

CLASSIC MARQUE

JANUARY 2022



CELEBRATING 70 YEARS OF THE C-Type (1951-2021)

THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA

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Jaguar Drivers Club of SA - Presidents Report

Presidents Report January 2022

Welcome to 2022; I do hope you and yours have had a merry Christmas and enjoyed the company of family and friends. For 2021 the club continued to hold regular outings averaging between five and six per month. This has happened in spite of dreaded COVID! Our club final functions in December included the XJ, MK10, 420G Christmas Dinner and Show on the Saturday night held at the Glenelg Golf Club, followed by the Compact get together on the Sunday at Oaklands Wetland.

The Dinner and Show was a sell-out and very well received by all in attendance. It appears the club has some very talented amateur actors. I must congratulate the cast and crew for a very professional performance. I suspect this event will continue as an annual event providing the cast are prepared to give of their time.

Our Compact Register remains without a Secretary; this is disappointing. We do need to fill this position so as to ensure our Compact owners are supported and have a club contact. Whilst I appreciate our members can attend other Register events it is preferable for owners to be able to connect with like type models. This is the best way for members to discuss car problems and receive advice on how best to resolve issues. It is also a way to get those hard to find parts for the older models.

The 2022 Event calendar is beginning to fill quickly with three events already listed in January, this is encouraging. The All British Day, 2nd Sunday in February will see a large gathering of our club members and cars. The centre of the main oval will have E Type Jaguars as the main display with Jaguars encircling the oval centre. This will be a fabulous layout exhibiting the Jaguar Mark.

As I write I am becoming increasingly troubled to hear of the growing numbers of Australians being infected with this new strain of COVID. Both vaccinated and non-vaccinated are now seeking medical treatment. It is unfortunate but it would appear that our governments both Federal and State have given up attempting to control COVID and we are now being told to "vaccinate, vaccinate - it is the only protection on offer".

With borders now open to the East, numbers of infections are rapidly multiplying. The latest advice has numbers attending functions being reduced and separation distance between people being increased. The upshot of these changes will no doubt have an impact on club events; watch this space!

This leads me to raise the question regarding the club's position on non-vaccinated members and guests attending club functions. I have asked Secretary Steve to call an Executive meeting in advance of our first general meeting for 2022. The purpose of this meeting will be to discuss how we as a club apply any restrictions on attendance at our club events. This is disappointing but I feel inevitable. We are waiting on the Police Club to advise of any changes in COVID restrictions that affect our club's use of this venue.

Please stay safe and listen for further changes in the evolving COVID endemic. Please contact your Register Secretary if you are unsure about future events.

Happy New Year and I do wish you all a healthy and safe 2022.

**Safe Motoring,
Fred Butcher**



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Front Cover:

*Carl Lindner Collection of Classic Jaguars,
Ecurie Ecosse C-Type (Replica)*

Back Cover:

David Misan, C-Type (Replica)

 @sajaguarclub



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

Sunday 16th January 2022: SS, MkIV & MkV Register Summer BBQ 2022. From 12.00 Noon

Sunday afternoon at Malcolm Adamson's seaside retreat at Seaford.

More information TBA or contact Brenton Hobb: bmhobbs@bigpond.com.

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

Sunday 23rd January 2022: XJ, Mk10, 420G Register - Breakfast at the Birkenhead

Birkenhead Tavern - 7 Riverview Street (formerly 3 Elder Road), Birkenhead.

Details on Tidy HQ or contact Bob Charman. Email: charmanr161@gmail.com or [Register Breakfast at Birkenhead](#)

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

Tuesday 25th of January

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

Editor: Graham Franklin M: 0490074671 Email: editor@jdcса.com.au

Wednesday 26th of January 2022: Multivalve Register Australia Day Picnic

To be held at Jo Orford and Michael Pringles home. Details posted on Tidy HQ.

For more info please contact Peter Buck. Email: Peter.buck51@bigpond.com or goto: [Australia Day Picnic](#)

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

Sunday 30th of January 2022: XJ, Mk10, 420G Register - Coffee & Chrome - Mannum. 8.30 am - 2.30 pm

Meet at OTR Port Wakefield Rd, Bolivar. Mannum via Williamstown. Car display then BBQ lunch at Bronte & Don's home.

For info please contact Bob Charman. Email: charmanr161@gmail.com or goto: [Coffee & Chrome](#)

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

Tuesday 1st February 2022 - 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.

Wednesday 9th February 2022: XJ, Mk10, 420G Register Meeting

Details to be posted on on Tidy HQ closer to the date or contact Bob Charman. Email: charmanr161@gmail.com

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

Sunday 13th February 2022. 37th All British Day at Echunga. Entries Closed.

The event will be a celebration of the 60th year of the 'Jaguar E Type', 100 years of the 'Austin 7' and 120 years of two of Britain's great motorcycles, 'Norton and Triumph'.

Wednesday evening, 16th of February 2022: XK, Mk 7, 8, 9 - Register Meeting - 6.00 pm - 9.30pm

Meeting at the home of Ossie & Rayeena Petrucco, 29 Kurralta Dr, Burnside for our traditional BBQ & Register meeting.

More info: Steve Weeks 0414 952 416 or goto: [XK, Mk7, 8, 9 Register Meeting](#)

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

Sunday 13th of March 2022: Moonta Show 'n' Shine. 8.30am to 4.00pm

Location: Moonta Oval, Milne Tce. Moonta. Cost: \$5.00 pp

For more information and bookings goto Website : <https://moontaprogress.org.au/moonta-events/moonta-show-n-shine/>

Sunday 27th March 2022: The 10th anniversary British Classics Tour. 9.00am to 4.00pm

9.00 am at the Old Noarlunga Oval for morning tea. Leave at 10:30-11.00am for Victor Harbor through Fleurieu towns.

Cost: \$15 per car. More information goto: [Register British Classic Tour](#). (See page 28)

Sunday 3rd April 2022: McLaren Vale Vintage & Classic.

Bookings via website www.vintageandclassic.com.au. Entry - \$30 per vehicle (Entries close 14th March 2022).

The event will support various local charities. (See page 32)

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

Centre of operations will be at The Barn, Mount Gambier, SA. New Registrations will open end of January 2022.

For more information please contact Di Adamson via email di.adamson1@gmail.com

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

Centre of Operations will be at Murray Downs Golf & Country Club, Murray Downs. NSW. (See page 32)

This event is primarily for Jaguar XJ-S cars but other Jaguar cars/members most welcome.

For more information please contact Philip Prior. Email: philipprior@bigpond.com or goto: [XJS Border Run](#)

COVID-19. Events, dates and times are variable at present. Please check JDCSA Web site or directly with Register Secretary.

Club Torque - Editor Graham Franklin

Welcome to another year.

Regardless of what lies ahead, events are continuing to be planned by both our club and other motoring organisations.

With current restrictions, and events changing very rapidly, some future events and meetings may not be able to be held. We will monitor the situation closely and advise members accordingly.

This month we are celebrating 70 years of the C-Type. Coincidentally, one of our new club members, **David Misan**, has a C-Type replica that was imported from the UK. His story is on page 6.

Long term member **Louis Marafioti** has provided a great story about his adventures with Jaguars. (See page 26).

Victorian Club member **Lindsey Siede** has provided a follow up to "My Favourite Museums", a feature that appeared in the August 2021 edition of Classic Marque. A lot of work has gone into preparing these stories and we thank Lindsey very much for his contribution(s). Part 3 will appear in next month's edition.

Included is the latest news from Jaguar and a review of the E-Pace, currently Jaguar's best-selling vehicle in Australia. The latest model has had a midlife update, enhanced technology, and the diesel engine has been consigned to history.

There is coverage of the XJ, Mk10, 420G Christmas show and dinner and the Compact Register end of year get together under a shady tree.

If you are looking to buy a new or used car? Now isn't the best time - unless you're looking to sell. The semiconductor shortage that has plagued the car industry since the global pandemic began continues to be a major problem. But it's been compounded by the related global supply-chain bottlenecks. Prices have risen by roughly 30% and industry analysts believe it could drag on into 2023. Which also means - if you are thinking of buying, it could be a difficult 12-18 months ahead. (See page 54-55).

Finally, there is an overview of the latest Jaguar Magazines from the UK and a Tech Review of the 4.2 XK engine block.

