiator fan was also driven through a viscous coupling unit that slipped progressively with increased engine speed, reducing noise from the fan.

Transmission.

The Daimler's Borg-Warner Type 35 automatic transmission was smaller and lighter than the units used on the Mk 2 and had strong engine braking in each gear range.

A manual transmission, with or without an overdrive unit usable with the top gear, became available in early 1967. Cars optioned with the overdrive had the original 4.55:1 final drive ratio.

Exterior

The company's stylists were tasked with making the Daimler derivative look suitably different from the model on which it was based. The most obvious change was to the radiator grille, which followed Daimler tradition via its fluted top, while the bonnet was adorned with a 'flying D' mascot.

The bootlid sported both 'Daimler' and 'V8' badging, and was also fitted with a number plate lamp featuring an appropriately fluted chrome surround.

The hubcaps, surrounded by handsome rimblishers, were given 'D' emblems in their centres, while the rear bumper also received the same emblem treatment.

Interior

The Daimler 2½-litre V8's interior benefited from various changes over the standard Jaguar Mk2, including fitment of a split bench seat up front, deletion of the full length centre console for extra width and comfort, removal of the picnic tables to improve rear leg room, fine-quality leather hide and the usual array of wood-veneered trimmings.

The dashboard differed slightly from the Mk2's thanks to a veneered extension below the central part (housing the radio, heater controls and ashtray), while the Jaguar steering wheel was modified via the inevitable use of a 'D' central emblem.

Daimler V8-250

Produced from October 1967 to 1969, the V8-250 was a minor facelift and differed in relatively small details. The cars were fitted with "slimline" bumpers and overriders (shared with the Jaguar 240/340), negative-earth electrical system, an alternator instead of a generator and twin air cleaners, one for each carburettor.

Other new features included padding over the instrument panel, padded door cappings and ventilated leather upholstery, reclinable split-bench front seats and a heated rear window. Power steering and overdrive were optional extras.

Road Tests

Top speed as tested by Autocar in May 1963 was 112.3mph, 0-60mph in 13.8 seconds and fuel consumption was 17.3mpg. The top speed was reached at 6800rpm, confirming that the V8 was



Engine bay of the updated 1967-1969 Daimler V8-250 fitted with an alternator instead of a generator and twin air cleaners, one for each carburettor.

60 Years of the Daimler 2.5 V8/250 (cont)

a much freer revving unit than the XK. Autocar said: "The Daimler's particular strength is its sweet and near silent running at any engine speed".

Production

13,018 Daimler 2½ litre V8's were built between October 1962 and June 1967, with a further 4,890 Daimler V8-250's produced from July 1967 to July 1969. Only 700 cars in total were fitted with the optional manual overdrive gearbox.

Of the 17,908 cars built, just 727 were built in left-hand drive guise. The 2½-litre and V8-250 was built predominantly for the home market and to help placate the local Daimler distributorships. However, they were seen as an attractive choice for well-heeled buyers seeking a more traditional offering than the Mk2, a car with a racier image at the time.

Such a reliance on home-market sales, however, helps to explain why the total number of V8-engined Daimler saloons produced during their seven years on sale were fairly low. Another reason was that Jaguar put limited investment in tooling for the 2½-litre engine. This led to limited production capacity, with a maximum weekly output of 140 engines. However, this planned maximum output was never achieved.

By the time the very last V8-250 rolled off the line in 1969, the extremely well-received XJ6 was Jaguar's main saloon focus.

List Price (UK)

In 1965 the Daimler carried a list price of £1647 including Purchase Tax, making it substantially dearer than the midrange 3.4-litre Jaguar Mk2 at £1507 and a lot



1962 Earl's Court Motor Show. Inside it lost its picnic tables in a bid to improve rear legroom, and a split bench seat up front with folding armrests for extra width and comfort.

more expensive than the 2.4-litre version at £1389. It was a clever pricing policy, however, enabling the Daimler to be seen as something of a flagship model whilst still undercutting the Rover 3-Litre MkIII – an important British rival, priced then at £1838.

The Last Daimler Engined Model

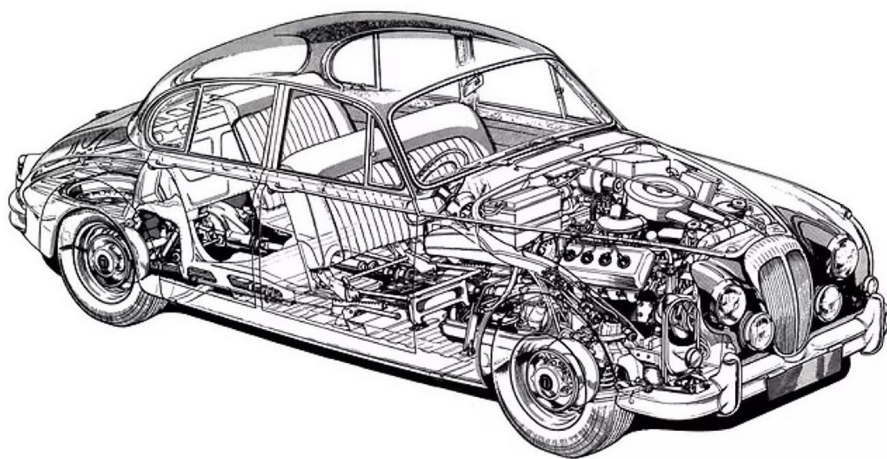
Although the Daimler V8 brought new customers to Jaguar, the loss of the V8-engined Daimler marked the end of an era, as well as the end of a well-designed, well-developed powerplant that had plenty more to give. From then on, Daimler saloons became re-badged Jaguars with nothing mechanically different to set them apart from their less expensive cousins.

From the moment of its introduction, the Daimler 2½ litre models provided a unique kind of luxury motoring. The distinctive V8 two-and-a-half litre twin carburettor engine with its turbine-like smooth performance was powerful and progressive; be that with a Borg Warner Type 35 automatic transmission or a 4-speed all synchromesh gearbox, with or without overdrive.

There can be no doubt that these beautiful cars offered and still offer a very individual character, combining high performance with traditional Daimler comfort and refinement. And in that respect, the 2½-litre (and its Daimler V8-250 successor) deserves a special place in the history of one of Britain's most prestigious marques.

Although there were five (5) times more Mark 2's (and its 240, 340 successor) built, the Daimler V8 has always been lagging behind in the used car market despite being as easily as fast as a 3.4 Mark 2 and regarded by the press as more agile to drive. This price differential has narrowed significantly in the last 2 years. As a classic buy today, few are finer. ■

Information for this story gathered from Wikipedia, DM Drive-My and Daimler & Lancaster Owners Club (UK).



Members Story - A Poem by Rod Behenna

I love my 1969 V8 Daimler.

I love my wife.

The circle is not to be completed. They have a mutual loathing which 30 years has not softened.

If I do manage to get her into the car it seems to know and plans are thwarted -- flat battery, punctures, fuel pump or minor things like failing brakes.

If we do get to the end of the street her breathing becomes slightly more relaxed but the litany starts --

- * what a crappy boot and it smells of petrol,
- * the windows are fogging up,
- * which one of these toggle switches is the air conditioner?
- * the seat belt is stuck,
- * there is no head rest,
- * I don't feel safe,
- * where do I put my coffee?
- * why does the speedo oscillate so wildly?
- * how do you know how fast you are going - surely, we are going faster than 35?
- * which switch is the cruise control?
- * have you filled in the log book?
- * you can't see anything from these side mirrors,
- * what are these funny names for the radio stations?
- * aren't these V8s noisy,
- * no bluetooth - my phone won't work and even if it did, I couldn't hear it because this window whistles,
- * what do you mean "use the street directory in the glove box"?
- * why can't I open the glove box unless you stop and take the keys out of the ignition,
- * your indicator hasn't cancelled,
- * where is the vanity mirror?
- * why are all those old men looking at us - there must be something wrong with the car - we should go home now,
- * even the weddings you have used it for have ended in divorce.

I love my wife more except when she is with my Dame, and then it is a close-run thing.

Rod Behenna
Member 2858



Members Story - Allan Britcher

Like lots of us, I have always been interested in cars since getting into my first car, being a Mini 850. Certainly not what you would call a classic..... in those days, but economy and mobility were the key thing for me, after my pushbike anyway. Briefly, I have mainly owned Toyotas, VWs, and BMWs, and currently own a Tiguan, Golf and Audi A1 as daily drivers.

My play cars have been a 1969 BMW 1600-02, 1979 633 CSi, 1968 Daimler 250 and currently 1984 XJS V12.

I purchased the Daimler in February 2020 from Ballarat. It was originally a NZ car which was brought to Australia around 2004 and used as a chauffeur car in Melbourne along with a couple of Rolls-Royce's. It was subsequently purchased by a couple in Ballarat during 2016. I spotted it on 'Car Sales' and after some research bought it home in February 2020. One of the main reasons for purchasing this car was that it was impeccably maintained by both previous owners, especially the owner of the chauffeur business, as those cars need to be put over the pits regularly and any maintenance must be carried out to meet the strict road regulations in Victoria.

The paint was in very good condition however, there were several stone chips on the front face, the interior was in



1967-1969 Daimler V8-250. The car is easily identified from the 1962-67 Daimler 2.5 V8 by the "slimline" bumpers and over-riders. The car has since been upgraded with wire wheels.

very good condition except for a little water damage around the rear window. I installed new rubbers and chrome around the rear window after replacing the lining around the window and above the doors on both sides. I tidied up several items under the bonnet including a better alternator bracket, leads, plugs etc, plus installed an electric radiator fan.

I intended to keep this car for some time however an opportunity to pick up an XJ-S came along that I could not refuse, so I sold it locally to a car enthusiast at

Williamstown in February 2021. He has since had the paint detailed and fitted wire wheels, which has enhanced the car even more. The car was present at the President Picnic at Birdwood last month and attracted much interest.

I am sure this car will be around for many more years and look forward to seeing it on club runs in the future.

Allan Britcher
Member 3694



Members Story - Michael Pringle

My Daimler V8 250...

I guess I've been a petrol-head all my life and I have been a member of various car clubs for 50 years, so it still amuses me that I made all the rookie mistakes when I decided to buy 'an old car to do up'. I had been thinking that my youngest son might like to help me mess around with an old car.

The Purchase Fuelled by Old Memories

One Saturday evening in the early 90's (no red wine was involved) I was reading the motoring section of The Age classifieds (as you did in those days) and came across an ad for a Daimler V8 250, "non-runner but lots of spares".

The interest flame was alight! The day I passed my driving test my grandfather had arrived at the house in his brand-new Daimler Sovereign with an invitation for me to drive it - wow! I had learned to drive in a VW Beetle and a Fiat 600D so this was going to be special. My most vivid recollection is that as we proceeded south along the A49 (Cheshire, England) said grandfather craned over to see the speedometer and suggested that 70 miles per hour was perhaps fast enough for the first drive (the speed limit was probably 40mph). All this came flooding back as I could now see me in my own Daimler - albeit after some work on the as yet unseen "non-runner".

Some household discussion ensued and it was decided to go and have a look the next day - no research of any



kind. Arrangements were made and my son and I ventured to Woodend about an hour north of Melbourne to meet the seller Mr. George Robinson at his farm. Upon arrival and after some preliminaries we were redirected to another farm a few minutes away where the Daimler was stored in a barn (open at the front) and looked a sad old sight - covered in dust (about 8-years' worth), one flat tyre and rubbish all around her.

A V8 With a Piston Through the Block

It turned out the Daimler was a "non-runner" because someone, racing the car

along the Geelong Road, had caused a rod to seek its escape through the engine block in protest at such poor treatment for such a fine machine. "Nothing to worry about says Mr. Robinson, I have a spare engine and it will only be a matter of swapping them over".

Not only was the Daimler a "non-runner" but the interior was tired to say the least and the 'duco' was at best lacklustre. I should have walked away then, but of course I didn't.

The Trip Home

After some minor haggling a price was agreed (I paid way too much in hindsight - as I said, "no research") and arrangements were made to collect the Daimler the next weekend.

A tandem trailer with a winch was hired and my son and one of his mates helped me to retrieve the father-son bonding project. After an eventful trip home - my daily driver Holden Statesman nearly boiled - the Daimler took up residence in the carport where it stayed largely untouched for a couple of years.

My son lost interest and I was way too busy at work to devote much time to an old car. At one point I tried to sell the Daimler but of course no-one was going to pay what I paid so in the carport she stayed.

Restoration Begins

Eventually I decided to bite the bullet and get things started on a rolling restoration, but non-runners don't roll.



Members Story - Michael Pringle (cont)

Advice was sought through the club (Daimler Lanchester Club of Victoria) and I was pointed in the direction of someone who could sort out the engine.

The car and spare engine were sent to Mike Roddy who undertook a full rebuild using bits from both engines and lots of new bits too.

With the engine out the gremlins started to appear – the off-side chassis rail was bent; the brake master cylinder had leaked fluid and the whole scene was rather ugly. It was logical to have the engine bay re-sprayed – more \$\$\$

Eventually the Daimler came home and the rolling restoration could start in earnest.

Over the next year or two the car was resprayed, chrome wire wheels fitted, new interior, new tyres, gearbox overhaul etc etc. - \$\$\$.

Completed and Time to Enjoy

It was all worthwhile; I loved that car. Over the next 25 years I did all my own repairs (starting from a very low knowledge base) and made many improvements (learning new skills along the way) while driving over 50,000

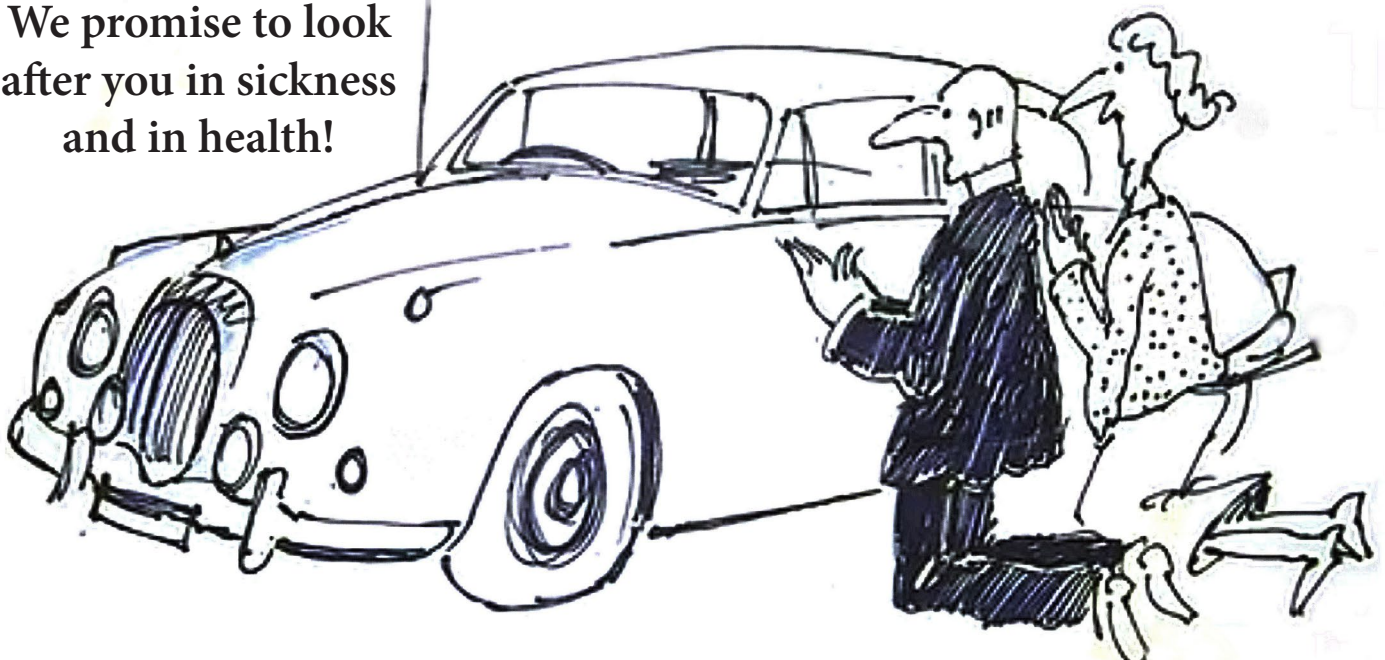
miles through Victoria, NSW, SA and Tasmania. There is nothing quite like the sound of Edward Turner's 2.5 litre V8 and the Jaguar Mk2 body has to be one of the prettiest shapes ever.

