

# CLASSIC MARQUE

SEPTEMBER 2020



**FEATURE - SS & MARK IV JAGUAR SALOONS**

THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA

# Solitaire Jaguar

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# Club Torque - President's Column

## President's Column – September 2020

This report doubles as my Annual Report to be presented at the AGM on September 1st, 2020.

I am not sure how to describe our 2019-2020 club year. It did start well and then . . . . with COVID-19 it very quickly deteriorated in a big black hole. Having said that there have been some real positive outcomes for the club as well.

I am very grateful as are so many Australians for the great leadership shown by our various State and Territory leaders who have done a great job keeping us safe in very testing times. It is times like this that true leadership is on display for all to see.

As a club we have like so many other groups had to modify our plans and programs to comply with government-imposed restrictions and ensure the safety of our members. I am very grateful for the support of Fred Butcher, Tim White and Heather Buck who with myself have formed the COVID-19 Executive Group, tasked with the responsibility of setting policy and procedures to ensure compliance with restrictions and the safety of members.

It has not always been easy to be the "Cop on the Beat" but very necessary. Our Register Secretaries have all played an important role in communication and support of members.

There have been some good opportunities emerging during this period. Members are becoming much more familiar with our use of the Club Data Base in TidyHQ, some of whom thought they could not manage this process, have realised it much easier than they ever imagined. As it has become necessary to publish all Club events via TidyHQ and require registration for events etc. members now find that this is a great way to promote events and stay in touch.

We are a long way from getting through COVID-19 and the importance of TidyHQ for this purpose will continue. I want to remind all members, that if you are planning to attend a JDCSA official event YOU MUST REGISTER via TidyHQ > Events.

Slowly we are starting to see events and meetings happening and this is a good thing I am sure all members appreciate that. So stay tuned via TidyHQ and the Club Web Page to stay in touch.

With our AGM on September Tuesday 1st September it is time to thank all those who have served the club so well in the past 12 months: -

- Peter Holland (Patron),
- Fred Butcher (Vice President),
- Tim White (Secretary/ACJC/Public Officer),
- Heather Buck (Treasurer),
- Graham Franklin (Editor),
- Daphne Charman (Membership Secretary),
- David Burton (Log Book Secretary/FHNV),
- Jim Komaromi (Events Coordinator),
- Ron and Claire Palmer (Regalia),
- Tom and Marj Brindle (Library),
- Barry Kitts (MSCA),
- Geoff Mockford (Technical Officer),
- Tom Herraman (Web Master), and
- All Register Secretaries and Vehicle Inspectors.

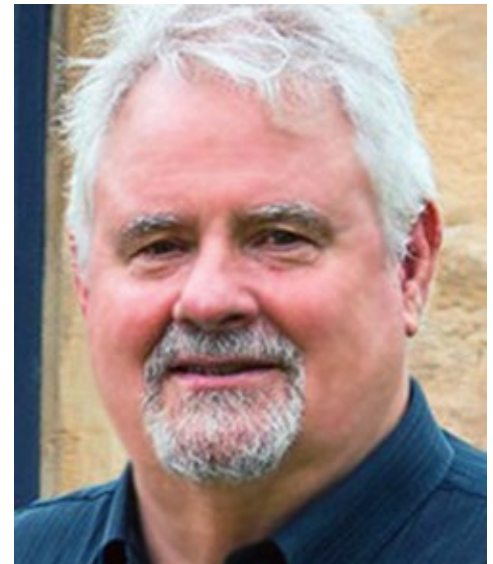
All of these members have voluntarily given much time to ensure our club runs and operates smoothly. We owe each of them a vote of gratitude for the maintenance of a healthy and inclusive club.

Looking forward to the year ahead there will continue to be many uncertainties and lots of work to be done. So I thank all those in advance who have agreed to either continue to serve or who have nominated to serve on the new Club Executive Committee and will seek your endorsement at our AGM.

Be assured that the Executive Committee will continue throughout our 2020-21 year to find ways to improve our club in terms of its governance, policies and procedures, communications and member services whilst seeking creative ways to enjoy club activities and events.

Looking forward to 2020-21.

**Philip  
President JDCSA**



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### Front Cover:

**Malcolm Adamson, 1948 3½ litre  
Jaguar Mk IV Drop Head**

### Rear Cover:

**Bob Kretschmer, 1939 SS Jaguar  
1½ litre Sedan**



@sajaguarclub

# Events Calendar

*"All events are subject to COVID-19 restrictions and any future changes"*

**Tuesday 1st September - 7.30pm.**

**JDCSA General Meeting & AGM.** Police Association Building, Carrington Street, Adelaide.

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

**The Bend Classic 5-6 September 2020 (Date revised) Free day out.**

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

**Tuesday 8th of September: XJ Mk10 420G Register Meeting**

The Bartley Hotel, Atrium Room, 68-92 Bartley Tce, West Lakes Shore

For more information please contact Bob Charman. Email: [xj420g@jdcsa.com.au](mailto:xj420g@jdcsa.com.au)

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

**Thursday 17th of September: E-Type, F-Type, & Grand Tourer Register Meeting**

To be hosted by Messrs Beaumonts - Norwood Beaumont Tiles Studio. Full details to be emailed out.

For more information contact Tom Herraman. Email: [etype@jdcsa.com.au](mailto:etype@jdcsa.com.au).

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

**Sunday 27th of September 2020 - Bay to Birdwood - 1950-1989**

**Registrations Closed.** - For more information visit <http://baytobirdwood.com.au/>

**Tuesday 29th of September: Multivalve Register Meeting Kensington Hotel**

For more information please contact Peter Buck. Email: [Peter.buck51@bigpond.com](mailto:Peter.buck51@bigpond.com).

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

**Tuesday 29th of September**

**DEADLINE FOR ALL ARTICLES FOR CLASSIC MARQUE (Inc. Classified Adverts). Thank you.**

Editor: Graham Franklin M: 0490074671 Email: [editor@jdcsa.com.au](mailto:editor@jdcsa.com.au)

**1st October 2020. Applications Open for All British Day 14 February 2021 - Celebrating the E-Types 60th.**

Please register early. For more information visit <https://www.allbritishday.com/all-british-day-entry-form>

**Sunday 4th of October 2020. KARS for KIDNEY RESEARCH - 10.30am - 2.00pm - (See brochure page 34)**

Fundraiser for Kidney/Diabetes Research. Bring and show off your pride and joy" OR just come along and enjoy the cars.

**Cobbs Hill Estate Winery in the ADELAIDE HILLS! -**

For more information contact Eleni Kollias on 0409693624 or for tickets go to [Kars for Kidney Research](#)

**Tuesday 6th of October - 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.

**9th - 12th of October - JDCSA Riverland Weekend - XJ-S and XJC 45th Anniversary Celebrations**

See details Page 32 or visit <https://jdcsa.tidyhq.com/public/schedule/events/30590-jaguar-xjc-and-xjs-celebrate-45th-anniversary>

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

**Sunday 18th or 25th October - SA JAG DAY - 11:00 am to 3:00 pm - (See brochure page 30)**

**PLEASE NOTE THAT DATE AND VENUE MAY CHANGE.**

Full details will be emailed out OR see October Classic Marque or Club Calendar <https://www.jdcsa.com.au/apps/calendar/>

Jaguar and Daimler cars welcome. Participating cars to be in place by 10:30am. See details Page 30.

**Saturday 7th of November: XJ Mk10 420G Register. Trip to Kangaroo Island Day Trip.**

For more information please contact Bob Charman. Phone: (08) 8248 4111 or Email: [xj420g@jdcsa.com.au](mailto:xj420g@jdcsa.com.au)

## Editorial by Graham Franklin.

Well it is 12 months since I took up the editor's position. Time surely flies. Of course, I had no idea that a virus would 'throw a spanner in the works'. The shut-down cut the supply of photos and stories of Club & Register events and has had me searching for material.

I would like to thank all those members who supplied photos/stories including the following **new members**:

- Hugh Guthrie - 1998 XK-8 convertible
- Evan Denning & Helen Cadman - Barina to BMW
- Don Cardone and Jaguars
- Mal & Annie - Family history of Jaguar ownership.
- Frank Napoli - XJ6 (*feedback from members said that the story brought back a lot of memories re the people who worked on your car.*)
- Ralph and Angela Villarosa- 1994 XJS
- David and Susan Langsford - red 3.4 MkII

And in this edition, Con & Bec Saris, XJ6 and their 1949 Singer.

Similarly, **existing members** came to the rescue with the following: -

- Borys Potiuch's - Well Travelled XJ6.

- Phil Prior - three-part article on the restoration and rebuild of his XJC
- Trevor Norley - Tarlee Charity Classic Car Muster
- Angela Rogers - photographs of Jag Day and All-British Day
- Julian Lugg - XK, Mk 7, 8, 9 Border Run to Mount Gambier
- Stewart McGavin - Jaguar - Art of Performance
- Onslow Billingham - An XK150 Story
- Bill & Barbara Mayman - Jaguar Story
- Trevor Norley - Fatal Attraction; Fatal Attraction Again
- Steve Weeks - Adelaide F1 Grand Prix and Jaguars
- Rick Luff - A Couple of Retro Stories; the 2007 Classic Adelaide Rally; and How to Drive a Formula 2 Car
- Bryan Baverstock - Vale, Lyall and Maxine Baverstock
- Tom Brindle - A Dream Come True
- Aaron Smith - Home Hobby Restoration
- Fred Butcher - Restoration of a Daimler SP250

In addition, there have been a number of great stories from all Register Secretaries.