Enjoy!

Cheers

Vale - Andrea Spartalis (Life Member)

Once again, we have lost another valued member of our Club. On Christmas morning Andrea, the wife of Evan passed away.

We remember Andrea as a wonderful wife to Evan and a loving mother to Simone and Simone's partner Andrew.

Right from the early days of our club the three of them were regular attendees at club functions and went to many National Rallies as a family.

Andrea was always there in the back ground to help at Club functions and a big support to Evan in helping him to start his car business, Evan looked after the cars and Andrea looked after the paperwork.

Andrea and Evan joined the JDCSA in 1975 and are both life members. They have made many good friends within the club and we all offer our sincere condolences to Evan, Simone and Andrew.

At time of writing, funeral arrangements were not known. Details will be forwarded to members as soon as they become available. More information on Andrea's life will be provided in our February edition of Classic Marque.

Steve Weeks
Secretary

A Message From Our Patron

Dear Members,

As 2021 draws to a close and I reflect on the past 12 months, I cannot help but feel how fortunate South Australia has been in avoiding the major effects of Covid-19 experienced by the Eastern States and other parts of the world.

The JDCSA membership has been able to hold many events throughout the year, including General Meetings and Register meetings, allowing us all to enjoy one another's company, the real glue that keeps our Club alive and active. I do not intend to single out any particular event, but simply say thank you to those many members who have organised and supported the Club events throughout the year.

I must also acknowledge the hard work and dedication of the now retired committee under the chairmanship of Phil and the current committee led by Fred for ensuring all Club activities are COVID safe. It is an unenviable, but necessary task.

I do urge you to encourage any family and friends who may be hesitant about being vaccinated to reconsider their position. I firmly believe it is the best way forward.

Sadly, we have lost members this year who have succumbed to ill health and we have others who are currently battling health issues. My thoughts and those of Ros are with family and friends of these valued members at this time.

As 2022 approaches I would like to wish each and every one of you and your families a very Merry Christmas and a safe and successful New Year.

In the meantime, we do look forward to your continued participation in the Club and hope you enjoy the Festive Season with lots of happy Jaguar motoring.

I look forward seeing you all again in the New Year.

Keep safe.
With very best wishes,
Peter and Ros

New Member - David Misan

My C-Type is based on a donor car - 1972 XJ6 and was modified by one of the earlier makers 'Heritage Cars Ltd, UK'.

This car was number 61 produced. Heritage Cars are now called 'Realm Engineering', a well-known manufacturer of C-Type replicas in the UK.

Running a 4.2 litre straight 6 with triple SU's. The car was last owned in Galway, Ireland before making it's way to Adelaide.

This car is a combination of aluminium and fibreglass and runs well for a used car, but is certainly not concours condition.

We are currently in the process of obtaining SA road registration which involves bespoke fabrication and installation of retractable lap sash seat belts and head rests to meet standards.

My mechanic, Dwayne Moar and I are also taking the opportunity to replace the fuel and brake lines, replace the

cockpit floor, reinforce the under-seat support frame and strengthening the top coil over the front mounting and the lower mounting on the wish bone.

I hope it will be on the road in early 2022.

Regards

David

Editor - Thank you David very much for the story and photographs. We can't wait to see the car on the road.



New Member - David Misan



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 January, 2022 magazine:

- Daniel Marshall: 1983 Jaguar XJ6 Sovereign 4.2L Sedan
- Richard King: 1964 Daimler 2.5L V8 Saloon
- Hugo Pedler: 1977 Land Rover S3 4L Diesel Utility
1974 Land Rover Range Rover V8 2 Door Classic

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

- John & Barbara Voysey: 1962 Jaguar Mark II 3.8L Sedan
- Olivia Dawes: 1983 Jaguar XJ6 4.2L Sedan

- Donald Bartram: 1974 Jeep Utility
- Bruce Perks: 1989 Jaguar XJS V12 5.3L Convertible
- Victoria & Andrew Hayes:
1973 Jaguar E-Type V12 Tourer
1947 Jaguar Mark IV 3.5L Saloon
1960 Jaguar Mark IX 3.8L Saloon
- Santo Caruso: 1992 Jaguar XJ40 4L 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

12 Days of Christmas

Although Christmas has come and gone, to celebrate the festive season, 'The Jaguar Daimler Heritage Trust' did a countdown to Christmas with their version of the - 12 Days of Christmas.

Day 1: On the first day of Christmas my true love gave to me - One Swallow in a Sidecar.



Day 2: On the second day of Christmas my true love gave to me - Two Austin Seven Swallows



Day 3: On the third day of Christmas my true love gave to me - Three Royal Jaguars.

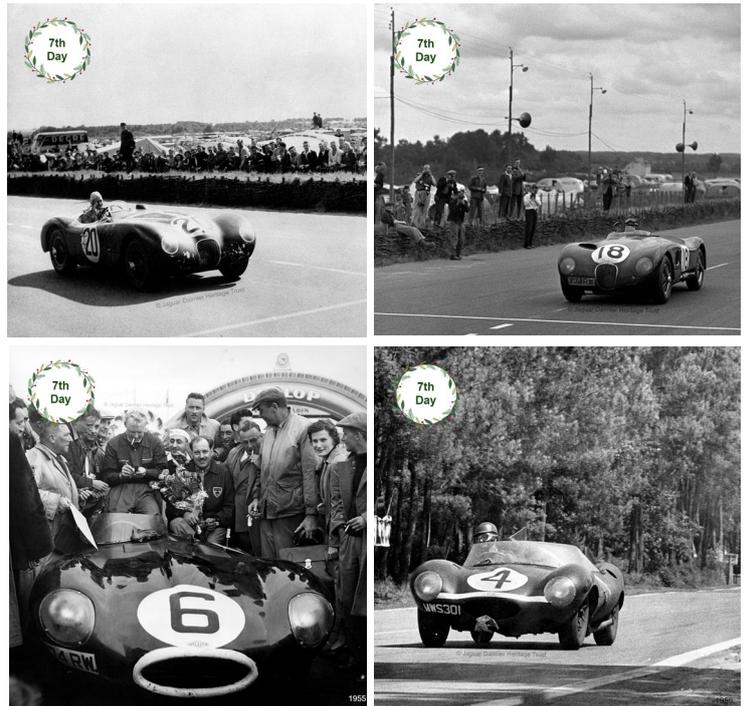


12 Days of Christmas

Day 4: On the fourth day of Christmas my true love gave to me - Four swooping birds.



Day 7: On the seventh day of Christmas my true love gave to me - Seven Le Mans a-winning.



Day 5: On the fifth day of Christmas my true love gave to me - Five chrome wheels.



Day 6: On the sixth day of Christmas my true love gave to me - Six technicians a-working.



12 Days of Christmas

Day 8: On the eighth day of Christmas my true love gave to me
- Eight XK8 growlers a-growling.



Day 9: On the ninth day of Christmas my true love gave to me
- Nine horns a beeping.



12 Days of Christmas

Day 10: On the tenth day of Christmas my true love gave to me - Ten wipers wiping.



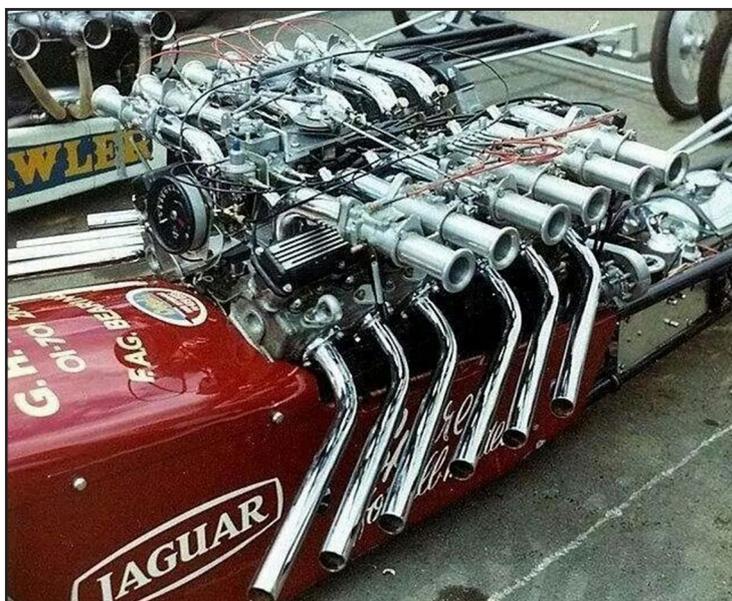
Day 11: On the eleventh day of Christmas my true love gave to me - Eleven Jaguars a-leaping.