In early 2020 Daimler V8 250 registered number KCK 860 (Vic) moved to a new owner in northern NSW. My current daily driver - Jaguar XE – now carries the KCK 860 (SA) number plate.

**Michael Pringle
(Vice President)**



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after you in sickness
and in health!**



Members Story - Steve Dunning

1966 Daimler V8 and 1969 Daimler 250

I have always had an interest in classic British cars. My first car was a 1959 Austin-Healey "bugeye" Sprite Mk I which I purchased as an 18-year-old. This was followed by a 1968 MGB Mk II purchased two years later and more recently in 2017, two Daimlers, a 1966 (V8) and 1969 (250).

The provenance of each Daimler is quite unique. The earlier silver 1966 model was reportedly purchased new by Bob Jane and subsequently sold to Bob How, St Helier Victoria and in 2012 was acquired from his deceased estate by Ted O'Connor, Cheltenham, Victoria.

The sable 1969 model was one of the last produced (Engine No: 7K5301), manufactured in early 1969 and bought new in May for £1551.10.0 by Alf Johnson, a Qantas employee based in London. Alf told me he saw the Daimler in the dealership, Stratstone's of Mayfair, London as part of Australia's export consignment and was taken by the unique colour. He said the colour sable was developed for the Series 1 Jaguar XJ6 and was not one of the standard coach work colour schemes listed on the sales brochure. It was matched with a cinnamon interior and to meet Australian design rules, inertia reel seat belts were fitted as an optional extra at a cost of £16.

Alf drove all through the UK, from Lands' End in the south-west of England to John O'Groats in the far north of Scotland and on the Continent over the following two years, then shipped the car back to Australia when he was transferred back to Sydney, NSW with Qantas.

Alf began a full restoration in 1992 and was a member of the Daimler and Lanchester Owners' Club Australia winning trophies at the club's Display Days in 1996 (Director's Choice) and Best V8 Saloon in 2000. Alf's car can still be found on the Club's website at: <https://dlocaustralia.org/alf-johnsons-v8-250/>

Alf sold the car to me when I contacted him after seeing it for sale and we struck a friendship because of our shared backgrounds in the Royal Australian Navy, and love of Daimlers. Alf was terminally ill and wanted to ensure he could pass on stewardship of his car to someone that had a similar "passion for Daimlers". Alf kept a detailed history of the car and he passed on a large file of documentation, including photos, trophies, invoices, and sales brochures. Alf had also collected many spare parts, including two replacement front fenders and an assortment of "bits and pieces" which he had accrued in his travels back and forth to the United Kingdom with Qantas. Suffice to say, I'm well stocked

with fuel filters, air filters, fan belts and spark plugs!

Whilst both Daimlers are similar, though with some subtle differences, they are quite unique in themselves and handle quite differently.

The 66 model is currently on the hoist in my garage undergoing repairs and all work is done by my nephew an experienced mechanic with a passion for old classics.

The 69 model is equipped with factory power steering, and this makes parking so much easier and driving slightly more pleasurable. With 45,336 genuine miles on the clock, it is in pristine condition and exhibits signs of little use since its restoration.

Alf has since passed, and I thought it would be appropriate to share the story of the Daimler and how fortunate I was to have taken over stewardship of his car. His wife Jean told me he was so happy that I had taken over the car and with his passing Jean ensured that Alf's wishes were fulfilled by passing on his remaining Daimler memorabilia to me.

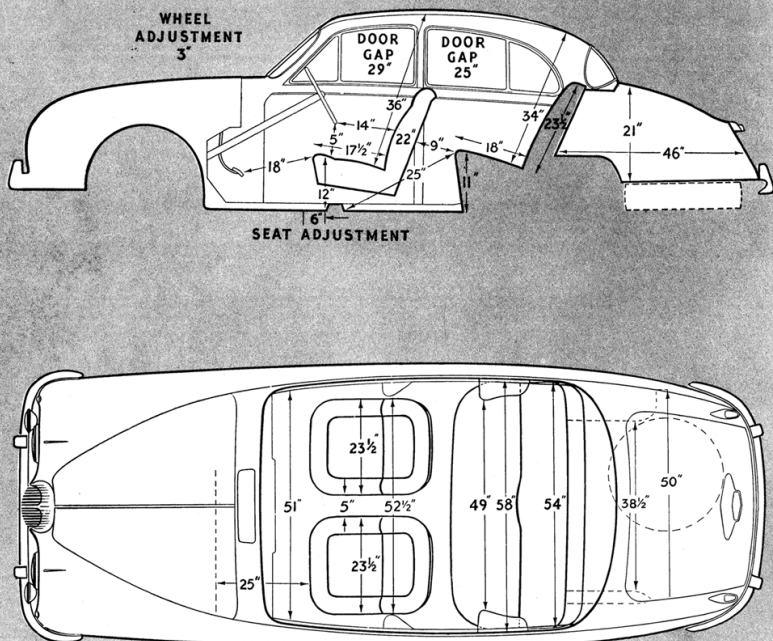
Steve Dunning
Member 3724

INVOICE (E)	
ORDER NO. HD. 25237	ORDER DATE 1.5.69
CHASSIS NO. P1K5181BW	MODEL 250 V8 Saloon
ENGINE NO. 7R5301	TRANSMISSION Automatic
GEARBOX	STEERING R.H.D.
NO. REAR AXLE RATIO	COLOUR Sable
SPEDOMETER NO.	TRIM Cinnamon
KEY NOS.	EQUIPMENT FOR Australia
FRONT DAMPERS REAR WHEELS	COMPRESSION 8 : 1
PISTON GRADING (FROM REAR OF ENGINE)	Inertia reel seat belts
	Wing mirrors
	C & E Authority JG166/69DR
	Registration No. URW37G
	PREPARATION AND DELIVERY: COVENTRY/
	DELIVERY REQUESTED R & R & P
	Handling and administration charges 25 0.0.
	Incidental charges, London delivery 23 0.0.
	1503.10.0 1503.10.0
	1551.10.0
COUNTRY OF ORIGIN - UNITED KINGDOM "E"	

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Recommended Price List of all Models					
The following prices will apply from midnight 22nd/23rd November 1968:-					
MODEL	RETAIL	PURCHASE TAX		TOTAL	
	£ s d	£ s d		£ s d	
V.8 250 Models					
Standard	1359 0 0	417 10 10		1776 10 10	
Overdrive	1396 0 0	428 16 11		1824 16 11	
Automatic	1428 0 0	438 12 6		1866 12 6	
Sovereign Models					
Overdrive	1784 0 0	547 8 0		2331 8 0	
Automatic	1849 0 0	567 3		2416 5 3	
8 Seater Limousine	3461 0 0	1059 16 5		4520 16 5	
8 Seater Chassis only	2369 0 0	- - -		2369 0 0	

Members Story - Steve Dunning (cont)

Principal Dimensions



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The issue of this catalogue does not constitute an offer. The specification described in this brochure varies for different countries, and The Daimler Company Limited reserves the right to amend specifications at any time without notice.

Colour Schemes

V8-250

The colour schemes listed below are standard and any deviation involving special treatment of coach work and/or upholstery will entail extra charge for which a quotation will be given at time of ordering.

Coach Work	Interior Colour Alternatives
CREAM	RED, LIGHT BLUE, DARK BLUE
BEIGE	RED, SUEDE GREEN, TAN, LIGHT TAN
WARWICK GREY	RED, DARK BLUE, LIGHT TAN
WILLOW GREEN	SUEDE GREEN, LIGHT TAN, BEIGE, GREY
BRITISH RACING GREEN	SUEDE GREEN, BEIGE, TAN, LIGHT TAN
DARK BLUE	RED, LIGHT BLUE, GREY
BLACK	RED, GREY, TAN, LIGHT TAN
GOLDEN SAND	RED, LIGHT TAN
OPALESCENT SILVER GREY	RED, LIGHT BLUE, DARK BLUE, GREY
OPALESCENT SILVER BLUE	DARK BLUE, GREY
OPALESCENT MAROON	MAROON, BEIGE



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F-Pace wins 2022 Drive Car of the Year

Jaguar F-Pace wins 2022 Australian DRIVE Car of the Year for the Best Medium Luxury SUV.

Family practicality blended with everyday luxury, with perhaps a splash of sportiness thrown in - the Jaguar F-Pace is all that and more.

[Quite simply, continual refinement has paid off for the Jaguar F-Pace.](#)

The Jaguar now answers all the crucial questions asked of it in this segment and offers comfort and practicality, sporting performance, impressive technology and even solid value for buyers.

Having the 'Jaaag' naming rights in the carpark can't be discounted either. The leaping cat's aspirational status is as strong as ever, and now the refreshed F-Pace offers a level of quality and refinement to support that classic Jaguar passion.

We tested the entry-level F-Pace S, with a 2.0-litre turbocharged four-cylinder petrol engine (there are six and eight-cylinder options up the range if you want even more leap from your cat), and found performance adequate for urban running and fun enough when exploring

the Dynamic drive mode settings. [It is, after all, the dynamic ability of this car which remains a high point.](#)

The F-Pace feels wonderfully dialled-in and engaging on the open road, just like a proper Jaguar should. It's balanced and direct, while still offering a comfortable and luxurious feel.

Fuel use is claimed at 7.5L/100km and our test loop saw things a bit higher but still in single figures at 9.2L/100km.

The eight-speed automatic transmission is well matched on the move, although we found it was a bit fussy at low speeds. The stop-start system was a little hesitant too, at times.

These are minor quibbles though, with the majority of time behind the wheel of the F-Pace a thoroughly pleasant one.

Inside, the Jaguar's cabin feels equally special, with a revised layout, high-quality switchgear and premium touchpoints. It's all very slick, but it's the new Pivi Pro 11.4-inch infotainment system that makes the biggest difference.

From the classy and intuitive interface design to the breadth of features, which

includes mobile-app connectivity for vehicle monitoring, the system finally feels as polished as the rest of the car.

Standard equipment levels are good, with driver assistance tech standard across the range. While our test car is a rather conservative specification, you can go to town when creating your own.

There's something special about being able to build 'your' Jaguar, and with countless colours and personalization offers on the table, to enhance what is a solid offering in standard trim, only makes that desire for a 'Jag' even stronger.

In summary, the F-Pace has an answer for every question.

It's stylish, practical, and delightful to drive. That it now delivers better value and a class-leading infotainment system is simply icing on the cake.

For the 12 minute video comparing all five cars goto: [2022 Best Medium Luxury SUV](#) ■

Information for this story from DRIVE.



The F-Pace won the 2022 Australian DRIVE Car of the Year for the Best Medium Luxury SUV. The F-Pace was up against the Audi Q5, Genesis GV70, Porsche Macan and Volvo XC60. The Jaguar took the win with a unanimous first placing result from all five judges.

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Kiwis Think Men Are Better Drivers Than Women



From left to right - Amy Hudson, Rianna O'Meara-Hunt, Tiffany Chittenden. The three New Zealand racing drivers will help Jaguar try and dispel gender conventions still found in motoring today,

More than half of Kiwis think men are better drivers than women!

New research commissioned by Jaguar has found that gender stereotypes are alive and well in New Zealand, with more than half (55 per cent) of New Zealanders of the opinion that men are better drivers than women.

Not only that, the study found a full 84 per cent of men think they are better drivers than their female counterparts, [despite men accounting for 64 per cent of serious crashes.](#)

55% of male respondents believe that women are more interested in style, colour and aesthetics in a new car compared to performance.

Women surveyed, on the other hand, say that performance and safety are the most important considerations when purchasing a new vehicle.

Male respondents in the survey claimed women were disinterested in performance because "it bores them", "most women like things that look nice" and "they don't need performance."

Grim findings -

To try and remedy things, Jaguar New Zealand is set to challenge these conventions. Jaguar has tapped three female motorsport stars to give them a platform to demonstrate their expertise and successes.

The three stars are Tiffany Chittenden, the first-ever female winner of a British National Karting championship; Amy Hudson, ambassador for New Zealand Women in Motorsport; and Rianna O'Meara-Hunt who has won a slew of motor racing awards at only 20 years old.

Despite national and international success, they operate in a heavily male-dominated industry, with only 15% of respondents able to name a female racing driver and 80% having never seen a female motorsport event.

To help dispel gender conventions still found in motoring today, Tiffany, Rianna and Amy will use their collective expertise to coach TV co-host Kanoa Lloyd through three driving challenges.

Breaking gender stereotypes is part of Jaguar's rich history and traces back to one of Jaguar's original racing drivers, Sybil Lupp. She was the first New Zealand woman to forge her way into the male-dominated industry in the 1950s, rising to national prominence in motor racing and operating her own Jaguar service centre.

The three driving challenges inspired by Sybil Lupp are:

- ◇ Smart Cone Challenge – agility and precision challenges in an I-PACE
- ◇ Flying Quarter Mile Sprint – one of Lupp's most well-known races, showcasing speed in an F-Type
- ◇ 1 Hour Endurance – testing longevity and sustained power in an F-PACE SVR.

The challenges began screening on New Zealand television show "The Project" in March. It is unclear if the series will be shown on Channel 10's 'The Project' in Australia. ■

Information for this story from Jaguar NZ.

Editor: Details about the exploits of Sybil Lupp will appear in next month's Classic Marque



Sybil Lupp, known as 'Jaguar Lady' was a mechanic and racing driver. Seen here working on a MkVII at her garage in Wellington N.Z. c. 1957. Photo Alexander Turnbull Library.



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Jaguar Land Rover Suspends Sales To Russia

Jaguar Land Rover has suspended sales to Russia following the invasion of Ukraine. The firm announced that it made the decision due to the “wellbeing” of its workforce and those “within our extended network”.

Sanctions imposed on Russia have heavily restricted the ability of companies to sell goods there.

“We are pausing the delivery of vehicles into the Russian market”.

“The current global context also presents us with trading challenges so we are pausing the delivery of vehicles into the Russian market and continually monitoring the situation on behalf of our global customer base.” JLR

JLR did not mention Russia’s invasion of Ukraine explicitly.

However the UK Government welcomed JLR’s announcement stating that Jaguar Land Rover’s decision to suspend exports to Russia will help to isolate the country’s economy, after Britain’s largest carmaker said it would pause deliveries.

The UK business secretary, Kwasi Kwarteng, said JLR was one of “a rapidly growing number of companies and governments joining the whole international community in isolating Russia, both diplomatically and financially”.



A view of workers on the Jaguar XF production line in Castle Bromwich, Birmingham

Carmakers – along with companies across almost every industry – are scrambling to assess their exposure to Russia as the US, EU and UK work together to cut it off from the global economy via sanctions. While the movement of non-military cars or parts has not been blocked, several Russian banks are subject to blocking sanctions which could complicate cross-border trade.

Russia is a relatively minor market for UK car plants, whose exports are predominantly aimed at EU countries. It is thought that the UK exports fewer than 10,000 cars a year to Russia out of an annual production on 860,000 in 2021.

However, there are Aston Martin, Bentley and Rolls-Royce showrooms in Moscow and St Petersburg, as well as dealers stocking cars from BMW-owned Mini.