In this edition there is a feature on SS and Jaguar Saloons (1931-1949). A big thank you to **Ross Rasmus** for providing a complimentary article about his trip in his SS 1, accompanied with other club members, to Darwin and back in 1996.

There is a story on Jaguar's legendary test driver Norman Dewis, who would have turned 100 in August. His wish was to live to 100 and travel in a Jaguar at 100mph again. Unfortunately, he fell short by just 14 months.

To celebrate the upcoming E-Type 60th Birthday Celebrations in 2021, Jaguar's Classic Division has taken upon itself to cause a major storm among E-Type collectors by providing them with just six limited-edition, fully renewed pair of 3.8 examples. Story page 23.

There is also a story on a company in the UK whose goal is to make the world's finest electric converted classic cars. Story page 33.

**Finally, a big thank you to our Sponsors for their invaluable ongoing support.**

Until next month!

Cheers

## Jaguar Named Top British TV Car

An iconic Jaguar and Britain's favourite telly detective have made a winning combination in a recent UK survey to find the nation's favourite TV car.

**SUPERSLEUTH** Inspector Morse's iconic 2.4 Mark II Jaguar has been named as the top British TV car of all time.

The fictional Oxford detective's legendary burgundy motor, driven by the late John Thaw, cruised to victory ahead of rivals such as Del Boy's Reliant Regal three-wheeler van and The Saint's classy Volvo P1800.

"Boundless", a Civil Service Motoring Association asked an expert panel to nominate classic TV cars before members of the 230,000 strong organisation voted.

Morse's Jaguar was a clear winner. The TV Series ran from 1987-2000. ■



*Inspector Morse star, the late John Thaw (right) and Kevin Whately, who played Sgt Lewis, pose by the Mark II. In 2001 the car was given away in a promotional raffle and in November 2005 the car sold at auction for more than £100,000.*

# Introducing Our New Members

## New member article: Con & Bec Saris

Hello, let me introduce myself and my wife. I am Con and my wife's name is Bec. We are new members of JDCSA. Bec and I are looking forward to participating in club events when South Australia's current health problems finally subside.

Unfortunately, where other industries suffered major drop offs in business, my current choice of work has exploded, along with the rise in people staying home to work. I am a blind, awning and security window screen and door fitter, while Bec is a Reception Teacher.

### Project Car

We have a 1985 Jaguar XJ6 Series 3 Sovereign 4.2 litre, which I purchased as a project. At this stage I like to think of it as the RatJag. It's never going to win a prize for its looks. When we originally inspected the car, it was running ... just.



*As part of the upgrade, the interior is being changed with one in better condition*



*Con's latest project: 1985 Jaguar XJ6 4.2 Sovereign*

# Introducing Our New Members

What appealed the most was the lack of any real rust in the interior floors or any of the body panels. There is a little around the windows which as any of you with XJ6 S3s know can be pretty bad. I have repaired the rear window cill and still have the front to do. It was not particularly bad and I have repaired the car to allow for future paint.

I know from the paperwork, that came with the car, the front screen area had been repaired. But whether it was done properly is yet to be seen, although there are bubbles coming through again. The rest of the car has light surface rust in several places so a respray is in the future. It lived a good part of its life in Western Australia, which I think had helped to keep the rust at bay.

The car has a problem with actually running properly and I am spending a good chunk of any spare time I have, trying to sort that out. I continue to have problems which prevent me from venturing too far from home in the car.

## Earlier Projects

My interest in Jaguars started a long time ago with E-types, what a beautiful car. I have always been more interested in English cars than other marques. I bought my first, an MGBL when I was 21 and then another in my early 30's. Both were great machines and I miss them both a lot. I still see them about the place and it's good to see that they are still being taken care of.

In the 90's I bought my first Jaguar. It was a 1981 Jaguar XJ6 Series 3 in a sort of mustard colour that I was told was Turmeric but could have been Cotswold Yellow. I loved this car. I did not have any trouble with it and we travelled to



*Con Saris 1949 Singer 9 Tourer. Con was a former President of the Singer Car Club.*

Victoria and NSW in it. When my first daughter came along, we really needed a car that was a little more family friendly so the XJ6 was traded for a Commodore (yuck). That gave way to a Mazda 3 that Bec drives, and my daily drive is my work van, a Toyota Hiace.

I recently saw my first Jag advertised for sale and cursed because I already had my current car. I would have re-purchased it in a heartbeat otherwise.

## 1949 Singer

In my late 30's, I decided to take on a restoration project when I purchased a 1949 Singer 9 Roadster. This car was aluminium over a timber frame with a 9hp OHC motor. It still drove but needed a ground up restoration. I still remember the day we took the car to Angaston to visit some friends. Being overtaken by some of the trucks on the Main North

Road was an experience I would like to forget. The car was so light it was pushed around like a feather in the slipstreams. That car was eventually finished and sold on.

My experience in car clubs has been varied. While I had the Singer, I was a member and was fortunate(?) to be Club President for a spell. This club was very small, mainly due to the small number of cars in South Australia. Like most Car Clubs, there were regular gatherings of all Singer Clubs in Australia, usually in different states. Some members even drove their cars very long distances to get there.

We both look forward to meeting you all in the near future.

**Regards  
Con & Bec**

## New Members

### NOTICE BOARD

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

- Stewart (Wayne) & Janet Barnett: 1977 Jaguar XJS 5.3L Sedan

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

- Allan & Susan Langsford: 1962 Jaguar MKII 3.4L Sedan
- Andrew & Jeffrey Young: 1970 Jaguar FHC E-Type
- Ivan Kozuh: 1977 Jaguar XJ6 350 V8 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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# JLR Announces New CEO

Tata Motors, Jaguar Land Rover's parent company, has announced Thierry Bollore will be the new CEO of JLR.

He will replace Ralf Speth at the helm in September 2020. Bollore has a long history in the auto industry, most recently serving as Renault CEO.

His biggest challenge will be to continue getting costs under control while simultaneously developing more electric vehicles. The upcoming next-generation and all-electric Jaguar XJ flagship sedan is only the beginning.

"Jaguar Land Rover is known around the world for its peerless brand heritage, exquisite design and deep engineering integrity," Bollore said. "It will be my privilege to lead this fantastic company

through what continues to be the most testing time of our generation."

Bollore will also need to develop a plan to revitalize the Jaguar brand, which currently has three slow-selling sedans in its line-up. A previous rumour suggested the Jaguar XE and XF could be combined into a single model when their current life cycles end. The good news for Bollore is that Land Rover remains strong. The all-new Land Rover Defender, for example, is in high demand.

Another will be the relationship with BMW. JLR and BMW had been collaborating on new drivetrain technologies to create major cost-savings for both companies. Will Bollore maintain that relationship? Expand it? BMW also recently appointed a new CEO, so time will tell on that matter.



JLR still faces immense challenges and having an experienced industry executive running the show is vital. ■

## 2021 Jaguar XF Sportbrake

The 2021 Jaguar XF Sportbrake wants to make a stand in the executive estate segment.

Five years after production of the second generation started, the Jaguar XF is about to welcome its first mid-cycle refresh, as JLR is currently working on its facelift.

The wagon variant of the Jaguar XF, dubbed Sportbrake, will follow in the footsteps of the sedan by getting similar improvements, with the three body styles - including the China-only long-wheelbase XF L- expected to be inspired by the compact XE that was updated last year.

Jaguar's prototypes continue keeping the thick camouflage on most body panels, which makes it difficult to spot the changes. Nevertheless, it can be seen that the front bumper has been modestly revised and that the headlights are also new. The back end follows the same recipe with the updated bumper and slim taillights.

It is expected that the interior will include a 12.3-inch digital instrument cluster, like the smaller XE, in addition to the updated infotainment system and a third display that will be used to control the HVAC system and seat heating/



2021 Jaguar XF Sportbrake. Photo Credits - Carpix For CarScoops

ventilation. The centre console might be revised as well and a new steering wheel could be added, whereas the rest of the updates will surround the usual trim and upholstery options.

It is still unknown if the XF Sportbrake will receive the 395 HP 3.0 litre mild-hybrid unit and the uncertainty hovers over the V6 too. As for the actual engines that will make up the family, these are

understood to include updated versions of the four-cylinder petrol and diesel units for fewer emissions.

Acknowledgement to CarScoops for the information in this story. ■

# Feature SS & Mark IV Jaguar Saloons

"THE AUTOCAR" NOVEMBER 9TH 1934

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LARGEST  
CIRCULATION

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# Feature SS & Mark IV Jaguar Saloons

## Swallow S.S.I.



The Swallow Sidecar Company was founded in 1922 by motorcycle enthusiasts, William Lyons and William Walmsley. Originally making motorcycle sidecars before developing bodies for passenger cars. The business then extended to complete cars made in association with Standard Motor Co.

The S.S.I. (the top of its radiator says 'SS One') was a two-door sports saloon and tourer built in Foleshill, Coventry, England. It was first presented to the public at the 1931 London Motor Show. The car was initially supplied as a four-seater fixed head Coupé. In 1933 a tourer was launched.

With a top speed of 75 mph (121 km/h), The S.S.I. was noted for its value-for-money and attractive appearance, rather than its performance. It initially used either a 2.0 litre (2054 cc) or 2.5 litre (2552 cc) six-cylinder side-valve Standard engine. The chassis was also made by Standard. In 1932 the basic Coupé cost £325. In 1933 the chassis was changed to underslung suspension and

modified to give a wider track and better front footwells. The gearbox also gained synchromesh.