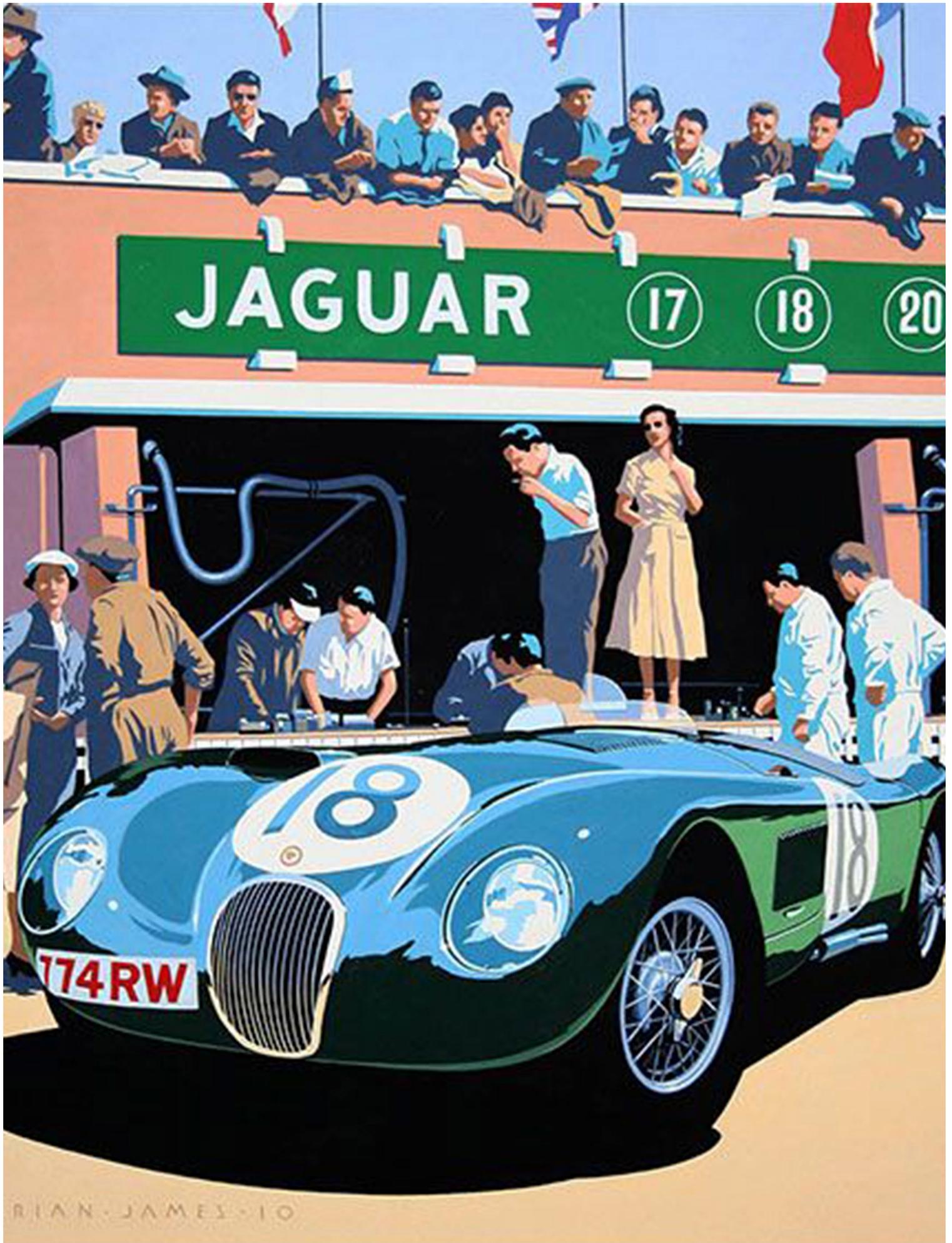
Day 12: On the twelfth day of Christmas my true love gave to me

- Twelve injectors injecting
- Eleven Jaguars a-leaping
- Ten wipers wiping
- Nine horns beeping
- Eight growlers a-growling
- Seven Le Mans a-winning
- Six technicians a-working
- Five chrome wheels
- Four swooping birds
- Three Royal Jags
- Two Austin Sevens
- And a Swallow in a Sidecar

Merry Christmas and a Happy New Year



C - Type Jaguar at 70



C - Type Jaguar at 70

The C-Type (officially called the Jaguar XK120-C) was built specifically for motor racing and sold from 1951 to 1953. The "C" stood for "competition".

The C-Type was successful in racing, most notably at the Le Mans 24 hours race, which it won twice.

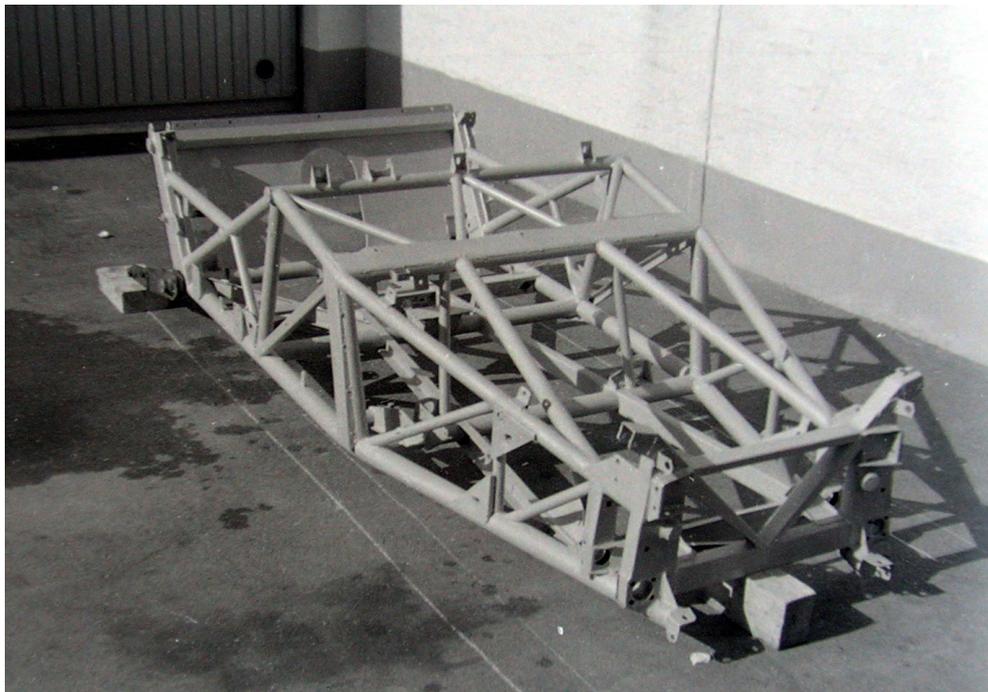
XK120

The XK120 was fast and it could handle. This was reinforced in 1950 when three road going alloy-bodied models were entered in the Le Mans 24-hour event.

Although the teams were private, they received factory support; it seems Jaguar was keen to see what the cars could do in this most demanding of races without officially having its name associated, just in case it all went badly wrong. In the event, it didn't.

Although one car failed to finish, and the other two came in 12th and 15th, the car that dropped out, namely the Jaguar of Johnson/Hadley, was catching the leading car with less than 3 hours to go. The clutch finally let go, after the drivers had been using 'engine-breaking' to slow the car due to a lack of brakes.

William Heynes, Jaguar's Chief Engineer, and Service Manager 'Lofty' England were at Le Mans — and were impressed by what they'd seen given that the XK120's were up against purpose built sports cars and racing prototypes.



The space frame chassis designed by Heynes was built from lightweight multi-tubular triangulated sections. Heynes was also responsible for the Disc Brake joint development with Dunlop in 1952 and later pioneered and introduced the system onto all Jaguar cars.

They left resolved to fix the brake problems that had troubled all three cars through the race and returned to Coventry convinced that, with development, an outright racer could be made of the XK120. "We felt that our standard mechanical components, put into a lighter chassis with a decent aerodynamic body would do the deal," Heynes commented later. "Nobody was using aerodynamics."