Russia’s invasion of Ukraine has abruptly transformed the world. Millions have already fled. A new Iron Curtain is grinding into place. An economic war deepens, as the military conflict escalates and civilian casualties rise. ■

Information for this story from Jaguar and ‘The Guardian’.

Ukraine War Leaves Car Supply Recovery ‘Off The Cards’

Long-lasting automotive supply chain issues look set to be triggered by Russia’s invasion of the Ukraine as Jaguar Land Rover feels the conflict’s impact.

Reassurances to car retailers that vehicle supplies triggered by shortages of semiconductor microchips could recover by Q3 or Q4 this year were in grave doubt as the implications for Ukraine’s heavy industry and of sanctions on Russia became clearer.

One big issue for manufacturers and retailers will be that further rises to gas and oil prices will affect manufacturing and cost of living, and the impact on manufacturing – coming in the wake of pre-existing semiconductor shortages – could be far greater than currently experienced.

Ukraine supplies about 50% of the world’s neon gas, which is used to produce semiconductor chips, and Russia supplies around 45% to 50% of the Palladium used to produce catalytic converters.

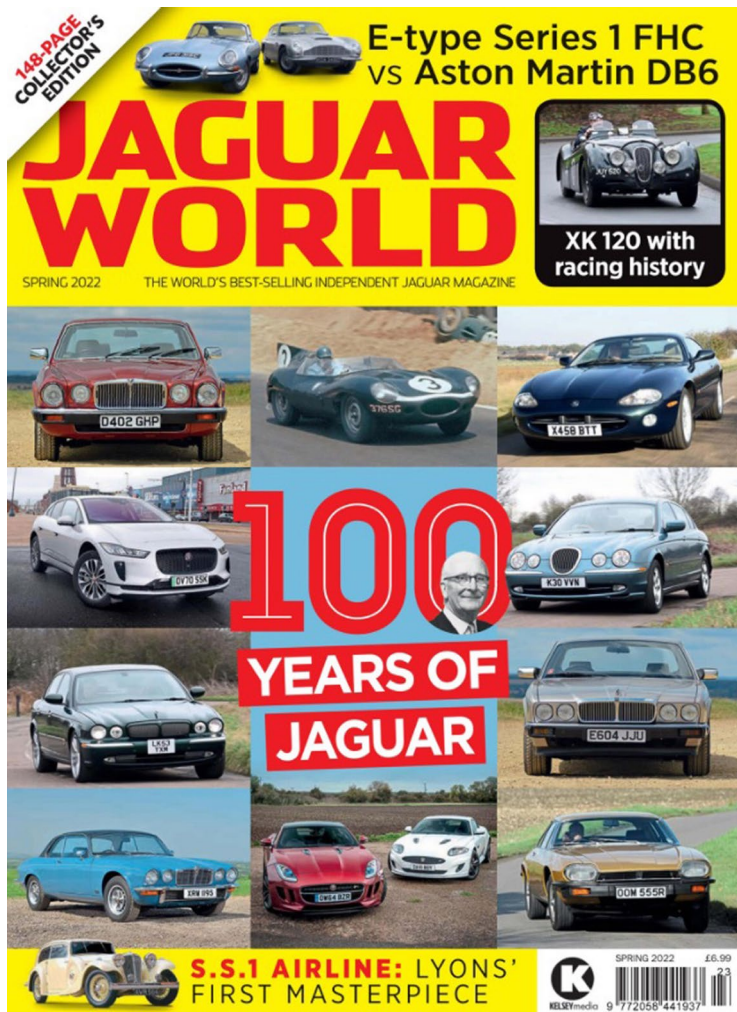
Ukraine has its own automotive industries, working in the highly intensive production of components. The impact on this production will be seen very soon and is likely to be ongoing. For example, Volkswagen and BMW have been closing assembly lines in Germany due to the shortage of wiring looms from Ukraine by the German company Leoni.

And tire manufacturer Michelin has recently announced it could close some plants in Europe due to logistics issue created by Russia’s invasion of Ukraine.



There is no doubt that car companies will be taking a hard look at the risks associated with international suppliers and consider buying more locally, even if this results in price increases. This could provide an opportunity for European and other countries to strengthen its internal manufacturing sector. ■

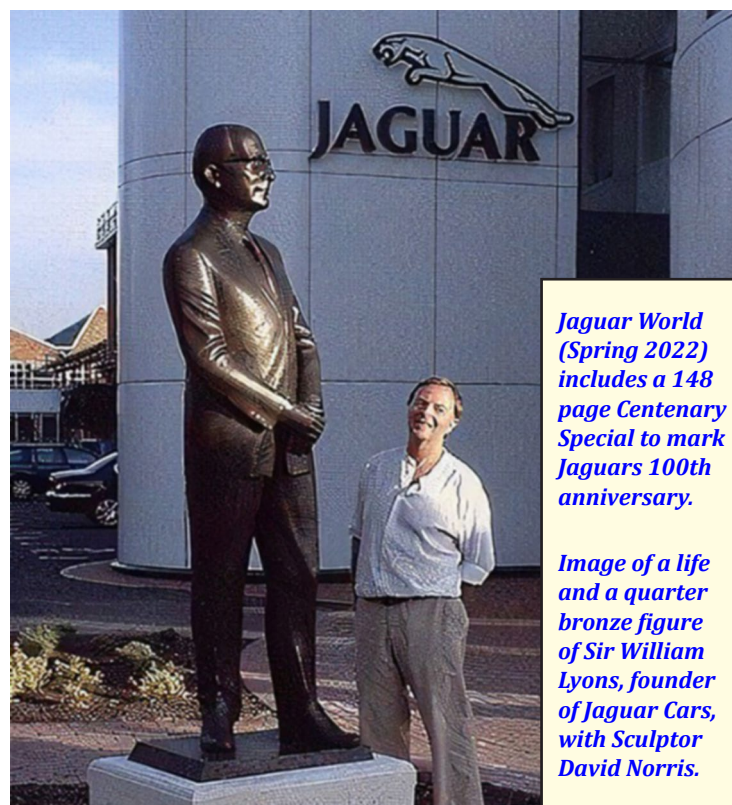
Information for this story from Harvard Business Review.



The Spring 2022 edition of Jaguar World includes a 148-page, Centenary Special to mark Jaguar's 100th anniversary. It also includes the following feature stories:

- ◇ **The Future:** From a new all-electric chassis to being sold off, a look at Jaguar's potential future.
- ◇ **I-Pace to Blackpool:** They use an I-PACE to tour the 1922 birthplace of Jaguar in Blackpool visiting four locations connected with the Marqu's early years.
- ◇ **Biography - William Walmsley:** The often-forgotten co-founder of Swallow Sidecars, William Walmsley.
- ◇ **Biography - William Heynes:** As chief from 1935 to 1968, William Heynes was instrumental in some of Jaguar's most famous cars.
- ◇ **Biography - Cyril Holland:** Joining in 1926, Cyril Holland was Swallows' first professional coach-builder.
- ◇ **Biography - Lofty England:** As Jaguar's racing manager and later managing director, Lofty England was one of Lyons' key Lieutenants.
- ◇ **Biography - Norman Dewis:** Norman Dewis was Jaguar's test driver for over 35 years, developing some of its most famous cars.
- ◇ **Biography - Bob Knight:** Jaguar's legendary chassis engineer and the man behind the important independent rear suspension, Bob Knight.

- ◇ **Biography - Sir John Egan:** Sir Egan did much to make Jaguar not just survive the Eighties but also profitable.
- ◇ **Biography - Nick Scheele:** A long-term Ford executive, Nick Scheele's time as Jaguars Chief Executive was largely successful.
- ◇ **Biography - Ian Callum:** No one did more to change the look of Jaguar's cars than Ian Callum, Design Director between 1999 and 2019.
- ◇ **S.S. 1 Airline:** A look at William Lyons' first masterpiece, the beautiful SSI Airline from 1934.
- ◇ **XK 120:** Arriving in 1948, the XK 120 was the first car to put Jaguar on the map of serious manufacturers. We drive SNG Barratt's perfectly upgraded example that has a racing History and a 3.8-litre engine and five-speed gearbox.
- ◇ **Jaguar's Racing History:** A look at Jaguar's racing history from its early successes in the Fifties with the XK 120, through to the dominating C and D-Types to later victories in the World Sportscar Championship
- ◇ **E-Type 4.2 FHC vs Aston Martin DB6:** We pitch two of the most iconic cars from the Sixties against each other, the E-type Series 1 4.2 and the Aston Martin DB6 4.0.
- ◇ **XJ12 Coupe:** No car represents Jaguar's move into a more luxurious market during the Seventies than XJ12 Series 3 coupe. We look at the final example from 1977.
- ◇ **The Ford Era:** A look at the Ford era through four of its most successful cars, the XK8, S-Type, X-Type, X350 XJR.
- ◇ **XKR vs F-Type R:** New owner Tata gave Jaguar the confidence to produce ever more extreme and powerful cars, as represented here by the XKR 5.0 and F-Type R 5.0.
- ◇ **XJ6 Series 3 vs XJ40:** A comparison between the final XJ6 Series 3 4.2 and its replacement, the XJ40 3.6. ■



Jaguar World (Spring 2022) includes a 148 page Centenary Special to mark Jaguar's 100th anniversary.

Image of a life and a quarter bronze figure of Sir William Lyons, founder of Jaguar Cars, with Sculptor David Norris.

Jaguar Gives Second Life To I-Pace Batteries

Jaguar's engineering team has been working with Pramac, a global leader in the energy sector, to develop a zero-emission energy storage unit powered by re-used Jaguar I-Pace batteries.

Although the I-Pace batteries have a warranty of 8-years (or 160,000km), eventually the battery health in all EV's will fall below the stringent requirements of an electric vehicle and will need replacement. However, the batteries have a second-life and can be reused in low-energy situations.

Called the "Off Grid Battery Energy Storage System" (ESS); Pramac's technology features lithium-ion cells from Jaguar I-PACE batteries taken from prototype and engineering test vehicles



and supplies zero-emission power where access to the mains supply is limited or unavailable.

Charged from solar panels, the technology features lithium-ion cells from one-and-a-half second-life Jaguar I-PACE batteries. The ESS has helped Jaguar TCS Racing prepare for the 2022 ABB FIA Formula E World Championship during testing in the UK and Spain. It has been used to run the team's diagnostic equipment, analyse the cars' track performance and supply auxiliary power to the Jaguar pit garage.

Finding a second life for batteries following their removal from vehicles will avoid premature recycling. Once the battery does finally come to the end of

its usable life, it is 95 per cent recyclable.

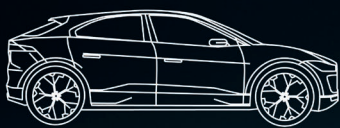
The partnership is the first in Jaguar Land Rover's plans to create new circular economy business models for its vehicle batteries. As part of its commitment to net zero status by 2039, the company will be launching further programmes that deliver second-life and beyond uses for its electric vehicle batteries.

Second-life battery supply for stationary applications, like renewable energy storage, could exceed 200 gigawatt-hours per year by 2030, creating a global value over \$30 billion. ■

Information for this story from Jaguar. For full story Goto: [Second Life I-Pace Batteries](#)

SECOND LIFE: JAGUAR I-PACE BATTERIES POWER ZERO-EMISSION ENERGY STORAGE UNIT

Jaguar Land Rover has partnered with Pramac to develop a zero-emission energy storage unit powered by second-life Jaguar I-PACE batteries taken from prototypes and test vehicles. Here is the process explained



JAGUAR I-PACE



USED BATTERIES*



2ND LIFE REUSE



FIXED ENERGY STORAGE SYSTEM



MOBILE ENERGY STORAGE SYSTEM

UNITS CHARGED BY SOLAR PANELS

125KWH CHARGING CAPACITY

JAGUAR I-TYPE 5
Supported Jaguar TCS Racing in testing for the 2022 ABB FIA Formula E World Championship

DID YOU KNOW?
The mobile energy storage system can also:
- Fully charge Jaguar's all-electric I-PACE
- Power a regular family home for a week**

IN ASSOCIATION WITH
PRAMAC

*Jaguar I-PACE batteries have a warranty of 8 years / 100,000 miles / 160,000 km
**Based on 2019 average annual household electricity consumption 3,772kWh = 72.3kWh per week, Energy Consumption in the UK 1970 to 2019

The April/May 2022 edition of Classic Jaguar includes the following feature stories:

- ◇ **A Very Red 1955 D-Type:** One of only two factory painted red D-Type's with matching red interior. The life story of XKD518, the sports-racers route to the USA.
- ◇ **SNG Barrett:** The editor goes behind the scenes at the Barrett's nerve centre and finds out what makes the company tick.
- ◇ **XK120 Roadtrip:** They abandon the comfort of luxury and take to the hills in a rather special XK120.
- ◇ **Australian Mark 2's in Competition:** Nine-page feature story about three Mark 2's that fly the flag for compact Jaguar competition in Australia (Lionel Walker, Tim Mallyon, Tony Pallas).
- ◇ **Running Report V12 -E-Type:** Part 1 of an E-Type restoration project.
- ◇ **In Defence of the X-Type:** They recall the controversy surrounding the X-Type's launch and put the model into historical context.
- ◇ **Monte Carlo by SS Saloon:** In 1939, Jack Harrop, William Edgar Currie and George Mangoletsi entered a 3.5 litre SS Jaguar Saloon in the last Monte Carlo Rally before the war and became the first British car home. (Part 1).
- ◇ **Secrets of powder coating:** They investigate the theory and practice behind this popular restoration process.
- ◇ **Workshop:** Fitment of Engine Management System to early model Jaguars. ■