### S.S. Cars Limited - S.S.I.

In 1934 Walmsley elected to sell-out and in order to buy the Swallow business Lyons formed S.S. Cars Limited, finding new capital by issuing shares to the public. The cars initially retained the name SS.

For 1934, a four-light saloon version of the S.S.I. was built, a machine that shared almost everything with the Coupé, but with new glass rear windows in lieu of the Coupé's carriage top with false irons. In 1935 an Airline Coupé and drophead Coupé were added to the range.

The car was 15' 6" (4.72 m) long and 5' 3.5" (1.613 m) wide (growing to 5' 5½" in 1934), and typically weighed 2300 pounds (1043 kg).

The engines were enlarged to 2.1 litre (2143 cc) and 2.7 litre (2663 cc) for the 1934 to 1936 models.

Body style in order of introduction: -

- 2-door 4-seater:
- fixed head Coupé
- tourer
- sports saloon
- Airline sports saloon
- drophead Coupé

In total just over 4200 cars were made.

*(continued page 12)*



**1935 S.S.I. Airline Sports Saloon.** This car (one of 600), was owned by Jack Jeffries until the early 40s. It was restored by Ron Campbell, who owned the S.S.I. for over 20 years. It passed to Bryson Industries who used it for promotional purposes until 1978 when it became part of the Rainsford family collection where it spent most of this time on display at the National Motor Museum at Birdwood in South Australia, before being sold to an overseas buyer.



**1934 (2143cc) Swallow S.S.I. Four-Seat Fixed Head Coupe.** Delivered new in 1934 to a Government official in London. When he moved to Australia in the '40s, he brought the car with him and it promptly disappeared. Subsequent owners left it to steadily decay before it was rescued in 1997 by retired farmer and panel shop proprietor Norm Archer who restored the car to immaculate condition. To read more go to: [Unique Cars SS1](#).



**Illustration of a S.S.II. Series 2 with its cycle type wings and carriage top with false irons.** Original photographs of the early S.S.II.'s Series 1 are virtually non-existent.

# Feature SS & Mark IV Jaguar Saloons



PRICE  
**£325**

PRICE  
**£325**

**THE S.S.I.**

**RADIATOR.** A special feature, entirely redesigned, conforming with the graceful body lines; fitted with chromium plated fluted front, futuristic emblem and filter cap under the bonnet. The ensemble is completed with chromium plated head lamp bar and louvered apron between the dumb irons. Cooling system incorporates new high efficiency impeller and special Elm block to prevent over-heating.

**BUMPERS.** Exceptionally substantial and of attractive appearance, are domed 3/4 section. Those at the rear protect the spare wheel and trunk.

**COACHWORK.** Coachbuilt, with leather grained head and large travelling trunk; the body represents the finest example of craftsmanship. The body is constructed on the soundest lines and is of extreme strength. Everything possible has been done to ensure lasting and trouble-free quality. The frame is of prime quality selected ash throughout, reinforced by aluminium and metal brackets.

**THE DOORS.** Flush fitting, and exceptionally wide, ensuring ease of access; the doors are hinged on double-strength standing pillars from bottom side to bottom of the doors secured to the chassis frame. Entirely new type slam locks of positive action are fitted. Each door is fitted with adjustable Bedford buffers.

**THE HEAD.** Leather grained, with chromium dummy head joints. Chromium weather mould protecting door, and chromium bead down hinge pillar and waistline.



PRICE  
**£210**

PRICE  
**£210**

**THE S.S.II.**

**BUMPERS.** Exceptionally substantial and of attractive appearance are domed 2/4 in. section. Those at the rear are of the quarter type.

**COACHWORK.** Coachbuilt, with leather grained head and large travelling trunk, the body represents the finest example of craftsmanship.

**THE DOORS.** Flush fitting, and exceptionally wide, ensuring ease of access, are hinged on two chromium plated heavy barrel joint hinges. The locks are of the heavy tapered striking plate type with piniate lock incorporated in the off-side handle, the near-side lock is fitted with interior safety catch.

**THE HEAD.** Leather grained, with chromium dummy head joints. Chromium weather mould protecting door, and chromium bead down hinge pillar and waistline.

**TRUNK.** Leather grained with futuristic heavily chromium plated hinged security catches and key lock. Provides spacious accommodation for travelling cases.

## Swallow S.S.II.

Somewhat overshadowed by the larger S.S.I., the S.S.II. offered a more compact and affordable sporting car to the motorist of the early 1930s.

Introduced in 1931, there was one major difference between the S.S.I. and S.S.II.. Standard constructed the S.S.I. chassis exclusively for Swallow to fit the body. The chassis used for the S.S.II. was a regular Standard Nine chassis. The S.S.II. was smaller in every aspect compared to the S.S.I., but that is only clearly visible when the cars are lined up together..

Both models used Standard engines, but the S.S.II. used a four-cylinder 1.0 litre side-valve engine. The rakish looks of the S.S.II. somewhat belied the performance on offer from the Standard engine, with a meagre 27bhp on tap to propel this neat little Coupé in its initial form. It was the good looks and affordable price that made the S.S.II. successful.

To spice up the performance of the S.S.II., two larger engines were available in the Series 2 introduced in 1934. These were the 1343 cc 32 bhp and 1608 cc 38 bhp versions.

A slightly larger wheelbase to offer the occupants a little more room, a four-speed gearbox and servo operated drums were also part of the Series 2 package. Two versions were available, the Saloon and the Coupé, both of which were very similar except for the fabric covered rear quarter windows on the Coupé.

Production of the S.S.II. continued for 5 years, with a healthy 1801 examples of the car being produced. So, for Sir William, it was a useful money earner.

*(continued page 13)*



*Rare S.S.II. Series 1 coupé (curved headlight bar). Only 154 were constructed. As with many pre-war cars, the survival rate was very low.*

# Feature SS & Mark IV Jaguar Saloons



*1937 SS Jaguar 3 1/2 litre with the single fender mounted spare tyre. In 1936 and 1937, Jaguars still had wood framed bodies. It was not until 1938 that the company started using all steel construction techniques. Problems with the new process almost halved production in 1938. By the start of the war Jaguar had produced over 14,000 cars.*

## **SS Jaguar 1 1/2 litre, 2 1/2 litre and 3 1/2 litre saloons**

These were produced as a four-door saloon and as a drop-head Coupé, both seating five. The 1 1/2 litre cars are somewhat smaller than the 2 1/2 and 3 1/2

litre cars. The early 1 1/2 litre engine was a side-valve four, later an OHV four replaced it.

The 2 1/2 and 3 1/2 used the William Heynes developed version of the overhead-valve six as used in the SS-100. The cars also

used an uprated Standard synchromesh gearbox and the latest Girling hydraulic brakes.

The 1935-37 models had a single fender mounted spare tyre; the 1938-40 models had the tyre under the boot in a compartment. The radiator shell had vertical chrome bars. The front sidelights on early cars are a separate chrome unit, but on later cars were done by welding a pod onto the fender and blending in with lead. Horns are generally visible, mounted on the bumper or under the headlights. Some cars have fog-lights. The door handles are below the chrome side trim on early cars, but in line with the trim on later cars.

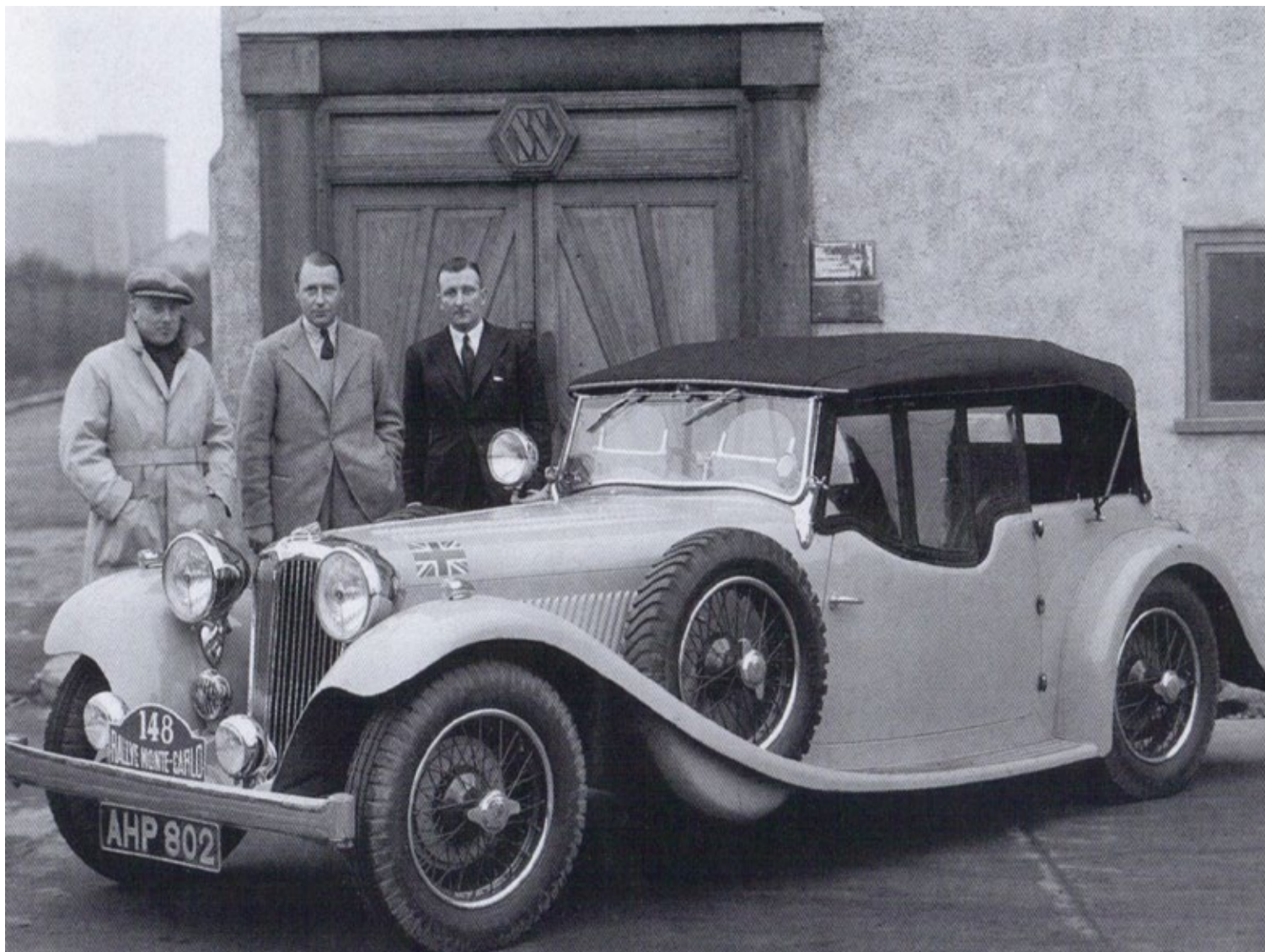
The tyres were 18" rim diameter with wire spoke wheels, with the chromed knock-off hub having the SS logo. The optional Ace discs covered the spokes to give the appearance of disc wheels.