C-Type Conception

The car combined the running gear of the contemporary, road-proven XK120, with a lightweight tubular frame designed by Heynes, and an aerodynamic aluminium body, jointly developed by Heynes, R J (Bob) Knight and later by aircraft engineer and automotive aerodynamicist Malcolm Sayer. A total of 53 C-Types were built, 43 of which were sold to private owners, mainly in the US.

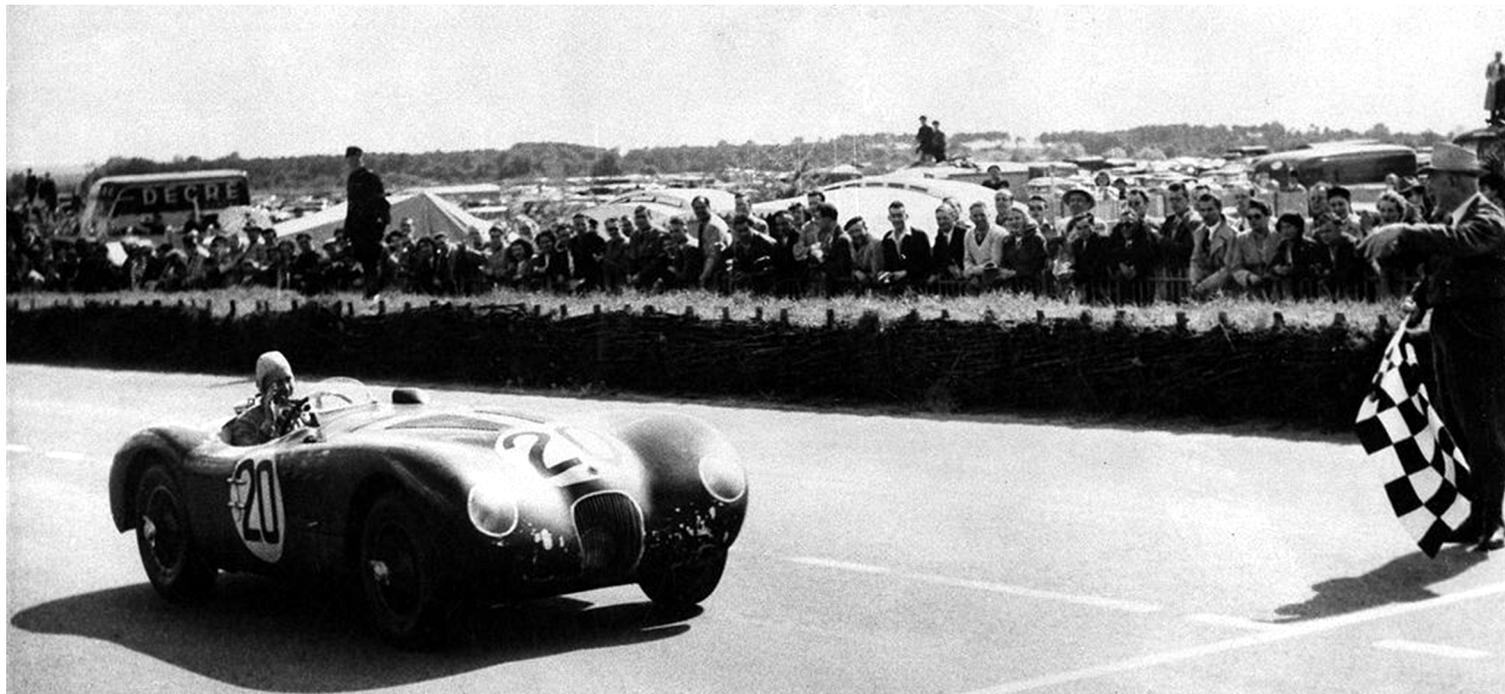


1951. Leslie Johnson and Clemente Biondetti's XKC 001 outside Browns Lane headquarters. The three cars were finished only a few days before they were due to leave for Le Mans.



William (Bill) Heynes, Jaguar's Chief Engineer and visionary behind the revolutionary C-Type.

C - Type Jaguar at 70



24 Hours of Le Mans race in 1951. Peter Whitehead crosses the line in C-Type XKC 003 for an historic win. His Co-driver was Peter Walker.

The C-Types used the road-going XK120's 3.4-litre twin cam straight 6 engine which produced between 160 and 180 bhp. The C-Type engines were initially tuned to produce around 205 bhp.

The early C-Types were fitted with SU carburettors and drum brakes. Later C-Types, produced from mid-1953, were more powerful, using triple twin-choke Weber carburettors and high-lift camshafts. They were also lighter, and braking performance was improved by using disc brakes on all four wheels.

The aerodynamic body was made of aluminium in the barchetta style (a class

of open-top, two-seat sports cars). It was devoid of road-going items such as carpets, weather equipment and exterior door handles.

According to the Jaguar Heritage Registry, the cars were produced between May 1951, starting with XKC 001, and ending in August 1953 with XKC 054. The original alloy body was marked with the prefix K (e.g., K1037).

Le Mans 1951

The 1951 Le Mans cars were finished just a few days before the three cars were due to leave for France — being driven there, rather than transported. Up until that

point, everything had been a closely-guarded secret; everyone expected Jaguar to just rock up with XK120s at Le Mans. But now, the lithe aluminium feline was revealed to the public. It was clearly a much smoother evolution of the XK120 shape, with the low-set trademark Jaguar grille further reinforcing the family resemblance. They must have looked extraordinary prowling along the roads from Coventry to Le Mans.

Driving the three cars for the race were Leslie Johnson and Clemente Biondetti (XKC 001), Stirling Moss and Jack Fairman (XKC 002), and Peter Walker and Peter Whitehead (XKC 003).

Despite the Jaguars holding first, second and third after four hours, Biondetti in XKC 001 dropped out with oil pressure issues and was followed by Moss around midnight, despite him setting a new lap record and at one point being twelve miles ahead of the second-placed car.

Walker and Whitehead's XKC 003 didn't fracture an oil feed pipe as its siblings had done and romped to victory with Whitehead at the wheel. It was an amazing achievement for cars that, just six months previously, had only existed on paper and in the minds of their design and engineering teams.

Also, a privately entered XK120, owned by Robert Lawrie, co-driven by Ivan Waller, also completed the race and finished a creditable 11th. This was the last XK120 to race at LeMans.



The first competitive outing for the disc-brake was this C-Type in the April 1952 Mille Miglia with Stirling Moss driving and Norman Dewis, then Jaguar's chief development engineer, navigating.

C - Type Jaguar at 70

Le Mans 1952

In 1952, Jaguar, worried by a report about the speed of the Mercedes-Benz 300SLs that would run at Le Mans, modified the C-Type's aerodynamics to increase the top speed. However, the consequent rearrangement of the cooling system made the cars vulnerable to overheating, and all three retired from the race.

The Peter Whitehead-Ian Stewart and Tony Rolt/Duncan Hamilton cars blew head gaskets, and the Stirling Moss-Peter Walker car, the only one not overheating having had a full-sized radiator hurriedly fitted, lost oil pressure after a mechanical breakage.

After the previous year it was an utter disaster and in hindsight an unnecessary one as the Mercedes turned out to be not nearly as fast as feared. The Jaguars of the previous year could have easily outpaced them.

Testing by Norman Dewis at MIRA after the race proved that the overheating was caused more by the revisions to the cooling system than by the altered aerodynamics: the water pump pulley was undersized, so it was spinning too fast and causing cavitation; also, the header tank was in front of the passenger-side bulkhead, far from the radiator, and the tubing diameter was too small at 7/8 inch. With the pump pulley was enlarged, and the tubing increased to 1 1/4 inch, the problem was eliminated.

However, the main drawback of the new body shape was that it reduced downforce



The ill-fated 1952 long-nose, long-tail C-Type Le Mans car at the Jaguar factory.

on the tail to the extent that it caused lift and directional instability at speeds over 120 mph (193 km/h) on the Mulsanne Straight. These cars had chassis numbers XKC 001, 002 and 011. The first two were dismantled at the factory, and the third survives in normal C-Type form.

Le Mans 1953

In 1953, C-Types won again, and also placed second and fourth.