100% PURE CLASSIC JAGUARS

Mk2 RACING FRIENDS
WE CATCH UP WITH THREE CLASSIC COMPETITORS DOWN UNDER

CLASSIC JAGUAR

XKD518 STORY
THE HISTORY OF A D-TYPE IN AN UNUSUAL HUE

PROJECT CAR
INTRODUCING OUR XJS

WISH YOU WERE THERE?
PICTORIAL MEMORIES

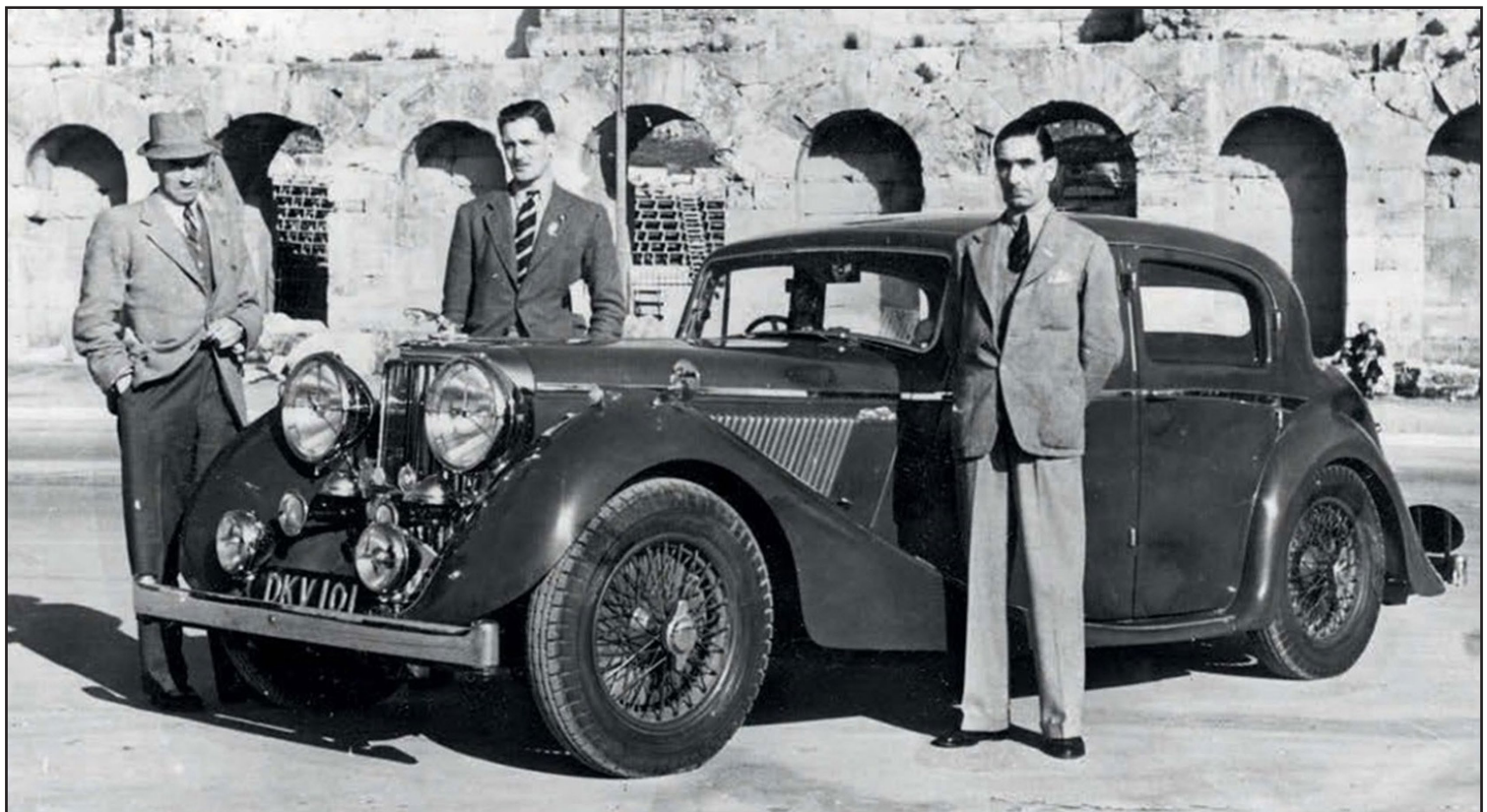
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FLYING VISIT TO SNG BARRATT

PLUS SECRETS OF POWDER COATING • NEWS
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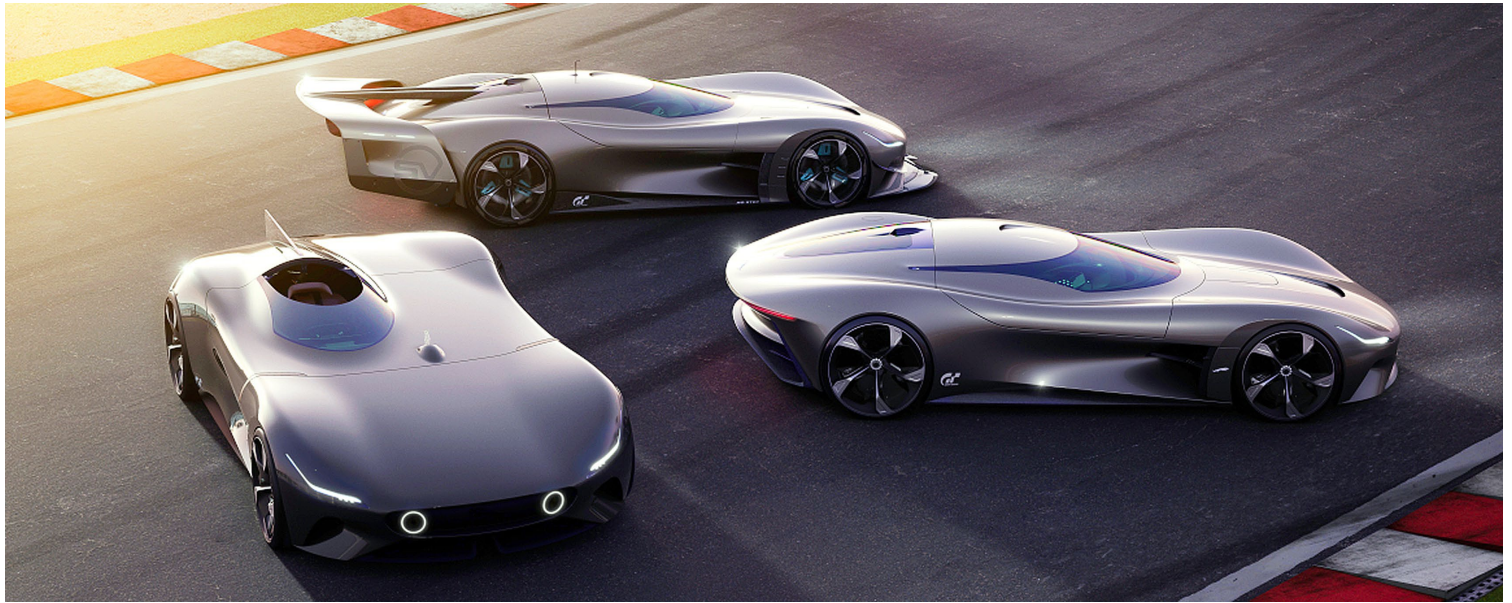
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Currie, Harrop and Mangoletsi line up at the Acropolis

Classic Jaguar (April/May) included a 7-page (part 1) feature story on an SS Jaguar Saloon that competed in the 1939 Monte Carlo Rally. Bets were laid against the SS not finishing the race due to its low ground clearance. Part 2 of the story will appear in their next edition.

Jaguar Has Unveiled Its Third Virtual Gaming Sports Car



Unless you happen to play computer games the following story may not make a lot of sense. The video game 'Gran Turismo' was released in 1997, and since then over 85 million units have been sold worldwide for the PlayStation gaming machine, making it the highest selling video game franchise under the PlayStation brand. Jaguar have just released its third virtual sports car.

Background. If you wondered what your grandson is playing on the computer, it is probably Gran Turismo; a series of eight (8) racing simulation video games developed for PlayStation systems. Gran Turismo games are intended to emulate the appearance and performance of a large selection of vehicles, most of which are licensed reproductions of real-world automobiles. (Including Jaguars).

Jaguar has unveiled its third all-electric virtual gaming sports car — the Jaguar Vision Gran Turismo Roadster.

Following the success of the original Jaguar Vision Coupé and the extreme Vision Gran Turismo SV endurance racer, Jaguar's latest all-electric virtual race car joins the grid for the launch of Gran Turismo 7 (GT7) - the latest and most immersive iteration yet of the world-renowned racing game. All three Jaguar concepts will be drivable in GT7.

In recognition of Jaguar's trilogy of cars in the Vision GT series, Jaguar's Design team have developed new bespoke livery for each one. The specially-developed black and grey paints and subtle graphics emphasise the cars' inherently dramatic, beautiful designs — and are unique to the cars' in-game liveries.

Jaguar's Vision Gran Turismo Roadster is an all-electric single-seater which combines the race-proven powertrain from the Coupé with a taut, sculpted form inspired by the iconic, timeless Jaguar D-type.

Jaguar Vision Gran Turismo Roadster

The Roadster is designed to bring gamers the pure, visceral driving experience of an

open-cockpit Jaguar sports car powered by three electric motors generating a total power output of more than 1,020PS (750kW) and instant, maximum torque of 1,200Nm. Acceleration from 0-60mph in under two seconds and a maximum speed in excess of 200mph together with outstanding ride, handling and agility will deliver a truly unforgettable drive.

The flowing surfaces, dramatic lines and perfect proportions of the first two Jaguar Gran Turismo Vision cars are instantly recognisable, but in place of a deployable canopy the Roadster features a swept-back aero screen directly in front of the driver.

Behind, there's a modern interpretation of the fin synonymous of the three-time Le Mans-winning D-type, aerodynamically optimised using the latest computational fluid dynamics tools to be deployable at speed for enhanced stability with minimal drag.

The fin also features one of the beautiful details to be found throughout the Roadster, the form of a Union Jack etched — using the Jaguar monogram pattern — into the fin itself, and subtly illuminated by LEDs. The theme continues with the hand-crafted leather straps on the front fenders and iconic roundel lights in the front grille.

The Jaguar Vision Gran Turismo Roadster's dramatic, driver focused interior combines lightweight, luxurious materials and finishes with stunningly intricate details. Looking out onto

the gracefully long bonnet with the unmatched all-round visibility inherent to open-cockpit racers, gamers will be fully immersed in the action.

The Roadster's light, stiff monocoque body is expertly and meticulously crafted from carbon-fibre composites and advanced aluminium alloys. A state-of-the-art lithium-ion battery pack is packaged as low down in the structure as possible, contributing to the low centre of gravity, low roll centre and near 50:50 weight distribution that are fundamental to the car's outstanding driving dynamics.

Power from the battery is fed to three light, powerful and compact motors, developed using learning from Jaguar Racing's Formula E experience. With one motor on the front axle and two on the rear, the total output is 1,020PS (750kW) and 1,200Nm of immediate, electrifying torque. Players will experience this for themselves when they accelerate away from the start line on their way to maximum speed of more than 200mph.

Enhancing the experience still further are the new features developed for Gran Turismo 7 which is available for PS4™ and PS5™ consoles from 4th March 2022. ■

Information for this story from Jaguar.

UK: Jaguar Mk V Converted To An EV

Restomods are rather cool, especially from the perspective of bringing an older vehicle back on the road with modern technology at hand. While you will never win a Concours d'Elegance with a restomod, you will turn heads at a car meet, and you will most definitely take pride in your work.

This is the case when the owner converted his 1950s Jaguar Mk V mechanicals with a Tesla Model 3 powertrain.

The swap was not exactly straightforward, but the owner was tight lipped about the conversion. However, it is worth noting that the swap has made the Jaguar nice to drive, as it involved modern suspension, as well as brakes, wheels, and tyres from a current-generation car.

Some people criticized the wheels, but you can imagine what it takes to get classic Jaguar wheels to work on a modern EV drivetrain.

Unfortunately, it weighs just as much as a Tesla Model 3, while the range is not as good as its donor car could provide. The explanation is simple, in the case of this Jaguar, as it involves aerodynamics.



While driving at speeds allowed in the city, the vehicle will never be as efficient as a Tesla Model 3, when slicing through the air is concerned. However, the owner noted that the difference in range made him regret not getting a larger battery for the project.

The coolest bit of this build is the fact that it is essentially a home brewed EV conversion, so every issue is unique to this vehicle. However, the owner tackled these problems with calm and

experience. That is the best way to do it, as freaking out with every problem does not get it fixed any faster or cheaper.

While it does not have an internal combustion engine anymore, the vehicle runs and drives, which is more than what could have been said about it before the conversion.

The car is not for sale ■

Information for this story from Auto Evolution

UK: Le Mans' 7.0-litre Lister Jaguar XJ-S for sale

A wolf in wolfs clothing. This sensational 7.0 litre Lister Jaguar XJS cabriolet, packing almost 500bhp, is for sale and presented in superb condition, having received an extensive and comprehensive restoration.

Born as a standard XJS V12 Cabriolet in December 1985 and notably first registered to Jaguar Cars in Browns Lane, Coventry. This striking car was subsequently delivered by its 2nd owner, to W P Automotive Lister cars in 1987, for its fully documented Lister transition. Carried out in stages, the Lister bodywork, suspension kit, steering wheel, big bore exhaust system, 3-piece modular wheels and Lister coachlines with logos were fitted in its first stage upgrade.

The Lister conversion, taken to the next stage later in the same year, included fitment of the current Getrag 5-speed manual gearbox and a new Lister 7-litre engine (LP118/70L), bench tested and producing a whopping 496bhp was installed, into what is believed to have been the first Lister MkIII Cabriolet constructed.



Purchased in 2012 by the last owner, an extensive chassis restoration and mechanical overhaul was commissioned and undertaken. Works carried out included removing the body, replacing rusted steel panels before anti-corrosion protection was applied, after which, the body was refitted and the car re-painted.

All mechanicals were refurbished and the restoration records folder notes that all of the above works were completed in 2014, at a cost in excess of £103,000.

Presented in superb condition this car is ready to be enjoyed and by its next owner, with the assurance of a major restoration having been completed and just 2,000 miles recorded, since.

This Big Cat is available for viewing and demonstration at Aston Martin Dealer Nicholas Mee & Co in the UK and on sale for a mere £125,000. ■

Information for this story from Nicholas Mee & Co.

2022 Jaguar XE Australian Price and Specs

Jaguar's smallest sedan will soldier-on in 2022 with two variants rather than three and is accompanied by price rises that came into effect at the start of the year.

The base-model XE R-Dynamic SE variant has been dropped for 2022, leaving the R-Dynamic Black and flagship R-Dynamic HSE – after Jaguar's mid-size sedan range was streamlined from 15 variants three years ago.

Prices have risen for 2022 by between \$3,479 and \$3,975 – though metallic paint, previously a \$1,400 option, is now standard.

Compared to price guides released for Model Year 2021 (MY21), new features for Model Year 2022 (MY22) include a panoramic sunroof and privacy glass for the R-Dynamic Black, and matrix LED headlights for the R-Dynamic HSE.

However, some features are believed to have been removed; including the lower Touch Pro Duo screen and 16-way power front seats (swapped with 12-way seats) in the HSE, and the deletion of the 3D surround-view camera.

Following the axing of petrol V6 and diesel four-cylinder power in 2019, all XEs are powered by a 2.0-litre turbocharged four-cylinder petrol engine, sending 221kW and 400Nm to all four wheels through an eight-speed automatic transmission.

Jaguar claims a 5.9-second 0-100km/h sprint time, 250km/h top speed, and a combined fuel economy claim of 6.9 litres per 100 kilometres (with a 61.7-litre fuel tank).

Standard features across the range include 19-inch wheels, a 10-inch infotainment touchscreen, 12.3-inch digital instrument cluster, Meridian sound system, LED headlights and tail-lights, and a selection of advanced safety features including autonomous emergency braking and blind-spot monitoring.

Unique to the R-Dynamic Black is a Black Exterior Pack as standard – which includes a black grille, black window and grille surrounds, and black front quarter vents – plus a boot lip spoiler and red brake calipers.

Stepping up to the R-Dynamic HSE adds matrix LED headlights, genuine Windsor leather upholstery, side mirror and driver's seat memory, adaptive cruise control, and unique wheels – at the cost of the R-Dynamic Black's unique styling elements.

With metallic paint now standard from 1 January 2022, the only colours offered at an additional cost are Carpathian Grey

and Silicon Silver premium metallics, for an extra \$1,300.

The revised 2022 Jaguar XE range is available to order now. 2022 Jaguar XE Australian pricing:

- XE R-Dynamic Black – \$68,679 (up \$3975)
- XE R-Dynamic HSE – \$75,870 (up \$3479)
- All prices listed exclude on-road costs. ■

Information for this story from Drive.



Pictured in silver: 2020 Jaguar XE R-Dynamic HSE, visually identical to the 2022 car.

Editor- The following review of the 2022 Jaguar XE R was carried out by Trent Nikolic for Drive. To read the full review goto: [Drive 2022 XE R Review](#)

Entry-level though it might be, the 2022 Jaguar XE R-Dynamic Black P300 AWD packs some serious credentials on paper that promises to deliver bespoke English luxury on a smart 2022 budget.

Introduction

Following the streamlining of its range, the Jaguar XE is now a very simple, two-model affair and the 2022 Jaguar XE R-Dynamic Black P300 AWD we're testing here, is the effective entry-level model. It certainly feels more premium than that, though. And, for brevity, we'll call it the Jaguar XE, henceforth.

This used to be a significant segment globally. Things have changed now, with luxury SUVs the preferred weapons of choice, good, bad or otherwise.