Badged as a Jaguar for the first time, the 2 1/2 and 3 1/2 cars wore huge Lucas P100 lamps and like the 1 1/2, featured an integrated boot complete with a tray of tools, the start of a long-standing Jaguar tradition. *(continued page 16)*



*1939 3 1/2 litre DHC of Rod Mathers (WA). Used in a ticker tape parade for Shirley Strickland after success at the 1952 Helsinki Olympics.*

## Feature SS & Mark IV Jaguar Saloons



*S.S.I. and British Racing Driver the Hon Brian Lewis (centre) with Sir William Lyons (right) at the SS's front door prior to the 1935 Monte Carlo Rally. Plaques by the doors denote the registered offices of the Swallow Coachbuilding Company and SS Cars Ltd.*



*Clarke Gable taking delivery of his 1948 Mark IV 3½ litre DHC from Roger Barlow of the Los Angeles distributor International Motors*

## Feature SS & Mark IV Jaguar Saloons



*The cars produced in 1938 had an all steel body which was a breakaway from traditional coachwork of steel panels on an ash frame.*



*October 1945 witnessed Jaguar restart manufacture of cars. These 1½ Mark IV Saloons were the first off the production line.*

# Feature SS & Mark IV Jaguar Saloons

(Continued from page 13)

The SS Jaguar saloon was described by *The Autocar Magazine* as “a real masterpiece of aesthetic and practical proportioning”.

There were a few special bodies done by various other coachbuilders including Graber, Saoutchik, Beuttler, Van den Plas and a Mulliner divided limousine for Standard's director Sir John Black.

## Mark IV Jaguar

**The name Mark IV was never an official factory designation for the 1945-48 cars, but has been unofficially hung on these by the aficionados ever since the early '50's.**

All the Mark IV's were built on a separate chassis frame with suspension by semi-elliptic leaf springs on rigid axles front and rear.

Mechanically these are the same as the pre-war saloon range and were produced in saloon and DHC form. The 2.5 and 3.5 engines were now produced by Jaguar, Lyons having bought the tooling from Standards, who continued to supply the

1.5 engine, making it the last Jaguar to be built with an outsider engine.

Visual differences between these and the pre-war SS Jaguar saloons are very minor. The radiator badge reads “Jaguar” with the engine size, the SS logo having been eliminated. The badge in the centre of the rear bumper is a “J”, replacing the “SS”.

The tires are 18” rim diameter with wire spoke wheels, and optional Ace discs covered the spokes to give the appearance of disc wheels. The wheel knock-off hubs also say Jaguar rather than SS.

The pre-war 1½ litre cars were available as a saloon or drophead Coupé, but post war, only the closed model was made. Performance was not a strong point but 70 mph (113 km/h) was possible. The car featured the same cabin dimensions and well-appointed interior as its longer-engined brothers. Despite its lack of out-and-out performance, a report of the time, comparing the 4-cylinder 1½-litre with its 6-cylinder siblings, opined that the smallest-engined version of the car was “as is often the case ... the sweetest

running car” with a “big car cruising gait in the sixties”.

The 2½ litre cars were approximately 300mm longer than the 1½ litre to accommodate the six-cylinder engine. The passenger compartment was the same size.

The 3½ Litre, was essentially the same body and chassis as the 2½ Litre and the larger 125 bhp engine gave better performance but at the expense of economy. The rear axle ratio was 4.25:1 as opposed to the 4.5:1 on the 2½ Litre.

## Production

- The 1½ Litre ceased in 1949. From 1935-1949, 10,980 cars were built.
- The 2½ Litre ceased in 1948. From 1935-1948, 6,281 cars were built.
- The 3½ Litre ceased in 1948. From 1937-1948, 3,162 cars were built.

The cars were succeeded by the Mark V (1948-1951). ■



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



# Feature SS & Mark IV Jaguar Saloons



*There were a few special SS saloon bodies done by various coach-builders including Swiss Carrosserie Hermann Graber*

Graber, bodied several Jaguars, one of which is this wonderful SS Coupe one-off. The car was shipped as a bare saloon chassis to Hermann Graber at Wichtrach, near Berne, Switzerland, in May 1938.

Graber fitted the SS saloon chassis (#30182X) with a two-door, two-window, five-seater Coupé body for one Monsieur Michel Dionisotti of Geneva.

It is believed to have been finished in black over grey with a grey leather interior and built-in radio. It has two pull-down occasional seats in the back and also has a door for skis. The car was initially fitted with large Lucas head lights, which are now replaced by smaller examples.

On March 31, 1949, the car was registered in Switzerland as a 'Limousine Coupé' to Enterprise de Grads Travaux S.A. of Lausanne.

In 1953, the car was registered to "Labhart Thelma Violet" of Geneva but was eventually believed to have been purchased by a Canadian serviceman who returned to Canada with it.

By May 1956, Brian Metcalfe of Ontario owned it before it was eventually purchased by Frederick Corp, who drove it until 1963, when he placed it into storage.

The car then passed through at least

three known North American owners before David Gill of Chicago purchased the car in 1987 and commissioned its restoration. The car was dismantled, and the restoration began but for some reason it was halted.

Kathy and Gerald Nell purchased the car in 1990. The Nells bought the car in pieces but were able to amass substantial records, and they were lucky to find previous owner Fred Corp, who confirmed that it had been his car. Corp was instrumental in the correctness of the restoration.

When RM Auto Restoration restored the car in 1994, they asked the Nells if they'd like some sloppy welds cleaned up, where Graber had extended the frame at the rear. The Nells asked the car be kept original 'and we got dinged for that at Pebble', Kathy Nell said.

The car was returned to as-new condition at a cost of \$270,000, with the exception of being painted royal blue instead of the original black and grey.

In 2010 the car was put up for auction by RM Auctions with an estimate of \$500,000 to \$700,000 USD. The Graber Jaguar one-off sold for \$385,000 USD.

Less than a year later, the car was offered again by RM Auctions at Villa d'Este with an estimate of \$425,160 - \$566,880 USD. The car did not sell with a hammer bid of \$297,612 USD. The auctioneer said that it should have sold well, being so close to the origin of its Graber coachwork and it's hard to conceive why the bidders were so reluctant. ■



*Until his death in 1970, Hermann Graber designed and built over 800 coachworks on chassis from Alvis, Aston-Martin, Bentley, Bugatti, Duesenberg, Lagonda, Packard, Rolls-Royce, BMW, Rover and of course - Jaguar.*

# Jaguar XK Commemorative 1951 Darwin to Alice Springs - 1996

Four SS Register members and their wives drove their S.S.I., Jaguar MK IV and MK V cars from Adelaide to Darwin and return.

- Jan & Ross Rasmus (S.S.I.),
- Margaret & the Late Don Evans (Mk IV DHC),
- Graham & Dorothy Butler (Mk IV),
- Lorraine & Jim Temby (Mk V)

## Tales of the Trip

The trip began with a request from Victorian Jaguar Drivers Club. They were planning a 45th Commemorative run to celebrate Jaguar's 1951 Darwin to Alice Springs XK120 1,000-mile journey with an average speed of 100 mph. To test the logistics of organising the run for the 50th, we were invited to join.

We decided that we would drive our cars and camp with tents. A trailer was required to transport all equipment including food necessary to camp on the side of the road.

Jim was unable to commence the trip with us, but put his car on the train and joined us in Alice Springs.

We toasted the beginning of the journey 13th July 1996 with champagne at Gawler with other SS Register members.

End of each day we would set up camp, light the fire ready for cooking and warmth when the sun went down.

Unbeknownst to others, The Rasmus's set their table with a green tablecloth embroidered with "Jaguar logo, Adelaide to Darwin" and our names embroidered on the table napkins, a three-candle candelabra made the setting.



Ross dressed in a brightly coloured waist coat and matching bow tie, Jan a scarf and hat. Not your usual attire for camping on the side of the road, and a surprise for all.