Based on the 1951 cars, the 1953 cars were upgraded and adopted thinner aluminium bodywork, revised electrical components and rubber fuel tank bags, leading to the unofficial designation

of 'lightweight C-Types'. Indeed, they were around 50Kg lighter than their predecessors. However, the most significant change to the cars was the switch to Dunlop disc brakes, the only vehicles in the race to use disc brakes.

The original twin H8 sand-cast SU carburettors were replaced by three DCO3 40mm Webers, which helped boost power to 220 bhp (164 kW).

The team that went to Le Mans was the same as in 1952: Stirling Moss and Peter Walker (Car 17), Tony Rolt and Duncan Hamilton (Car 18), and Peter Whitehead and Ian Stewart (car 19). It was almost as if Jaguar wanted to prove that the previous year's ignominious failure had been nothing more than an unfortunate fluke. However, with a total of 69 entrants representing 19 different marques, Jaguar was going to have its work cut out to ensure success, even with its modified machines.

The works cars were supported by a standard production-body car entered by the 'new' Belgian Ecurie Francorchamps team.

Things didn't get off to a good start, with the infamous incident of Hamilton and Rolt being disqualified. Their car had been on track at the same time as another C-Type which had the same racing number (the spare car being used as a precaution to qualify Norman Dewis, the Jaguar test driver, as a reserve), and a protest raised by the Ferrari team.

Sir William Lyon, agreed to pay the ACO



In 1952, the C-Type achieved the first ever win for a disc-braked car at the Reims Grand Prix.

C - Type Jaguar at 70



Jaguar's works C-Type racing team before the start of the 1953 Le Mans 24 Hours, in what would turn out to be the C-Type's greatest on-track moments. Car 19, the Peter Whitehead and Ian Stewart drove a very conservative and reliable race to finish 4th in their 3.4 litre car. Moss and Peter Walker were in car 17 and Duncan Hamilton and Tony Rolt in car 18. Car 19, the Peter Whitehead and Ian Stewart drove a very conservative and reliable race to finish 4th.

fine, and 'Lofty' England successfully pleaded his case to the official that no intention to cheat had been meant and it was an honest mistake and so they were reinstated. But Hamilton's account of the affair has become one of the great motor racing legends: Devastated by their disqualification, he and Rolt had gone into the city for the night to drown their sorrows at a local bar (allegedly) before the pair had found out they were driving after all, leading to the urban legend of Hamilton starting one of the world's greatest and toughest motorsport events while somewhat inebriated. Even without alcohol being a factor, the two had hardly got a restful night's sleep to relax them for what lay ahead.

What actually transpired, however, was one of the greatest Jaguar moments of all time. Despite initial rough running from all three cars, originally believed to be spark plugs, but eventually turning out to be fuel filters, Hamilton and Rolt had soon built up a commanding lead.

At one stage the windscreen on the leading Jaguar had been smashed by a bird-strike, and as result Rolt and Hamilton were suffering from wind buffering, but the pair kept up the pace

nevertheless, with an average speed of well over 105 mph.

Duncan Hamilton and Tony Rolt won the race at 105.85 mph (170.35 km/h) – the first time Le Mans had been won at an average of over 100 miles per hour.

The Moss/Walker car was second with the Whitehead/Stuart car coming fourth (297) behind a Cunningham Chrysler 5.5L V8. Ninth was the privately entered C-Type, entered by Belgian motor racing team Ecurie Francorchamps for Roger Laurent and Charles de Tornaco, in their standard production C-Type.

Disc brakes were novel in 1953, and Jaguar's win, partly due to their superiority, set off a scramble to include discs in production cars.

The three celebrity 1953 Le Mans Cars were sold to Ecurie Ecosse and continued to notch up success in production races.

Le Mans 1954

Although Jaguar entered three 3.4 litre D-Types for 1954, the C-Type was not completely finished and Belgian Ecurie Francorchamps were back again. Although not as fast as the D-Types, the C-Type had proven reliability, and like the D-type, it had disc brakes.

Briggs Cunningham, an American sportsman and entrepreneur, tried to secure the new Dunlop disc brakes for his cars, however, Jaguar used its contract-right to veto the deal and would not allow Dunlop to supply anyone else with disc brakes, including other British teams like Aston Martin and Bristol.

[However, Gordini, entered cars using French-made Messier disc brakes with one of their cars finishing 6th overall].

The race was narrowly won by a 5.0 litre V12 Ferrari, just ahead of Duncan Hamilton and Tony Rolt in their 3.4 litre D-Type. It was reported as a thriller right to the end, producing the closest finish for the race since 1933.

Although the two other D-Types suffered mechanical problems, the Belgian 3.4L C-Type of Roger Laurent and Jacques Swaters had ran like clockwork and finished 4th. This was the last C-Type to race at Le Mans 24 hour race.

Legacy

The C-type was an important car for Jaguar for many reasons, not least of which because it was the first Jaguar styled by design legend and aerodynamicist Malcolm Sayer, who joined Jaguar in

C - Type Jaguar at 70



British racing driver Duncan Hamilton, centre, poses alongside his co-driver Tony Rolt and their wives, in their winning Jaguar, after winning the Le Mans 24 race in 1953. Hamilton finished with a smashed windscreen and broken nose after he hit a bird at 150 mph on the Mulsanne straight.

early 1951. Sayer would go on to design the D-type, the XKSS and the famous E-type. Echoes of his designs can easily be spotted on today's models.

As noted, the C-Type is also honoured for the development and use of disc brakes. Moss's disc-equipped C-type was the first car ever to race with this now-common technology, at the Easter races in March 1951 at the UK's famous Goodwood circuit. The improvement in

stopping power was dramatic.

The C-Type directly impacted on Jaguar's road cars, and by 1958 the disc brakes were available on all production models. It would be two decades before they were common on most popular brand cars.

Value

When new, the car sold for about US\$6,000, approximately twice the price of an XK120.

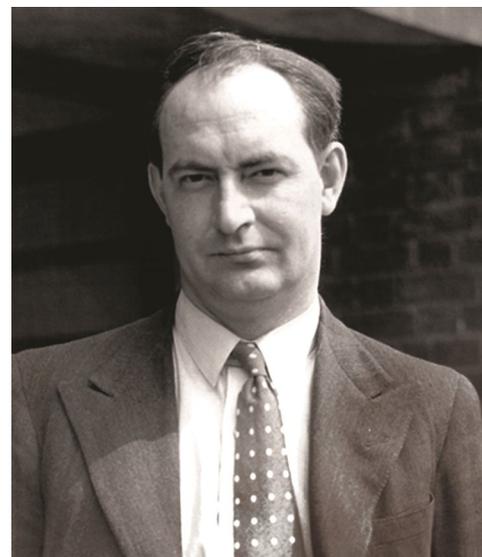


1953 Le Mans. When the starters flag fell, as usual, Stirling Moss was lightning-quick out of the blocks and led the cars away. However, a misfire after only 20 laps to replace a clogged fuel filter dropped the car down to 21st. By morning they were 4th and back in the race following an epic drive through the field. Moss and Peter Walker eventually finished a creditable second.

A C-Type once owned and raced by Phil Hill sold at an American auction in August 2009 for US\$2,530,000 and another C-type was sold at the Pebble Beach auction in 2012 for US\$3,725,000.

In May 2016 an unrestored C-Type that raced at Le Mans sold for £5,715,580, and in August 2015, an ex-Ecurie Ecosse Lightweight C-type, chassis XKC052 and the second of only three works lightweights, driven by Peter Whitehead and Ian Stewart to fourth at the 1953 Le Mans 24 Hours, fetched US\$13.2 million (£8.4 million) at auction in California. ■

Editor: The information and photographs for this story were gathered from the Jaguar Daimler Heritage Trust and several other publications, including UK Classic Jaguar Magazine.



Malcolm Sayer, a mathematician and aerodynamicist by training, used complex longhand calculations to form his shapes in the days before computer aided design. While the cars he created were beautiful, (the Museum of Modern Art has an E-type in its collection) he thought of himself as a scientist instead of a stylist.

To watch the video about his achievements goto: [Malcolm Sayer - Aerodynamic Wizard](#)

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Jaguar Ambassador Ash Barty Joins Tennis Greats

Jaguar ambassador Ash Barty has added to her impressive list of sporting achievements by being crowned as world No. 1 at the end of three consecutive years.