Still, the luxury sedan makes a lot of sense as the driver's option. Stylish, well specified, and engaging to drive, they still make a lot of sense.

Starting from \$68,679 before on-road costs, our Jaguar XE tester is sensibly optioned with the as-tested price sitting at \$73,849 before on-road costs.

Our test car feels premium and well executed, and anything but an entry level model, without the asking price blowing out. You could even forgo the panoramic roof, and the fancy rear seat, to save even more cash. Still, this is a premium feeling car, without costing an exorbitant amount.

The Jaguar XE has a tough row to hoe, punching on with BMW, Mercedes-Benz, Alfa Romeo just to name a few.

What the XE does promise though is a stylish exterior, quality interior, engaging driving experience, and that dash of British panache that promise to give it a unique appeal in this age-old segment.

In stunning Bluefire Blue, our tester looks beautiful from any angle, and stands out in the general flow of otherwise grey commuter traffic. Jaguar has a long history of building beautiful sedans and saloons and the current XE carries that tradition on.

The grille is aggressive, as are the headlights, but there's an elegance to the design as well. It's not all bonnet bulges and faux aggression. Fitted standard with the black exterior pack, the XE R-Design gets a slightly under the radar, stealth



bomber appearance, which suits the drivelines perfectly. There's a raft of gloss black trim around the exterior, along with dual tail pipes. Premium LEDs are standard up front, and deliver the angry cat light signature, along with animated rear indicators.

Inside

A Jaguar cabin needs to feel like a special, premium place to be – and my feelings about the white interior aside – the Jaguar XE is exactly that.

The seats themselves are comfortable and provide plenty of electric adjustment so nearly everyone will be able to get comfortable. We'd like to see heating and cooling standard rather than optional.

Even the tallest Drive testers had no issues getting comfortable behind the wheel. Visibility is excellent from all four main seats, and both driver and front seat passenger have a commanding view of the road ahead.

Jaguar has moved away from a rotary dial gear selector, instead going back to a conventional lever, and it does nothing to clutter up the centre console. The door pockets are useful for most day-to-day items, too. There's also a 5.5-inch screen below the infotainment screen, which operates the climate control system, and it's easy enough to use, even on the move.

The sunroof was optional on our test car, and while I'm not a huge fan of sunroofs in general, this one didn't eat into headroom too much, so that gets a tick.

Onto the second row, while legroom can be tight, the seat itself is comfortable and neatly sculpted, and you can knock over a long road trip easily back there. So long as the driver/passenger aren't super tall.

Second row occupants get air vents, but no other controls. Visibility out the back window is decent, and you don't feel like the roof is closing in on you.

The boot is just under par in terms of the class itself, and it's a bit tight which may provide some insight into why so many buyers prefer SUVs. Offering 410 litres, it's still useful and will suit plenty of buyers, but if you carry really large items often, you might find it a little on the small side.

Infotainment and Connectivity

The Jaguar XE steps up to the brand's latest infotainment platform found in other members of the Jaguar family. The system works, and works reliably. We found Bluetooth to work well for us on test, and the provision for Apple CarPlay and Android Auto is a near-expected feature in 2022.

The Meridian sound system features 400 watts, and 13 speakers, with plenty of punchy sound response. You also get DAB radio, an interactive driver display, dynamic volume control, a second-generation activity key, and over the air update capability.

Our test XE was fitted with the Technology Pack, which costs \$2160 and adds a wireless charger, smart rear view mirror, head-up display, and an upgraded 'twin view' 10-inch touchscreen that can show different images to left and right seat occupants.

The screen itself was clear and responsive for us on test, and was visible in every light condition we tested through. It's responsive to inputs and doesn't lag while it waits for a command to action. Even getting in, the system pre-loads before you start the car so that's instantly ready for your first input without having to boot up.

The driver gets an excellent 12.3-inch interactive display, which is bright and can be customised to suit your preferred layout. The chunky steering wheel gets the usual array of buttons and controls along with paddle shifters, and the gauge layout

can be traditional in that it can display two round dials at the outer edges with mapping in between them for example.

There's a bit to work out in terms of vehicle control, displays and switchgear, but once you do become familiar with it, the Jaguar system is an easy one to navigate.

Safety & Technology

Tested back in 2015, the Jaguar XE received a full five-star ANCAP safety rating at the time, as you'd expect of the segment and price point. There's a long list of standard safety equipment in line with that test result.

Stability control, all surface progress control, torque vectoring by braking, emergency brake assist, speed sensitive steering, 3D surround camera with forward traffic detection and forward vehicle guidance, adaptive cruise control with forward alert, queue assist, intelligent emergency braking with low speed manoeuvre assist, blind spot assist with vehicle sensing, lane keep assist, front and rear parking sensors, driver fatigue monitoring, rear cross traffic alert, traffic sign recognition, adaptive speed limiter, and tyre pressure monitoring are all standard.

There are also power operated child locks, and two rear ISOFIX points at the outboard seats.

Value for Money

Starting from less than 70 grand before the options added, brought the price up to \$73,849 (before on-road costs). When you factor in the stylish design, quality cabin, and the driving experience, that makes this XE present as good value for money. Likewise, the servicing costs, which at \$1350 for five years or 102,000km, are well within what we'd call the optimum range for a luxury car.



Driving

We get behind the wheel of any Jaguar and expect it to feel sporty – whether that is fair or not – and the good news is the XE doesn't disappoint.

The four-cylinder turbo petrol engine and gearbox are an excellent pairing, once again displaying the quality of the eight-speed automatic. There's all-wheel drive beneath the skin, too, but the XE behaves predominantly like a rear-wheel drive car, sending drive to the front wheels when it detects it needs to.

A punchy 221kW and 400Nm are more than adequate for this segment and to get the 1690kg XE moving either off the mark or when you want to add some speed on the move. Peak torque is on offer from just 1500rpm, once again illustrating just how effective the modern, small capacity turbocharged engine can be.

The eight-speed automatic is smooth, decisive and precise no matter how easily, or how enthusiastically, you're driving. It finds the gear it wants and stays there, never hunting up and down through the ratios and never feeling choppy or slow to react.

A relaxed commute is as enjoyable as a rapid weekend country run along a twisty back road. The Jaguar XE is always a fun platform to drive. Ride quality is another

strong point. Direct steering means you can pick your line and fire through it, but if you do encounter mid corner ruts and bumps the XE is rarely unsettled. If it does take a hit, it settles quickly and gets back to the job of heading where you're sending it.

The whole experience is smooth and composed, encouraging you to have some fun on the right road, without breaking the speed limit. Just like a good sports sedan should.

The Jaguar XE is sharper through corners than you might expect, aided no doubt by the AWD system at the limit, but largely a result of the quality of the platform itself. This is a well sorted sedan, that handles the power on offer easily and with composure, and is both balanced and solid on the road.

What we love

- ◇ Engine and gearbox are excellent
- ◇ Exterior design is classy
- ◇ Entry grade doesn't feel entry

What we don't

- ◇ Heated/ cooled seats standard please
- ◇ Second row is tight
- ◇ Boot a little awkward to load/unload

Conclusion

Jaguar's XE sits in a strange no-man's land in a segment where BMW and Mercedes-Benz get the Euro attention. And yet, despite flying under the radar to some extent, the Jaguar XE provides a stylish and credible alternative for those wanting a classy saloon with a smattering of English attention to detail.

The Jaguar brand carries with it the weight of history – both good and bad – and the current XE is a worthy flag bearer. Sedans don't get the love they should, but any time behind the wheel of a car like the Jaguar XE is a potent reminder of why we shouldn't all just rush to the nearest SUV. ■





"Trust me. It's very fast. It can go from \$20,000 to \$25,000 in two weeks"

Multivalve Register - Adelaide Hills Lunch Run

Lunchtime Run – 3rd March 2022

After gathering at the Marion Hotel on a beautiful, sunny morning for a 9:45am departure, 18 cars set off on a challenging run towards Flagstaff Hill - out through the back roads of Cherry Gardens, Heathfield and Mylor towards Hahndorf and Nairne. Approximately 54kms later, roughly 7kms north of Nairne, we stopped for a welcome coffee, cake and strawberries at the [Green Valley Strawberry Café](#), where we were joined by Steve Perkins and his partner Cindy from Murray Bridge.

The Strawberry Café, a new experience and venue for almost all of us, is situated in a lovely area with plenty of room for us all (37 in total at that point as Evan went missing on the journey!) and a big car park. The quick and cheerful service given by their staff made the experience thoroughly enjoyable and several members bought punnets of their strawberries to take home.



Just after noon, we left the Café and headed off on the second part of our run heading towards Woodside. Unfortunately, road works in Woodside caused a few hiccups but most of us were able to pick up the run sheet after a side trip around the town. This route was as challenging as the first section – even after having tested the run twice

beforehand, we made the same mistake as before and had to get several Jags following us to do a U-turn to get back on track!

The views through the hills were absolutely stunning on the run back to the City and [The Feathers Hotel](#), where we arrived at 1:15pm to find Evan in the car park (thankfully!), and we were also joined by John and Betty Castle. We were seated in The Rose Room restaurant where we enjoyed an excellent lunch and a well-earned drink!

Michael Pringle was kind enough to thank Heather and I for organising a great run and it was gratifying to hear from many of those present how much they enjoyed the day. I, in turn, thanked the hotel staff for their prompt and excellent service during the lunch. A fabulous day, with great weather, good company and lots of laughs – I look forward to the next one!

Peter Buck
Multivalve Register Secretary



E, F, & GT Register Run to Mannum

On Sunday 20 March 2022, the E, F, & GT Register had a leisurely, and not so leisurely, run to Mannum.

The cars gathered at The Aldgate Pump Hotel carpark at 9:00am where Alan Bartram provided a handout map for the run to Mannum, via a stop at the 'Green Valley Strawberry Farm', Nairne, for morning tea. (What a great spot).

The drive, (with a few lead-foots), took the cars via Bridgewater, Hahndorf,

Nairne, Kanmantoo and Monarto to Mannum. Several drivers got lost and took a longer journey than planned, to get there.

When the cars finally arrived at Don Tamblin and Bronte Elliott's property in Mannum, they were joined by the 'Mannum Crew'. After a walk around all the cars including the release of a seized XJ bonnet, they all piled into a bus driven by Rolly Donders and headed off to the

[Pretoria Hotel](#) for lunch, leaving the cars behind, safely secured.

At the hotel they were joined by some more members, including the new Register Secretary, Suzannne Jarvis.

The Register was blessed with lovely weather and a great day capped off by a more than adequate lunch and a nice drive home. ■



The 10th Anniversary British Classics Tour!

The City of Victor Harbor and the Historic Motor Vehicles Club (HMVC), started this year's anniversary event with a gathering at the Old Noarlunga Oval where the traditional Scones, Jam and Cream with Tea or Coffee was available thanks to the Noarlunga Sports and Social Club. Jaguars made up the largest contingent with 30 cars. (Dave Burton was there in his mini).

After departure, the cars travelled via several picturesque Fleurieu towns and enjoyed a wonderful scenic drive, culminating at Victor Harbor, where vehicles went on display to the public and for judging.

Several members went across the road to the pub to enjoy a lovely meal. Another great day. ■



Multivalve Register - Mystery Tour

Multivalve Run Thursday 31/03/2022

The Multivalve register met at the Feathers at 9:00am and the experienced weather set the tone of the day. We had our feathers well and truly blown around, the wind was gusty to say the least. The run up to Karkoo nursery and its cavernous out buildings went smoothly.

On arrival at Karkoo we all got out of our cars and immediately went scurrying to put on every item of clothing we could find. Oakbank was a flurry with an icy wind and a few shivers were felt amongst the group. Morning tea cheered us up with hot coffee, tea, cakes and lovely scones.

The group then looked around at the large variety of beautiful plants and the large diversity of homeware in the cavernous outbuildings. It was noticed that plants, candles and even a two foot high white rabbit decided to join the jaguar group and left Karkoo behind.

Then before we could catch our breath we were off to Melba's chocolate factory. It was as though a plague of locusts had swooped through the chocolates and the lollies. Very little pretence was even made to say it was for the grandkids and most people were reminded of their childhood favourites and bought accordingly.

Then with lunch looming, off we drove and with our usual wonderful sense of



Karkoo Nursery, at the beautiful historic site of the Johnston Brewery, Oakbank. Specialising in indoor plants, pots, stylish gifts, homewares, plants and trees for garden lovers.

direction we needed only one U turn to get us on the right track. We still managed to arrive at our destination on time.

Lunch at Auchendarroch House and the Oak and Iron Tavern was not disappointing and we had an enjoyable lunch with lots of laughter and this day

run had finished. We drove home with our waistbands slightly tighter after a great day.

Until the next run, happy trails everyone.

Arcadia and Jim.



Even if gardening is not your thing, Karkoo is simply a great place to enjoy a coffee and snack in a relaxing atmosphere.



Robert & Robyn Welch at Melba's Chocolate Factory, where we stopped and stocked up on 'too much' chocolate goodies.

Multivalve Register - Mystery Tour (cont)



Hugh & Catherine Cardle, 2017 XF **David Brewer, 2010 XK (X150)**



Ron & Claire Palmer, 2014 XF **Tom & Mari Brindle, 1967 Mk2**



Jim & Arcadia, 2007 S-Type **Robert & Robyn Welch, 2019 F-Type**



Bary & Hazel Brown, 2010 XF **Peter & Heather, 2001 XJ (X308)**



Some of the Jaguars that participated in the Multivalve Run, parked in the private carpark at Auchendarroch Oak and Iron Tavern



1st Sunday

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

2nd Sunday

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

3rd Sunday

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

4th Sunday

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

Last Sunday of Each Month

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



Fashion model and actress Krysta Anderson with a 1963 Daimler 2¹/₂ litre V8. Photographer Kate Romano

2022 Shannons Summer Auction - Results

2022 Shannons Summer Timed Online Auction - 1st March 2022



1962 Jaguar E-Type 3.8 Series 1 Coupe. Sold \$126,500.



1964 Jaguar E-Type 3.8 Series 1 Coupe. Sold \$136,250



1962 Jaguar Mark II 3.8 litre manual saloon. Sold \$48,500



1966 Mark II 4.2 litre 5 speed manual saloon. Sold \$77,000



1967 Jaguar 420 manual saloon. (Fully restored). Sold \$36,001



1977 Jaguar XJ-C 4.2 Coupe. Sold \$44,500



1973 Jaguar E-Type Series 3 V12 2+2 Coupe. Sold \$86,000



1978 Aristocat XK140 Replica Roadster. Sold \$35,0010

Lloyds Auction - 1950 Jaguar XK120 Alloy Convertible

One of just 240 built in total, and one of only 58 right hand drive vehicles ever produced.

Is the- ex John "Lawsie" Laws car and was auctioned with extensive paperwork and history.

Presented in immaculate condition and finished in its stunning silver paintwork and duo-blue interior leather upholstery.

Matching numbers with speedo showing 73,685 miles from new. Claimed to be one of the most original alloy bodied roadsters around, backed by a detailed history.

Purchased in 1981 by T. Healy whom rebuilt the brakes and re-upholstered the interior using factory materials correct to the car. Healey then sold it to famous Sydney radio personality John Laws who owned the Jaguar for the next 24 years where the XK120 famously appeared as a cameo on John Laws' celebrity endorsed

advertisements for Valvoline with his popular catch phrase "Valvoline, you know what I mean".

In May 2004, it was acquired by its final owner Mr D. Lane where he had the car painted and drove it occasionally.

15 years later, the Jaguar was unearthed from storage where it had sat for some time.

Classic Jaguar restoration specialist Gavin King of Concours Sportscar Restoration - had his work cut out for him and commenced recommissioning the XK120.

A full mechanical overhaul was carried out sympathetic towards the originality of the car. The body was thoroughly inspected for any common wood rot and was reported to require no restoration work.