We all felt comfortable with the late Don, his good mechanical knowledge and having driven this route many times.

Late in the day he would select a suitable campsite, usually in the bush, miles from any town. Don, being a bush truckie, a wash in the bowl was good enough. By day 3 the girls ganged up on him and it was changed so we had hot showers every other day.

Coober Pedy then Uluru, magic memory of early Jaguars with Uluru in the background as the sun is setting.

Had to replace fuel pump (S.S.I.) with a spare we carried with us on way to Alice Springs, where we spent 2 days sightseeing.

You might think it would be boring covering these distances at 90 kph, but with CB's, there was much banter, never a dull moment. I could imagine the comments of the other travellers that had their CB's switched on. CB's were used as we were kilometres apart to communicate between cars and to advise of approaching vehicles.





Another Jaguar photo shoot was at the Devil Marbles, impressive display of large rocks.

### The Old Noise in the Engine Trick

On breaking camp at Renner Springs, the Jaguars went to fill up, but when I started the S.S.I., it made a loud knocking noise, not a good feeling! So I advised others that the S.S.I. was not going anywhere.

Discussions were had;

- send the car back home on a trailer,
- arrange for spare engine from Adelaide
- or fix it.

Don said "we came as a group we'll fix it." The car's front wheels were up on a couple of large rocks and for the next two days heads under the bonnet, legs protruding from under the body, head, sump off and gearbox out. The problem was a bolt had become loose on the pressure plate causing the noise.

To Daly Waters to view the extensive Bra display. A swim in the pool at Mataranka which was a relief as the weather was really heating up, no air conditioners in these cars. We attracted a lot of attention along the track, the bush telegraph

worked really well as towns knew we were coming.

We reached Darwin with a couple of days to spare, with upmarket accommodation with running water at the caravan park, made the girls happy!

To celebrate arriving safely in Darwin we dressed up in our formal clothes,

Graham in his Butlers outfit with top hat, I had a special appliquéd jacket with SS and all others visited the op shop.

At MGM Grand Casino, we had Registration and drivers briefing, where we socialised with other entrants from all states except Canberra which wasn't represented.

*(continued page 20)*



# Darwin to Alice Springs - 1996 (cont)

## The Commemorative Run

The Official start: 2nd August 1996 at 9.00am

The actual Rally included night stopovers, at Katherine where we toured the magnificent Gorge, Mataranka, then Tennant Creek.

The journey from Darwin to Alice Springs took 4 days and 1,000 miles of driving.

There were approx 50 Jaguars, mostly XK's.

For us driving the older cars we would be one of the last to arrive at each night stop, at times we did envy the faster cars, but we had more time to admire the ever-changing scenery of the Australian landscape.

The journey Adelaide to Darwin and return approx. 4000 miles. Four weeks travelling (a different outfit each night).

Interesting my driving vision is only about 20-30 metres either side of the

road, but Don would spot kangaroos and emus 200-300 metres away and use the CB's to advise us.

Having no real door seals, we enjoyed the aroma of the bush, but a deep breath was required when passing "road kill".

It was very cold and several times the tea towel that we had hung out to dry was frozen stiff in the morning.

There were many who acknowledged us in our old cars, lights flashing, horns tooting, thumbs up.

Graham's car was the only car that kept getting punctures, and on the second to last day he got another. Graham said "not a problem" and proceeded to change it. Dorothy who is normally quiet and reserved could be heard saying "Graham how many punctures does it take before it becomes a problem".

This was about his twelfth!!!

We males knew each other through Register meetings, with the girls having

had little contact with each other and to spend 4 weeks together was a marvellous achievement!

The S.S.I. made in 1934, at the time was 62 years old, an excellent achievement, the others were older than 48 years. MK IV DHC 1948; MK IV saloon 1948; MK V 1950 saloon.

We all felt that we enjoyed the trip so much it was mentioned we should consider the Concours in Perth in a couple of year's time.

Ross Rasmus

*Editor- Thank you very much Ross. I was living in Alice Springs at the time and went to see the cars on display at the Alice Casino. Cannot wait for your next story - The Trip to Perth.*



# Jaguar E-Type 60 Collection Announced

## Jaguar E-Type 60 Collection Announced Prior to Major 2021 Anniversary.

Back in March 1961 no one had any idea of the fame British automaker Jaguar would achieve thanks to its now-legendary E-Type series. But they did get a glimpse at stardom at the Geneva Motor Show in Switzerland just like we are right now when the automaker is announcing its latest tie-in, the 2021 Jaguar E-Type 60 Collection.

Jaguar's Classic division has taken upon itself to cause a major storm among E-Type collectors by providing them with just six limited-edition, fully renewed pair of 3.8 examples. The new collection will include lots of historic detailing and some bespoke shades.

More importantly, Jaguar is presenting the new special series as a matching pair of units just in time for the 60th anniversary of the E-Type because the carmaker wants a suitable tribute to some of the oldest and most renowned vehicles in the series – the "9600 HP" and "77 RW."

Both were connected to the model's global unveiling in March 1961 in Geneva and represent a fitting tribute to the corresponding moment in 2021 when the company will celebrate in a big way the model's six decades history.

According to official tales from the Jaguar storybook, back then the 9600 HP Opalescent Gunmetal Grey 3.8-liter Fixed-Head Coupé was driven "flat out" out of the Coventry factory the night before its presentation. It then arrived with just minutes to spare at Parc des Eaux Vives to greet special guests. And because it became a major success with the audience Jaguar decided it needed a second car in Geneva.

That would be, of course, the British Racing Green 3.8-liter roadster with the 77 RW registration plate – who after "dropping everything" was driven the next night by renowned test pilot and engineer Norman Dewis to satisfy the crowd.

The cars are available to order now via direct contact with Jaguar Classic, which has already acquired the 12 donor 3.8 litre vehicles ahead of careful restoration at Jaguar's Classic Works headquarters in Warwickshire. Their new anniversary specification includes new and exclusive

hues alongside 60th anniversary elements designed alongside Julian Thomson, Jaguar's own design director.

As such, each of the six pairs will feature one Flat Out Grey '9600 HP' Coupé and one Drop Everything Green '77 RW' roadster, the new paints being a tongue-

in-cheek reminder of the trials and tribulations Dewis had to endure behind the scenes.

For now, Jaguar has not said anything about pricing and availability for each duo pair but they can be expected to cost at least £650,000. ■



*Sir William Lyons with E-type 9600 HP at the global launch in Geneva in 1961. Six (6) "copies" are to be made in time for the 60th 2021 anniversary*



*Famous 77 RW roadster driven by Norman Dewis for the global launch in Geneva in 1961. Six (6) 'copies' are to made in time for the 60th 2021 anniversary.*



*Jaguar E-type 60 collection has been announced in advance of major 2021 anniversary. Six limited-edition fully renewed pair of 3.8 examples are to be built for 6 lucky collectors.*

# Legendary Test Driver Would Have Been 100 This Year

Jaguar's legendary test driver would have turned 100 in August.

Norman Dewis spent much of his career as a Jaguar test driver and engineer, pretty much flat out. Literally, Jaguar tells us he completed more than one million

miles of testing at average speeds of over 100mph.

**And as befits a man who spent his life going very fast indeed, he wanted to spend his 100th birthday driving a Jaguar at 100mph once more.**

Sadly, Dewis passed away in June 2019 at the age of 98, but leaves behind him an incredible legacy that helped shape Jaguar's biggest moments.

*Acknowledgement to BBC Top Gear Magazine for the information in this story. ■*



*Norman Dewis birthday celebration in 2010. Seen here behind the wheel of a C-Type Jaguar*



*Dewis began his career with Jaguar on 1 January 1952, and alongside his job as helping develop the cars we all now consider iconic, he also played a "pivotal role" in the development of the Jaguar/Dunlop disc braking system. Here he is navigating with Sir Stirling Moss in a C-Type (with disc brakes) at the 1952 Mille Miglia.*

# The Racers That Stopped The World

Apart from Norman Dewis' 100th birthday, a milestone the former Jaguar test driver never got to reach, the world has also lost Sir Stirling Moss. However, a new documentary has been made that celebrates one of the achievements they're known best for: pioneering the disc brake.

Called 'The Racers That Stopped The World', the documentary cast includes Derek Bell, Sir Jackie Stewart and Murray Walker alongside Moss and Dewis discussing the impact the Jaguar C-Type and its disc brakes made on motorsport.

It was back in 1952 that disc brakes were first used in a C-Type, Dewis testing incessantly with Dunlop over the winter and getting a car on the Goodwood grid that spring, with Moss using it to set the fastest lap - making it clear Jaguar was onto something.

In 1953 came the C-Type's crowning moment; with further Dunlop-Dewis testing, the team went to Le Mans. Not only were the C-Types lighter than '52, they had improved discs brakes. The result was a one-two for Jaguar, with

Tony Rolt and Duncan Hamilton taking the victory and the second placed car piloted by Moss and Peter Walker. It was also the first time that Le Mans had been won with an average speed of more than 100mph.

This short trailer previews the documentary that is available on Sky. It, certainly looks worth a watch.

Go to [Racers that stopped the world.](#) ■



## Lister Stealth Claims to Be Fastest SUV In the World

Lister became world-famous in the racing world in the 20th century, it reinvigorated the continuation car market and has made a new name for itself with its highly tuned versions of current Jaguar models in the 21st.

The Lister Motor Company is now about to launch its take on the Jaguar F-Pace SVR – the 675 hp Lister Stealth.