After claiming five trophies in 2021, asserting her dominance on the court, this

feat sees her join an elite group of some of the greatest names in tennis.

Just the fifth woman to achieve this coveted accolade, Barty has followed in the footsteps of tennis legends Steffi Graf, Martina Navratilova, Serena Williams and

Chris Evert. She has spent 95 consecutive weeks at the top of the tennis rankings, with 102 weeks in total as world No. 1.

With wins in 2021 that included the Yarra Valley Classic in Melbourne, the Miami Open, the Stuttgart Grand Prix, and her dream title and second grand slam win at Wimbledon, Ashley finished the year with a remarkable 42-8 record. Finishing the year on a high, and earning a place in the record books.

Ashley is in a strong position as she prepares for a big summer of tennis, culminating in her campaign to secure another grand slam title at the Australian Open.

To keep her ahead of the game, Ash drives the Jaguar F-PACE, offering a unique combination of everyday practicality, efficiency and performance. ■

Information for this story from Jaguar Australia



More Companies Should Make Scale Models Like Jaguar

Cars are more than an appliance, at least for now. It's the reason a culture was built around them, and why you can go to the store and buy a shirt with your favourite automaker's logo, or a scale model that looks like the real deal.

Jaguar have now gone out of their way to sell stylish scale models that value shape and simplicity instead of traditional intricate details.

Plenty of automakers have their own scale and diecast cars - Audi, BMW, Dodge, Tesla, and Volvo are some common examples. There are also more enthusiast-focused brands like Ferrari, Lamborghini, McLaren, and Porsche. And in case you want ultra-luxury, there's Rolls-Royce.

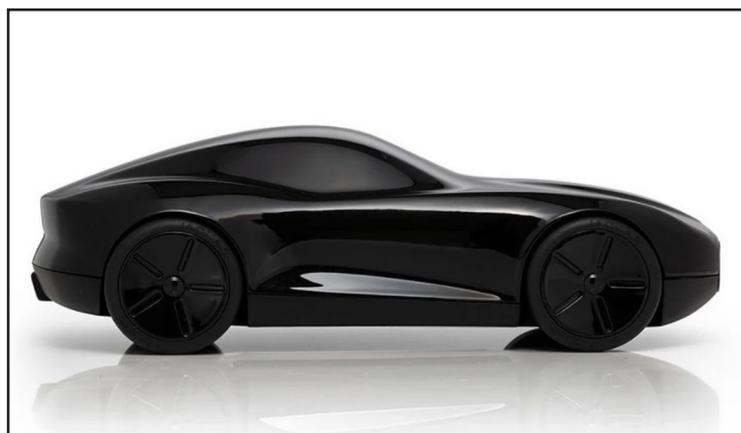
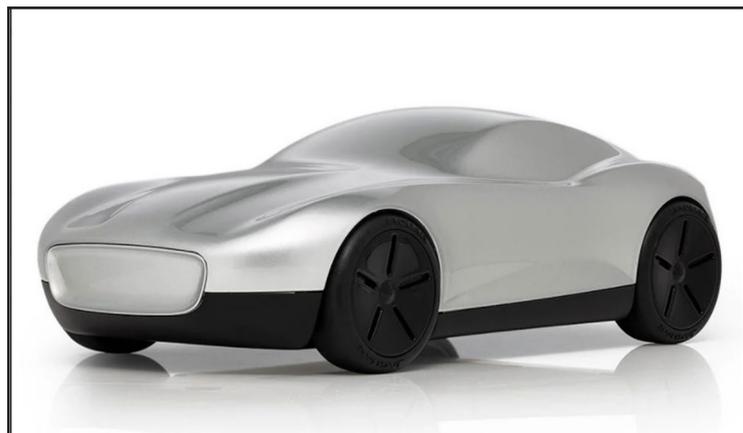
Jaguar's entry into the mix is a take on its modern F-Type. Its two-tone colour pallet is filled with earthy tones, and while it's simple to look at, you can still immediately point out the make and model. The design team says that it embodies "the very essence of Jaguar's design language," so while it might look like an F-Type, it isn't exactly that.

JLR's design team took a completely different approach with these models. Instead of going ultra-detailed, they took a step back and instead focused on the salient features that make the shapes instantly recognizable as a Jaguar. In fact, they almost look like early rendering or sketches of an incomplete car. The design teams built these "Icon Models"

to represent not just the vehicles, but the design language that went into crafting them. Specific flowing lines, fascias, and design element placement immediately point to their respective brands. The idea is simplistic and they look really good.

There are a few colour combinations to choose from on both Land Rover and Jaguar's online shops. If nothing else, they could make a cool present for the Jaguar lover in your family. It is not known when the new scale models will be available in Australia. ■

Information for this story from TheDrive.com



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Jaguar Advert Named Most Effective

'Live Loud' advert has been **ranked among the top UK ads of all time** for distinctiveness, branding and emotional response, according to the latest study by Kantar Group, a Global data analytics and brand consulting company.

Readers of *Attitude Magazine* will have struggled to miss Jaguar's 'Live Loud' advert within its pages with the ad's vibrant orange colour and simple design grabbing immediate attention.

In fact, thanks to its distinctiveness and emotional resonance, the ad was the most creatively effective magazine ad of the month in terms of public response, according to a study by Kantar.

With its eye-catching colour scheme and 'Dare to be Original' tagline, "Live Loud" performed in the top 8% of all ads in the UK for engagement. The ad is seen as involving, distinctive and interesting, falling into the top 75% of ads on distinctiveness.

'Live Loud' is part of a long-term partnership between Jaguar and gay men's magazine *Attitude*, which sees the car brand partner with its awards show. The partnership goes back around six years, JLR UK's marketing director Anthony Bradbury told *Marketing Week*. This ad is just the "latest chapter" in a "long

and evolving collaboration". "We've seen really good synergy between [Attitude's] activities and audience and our brand," he says.

"What's very important to the LGBTQ+ audience is the ability to express their individuality, and of course they've sometime had to do that at quite some personal cost. But that spirit of individuality is actually very closely tied into Jaguar."

Jaguar founder William Lyons once said "Jaguar should be a copy of nothing" – one of Bradbury's favourite quotes.

On top of that, customer research by the brand has shown people who tend to buy Jaguars are "quite self-confident", and want to express an alternative choice. ■

Information for this story from Marketing Week.



"It can be very tempting to overload an ad with information and messages. Congratulations to Jaguar for being brave enough to be single minded and not fall into that trap". Lynne Deason, Kantar

Jaguar Chooses 'ContiSeal Technology' for Its I-Pace

Jaguar continues to rely on Continental's** 22-inch PremiumContact 6 summer tyres featuring an XL (extra load) rating and **ContiSeal puncture protection** as original equipment for the latest edition of its all-electric I-PACE SUV's.

In the ADAC's* comprehensive 2021 test of summer tyres, the PremiumContact 6 (in 205/55 R 16 V) came out on top of the pack. The PremiumContact 6 is specially engineered for dynamic handling and driving comfort as well as short braking distances and outstanding cornering stability at high speeds.

ContiSeal is a technology which enables drivers to continue driving safely even if a tire has incurred a puncture. A highly elastic protective layer on the inside of the tyre encapsulates penetrating foreign bodies within fractions of a second, thus reliably sealing the damaged area even after the foreign body is no longer in the tyre, e.g., as a result of rotational forces.

The molecular structure of this layer is so effective that even holes up to five millimetres in diameter are reliably sealed. In this way, the adverse consequences of around 80 percent of all common punctures can be prevented. ■

*ADAC is an acronym for General German Automobile Club - Europe's largest motoring association.

**Continental is the world's fourth-largest tyre manufacturer.

Information for this story from Automotive World



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Jaguar to Focus on Transition to Electric Vehicles

Ahead of its electrification plans as laid out in its **Reimagine Strategy**, Jaguar will be putting on hold any new model launches until 2025 and instead focus on the development of its all-new range of electric vehicles; reported news site Le Monde.

But Jaguar doesn't plan to simply redesign current models like the XF sedan and F-Pace crossover with battery-electric power. Instead, it plans a full reboot that will see new model lines introduced and the lineup likely pruned.