Today the car drives beautifully, the motor feels strong, the gearbox is

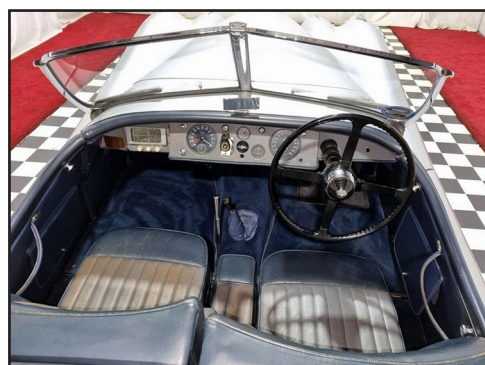
smooth, its brakes are finely tuned and the suspension is firm.

A wonderful example of what was once the worlds the fastest production car. Your classic car collection wouldn't be completed without one, so don't miss this opportunity to own a rare right-hand drive Jaguar XK120 alloy OTS.

Log books/Owner's manual. Chassis No: 660050 ENG No: W12237.

Due to the extreme rareness and importance of this amazing piece of history, bidders were required to be pre-approved. Any bids made without prior approval were advised that their bid would be removed until confirmed.

The car attracted little interest and was passed in at \$155,500. ■



Lloyds Classic, Muscle & Barn Finds Auction Results

Lloyds Classic, Muscle & Barn Finds Auction 26-Mar-2022



1984 XJ-S HE 5.3L auto. Australian delivered. 213,428 kms. Sold \$7,600



1984 XJ-S HE 5.3 litre auto coupe. Sunroof. Owners manual and log books. Paint & brakes need attention. 270,109 kms. Sold \$7,600



1964 3.8 litre Mark 2 manual O/D. Heritage certificate/original owners manual. Fastidiously maintained. 57,487 miles Sold 67,000



1961 3.8 Mark II. Restored by previous owner. New wire wheels. Receipts, documentation, owners manuals. 21,403 miles. Sold \$53,000



1985 XJ6 Series 3 auto. Fitted with a Holden LS1 V8 engine. New leather interior, carpets and suspension. 163,009 kms. Sold \$36,000



1976 XJ-C 4.2 Coupe. Ex USA conversion to RHD. Well maintained, new upholstery, brakes refurbished, 75,213 kms. Sold \$31,500



1950 Mark V 3.5 litre. 63,316 miles. Silver/Black. Passed in- \$23,000



1950 XK120 alloy convertible. 1 of 58 factory right hand drive built. Ex John "Lawsie" Laws. 73,685 miles. Passed in- \$155,500

Please find a complete list of books that our club library has available for loan. There are also copies of various magazines and videos available. If you would like to borrow a book, please contact Tom Brindle: Phone (08) 8387 0051 to arrange a pick up at a General Meeting (or other arrangement).

- 1- Powered by Jaguar (Doug Nye) 1980
- 2- Jaguar since 1945 (Alan Harper)
- 3- Jaguar E-Type (Denis Jenkinson)
- 4- Jaguar - The Complete Illustrated History- (Philip Porter)
- 5- Jaguar XJ- S (Rivers Fletcher)
- 6- Jaguar Sports- (Autocar)
- 7- The Jaguar Tradition- (Frostick)
- 8- Jaguar under the Southern Cross- (Hughes)
- 9- Jaguar - The Enduring Legend- (Nicky Wright)
- 10- Jaguar - Buyers Guide- (Hoehn)
- 11- Jaguar D-Type and XK-SS Jaguar Super Profile (Andrew Whyte)
- 12- Classic Cars "Jaguar" - (Roger Hicks)
- 13- "Jaguar" Great Marques- (Chris Harvey)
- 14- Jaguar XK in Australia- (McGrath & Elmgreen)
- 15- Jaguar Complete Illustrated History- (Bron Kowal)
- 17- Jaguars in Competition- (Chris Harvey)
- 18- Jaguar XJ- (Chris Harvey)
- 19- E-Type - End of an era- (Chris Harvey)
- 23- The Jaguar E-Type- (Paul Skilleter)
- 24- Jaguar Saloon Cars - (Paul Skilleter & Andrew Whyte)
- 25- Jaguar Sports Cars- (Paul Skilleter)
- 26- Mk 2 Saloon- (Paul Skilleter)
- 28- Jaguar Drivers Year Book 1978- (Paul Skilleter)
- 29- Jaguar Drivers Year Book 1979-1980 (Paul Skilleter)
- 30- Jaguar Drivers Year Book 1980-1981 (Paul Skilleter)
- 31- Jaguar - History of a Great British Car- (Andrew Whyte)
- 32- Jaguar - Definitive History of a Great British Car (Andrew Whyte)
- 35- Jaguar (Montague of Beaulieu)
- 40- Jaguar Project XJ40 (Philip Porter)
- 41- Jaguar E-Type 1961-1966 (Brooklands)
- 43- Jaguar E-Type 1971-1975 (Brooklands)
- 44- Road & Track on Jaguar 1974-1982 (Brooklands)
- 45- Jaguar XJ6/XJ12 1979-1985 Series III (Brooklands)
- 46- Jaguar XKE - A Source Book (Sass)
- 47- Bathurst 1985 (Barry Naismith)
- 49- Jaguar Cars 1948-1951 (Brooklands)
- 50- Jaguar 1951-1953 (Brooklands)
- 51- Jaguar 1954-1955 (Brooklands)
- 54- Mk 1 & Mk 2 - Complete Companion (Nigel Thorley)
- 56- Jaguar XK - (40 years on) (Andrew Whyte)
- 58- The Cat Pounces- (Cotton/Briggs)
- 59- Jaguar - Rebirth of a Legend (Ken Clayton)
- 60- Jaguar - (4th edition) (Montague of Beaulieu)
- 61- Jaguar XJR Group C & GTP (Carlan Bamsey)
- 62- The Jaguar Scrapbook (Philip Porter)
- 63- Original Jaguar MkI/MkII Restorers Guide
- 64- Mk 2 Jaguar Restoration (Practical Classics)
- 65- Jaguar Mk 2 (Duncan Wherrett)
- 66- Jaguar Drivers Book (James Ruppert)
- 67- Jaguar Sports Racing & Works Competition Cars from 1954 (Andrew Whyte)
- 68- Ayrton Senna (Christopher Hilton)
- 69- Ayrton Senna- Prince of Formula One (Ken Ryan)
- 70- Great Aust. Motor Racing Pictures (Brian Hanrahan)
- 71- Jaguar Cars 1961-1964 (Brooklands)
- 72- Practical Aust. Motorist Illustrated (Advertiser 1974)
- 73- Jaguar Mk VII to 420G. The Complete Companion (Nigel Thorley)
- 74- Road & Track on Jaguar 1950-1960 (Road and Track)
- 75- Road & Track on Jaguar 1961 - 1968- (Road and Track)
- 76- Jaguar XJ220 - (Philip Porter, Peter Burns)
- 77- Climax in Coventry- (Walter Hassan)
- 78- Jaguar XJS- (Duncan Wherrett)
- 79- Inside 100 Great Cars- (Hodges 1994)
- 80- Miller's Collectors Cars Price Guide Volume IV 1994/95 (Miller)
- 81- JAGUAR An Illustrated History of the World's Most Elegant Car (Hicks)
- 82- The Illustrated Encyclopaedia of WORLD MOTOR RACING (Ed. Coulter)
- 83- Jaguar/Daimler XJ6 Restoration (Jaguar Enthusiasts Club)
- 85- Jaguar E-Type 3.8, 4.2, 5.3 Litre Super Profile (Andrew Whyte)
- 86- Jaguar E-Type 6 Cylinder Restoration & Originality Guide (Dr Thomas F Haddock)

- 87- Jaguar XK120, XK140, XK150 Gold Portfolio 1948- 1960 (Brooklands)
- 88- Jaguar XJS Gold Portfolio 1975-1988 (Brooklands)
- 89- Jaguar XJS Gold Portfolio 1988-1995 (Brooklands)
- 90- Jaguar E type Colour Library (Matthew I Stone)
- 91- Sports Racing Cars (C- Type, D- Type, XKSS, Lwt E- Type.) (Philip Porter)
- 92- Jaguar 6 Cylinder Engine Overhaul 1948-86 (Jaguar World)
- 93- Jaguar XJS. A Collectors Guide (Paul Skilleter)
- 94- Jaguar XK Series. The Complete Story (Jeremy Boyce)
- 95- Jaguar XK8. The Authorised Biography (Philip Porter)
- 96- Jaguar S-Type & 420. The Complete Story (James Taylor)
- 97- Jaguar S-Type & 420 (Road Test Limited Edition)
- 98- Jaguar Cars 1957-1961 (Brooklands)
- 99- Jaguar & SS 1931-1951 (Gold Portfolio) (Brooklands)
- 100- Jaguar Mk VII, VIII, IX, X, 420G. 1950-1970 (Gold Portfolio) (Brooklands)
- 101- Jaguar Saloons. Grace Space & Pace (Chris Harvey)
- 102- Jaguar - An Illustrated History (Patrick Mennem)
- 103- Jaguar World Champions - GP3 & TWR (Andrew Whyte)
- 104- Jaguar 7th edition. (Montague of Beaulieu)
- 105- Practical Jaguar Ownership (Martin Cross)
- 107- Jaguar XJ6 Purchase & Restoration Guide (Dave Pollard)
- 108- Essential Jaguar XK. XK120/140/150 (Mike Lawrence)
- 109- Jaguar. History of a Classic Marque (Philip Porter)
- 110- Original Jaguar XK Restorer's Guide (Philip Porter)
- 111- Jaguar E-Type 6 and 12 Cylinder Restoration Guide (T.F.Haddock)
- 112- Jaguar 6 cylinder Engine Overhaul (Jim Patten)
- 113- Jaguar E-Type. 1961-1971 Gold Portfolio (Brooklands)
- 114- Jaguar XJ40 (Piero Casucci)
- 115- The complete guide to JAGUAR COLLECTIBLES (Ian Cooling)
- 116- The Jaguar File (Eric Dymock)
- 117- Jaguar XK Engine (David Pollard)
- 118- The Big Jaguars 3½ Litre to 420G (Graham Robson)
- 119- The Illustrated Motorcar Legends - JAGUAR (Roy Bacon 1996)
- 120- Jaguar E-Type File. Classic & Sports car (Martin Buckley)
- 125 - The Record Breakers (Leo Villers)
- 126- The Great Racing Cars and Drivers (Charles Fox)
- 127- Grand Prix Mercedes (Arco)
- 128- Lotus 49 (Arco)
- 129- Ferrari V12 1946-1956 (Arco)
- 130- Rolls Royce 75 Years (Eves)
- 131- Encyclopaedia of the Motor Car (Phil Drackett 1979)
- 132- Cars in Colour (Galley Press)
- 133- Everyone's Book of Classic Cars (Peter Roberts)
- 134- Contemporary Classics (Rich Taylor)
- 135- Vintage Cars in Colour (P.Drackett 1980)
- 136- Best Loved Cars of the World (J.Plummer)
- 137- Vintage Cars (P.Drackett)
- 138- Sports Cars (L.Cade)
- 139- First & Fastest (R.Hough Ed.)
- 140- The Great Road Races 1894-1914 (H.S.Villard)
- 141- Competition Cars of Europe (A.Pritchard 1970)
- 142- Like Father Like Son. M&D Campbell (P.Drackett 1969)
- 143- Anatomy of a Grand Prix Driver (R.Garrett 1969)
- 144- Modern Motor Sport (L.E.Bradford 1964)
- 145- Man & the Automobile (J.Jackson 1979)
- 146- Anatomy of the Automobile (D.Clark Ed.)
- 147- Skills & Tactics (P. Wherrett 1975)
- 148- The Ford GT40 (D.Hodges 1970 Arco)
- 149- The Ferrari V12 Sports Cars 1946-1956 Anthony Pritchard
- 150- Ken Purdy's Book of the Automobile (K.N.Purdy 1972)
- 151- Jaguar An Illustrated History (J.Collins 1998)
- 152- The Illustrated Motor Car Legends. Jaguar (R.Bacon 1996)
- 153- On Jaguar 1974-1982 (Road and Track)
- 154- Jaguar XJ6 1968-1972 (Brooklands)
- 155- Jaguar XJ6 1973-1980 (Brooklands)
- 156- Jaguar E-Type 1966-1971 (Brooklands)
- 157- Jaguar E-Type V12 1971-1975 (Brooklands)
- 158- Jaguar Cars 1955-1957 (Brooklands)
- 159- Jaguar Sports Cars 1957-1960 (Brooklands)
- 160- Daimler Dart & V8 250. 1959-1969 (Brooklands)