The Lister SUV boasts a top speed in excess of 200 mph, which Lister claims makes it the fastest SUV in the world.

If the 200-mph figure proves correct, the Stealth would indeed be faster than the Bentley Bentayga Speed, which has a top speed of 190 mph, and the Lamborghini Urus, which maxes out at 189.5 mph.

The car follows on from the one based on the F-Type, "F-Type Thunder" that saw three years of development. There wasn't a budget for a big launch and so they simply sent out a press release – and sold 14 cars on the day at £155,000 each,

which was a £65,000 increase on the production F-Type.

The Stealth has a full carbon-fibre body kit, new suspension, new wheels, new interior, a significant 20% power upgrade and a new exhaust set to loud. The model is being produced in limited

quantities, with only 250 making their way to customers, starting at £110,000.

Compared to a new Range Rover SVR at £150,000 or a Lamborghini at £200,000, it's possible that they may achieve their 250 sales target. Only time will tell. ■



# E-Pace is a CarsGuide Winner

CarsGuide recently reviewed the E-Pace Chequered Flag P250 grade to see how it compared to its larger sibling and the tough competition from Europe and Japan.

## Impressive Standard Features

James Cleary, Deputy Editor of CarsGuide believes that once a vehicle surpasses the \$60k mark you should expect a lengthy list of standard features, and the top grade Chequered Flag doesn't disappoint. A fixed panoramic glass sunroof, grained leather seat trim with contrast stitching, 10-way adjustable heated electric sports front seats, dual-zone climate control, and a 10-inch 'Touch Pro' multimedia screen are just some of the high-end features.

Outside, a 'Black Exterior Pack', 19-inch alloy wheels, heated and power-folding door mirrors with approach lights, auto LED headlights, and a power tailgate are all standard inclusions. And while Cleary notes "...the standard fit-out delivers good value in terms of the asking price and category competition."

## Striking Design Inside & Out

Dramatic design elements like the Chequered Flag's dark mesh grille and

long tapered LED headlights receive praise for creating "a recognisably feline face, with dark accenting on the fender grilles and window surrounds adding an extra air of intensity". The coupe-style roofline, tapered glass and broad haunches complete the eye-catching picture and accentuate the E-PACE's dynamic look.

Inside, the cabin feels both cosy and spacious at the same time, "with the steeply sloping dash and centre console increasing the feeling of space, yet keeping key controls and storage options within easy reach". In the driver's seat there's ample leg, shoulder and headroom, while accommodation for those seated in the back is also given Cleary's stamp of approval.

## Performance On The Road

Equipped with a 2.0-litre twin-scroll turbo-petrol engine, it accelerates from 0-100km/h in a brisk 7.1 seconds. The transmission's adaptive shift system works well at reading the way you're driving, to tailor its behaviour accordingly, but for Cleary "shifting gears manually via the wheel-mounted paddles adds to the fun and accuracy".

A well-engineered set-up delivers cushy suspension and is tuned to cope with a range of conditions. Four drive modes are offered - 'Normal', 'Dynamic', 'Eco' and 'Rain/Ice/Snow', which adjust inputs like the steering, throttle response, transmission shifts, stability control, torque vectoring, and AWD system. For Cleary, "dynamic is the sweet spot, buttoning everything down just a little tighter, without any major effect on refinement, the car remaining quiet and composed even when driver enthusiasm starts to take the upper hand."

## Conclusion

After putting the Chequered Flag P250 through its paces, CarsGuide concludes that it's "a compact, polished premium SUV package. Good value, super safe and spacious, it combines brilliant practicality with comfort and healthy performance...for those who don't want to skimp on the luxury experience, it's a compelling option in a highly competitive category". ■





# Electric Jaguar XK120

The principle design philosophy of UK company Lunaz Design is that the future of classic cars will be achieved by preserving the past and embracing the (electric) future.

Their goal is to make the world's finest electric converted classic cars by using state of the art technology and manufacturing techniques to maximise range, performance, usability and make classics a little more future-proof.

At this point in time they have "three models"- a 1961 eight-seat Rolls-Royce Phantom V, a Rolls Royce Cloud, and a 1953 Jaguar XK120.



They source existing cars including those that are no longer functional and then fully restore them to create beautiful, clean and usable electric classic cars.

They will also rebuild owners own cars including XK120, XK140 and

XK150's models in both fixed head and drophead configurations. They claim that the interior and exterior finish will be of superior quality and that the beauty of the car will be preserved and transformed into a car that will provide

both high performance and a stress-free driving experience.

The electric motors produce 375bhp, and at least 250 miles of range.

Electrification has an added side effect – more legroom. This means people taller than six feet can now comfortably get in an XK120, 140 or 150 coupé and not worry about space.

The cars retain their original massive steering wheel and the original seats are retained, albeit re-trimmed. Naturally the cars rev counter is replaced with a power gauge.

Lunaz Design's mission is to make classic cars work for future generations. Only time will tell if they will succeed in keeping automotive legends on the road for a fair while yet. ■



# Jaguar's Self-Driving Cars & Motion Sickness

If the future lets people focus on work instead of driving during their daily commute, many of us will have to conquer motion sickness to read Memos and Emails.

Sudden braking, acceleration, cornering and lane swapping already causes motion sickness for passengers. This is amplified if the person is trying to read.

According to JLR, motion sickness affects more than 70 percent of people around the world. JLR is therefore working on new technology that will teach autonomous driving systems to reduce motion sickness.

The research aims to reduce the impact of motion sickness by adjusting acceleration, braking & lane positioning. The new software combines 20,000 real-world and virtually-simulated test kilometres to compute driving dynamics and improvements in the system.

By using advanced algorithms that self-learn based on bodily movements, the system can optimise its driving style, which in turn vastly improves the driving experience of the cars: -

- *JLR claims that its biometric sensors can detect when someone is becoming car sick even before they know themselves.*
- *Turning up the satnav's voice instructions is key: simply hearing the directions means people subconsciously prepare themselves for the car's movements.*

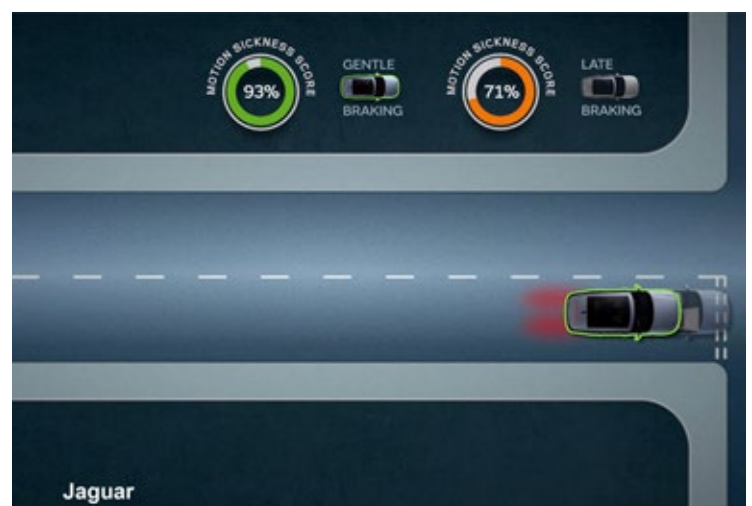
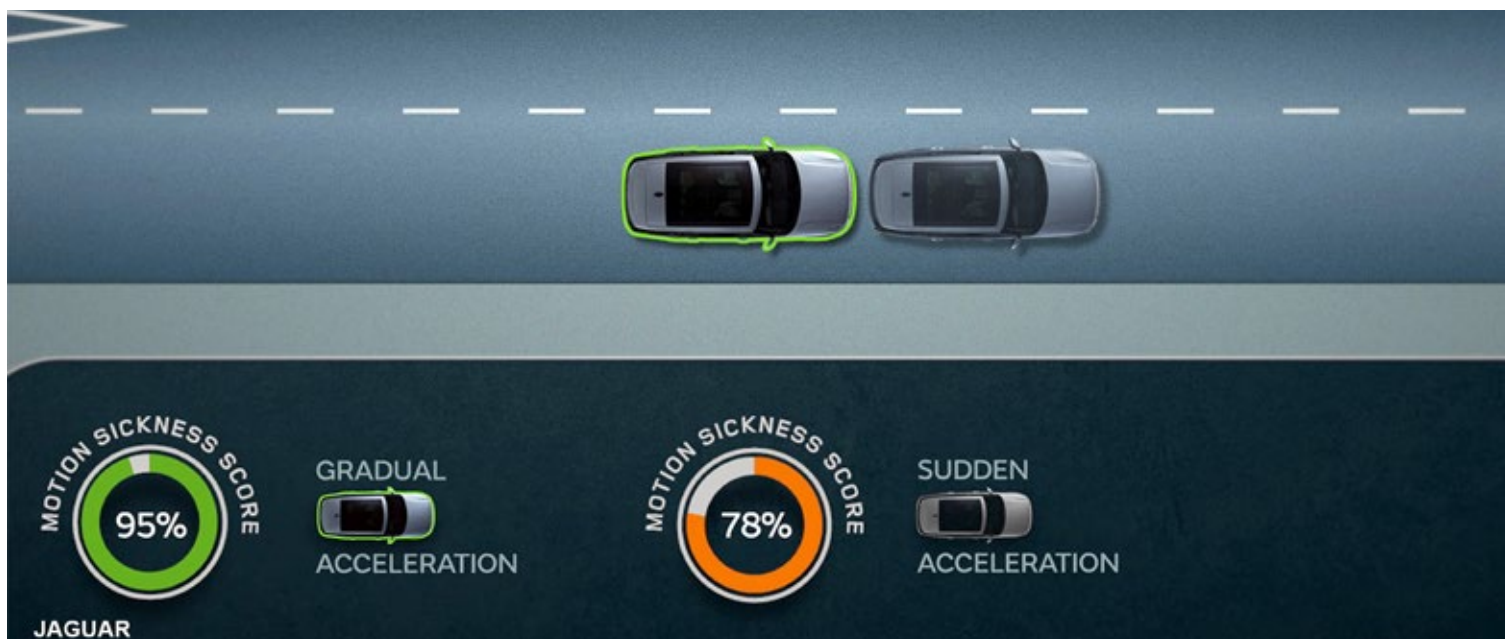
The new learning mechanism will also be able to adapt data to suit different models: a performance car for instance won't drive the same as an SUV under autonomous driving situations.