It's going to be a long wait for new product though with Jaguar taking its time to develop models capable of competing with the likes of Aston Martin, Bentley and Maserati, rather than the high-volume German brands it currently competes against.

Until the rollout of the new product line, Jaguar will depend on its existing range of vehicles, which will be simplified to have a reduced range of variants, it said.

There will be no planned closure of production plants between now and



the rolling out of its EV range in 2025, the publication has observed, though the manufacturer will be downsizing its workforce from 42,000 to 35,000 employees along with a significant reduction in costs, it said.

The planned shift upmarket away from the relatively mainstream premium segment will see Jaguar return to its core luxury roots, and in comparison, with compatriot Bentley, the marque from

Crewe sells between 10,000 and 12,000 vehicles annually, while Jaguar sold 90,000 units last year.

JLR has also reported to be cutting production capacity by 25% by 2026, as well as lower its break-even point from 600,000 units to 400,000 units. ■

Information for this story from French news site Le Monde.

Jaguar, Walkinshaw rule out F-Type for Supercars

According to a report in the Sydney Daily Telegraph, Jaguar is set to return to racing in Australia from 2023! It was claimed that this year's Bathurst winning Team, Walkinshaw Andretti United (WAU) had declared its hand to run Jaguars at next year's V8 Supercar races.

The Daily Telegraph claimed WAU has a "handshake deal" with Jaguar to enter under the incoming Generation3 rules with its F-Type coupe.

WAU was not at the unveiling of the Gen3 cars at Bathurst, leading to pit lane speculation that the team has an alternative brand lined up. Instead, it's now understood that the team had simply not locked in which brand it will run in 2023.

While the F-Type is a V8-powered sports car that would fit the new regulations, and the brand has an association with the Walkinshaw family from the 1980s Group A era – when Ryan Walkinshaw's father Tom, won Bathurst in a XJS in 1985 – Jaguar has denied any interest in entering the sport.

Speaking to Speedcafe.com, a spokesman for Jaguar Land Rover Australia (JLR) said he had no knowledge of any discussions between WAU or Supercars. He made it clear there will be no factory support for any entry with WAU or any other team that wants to run an F-Type.

"Our focus remains on our existing ABB FIA Formula E World Championship programme as part of our wider Reimagine strategy which will see Jaguar become an all-electric modern luxury brand from 2025," the Jaguar spokesperson said.

At the time, Ryan Walkinshaw did not want to comment when asked about the report. However, since then, a source within Walkinshaw insisted the team is "absolutely not" committed to running a Jaguar in the 2023 season.

Although it would be fitting to see Walkinshaw involved in racing Jaguars again, without factory support it is unlikely that any team would take on the huge cost of developing and turning an F-Type sports car into a Supercar. ■

Information for this story from the Daily Telegraph and Speedcafe.com



F-Types have/are being raced in Europe, UK and USA. Above: One of the Invictus Games Racing Jaguar F-Type SVR GT4 race cars that competed in the 2018-19 British GT Championship.

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Formula-E Jaguar TCS Team Complete Pre-Season Test



Jaguar TCS Racing has finished a strong week of testing ahead of the start of season eight of the ABB FIA Formula E World Championship.

The team finished its comprehensive testing programme with Mitch Evans and Sam Bird – one of the strongest driver line-ups in Formula E – gaining vital data to develop the Jaguar I-TYPE 5, as well as trying out the new qualifying format and completing crucial pit stop practices with the team.

During the testing sessions, Bird and Evans travelled 1460km in total - the equivalent of London to Monaco - after each completing 217 laps. Briton Sam Bird started his testing week positively,

topping the time sheets in session one and demonstrating the Jaguar I-TYPE 5's potential for the season ahead, while Mitch Evans topped the practice qualifying session times.

Mitch Evans, Jaguar Racing Driver #9. "I think overall it's been a good week. You always go through different waves, particularly when there is three full days of testing. We started off strong and hit the ground running which is promising. We've been competitive in every session, every day this week which has been really encouraging. We got through everything we planned to do, we've got some good data to review and I'm looking forward to January for the first race of the season.

Sam Bird, Jaguar Racing Driver #10: "I'm so pleased with all the work the Jaguar TCS Racing team have done this week in Valencia. We've learnt a lot about the Jaguar I-TYPE 5 and where we need to progress before Saudi Arabia. I feel in a strong place as a team and certainly feel like we're going to Saudi Arabia with positive momentum and a lot to look forward to.

Jaguar TCS Racing will race on the streets of Diriyah, Saudi Arabia on 28 and 29 January 2022 in the first of 16 races in 12 cities across the globe. ■

Information for this story from Jaguar.



My Jaguar Story - Louis Marafiotti

My first interest in Jaguars was in 1990 when a workmate bought a XJ6 Series 2. He asked me to drive it from Elizabeth to the city to have it serviced by a Jaguar specialist, and he would follow and pick me up.

The ride was so comfortable and quiet that I thought I was sitting in my lounge chair. My main concern was that I might fall, asleep. My other concern was that he- paid \$30,000 for the Jaguar. This was more than our yearly wage.

At the time my daily driver was a 1972 Cadillac that I paid \$6,100 at auction and spent less than \$5,000 to restore. This included new upholstery and a complete repaint. Two and a half Cadillacs equals one Jaguar. (Pricewise).

My interest in Jaguars was ignited again in 2011 when I saw an advertisement in 'Unique Cars' at Lorbek Luxury Cars, Port Melbourne Victoria. The car was a 1985 Jaguar XJ6 4.2 litre for \$9,900. By the time I decided to go to Melbourne the price was \$7,000.

My son-in-law and I decided to go and have a look at the car and 2 other Jaguars that I found for sale in Melbourne. One was a 1977 Daimler in St. Kilda for \$9,500 and the second a 1983 Series 3 Sovereign for \$6,990 in Ringwood.



The ex Louis & Nella Marafiotti's 1985 4.2 litre XJ6 (now with Daphne and Bob Charman)

I informed all three owners that we would inspect the cars on the Saturday. By now you realize my budget was less than \$10,000. We arrived at Tullamarine Airport and picked up our hire car and proceeded to Lorbek Motors. On the way my son-in-law's phone rang and my wife in Adelaide informed us that the 1983 car from Ringwood would not start and the owner suggested we give it a miss. Good because Ringwood was a long way out.

We arrived at Lorbek Motors and there were many luxury cars (about 30); Ferraris, Porsches, Masseratis, and Jaguars, but the 85 Jaguar was not on display. All cars were undercover. The salesman said the Jaguar was around the corner at the mechanics to have the fuel injectors replaced.

Around the corner was about 3 kilometres away, but the salesman gave us a map. When we got there the workshop was closed. We rang the owner and he said he did not work on Saturdays. My son-in-law told him that Lorbek Motors knew we were coming from Adelaide to inspect, but he would not open up. I spoke to him nicely and he said, providing we were there at 12 noon he would open the workshop.

So, we proceeded to St. Kilda to inspect the 1977 Daimler. It was not in good condition as mentioned in the advertisement and would not start. From memory I think it was a V12.

Back to the workshop by 12 noon. The 1985 XJ6 was on top of the hoist but the owner would not lift it because of Occupational Health and Safety (we left our hard hats in Adelaide). The car could not be started because he was working on the injectors. We inspected the car as best we could and bought it.

Back to Lorbek Motors to organise transport, then back to Tullamarine and then Adelaide, in time for dinner.



Louis & Nella Marafiotti's cherished 1958 365 cubic inch Pink Cadillac.

My Jaguar Story - Louis Marafioti (cont)

By then, I had already joined the Jaguar Drivers Club and spoke to several club members who guided me pricewise. Also, because I was not sure what Jaguar I wanted, I attended a club outing to familiarise myself with the different XJ models. This was the 50th anniversary of the E-Type at the Birdwood Motor Museum. There were about 100 E-Type's there. I came in my 1958 Cadillac.

I was very pleased with my purchase and this was my daily drive, fairly reliable, but very thirsty.

In the February/March 2015 Classic Marque I noticed a for sale advertisement from the late John Stanley for a Jaguar 1999 XJ8 X308 that had only travelled 71,500 Kms. The colour was titanium. According to the internet titanium is the colour of a spoon (not my colour).