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| <p>161- Daimler SP250 & V8 250. Gold Portfolio (Brooklands)</p> <p>162- Jaguar XJS 1975-1980. (Brooklands)</p> <p>163- Jaguar XKE 1961- 1974 (3.8, 4.2, V12 & 2+2 Coupe) (Brooklands)</p> <p>164- My Championship year Damon Hill (Damon Hill 1997)</p> <p>165- Original Jaguar XJ (Nigel Thorley)</p> <p>166- American Racing (1950s & 1960s) Burnside & McCluggage</p> <p>167- Original Jaguar MkI & MkII (Nigel Thorley)</p> <p>168- Classic Cars (Encyclopaedia) (Martin Buckley)</p> <p>169- How to build and power tune S.U. Carburettors (Des Hammill 2000)</p> <p>170- How to power tune Jaguar XK Engines (Des Hammill)</p> <p>171- How to choose camshafts & time them (Des Hammill)</p> <p>172- Jaguar XK 120-150 (Cream of the Cats) (Osprey) Duncan Wherrett</p> <p>173- Jaguar XK8 - XKR (Stefano Pasini) 1998</p> <p>174- Jaguar XJ12 1972-1980. (R. M. Clarke) 1981</p> <p>175- Jaguar (Sutton's Photographic History Of Transport) (Nigel Thorley) 2003</p> <p>176- The Jaguar XK's. A Collectors Guide (Paul Skilleter) 2001</p> <p>177- Stirling Moss. The Authorised Biography 2004</p> <p>178- Jaguar. The Engineering Story (Jeff Daniels) 2004</p> <p>179- The Jaguar File. All Models since 1922 (Eric Dymock) 2001</p> <p>180 - Jaguar XJS (Nigel Thorley) 2001</p> <p>181- Jaguar in Coventry. Building the Legend (Nigel Thorley 2003)</p> <p>182- Jaguar The Sporting Heritage. (Paul Skilleter) 2003</p> <p>183- Jaguar Since 1945 (Richard Busenkell) 1970</p> <p>184- Jaguar M1 & M2 (Nigel Thorley) 2005</p> <p>185- The Rise of Jaguar. 1928 to 1950 (Barrie Price) 2004</p> <p>186- The Sound and the Fury. 100 years of Motor Sport in Australia (Bill Tuckey) 2004</p> <p>187- Jaguar XJ40. Buying, Enjoying, Maintaining, Modifying (Nigel Thorley) 2003</p> <p>188- Sir William Lyons. The Official Biography (Phillip Porter & Paul Skilleter) 2001</p> <p>189- The Essential Buyer's Guide. Jaguar E-Type 3.8 and 4.2 litre (Peter Crespin)</p> | <p>190- Jaguar Marketing The Marque (Nigel Thorley)</p> <p>191- You and Your Jaguar XJS. Buying, Enjoying, Maintaining (Nigel Thorley)</p> <p>192- Jaguar XK 120 In Detail. 1958-1954 (Anders Ditlev Clausager) 2006</p> <p>193- Cat Out Of The Bag. The Competition Dept. 1961-1966 (Peter D Wilson) 2008</p> <p>194- Jaguar XJ40. Jaguar Monthly, Buying & Maintaining (Peter Simpson) 2001</p> <p>195- Jaguar XJ40 Engineering. Jaguar Monthly (Phil Weeden) 2002</p> <p>196- Jaguar XF. Promotional Booklet (Jaguar)</p> <p>197- The Jaguar Tradition (Michael Frostick) 1973</p> <p>198- Jaguar Sports Cars (Paul Skilleter) 1978</p> <p>199- Jaguar World Champions (Andrew Whyte) 1988</p> <p>200- A different Breed Of Cat. 50th Anniversary Book (Jaguar Coventry 1972)</p> <p>201- Rolls Royce (George Bishop) 1982</p> <p>202- Jaguar The Complete Story (Heiner Stertkamp) 2008</p> <p>203- Jaguar XK. A Celebration of Jaguar's 1950's Classic (Nigel Thorley) 2008</p> <p>204- Jaguar E-Type. Collectors originality guide (Philip Porter)</p> <p>205- Jaguar XK8. The Complete Story (Graham Robson) 2009</p> <p>206- Jaguar XK 140/150 In Detail (Anders Ditlev Clausager) 2008</p> <p>207- Jaguar/Daimler XJ40. The Essential Buyer's Guide (Peter Crespin) 2008</p> <p>208- Jaguar/ Daimler XJ 1994 to 2003. The Essential Buyer's Guide (Peter Crespin) 2009</p> <p>209- Original Jaguar XJ. The Restorer's Guide (Nigel Thorley) 2006</p> <p>210- Jaguar Speed & Style. 3rd Edition (Martin Buckley)</p> <p>211- Legend of Lobethal (Tony Parkinson) 2008</p> <p>212- Jaguar. New Car Brochures (Jaguar UK) 2009</p> <p>213- Jaguar. All the Cars 2nd Edition (Nigel Thorley) 2009</p> <p>214- The Jaguar XK 120 In the Southern Hemisphere (John Elmgreen & Terry McGrath) 2009</p> <p>215- Jaguar XK 140 Explored (Bernard Viart) 2010</p> <p>216- Jaguar Mk 1 & Mk 2 Saloons (Andrea & David Sparrow)</p> <p>217- E-Type. 50 Fifty Years of Design Icon (Jaguar Publications)</p> |
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- 218- Jaguar E-Type. A Celebration of the World's favourite 60's Icon (Nigel Thorley) 2011
- 219- Jaguar XJ 220. The Inside Story (Mike Moreton) 2010
- 220- Ultimate E-Type. The Competition Cars (Philip Porter) 2011
- 221- E-Type Jaguar DIY. Restoration & Maintenance (Chris Rooke 2010)
- 222- Jaguar XJS. The Complete Story (Graham Robson) 2007
- 223- Jaguar Mascots (Paul Skilleter) 2010
- 224- TWR & Jaguars. Inside Tom Walkinshaw's Group A Racing Team (Allan Scott) 2012
- 225- TWR Jaguar. Prototype Racers (Leslie F Thurston) 2003
- 226- SS & Jaguar Cars 1936-1951 (Allan Crouch)
- 227- The Essential Buyers Guide Jaguar (Daimler) XJ all models 1994-2003 (Peter Crispin)
- 228- Jaguar Monthly. Jaguar XK8/XKR (Phil Weeden) 2002
- 229- Jaguar X300/X308. A Complete Practical Guide (Phil Weeden)
- 230- Keith Martin On Collecting Jaguar (Keith Martin) 2005
- 231- You and Your Jaguar XK/XKR (Nigel Thorley) 2015
- 232- Jaguar XK8/XKR/XKR-S (Colin Howard) 2013
- 233- Jaguar Mk 1 & 2, S-Type & 420 (James Taylor) 2016
- 234- Jaguar XK8/XKR+XK180 & F-Type Concept (John Blunsden) 2000
- 235- Haynes Restoration Manual. Jaguar XJ6 Series 1, 2, & 3 (Dave Pollard) 2009
- 236- Jaguar Mk VII, VIII, IX, X & 420G (RM Clarke) 2014
- 237- Jaguar Cars (James Mann) 2015
- 238- The Essential Buyers Guide. Jaguar S-Type 1999-2007 (Nigel Thorley) 2012
- 239- Jaguar (Graham Robson) 2012
- 240- The Essential Buyers Guide. Jaguar XK8 & XKR 1996-2005 (Nigel Thorley) 2015
- 241- The Essential Buyers Guide. Jaguar Mk 1 & 2. All Models + Daimler 2.5 litre V8 1995-1969 (Nigel Thorley) 2011
- 242- The Essential Buyers Guide Jaguars XJ6, XJ8, & XJR All 2003 to 2009 (X- 350) Models including Daimler (Nigel Thorley) 2012
- 243- The Essential Buyers Guide. Jaguar XK 120, 140, 150; 1948-1961 (Nigel Thorley) 2013
- 244- The Essential Buyers Guide. Jaguar New XK 2005-2014 (Nigel Thorley) 2015
- 245- Original Jaguar XK. The Restorer's Guide 3rd Edition (Philip Porter) 2012
- 246- Jaguar XJ-S. The Complete Story 1st Edition 2019 (James Taylor) 2019
- 247- Jaguar XJ Series Wiring Diagrams (Bradley McLean)
- 248- Jaguar E-Type (Nigel Thorley) 2017 Edition
- 249- Jaguar E-Type. Factory and Private Competition Cars (Peter Griffiths) 2018
- 250- Jaguar From the Shop Floor. 1949 to 1978 (Brian James Martin) 2018
- 251- Saving Jaguar – John Egan (Porter Press) 2015
- 252- Jaguar XK. A Celebration of Jaguar's 1950 Classic (Nigel Thorley) 2018
- 253- Jaguar A Living Legend (Anders Ditlev Clausager) 1990
- 254- A Cat to Kill For (G W Miller) Veloce Books 2019
- 255- Jaguar X- Type (2001-2011). Owners Workshop Manual (Haynes) 2014
- 256- The Essential Buyers Guide. Jaguar X-Type 2001-2009. (Nigel Thorley) Veloce Books 2012
- 257- Jaguar XJS 1975-1980 Brooklands (R.M. Clarke)
- 258- Jaguar XJS 1975-1990 Brooklands (R.M Clarke)
- 259- Jaguar XJS 1988-1995 Brooklands (R.M. Clarke)
- 260- On Jaguar 1974-1982 Brooklands (Road and Track)
- 261- Jaguar XK8. The Authorised Biography (Philip Porter) 1996
- 262- Jaguar - An illustrated History of the World's Most Elegant Car (Roger Hicks) 1989
- 263- Factory Original Jaguar E- Type (Anders Ditlev Clausager) 2011

As at 30 March 2022

SS, Mk IV, Mk V Register



Currently meeting the 3rd Wednesday of each month.

Minutes of meeting held at the home of Margaret Evans Wednesday 16th March 2022

Previous Minutes:

The Minutes of 16th February 2022 as issued were accepted as a true record of the meeting.

Present:

Bruce Fletcher, Brenton Hobbs, John Lewis, Des Brown, Malcolm Adamson, David Rogers, Ross Rasmus, Jack Richardson, Antony Veale

Apologies:

Rob Paterson, Warren Foreman, Daniel Adamson, Bob Kretschmer.

Correspondence: Nil

Welfare:

Jack has had surgery on one of his hands and is recovering well but cannot drive just yet

Combined States Border Run 2022

Cowra:

People showing interest at this stage are Bruce Fletcher, Malcolm Adamson, Graham Franklin, Jim Temby, John Caskey. Does not matter what car you come in. As before, still no further details yet.

JDCSA:

Combined Car Club run to McLaren Vale to replace the cancelled McLaren Vale Vintage and Classic Day.

This event will be combined with the Riley, Rover, Humber and Armstrong Siddeley club. The event will be at Oxenberry Farm Winery. Please read the Classic Marque for more info.

Technical & Parts:

◇ Restoration Projects:

1 ½ Litre Sedan; Ross Rasmus:

Still chasing a clunking noise.

Discussion on taking the mudguards off the Mk IV without taking out the radiator.

Mark V: David Rogers

Has picked up Mk 5 bits from Bendigo.

General Business:

1. Bruce enjoyed a 2km drive in his new addition before it decided to stop. The Daimler 250 needs a full rewire. Seems like the mice enjoyed the taste of some of the wires. Bruce also had to remove a mouse nest out of the sills but otherwise the Daimler is good. Bruce is happy to be back in the shed.
2. The company transporting Bruce's Daimler did not realize that it was positive earth, so a bit of damage was caused by them.
3. Bruce attended the Melbourne British and European Day. There was about 100 Jaguars. All types of Jaguars except Mk IV's. Only make with more cars was MG's. Bruce pushed the boundaries and parked with the Rovers much to the official's disgust.
4. Antony Veale has had a new brake booster fitted to his Daimler and stated this has made a huge difference.

5. David stumbled across a car show at Minyip which was for the 150 years of Minyip. Of interest was a Mk IV 2.5 Drophead. Talk on whose car this is.
6. John has had trouble with the second battery going flat on his Landcruiser and affecting his main battery. Much discussion on this and how to fix.
7. The Mk IV 3.5 Drophead that Des used to own was used for the opening of the new Jaguar dealership at Shepparton Victoria.

8. General Discussion

SS Register Meeting Dates:

- Next meeting 20th April at the Caledonian Hotel 215 O'Connell St, Nth Adelaide Details to follow later.
- 18 May – Tentative- Antony Veale.
- 15 June – Ross Rasmus
- If you can host a meeting for other months, can you please advise.

Meeting closed at 9.00 pm

Thank you, Margaret, for hosting this meeting and the delicious supper. Also, Jenny and Jean for helping as well.

Brenton Hobbs
Register Secretary



Gosford Classic Cars, West Gosford NSW. For sale Jaguar SS 1939 3 ½ litre DHC. Australian delivered to Adelaide. Believed to be 1 of 6 sent to Australia and 1 of 150 DHC produced. Matching numbers, original engine and Heritage Certificate. Described as being in excellent overall condition. POA. They also have a 1936 Jaguar SS 1.5 litre for sale.

XJ, Mk 10 & 420G Register



Mark 10/420G - Celebrating 60 years

Minutes of meeting held at 7.30pm on Wednesday 9th March, at the Bartley Hotel, West Lakes Shore. Held after a lovely meal at 6.00pm

Present: David Bicknell, Peter & Heather Buck, Don Bursill, Fred Butcher, Don & Ellaine Cardone, Bob & Daphne Charman, Alan & Lorraine Davis, Mel Dennett, Jeannie De Young, Graham Franklin, Laurie Leonard, Fay Leyton, Chris Michael, Louis Marafioti, Gary Monrad & Oggi Stojanovic, Graeme & Betty Moore, Paul Moore, Trevor Norley, Bryan O'Shaughnessy, Phil Prior, Evan Spartalis.

Apologies: Borys & Ellaine Potiuch, Don & Kathy Tyrrell, John Flanigan, David & Angela Nicklin, Tom & Marj Brindle.

Previous Minutes:

Carried

Business Arising: Nil

Lucky Squares

Tonight's winner was Jeannie De Young.

General Business

1. We are looking at planning a week end away for later this year. Discussions favoured the Iron Triangle staying at Wallaroo.
2. Planning a day run for April or May.
3. Thanks to all those who attended last year's Christmas Show and dinner at the Glenelg Golf Course. A great night was had by all. This year's show will be on Saturday the 10th December. Same place same time.
4. Club meeting at the Police Club – Our turn for supper in August.
5. All British Tour discussed.
6. Oxenberry Winery Sunday 3rd April discussed.

Car Talk

- David Bicknell: Dented the Ute lid. \$6000 headlight. Green Jag running well. White Jag – head lining untidy.
- Pete & Heather Buck: XJ like a dream.
- Don Bursill: Cars going well. Part arrived from USA for the XJ12.
- Fred Butcher: Had lots to say but we forgot to ask him – Sorry Fred.
- Don Cardone: XJ6 running well but has rattle in the muffler. Went to U Pulit. \$53 for two mufflers.

- Bob & Daphne Charman: XJ6 written off.
- Mel Dennett: X300 nice car.
- Laurie Lawrence: Mirrors need replacing.
- Fay Leyton: Flat battery on the XJ.
- Louis Marafioti: XJ8 going well.
- Chris Michael: The Mk 10 put a Holden air conditioner in it.
- Gary Monrad & Oggi: All going well.
- Graeme & Betty Moore: XJS lost a couple of gears on the Mannum run.
- Paul Moore: Both cars going well.
- Trevor Norley: XJ6 Series 3 going well. X Type also.
- Bryan O'Shaughnessy: All good.
- Phil Prior: Series One nearing completion. Few spare parts left over.
- Evan Spartalis: All good.
- Everyone Else: Nothing to report

Meeting closed 8.20pm

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

BOB CHARMAN
Register Secretary

EASTER BUNNY JOKES



E-Type, F-Type & GT - Register Minutes

E-Type, F-Type & Grand Tourer



Meet Third Thursday of each month.

Meeting type: Monthly

Venue: Workshop of Peter Thomas, Unit 3, 6 Walla Street, Lonsdale

Date: 17th March, 2022

Time: 19:30

Conclude: 20:20

Minute taker: Peter Thomas

Apologies: Di & Roger Adamson, Chris Lake.

General Business:

Register secretary Alan Baker welcomed members and Patron – Peter Holland, President – Fred Butcher, Editor – Graham Franklin and new member – Gary Souter.

Alan proposed a name change of the Register to “Jaguar 2 Door Sports” to make it more inclusive of other marques, i.e. XJS. A spirited conversation ensued with a variety of views. Phil Prior said that regardless of the register name, what the register does will create the interest.

Alan Bartram reminded everyone about a run to Mannum for the coming Sunday 20th March. Members shall meet at the Aldgate Pump Hotel at 09:00 for a 09:30 departure.

He also informed everyone that registration was still open for the British Classic Tour for Sunday 27th March. Starting at 09:00, vehicles will arrive at Old Noarlunga Oval then between 10:30 and 11:00, vehicles will be marshalled out for a scenic drive to Victor Harbor. <https://britishclassictour.com.au/>

Alan Bartram also informed members that a combined club event will be held on Sunday 3rd April at Oxenberry Farm (winery and restaurant) at 26-28 Kangarilla Road, McLaren Vale. Parking will be on an “as you arrive” basis to ensure a random selection of vehicles on display. Please wear name badges and members are encouraged to dress in “period”. Prizes will be awarded by Poster Girls and there will be live music from 10:00 onwards. There will not be any BYO but a barbecue will be available for \$16.00 per person.

Between the 29th April to 2nd May 2022, the E-Type 60th Diamond Anniversary Event will be held at Mount Gambier. Registration is available until 28th March. For more information, please contact Di Adamson via email di.adamson1@gmail.com.

The date and venue of the register barbecue will be advised in due course.

Phil Prior provided an update on the National Rally being hosted by South Australia in April next year. The event will be based in Hahndorf but it will only be held over four (4) days. Participating clubs have been encouraged to manage their own post rally events. For example, a club may organise events on their return journey. A dinner will be held on the Friday night with options on other days which will include a run at The Bend. The National Display Day will be held on Sunday.

Alan Baker then handed over to Suzanne Jarvis who has taken on the role as Register Secretary. She thanked Alan for his many years’ service as Register Secretary, also thanking Alan Bartram for his administrative help. Alan will continue in that role along with Peter Thomas who will also assist Suzanne as Register Secretary. Suzanne then thanked Peter Thomas for making his workshop available to the Register and other Registers over the covid period.

Suzanne said she would endeavour to organise numerous runs and requested help with venues for future meetings. She also encouraged more women to attend meetings and to become involved in the newly formed Jaguar Ladies Social Group.