Motion sickness is caused "when the eyes observe information different from that sensed by the inner ear, skin or

body," says JLR. Using machine learning, cars can adapt the way they brake and accelerate to reduce this feeling.

"Mobility is rapidly changing, and we will need to harness the power of self-driving vehicles to achieve our goal of zero accidents and zero congestion. Solving the problem of motion sickness in driver-less cars is the key to unlocking the huge potential of this technology for passengers, who will be able to use the travelling time for reading, working or relaxing" says Dr Steve Iley, JLR Chief Medical Officer.

This new technology will bring relief to thousands of sufferers, and hopefully put JLR ahead of the game. ■



# Motor Racing Has Improved The I-Pace

**Formula E and in the I-Pace eTrophy racing series have done more than showcase the potential of electric vehicles.**

The data they produce has benefited Jaguar by helping to improve their all-electric SUV. It has been a huge enabler for upgrades to the revamped 2021 I-Pace electric SUV and eventually the all-electric Jaguar XJ sedan.

Steve Boulter, the I-Pace vehicle integration manager, outlined what he calls “an amazing test bed” for learning about thermal management and duty cycles in EVs.

“In the end, that means it’s like a customer’s got a full race team behind them as well,” Boulter said. “Racing gives us experience and information that we wouldn’t otherwise have as engineers.”

When you combine the data from that extreme racing environment with the hundreds of millions of miles of road-car data that Jaguar has, it can get a better perspective on how its cars are being used and how they can be improved.

## Existing I-Pace Updates

Boulter says that a very significant update took direct advantage of Formula E and eTrophy telemetry data. By changing the default torque distribution between the front and rear motors to 30% on the front, 70% to the rear—versus 50/50 before—Jaguar found that it could improve efficiency without affecting performance.



It also boosted efficiency by using more regenerative braking and bringing it in sooner, at lower speeds and when the state of charge is higher.

It’s also made more effective use of the active radiator-vane system, which can shut off the grille at the front and balance improved aerodynamics with cooling needs, and changed the heat pump behaviour and scavenging behaviour from components.

Previously updates required a trip back to the dealership. But now owners can get over-the-air updates.

Finally, the battery management software has been updated to allow the batteries state of charge to run lower than before “without affecting the durability and the drivability and performance of the car whatsoever,” assured Boulter.

## 2021 I-Pace Upgrades

The new I-Pace will include hardware upgrades to the whole electrical architecture. That will enable more in future over-the-air updates, Boulter hinted, but the most noticeable thing in the 2021 is a new Pivi Pro infotainment system that is 85% faster than the previous system, includes improved navigation, and can now pair two phones at once.

An upgrade of the climate control system will allow more efficient heating and added filtration down to PM2.5. When you’re charging you can set the vehicle to use purification to purge allergens and ultra-fine particles.

With a dual-modem embedded SIM and available 4G data plan, vehicle-wide over-the-air updates are less intrusive, allowing some updates to occur while the car’s in use.

Not all the technology is going from the race car to the road. The Formula E car uses the road-sign recognition system that was originally developed for road cars.

The irony is that the electric race car uses the technology developed to keep your speed down on public roads.

It identifies where the race car is on the track and, taking stock of how much charge is left, to work out how fast it can go on the race course without running out of power. ■



## Jaguar World (August 2020)

The August edition includes feature stories on the following:

- **XK 4.2:** They drive a convertible and explain why there's never been a better time to buy a modern XK.
- **Jaguars Most Innovative Cars:** They discuss nine Jaguar models from the XK120 to the I-PACE and show how they transformed the way Jaguars are designed, constructed and powered.
- **X-Type 2.5 vs XE P250:** Is newer necessarily better? Two cars that have much in common, but also many differences.
- **E-Type Series 3:** They drive a gorgeous fixed-head coupe around Norfolk.
- **XK140 DHC:** They drive an original and unmolested car with a unique history, originally bought new by a Prison Governor.

- **Sixties Saloon Range:** Jaguar's range of 60's saloons was as complicated as it was long.

### Technical

- How to remove the engine from an F-Type V6

- Stripping and rebuilding a XK 3.8 litre engine (part 2)..
- Removing an E-Type's radius arm.
- Replacing a stoplight on an XK8.
- Resolving an XF's erratic start/stop system. ■



*They claim prices of XK 4.2 convertibles are at an all time low and now's the time to buy.*

## Classic Jaguar (August-Sept 2020)



*The buttresses on the XJ-S weren't just there for the sake of design but aided aerodynamics and improved stability at high speed by controlling the airflow towards the rear of the car.*



*The Avon built XJ-C was skilfully transformed into a dynamically rewarding convertible.*

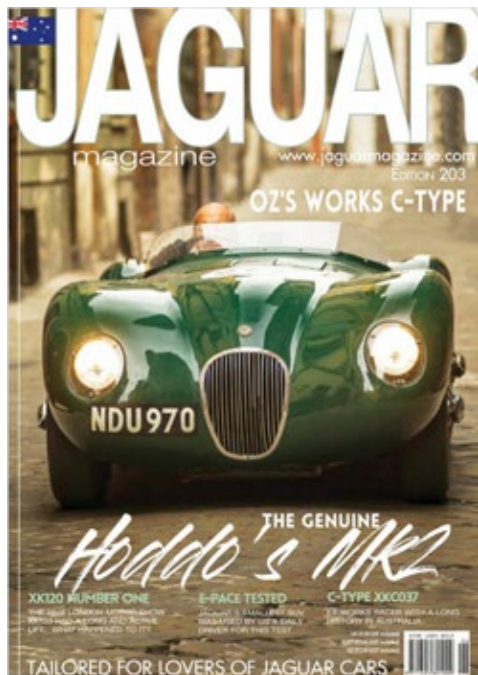
The August/September edition includes feature stories on the following:

- **Developing the XJ-S:** They get behind the creation and development of this long-lived Jaguar.
- **XJ-C Convertible:** They experience this stylish Jaguar conversion.
- **6.0 Litre Special:** E-Type Series 3 fitted with a brand new, and one of the last made, V12 engines.
- **Buyers Guide:** Daimler V8. Advice for anyone thinking of buying this V8-engined version of the Mark II.
- **Ex-Racing XK120:** Long term storage has helped to preserve this race car.
- **Jaguars of TV & Film:** The magazine reveals their top choices of both the big and small screen from the XJ-6 in the TV series "The Equaliser" to the XK8 in James Bond's "Die another Day".
- **Racing Automobilia:** They look at an array of motor-sport related Jaguar collectables from the 1950's.

### Technical:

- **Ball-joint upgrade.** They look at this upgrade that replaces existing ball-joints with sealed units to reduce future maintenance. ■

## Jaguar Magazine (Issue 203)



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

- **Heinz Schendzlieorz:** Profile of long term member of the Jaguar Drivers Club of Victoria.  
*(Editor- Heinz had a long term association with the JDCSA, especially in the early days of the club and in fact covered our foundation meeting in 1973 for the Victorian Club Magazine "Jaguar Journal".*
- **Ron Hodgson Mk2 Race Car:** Famous Australian Jaguar saved and restored.

- **History of XKC 037:** This C-Type put Frank Gardner on the road to international success, and Ian Cummins performed his first major restoration on this car which he bought in 1969. But before that it was a 1953 works reserve car for Le Mans, had been rolled by Stirling Moss at Silverstone, owned by the Kenyan Coca Cola Bottler, raced at Dundrod and Reims before coming to Australia.
- **The Very First Registered XJ6:** Jim Graham conducted the first public drive of an XJ6 in August 1968. It was a factory publicity pre-production car still in camouflage and remains in good condition 52 years later. It was driven from England to France and Spain for a fashion shoot with German supermodel Veruschka.
- **Phil Hill & Mac:** The story of the early careers of Phil Hill and Herbert Mackay that started racing in lightweight XK120's.
- **Four Cylinder XK Engine.** Story about a rare 4-cylinder prototype twin-cam 2.0 litre Jaguar engine built during the war and fitted to a land-speed racer.
- **E-Pace Checkered Flag:** The smallest and most affordable of Jaguars of SUV range road tested.
- **The Very First XK120:** There are different theories about the fate of the 1948 London Motor Show XK120 chassis #1. They outline it's true life story, and the fact that it existed for many more years than anyone thought.
- **Clarke Gables Second XK120:** Clark Gable loved his XK120s, but his second one had a removable hardtop. We found the car, and the story of its 1952 roof brings in the Munsters, Knight Rider and Batmobile!
- **Steve Weeks and the XJ13:** The first time XJ13 ever left England was when it was flown to Australia in 1987 to partake in the Australian Grand Prix festivities. Our own Steve Weeks had the job of maintaining and repairing the car. ■