Suzanne Jarvis
Register Secretary



Alan Baker has had to step down as E, F & GT Register Secretary due to his work commitments. Suzanne Jarvis has taken over the role. Alan Bartram and Peter Thomas will provide admin support. Suzanne was previously part of the very successful 2018 National Rally committee.

Multivalve



Multivalve Register meet bi-monthly. (X350 celebrating 20 years: 2002-2022).

Minutes of meeting held on Thursday 24th of March 2021 at the Kensington Hotel, Kensington.

Attendees: Peter & Heather Buck, Fred Butcher, Jim & Arcadia Komaromi, Jo Orford & Michael Pringle, Ron & Claire Palmer, Geoff & Margaret Thomas, Graeme & Betty Moore, Steve & Cecilia Schubert, Ray Smithers & Judy Langdon, Lesley Clarke, Tom & Marj Brindle, Des Brown, Graham Franklin, David Brewer, Barry & Hazel Brown.

Apologies: John Castle, Peter & Ros Holland, Tony & Gabriela Human, Bob & Daphne Charman.

Minutes of Previous Meeting:

Agreed.

Matters Arising from Previous Minutes:

None.

Welfare: Following a severe staph infection, Tony Human is still in hospital but out of the ICU. He has had a heart valve replacement and will need a pacemaker fitted in the next few days. Our best wishes go to Tony and Gabriela.

Club Business

- The Victor Harbor British Classic Tour 2022 is being held on Sunday 27th March. Members should arrive at the Old Noarlunga Oval from 9:00am for departure between 10:30 and 11:00am.
- Steve Weeks has organised an all-Clubs event at Oxenberry Farm in McLaren Vale on 3rd April from 10:00am until approx. 3:00pm. Members are advised to bring chairs and small tables if they have them. No BYO food or alcohol (as this is a winery and restaurant).

Volunteers are needed to sell raffle tickets. Graeme & Betty will set up a regalia stall with some new offerings.

- The next General Meeting is on Tuesday 5th April. The Multivalve Register to provide supper. Members should register on TidyHQ, dinner at 6:00pm, meeting begins at 7:30pm.
- The next Ladies Social Group lunch is on Thursday 14th April at The Kensi, 12:30pm. The inaugural lunch was a great success and it is hoped this will be a regular event. Please register on TidyHQ.

Register Business

- A lunchtime run with a difference has been organised by Jim and Arcadia for Thursday 31st March, meet at the Feathers Hotel at 9:00am for a 9:30am departure.
- A 3-hour lunchtime cruise on the Captain Proud Paddleboat including a two-course lunch has been organised for Thursday 28th April at a cost of \$50 per head. Payment is required at the time of booking through TidyHQ.

Car Talk

- Graeme Moore: The XF hasn't been out of the garage for six weeks. The XJS has been at the tinters to have the quarter lights fixed. The XJS gearbox has been playing up after he moved the driver's seat back 75cms and dislodged the electrics somehow.
- Tom Brindle: XJ40 having a bit of work on the front suspension. Mark II going well.
- Graham Franklin: All good, nothing to report – drove to the letter box, picked the mail up and put the car back in the garage.
- Michael Pringle: Took the XE on a trip to Victoria a couple of weeks ago, and was rewarded with 7.1litres/100kms. SP going out this week.
- Jo Orford: The XKR has had a little cosmetic surgery, nothing major, and looks beautiful.
- Barry Brown: 2010 XF, ticked over to 64,000Kms on the last mid-week run, still running beautifully.
- Ron Palmer: 2014 XF 81,000kms, going extremely well.
- Fred Butcher: Still struggling with the XJS. The bumper still needs repair on the Daimler but the car is driveable.

- Jim Komaromi: 2007 S-type, 140,000kms on the clock, needs two front rotors and pads, waiting for the parts to come from Sydney.
- David Brewer: 2010 5-litre XK, 120,000kms on the clock. Had it serviced recently and was told there was nothing wrong with it.
- Ray Smithers: 2010 X-type, going well.
- Steve Schubert: His son used to say every Jaguar owner should have two as one is always broken down. XK150 undergoing major surgery with Geoff Mockford and there are no retirement homes for Jaguars....
- Des Brown: 2014 XFS, twin turbo-charged, 29,000kms, going perfectly.
- Geoff Thomas: 1976 XJ6 long wheel-base, 120,000kms on the clock, going well but the air conditioning doesn't work.
- Lesley Clarke: 1997 X300, 128,000kms, still not putting a foot wrong.
- Peter Buck: X308, 117,000kms, loves it – going like a dream (Heather has now driven it twice!).

Any Other Business

- Dave Burton will be stepping down as Logbook Secretary at the AGM in September. The Club is now looking for someone to take over the role. As this role is now increasing, it is possible that two people may be able to share the work.
- The Compact Register has been without a Register Secretary since the AGM in 2021. Graham Franklin has volunteered to step in for the next three months. It is hoped that someone will come forward at the next AGM.
- Suzanne Jarvis has taken over from Alan Baker as Register Secretary for the E, F & GT Register.

Next Meeting:

Thursday 26th May, The Kensington Hotel.

Meeting closed at 8:10pm.

Peter Buck
Register Secretary

XK, Mk 7, 8, 9 - Register Minutes

XK, Mk 7, 8, 9 Register



Meet First Wednesday of each month

Minutes of the XK, 7, 8 & 9 Register held at the home of Rod & Peggy Davis, March 9th 2022. Opening 7.30 pm.

Attendance:

Rob & Vicki Loffler, Steve & Val Weeks, Peter & Ros Holland, Ossie & Rayeena Petrucco, Rod & Peggy Davis, Onslow & Wendy Billinghamurst, Steve Schubert, Robin & Diedre Ide, Julian & Moira Lugg, Peter & Judy Goodale

Apologies: Richard & Carla Smith

Minutes of Previous Meeting:

Carried

Business Arising - Border Run

Steve has contacted Roy Armfield regarding picking up the Halls Gap again. It will be from Friday 23rd of September 2022, with the same program and accommodation as per last year.

Club Business:

- General Meetings are back on now and we are allowed to have supper again from April. The Multi Valve Register will be arranging the April Supper.
- Jaguar Ladies Social Register, to date this is not yet an official Register, the subject will be discussed at the next Executive Meeting.
- Victor Harbour day on March 27th starting at Old Noarlunga for breakfast, then on to Victor. This replaces the event, which is normally held in May. If enough are interested then we could book a table for lunch at Victor. Please let Steve know.
- McLaren Vale Vintage & Classic This event has been cancelled, however there is a replacement event organised at the Oxenberry Winery in its place, on the same day (3rd April).
- The Multi Valve Register is organising a River Murray Paddle Steamer lunch run. Please book on Tidy HQ

Register Business:

- BBQ Lunch, there will be another BBQ Lunch Day at Steve & Celia Schubert's, details will be posted in Tidy HQ when organised.
- Proposed winery run in the Strathalbyn area. Steve will work in with Rob & Vicki Loffler for some ideas on interesting venues, it was mentioned that we have not been to the Museum yet as a Register.
- Mystery Run will be held in May, it will be morning coffee start with lunch (also a

museum visit), please watch Tidy HQ for details.

New Business:

Onslow has had a tidy up & brought a number of car books, please help yourself to one, any that are left over will be given to our librarian.

The Cars

- Onslow: Forgot that he now has power steering, a welcome surprise when he went to turn!
- Rod Davis: has not driven the XK140 for a while.
- Julian Lugg: Once again has not driven the XK120 for a while but will take it on the Oxen Berry Day.
- Stephan Schubert: The car is currently having some repairs.
- Peter Goodall. Has not driven the XK lately.
- Peter Holland: Some parts have arrived & he also has taken delivery of an XJ12, Series 1 Vanden Plas (the ex-Peter Norris & Rob Smith car) however Ros has told him that he has to finish the XK120 first!
- Robin Ide: has not driven the car lately.
- Rob Loffler: Hoping to take the 120 to the Oxenberry Day.
- Steve Weeks: Took the cover off to make sure it was still there.

Meeting Closed at approx. 9,00 pm. A big thank you to Rod & Peggy for supper and hosting the meeting.

Steve Weeks
Register Secretary

CLASSIFIEDS

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It is still a massive shock and a sad one. Shane owned numerous cars including Jaguars. He owned a black F-type that he swapped for a white one. In 2019 he hired another F-Type while in London but was caught for speeding and was banned from driving for 12 months after racking up six speeding offences within three years. In this day of annoyingly over the top political correctness - he still thrived.

	 <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>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>	<p>Karlie Ridley (02) 83580999 Rental Management</p>

Club Notices

GENERAL MEETING ROSTER 2021/22	
April	Multivalve Register
May	XK, 7, 8, 9 Register
June	E, F, GT Register
July	Compact Register
August	XJ, Mk 10, 420G

CLASSIC MARQUE

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

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

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

JDCSA General Meeting Minutes - March 2022

Minutes of the Jaguar Drivers Club of South Australia Inc General Meeting held at the Police Club SA on Tuesday 1st of March 2022.

Meeting commenced at 7.30pm.

Welcome

President Fred welcomed those present.

Apologies:

Roland Donders, Dave Cocker, Don Tamblyn, Bob Charman, Tony & Gabriela Human, Leslie Clarke, Alan Bartram.

New Members:

We welcomed Hugh Cardle into our club. Hugh has an XF.

Previous Minutes

Moved for acceptance by Dave Burton & seconded by Steve Corbally. Minutes Passed.

Business Arising

The Jaguar ladies had their first lunch at the Kensington Hotel, which was a big success. Trish Clarke believes that the group should be recognised as a Register.

There followed a general discussion on the merits of the group becoming a Register and the Constitutional position in relation to this.

The Executive Committee will discuss the status of the new group to determine if it should be a Register or not.

President's Report (Fred Butcher)

Fred has brought some more 2022 Calendars and invited anyone to take one after the meeting.

Fred also has some All-British Daybadges for those who have not receive theirs.

Vice Presidents Report (Michael Pringle)

Michael observed that the club's calendar is fairly full at present, giving a variety of events.

Secretary's Report (Steve Weeks)

Steve covered the e-mails to the club, mainly interstate magazines and coming events of other clubs.

Treasurer's Report (Heather Buck)

Heather said that our funds are good and that Graeme and Betty Moore sold over \$700 of Regalia at the Presidents Picnic

Membership Secretary (Daphne)

Daphne reported that we had one new member last month and 3 new enquiries so far this month.

Editor/Events Coordinator (Graham)

No report as it's all in Classic Marque.

A.C.J.C. (Phil Prior)

- Phil has attended his first meeting, at this stage there is no Chairperson or Secretary for the ACJC.
- James Grimshaw attended and informed:
 - The F Type only to be sold as a V8.
 - The XF will continue as a 4 cylinder.
 - Jaguar came 2nd in the Formula E racing, this technology will go into future road cars.
 - A Hydrogen engine will be used in the Land Rover Defender.
 - There is up to a 6 month wait for a new Jaguar.
 - Phil has informed the ACJC of our coming 2023 National Rally.

Logbook Secretary: Dave Burton

Dave is looking for someone to train up into the position as he will not be re standing at the AGM.

Regalia: Graeme and Betty Moore

Graeme said that he and Betty took over \$700 at the Presidents Picnic, also he is dropping the price on some items.

M.S.C.A:

Barry informed that there is to be a twilight event at Mallala on March 20th, organised by the Sporting Car Club.

Library: Tom Brindle

Tom has a selection of books and DVD's here tonight, including some new ones.

Compact Register:

No Report - The Register Secretaries position is still vacant.

XJ Mk10 420G Register (Bob Charman)

In Bob's absence Daphne advised that the next Register Meeting will be at the Bartley Hotel. After the meeting the Register will shout those attending to a coffee from the Register allowance.

The Mark 10/420G Anniversary will now be held in September.

Multi-Valve: Peter Buck

There is a lunch this coming Thursday, the next Register Meeting is the 24th of March and another lunch run is planned for the 31st of March., this is being planned by Jim and Arcadia.

Another lunch run is planned for the 28th of April.

E, F & GT. Alan Bartram

Register Meeting Thursday, 17 March 2022, 07:30 - 09:30pm at Peter Thomas Workshop Lonsdale.

Register Run to Mannum on Sunday 20 March 2022 with lunch following at the Pretoria Hotel at 12:30 pm. We will be gathering at The Aldgate Pump Hotel carpark from 9:00 for a 9:30 am start There will be options for the run to Mannum.

SS, Mark IV, V: Brenton Hobbs

Graham Franklin attended the February meeting at Gawler. The Register is going well. Minutes of the meeting are in current Classic Marque.

XK & Marks 7 8 & 9: Steve Weeks

The next Register Meeting will be at the home of Rod and Peggy Davis on the 8th of March.

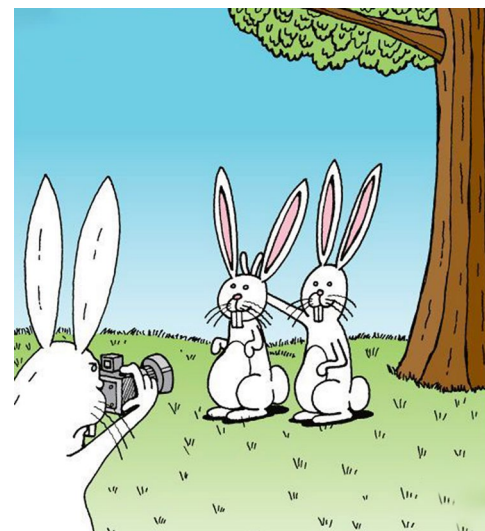
New Business

Jo Orford said that she was not happy with the quality of the meals at the Police Club.

Meeting Closed at 8.30pm

There was no supper due to COVID restrictions.

Next Meeting - April 5th



JDCSA - Club Directory 2021 -2022

Club Postal Address:

PO Box 6020, Halifax Street, Adelaide SA 5000

Club Web Site / Email

Web: www.jdcса.com.au

Email: jdcса@mail.tidyhq.com

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

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

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

Your Committee

President: Fred Butcher

Mobile: 0428 272 863

Email: fmbutcher@bigpond.com

Vice President: Michael Pringle

Mobile: 0418311422 (Home) 82772717

Email: mlp7516@icloud.com

Treasurer: Heather Buck

Mobile: 0432 549 086

Email: treasurer@jdcса.com.au

Secretary: Steve Weeks

Mobile: 0414 952 416

Email: valsteve47@outlook.com

Membership Secretary: Daphne Charman

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

Email: membership@jdcса.com.au

Editor/Events Coordinator: Graham Franklin

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Email: editor@jdcса.com.au

Web Master: Tom Herraman

Email: jdcса@mail.tidyhq.com

Public Officer: Steve Weeks

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

Club Patron: Mr Peter Holland

Phone: (08) 8271 0048

Club Services / Club Representatives

Technical Officer: Geoff Mockford

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

Regalia: Graeme & Betty Moore.

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

Librarian Tom Brindle

Phone (08) 8387 0051

Log Books David Burton

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

Australian Council of Jaguar Clubs (ACJC)

Club Representative: Phil Prior

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

Federation of Historic Motoring Clubs (FHMC)

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

Marque Sports Car Association (MSCA)

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

All British Day

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

Inspectors - Club Registration

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

Register Secretaries

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

Brenton Hobb. Email: bmhobbs@bigpond.com

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

Steve Weeks: 0414 952 416

Email: valsteve47@outlook.com

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

Graham Franklin: 049 007 4671

Email: jdcса@mail.tidyhq.com

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

Bob Charman Phone: (08) 8248 4111

Email: charmanr161@gmail.com

E-Type, F-Type, XJS, XK8 - *Meet 3rd Thursday each month.*

Suzanne Jarvis. 0478 717 775

Email: sf5048@gmail.com

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

Peter Buck Mobile: 0421 061 883

Email: Peter.buck51@bigpond.com

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



ROBBO'S SPARES

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S A DD-440E