## Jaguar Enthusiast (August 2020)

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

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

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

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

- XJS: Teves Breaking System
- Modern S-type: Technical answers

- XK: XK owners love affair (part 2)
- Modern XK: Drive 20km after a flat battery to reset the electronics
- XF: Changing discs and pads
- X-type: Technical advice
- XJ (S1-3): S1 choke modification
- XJ (1986-2002): Various tech issues
- F-type: Living with an F-Type 3.0L S
- Pushrod: 1932 Standard Swallow Nine restoration
- E-type: Another barn fine restoration
- SUV: Discussion on sales figures
- XE: Discussion- XE Sportsbrake
- X-350: Technical questions answered
- X-351: Autobiography model
- Mark 7 - 420G: Fuel tank problems
- Compact: Mk2 restoration ■



# Coffee and Cars In and Around South Australia

## **1st Sunday**

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

**Blackwood** "Cars and Coffee" - 8.00am to 10.00am, Woolworths Carpark, Blackwood.

**Gepps Cross** "Coffee and Classics" - 8.30am to 10.30am, Gepps Cross Homemaker Centre.

**Murray Bridge** "Coffee and Cars" - 8.00am to 10.00am, Coles Carpark, Murray Bridge.

**McLaren Vale** "Coffee n Cars in the Vale" - 8.00am to 10.30am, Central Shopping Centre, Main Road.

## **2nd Sunday**

**Golden Grove** - "Northside Coffee & Classics", 8.00am to 10.30am, Grove Shopping Centre, opposite Ultra Tune.

**Port Noarlunga** "Cars on the Coast" - 8.00am to 10.00am, Becks Bakehouse, 25 Clarke Street, Port Noarlunga.

**Victor Harbor** - "Cars and Coffee" 8am to 10.30am, McDonalds, Hindmarsh Road, Victor Harbor.

**Mt Barker** - "Cars and Coffee" - 8.00am to 10.00am, Homemaker Centre, 6 Dutton Road, Mt Barker.

**Gawler** - "Machines & Caffeine" - 8.00am to 10.30am, Hudson Coffee, Commercial Lane, Gawler.

## **3rd Sunday**

**Happy Valley** "Chrome in the Valley" - 8.00am to 10.00am, Happy Valley Shopping Centre, Kenihans Road.

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

**Modbury Triangle** "Pancake & Chrome", 7.30am to 10.30am, The Pancake Kitchen, Modbury.

**Angle Vale** "Super Sunday Get Together", 8.00am to 10.30am, Angle Vale Shopping Centre, Heaslip Road.

## **4th Sunday**

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

## **Last Sunday of Each Month**

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



## Coffee and Cars on the River

The Mannum carpark was chock-a-block with cars including a number of Jaguars. Many people made an effort to come out and enjoy the sunshine and great vehicles. Some of the “Cats” included:



*Roland Donders, 1969 S1 XJ6 2.8 litre Manual o/d*



*Ray & Barbara Offe, 1995 Kingfisher Blue 4.0 litre XJS Auto*



*John & Claire Evans, 2000 3.0 litre modern S-Type*



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



## UK - Jaguar and Driver Get Towed Away



*Pictures from the scene show a number of police officers surrounding the vehicle, as they try and persuade the driver to get out. (Story by The Manchester Evening News).*

A UK motorist had parked his Jaguar XF sports car in a disabled parking bay on a street in Manchester. However, when he returned, his car was about to be removed by a tow truck.

Instead of accepting the penalty, the driver took matters into his own hands and jumped inside the car while it was attached to the tow truck. Police were called to the scene in a bid to talk the driver around, but he still refused to get out of the car.

After several refusals, Police gave the recovery truck the green light to take the Jaguar to the pound under a police escort- with the driver still inside. ■

## English Actors 1961 E-Type Roadster Goes Under the Hammer

Stephen John Coogan is the English actor, most recently known for his larger-than-life portrayal of the miniature Roman general Octavius in “The Night at the Museum” trilogy opposite Owen Wilson’s Jedediah cowboy. But the Golden Globe nominee is also a collector of classic cars and put his rare flat floor 1961 E-Type Roadster for sale at the **August Silverstone Classic Live Online Auction**.

In 1961 an initial batch of 92 left and right-hand drive E-Type roadster were built. This car, chassis number #62, is among the initial batch of 56 right-hand drive cars that went across the United Kingdom as dealer demonstrator cars.

The car was the first to reach Scotland, sent to Jaguar Edinburgh back in July



*The really early, flat-floor, outside bonnet lock E-Type was expected to fetch anywhere between £300,000 - £350,000. The car was SOLD but the final amount was not disclosed.*

1961. Almost six decades later, it remains in pristine condition with fully matching numbers (body, engine, gearbox and diff). Rare features include the flat floor and outside hood locks.

After acquiring the car in 2016 the E-Type went to XK Engineering where it was fastidiously and totally restored to original condition in a process that took two years. ■

## Silverstone Classic Online Auction (July 31st - August 1st)

Live online-only auctions are now the new normal. Dozens of Jaguars went under the hammer at the famous Silverstone Classic Auction including a 1933 Swallow.

This 1933 (2143cc) Swallow SS 1, 4-Seat Fixed Head Coupé with carriage top and false irons was delivered new to Buenos Aries, Argentina, in April 1934. (Confirmed by the car being a right-hand drive example with an original km speedo to suit its South American home). Purchased for the Danish Aalholm Automobile Museum where it resided before being sold in 2012. It was cosmetically restored by the ‘Key Museum’ in Turkey and then purchased by a UK owner who repatriated it to the UK for further mechanical restoration. Sold at Silverstone Classic Auction (31/07/2020) for £84,375. ■



*1933 Swallow SS1 4-Seat FHC. Spectacularly well-presented and totally evocative of the early 1930's. Sold for: £84,375*



# E F & GT Register Report

**The E-Type, F Type and GT Owners met on August 20th at Richmonds Prestige & Classic Cars showroom.**

A big thank you to the Richmonds team for hosting us and Andy Morgan for speaking to the Register about the current state of the exotic/classic car market.

Richmonds is one of South Australia leading exotic and classic car dealers who sell cars all over Australia and the world. They also offer storage facilities to their clients.

Along with dozens of stunning cars were two magnificent E Types on display:-

Andy was also happy to open up any of the cars for closer inspection during our time there. It was a great turnout and enjoyed by the 40+ members that attended. ■



**1969 E- type S2 coupe manual. Matching numbers imported from the UK and subject to a complete restoration. \$258,900.00**



**1967 E-Type 4.2 FHC S1 manual. UK import. Meticulously and painstakingly restored over a 4 year period. \$229,900**



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



**Karlie Ridley**  
0478 062 591  
Rental  
Management

*"I realise you love driving your car, but quit driving it to the end of the driveway to check the mail"*



## Club Notices

### GENERAL MEETING ROSTER 2020/21

September	Multivalve Register
October	XK, 7, 8, 9 Register
November	E, F, GT Register
February	Compact Register
March	XJ, Mk 10, 420G
April	SS, IV, V Register

### CLASSIC MARQUE

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

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

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

## JDCSA - Club Directory 2019 -2020

### Club Postal Address:

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### Club Web Site / Email

Web: [www.jdcса.com.au](http://www.jdcса.com.au) .Email: [info@jdcса.com.au](mailto:info@jdcса.com.au)

**Monthly Meetings:** 1st Tuesday of the month (Feb - Dec)  
7.30pm at Police Association Clubrooms 1st floor,  
27 Carrington Street Adelaide.

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

## Your Committee

### President: Philip Prior

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### Club Patron Mr Peter Holland

Phone: (08) 8271 0048

## Club Services / Club Representatives

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### Regalia: Ron Palmer

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### Librarian Tom Brindle

Phone (08) 8387 0051

### Log Books David Burton

Mobile: 0417 566 225 Email: [davidb716@gmail.com](mailto:davidb716@gmail.com)

### Australian Council of Jaguar Clubs (ACJC)

Club Representative: Tim White

Mobile: 0419 809 021 Email: [casuti3@bigpond.com](mailto:casuti3@bigpond.com)

### Federation of Historic Motoring Clubs (FHMC)

Club Representative: David Burton Mobile: 0417 566 225

### Marque Sports Car Association (MSCA)

Club Representative: Barry Kitts (08) 8391 1759

### All British Day

Club Representative: Alan Bartram 0418 818 950

### Inspectors - Club Registration

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

## Register Secretaries

### SS, Mk IV, & Mk V (Pushrod) - *Meet Last Wednesday of each month.*

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

Email: [daimlerss@jdcса.com.au](mailto:daimlerss@jdcса.com.au)

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

Steve Weeks: 0414 952 416

Email: [xk789@jdcса.com.au](mailto:xk789@jdcса.com.au)

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

Angela & David Rogers

Email: [compacts@jdcса.com.au](mailto:compacts@jdcса.com.au)

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

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

Bob Charman Phone: (08) 8248 4111

Email: [xj420g@jdcса.com.au](mailto:xj420g@jdcса.com.au)

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

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

Email: [etype@jdcса.com.au](mailto:etype@jdcса.com.au) Email: [ftype@jdcса.com.au](mailto:ftype@jdcса.com.au)

### Multi-Valve - *Meet Fourth Tuesday of the odd Calendar month*

Peter Buck Mobile: 0421 061 883

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

*Register meeting dates and time are variable at the moment. Please check JDCSA web site*