My next Jaguar had to be blue. It was again advertised in the April 2015 Classic Marque and again in May 2015 Classic Marque. It now had a price of \$17,000

but the colour was still titanium. My son-in-law informed me that he saw the car advertised elsewhere and the colour was blue. I rang John Stanley and he said it was blue and was now asking \$16,000. My previous budget of \$10,000 in 2011 had to be increased because of inflation, but the important thing was the colour was blue.

Now I had two Jaguars. I sold the 1986 XJ6 Series 3 to the late Ben Adler (Club Member). Unfortunately, he only enjoyed it for a short time and it now belongs to the Daphne and Bob Charman.

The 1999 XJ8 is a beautiful car to look at and drive and very economical to run. Under John Stanley's care it had won a gold award JCCV Concours D'Elegance and a silver award at a Jaguar National Concours D'Elegance in Victoria.

John Stanley said to me 'this is not the type of car you take to Bunnings', but it was going to be my daily driver (I cannot take the Cadillac). One day in my home

shed I noticed a ding in the front plastic bumper and the paint had been removed. I retraced my steps and remembered that I had been to Bunnings!

Unfortunately, the coolant sensor is very sensitive and is on regularly. I spoke to my mechanic and he said to check the coolant regularly, so I did, and did, and did, and it was always O.K., so I did not check it again.

It is sad but my Jaguar (blue) spent time in the Angle Vale Hospital awaiting an engine transplant. Thanks to Evan Spartalis (Jaguar life member), he found a second-hand motor with less than 50,000 kilometres from Hong Kong. My son-in-law changed over the engines and the car is now back on the road.

Regards,
Louis Marafioti

Editor- Louis has been diagnosed with Motor Neurone Disease but he told me that he is doing okay and is seeking alternative treatment. We clearly wish him all the best.

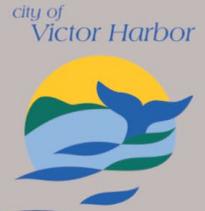


Louis & Nella Marafioti, 1999 Titanium Blue 3.2 litre XJ X308 Sedan

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Vehicles will be marshalled out of Old Noarlunga Oval between 10:30 and 11.00.

The travel route is through numerous, picturesque Fleurieu towns, enjoying a wonderful scenic drive, culminating in Victor Harbor, between 12:00 - 12:30, here vehicles will be on show to the public, and judging of various categories will occur.



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Australian Review - 2021 E-Pace R-Dynamic S P250

Editor: The following review was undertaken by Drive.com.au. It is comprehensive and should be of interest to current and potential E-Pace owners.

Jaguar's best-selling vehicle in Australia scores a midlife update with subtle styling tweaks and enhanced technology.

The styling tweaks to the E-Pace are subtle: a revised grille design, reprofiled air intakes and new signature LED headlights out front, while the rear remains largely untouched.

The biggest visual changes come inside, the centrepiece a new 11.4-inch touchscreen fitted with satellite navigation, digital radio, and smartphone integration.

Under the skin, Jaguar's engineers have improved overall chassis rigidity, strengthening the chassis mounting points as well as the suspension towers. The end result is a supposedly more comfortable ride.

The E-Pace range starts with the car we have on test here, the entry-level 2021 Jaguar E-Pace R-Dynamic S P250. Priced at \$65,900 plus on-road costs, it's the most affordable new Jaguar in Australia, scraping in a couple of grand under the base-model Jaguar XE sedan.

Next in the range is the 2.0 R-Dynamic SE with a starting price of \$69,097, followed by the R-Dynamic HSE at the strangely specific \$73,276, before topping out with the E-Pace 300 Sport with a sticker price of \$81,776.

As befitting a Jaguar, there's a healthy list of standard equipment in line with the premium small-SUV segment. Highlights include 18-inch alloys, electric



The mildly facelifted Jaguar E-Pace range arrived in Australia earlier this year (2021), bringing with it some subtle styling tweaks, enhanced technology and small price rises across the board.

front seats with a driver's side memory function, keyless entry and start, leather-trimmed seats and steering wheel, rain-sensing windscreen wipers, dual-zone climate control, and an electric tailgate.

Also befitting a Jaguar, there's a healthy list of options too long to mention here. Refreshingly, our test car came with only a handful of ticked boxes, bringing the as-tested price to \$69,350 plus on-roads.

Most fall into the nice-to-have-but-probably-not-needed category, items such as the black contrasting roof (\$970), red brake callipers (\$660), and cabin air purifier (\$780) all non-essential. Only privacy glass (\$690) and wireless phone charging (\$350) could present a compelling case for inclusion.

In terms of rivals, the E-Pace could be considered against the likes of Audi's Q2 and Q3, BMW's X1 and X3, Lexus's

RX range and the Volvo XC40. But all undercut the E-Pace on price, leaving the Jaguar to trade on the brand's heritage and the loyalty of its customer base.

It's a big ask of the leaping cat, in a segment where choices for buyers abound, even at this premium end of the segment. Let's see how the refreshed E-Pace stacks up.

Inside

The leather seats are sumptuous and comfortable, and with plenty of adjustment available to ensure the ideal driving position. The leather-wrapped steering wheel feels solid in hand, again with that feeling of quality.

Jaguar has ditched its rotary dial gear selector for a more conventional shift lever that, again, looks and feels premium.

Our test car was trimmed in Ebony and Deep Garnet soft-grain leather, and while that colour combo is not for everyone, there's no denying the quality of the materials and how nicely everything is stitched together.

Storage amounts to the usual pair of cupholders and a decently sized central storage bin with a nicely padded lid. A cubby fore of the gear lever houses the optional wireless charging pad and a smaller cubby for keys and the like. The door pockets can take bottles.

The second row is a bit on the tight side, but that's par for the segment. The seats, though, are super comfortable, enveloping you in a hug that's rare for second rows everywhere. There are air vents back there, while the flip-down armrest houses a pair of cupholders.



The good news for fans of the leaping cat, Jaguar has trimmed the range down to just four petrol-fed 2.0-litre turbocharged four-cylinder variants, doing away with diesel completely.

Review - 2021 E-Pace R-Dynamic S P250 (cont)

Visibility is decent, too, the overall ambience light and airy despite the swathes of dark leather and suede-like headlining.

Jaguar claims 601L of boot space with the second row in use by people. That seems ambitious, if not a little rubbery. Jaguar's website claims boot capacity is "measured by simulating the loadspace filled with liquid". With the second row folded away in 40:20:40 fashion, cargo capacity increases to a claimed 1386L, which is more realistic and on the money for the segment.

Infotainment and Connectivity

The focal point of the E-Pace's cabin is the new 11.4-inch touchscreen running Jaguar's updated Pivi Pro operating system. It's equipped with satellite navigation, DAB+ radio, Bluetooth connectivity, as well as smartphone integration via either Apple CarPlay or Android Auto.

The system is seamless and easy to use, with a clear menu structure that's easy to follow. Not all systems can make the same claim. Using Apple CarPlay is equally as effortless, while swipes and responses to touch inputs are razor-sharp.

A variety of options are available to help keep devices juiced up, including a 12V plug in the front console, two USB points inside the central storage cubby, another 12V plug in the second row, and a final 12V outlet in the cargo area.

Jaguar should be commended for sticking with chunky dials for the E-Pace's climate-control functions, eschewing the current trend for burying those controls



One of Jaguar's hallmarks has long been its premium cabins. The E-Pace remains true to that signature, with lush materials and a fitment solidity that goes some way to justifying its price. It's intangible, really, but the feeling inside the E-Pace's cabin is of quality.

inside infotainment menus and sub-menus. The dials are easy to reach, easier to see, and make for a user experience that doesn't leave you feeling frustrated.

The driver display is a hybrid of analogue and digital dials, which hug a central digital screen that shows an array of driving information and trip data. There are better systems out there, but it's serviceable enough and offers key information on the move.

Safety and Technology

ANCAP awarded the Jaguar E-Pace a five-star safety rating when the all-new small SUV launched back in 2017. It scored well in all key protection areas – 86 per cent for adult occupant, 87 per cent child occupant, and 77 per cent pedestrian. ANCAP also scored the E-Pace's safety systems at 72 per cent.

Standard safety technology highlights include an excellent 3D surround-view camera, autonomous emergency braking, blind-spot assist, lane-keeping assist, rear cross-traffic alert, traffic sign recognition and adaptive cruise control. A full suite of airbags covers both rows of occupants.

Value for Money

There's no way to sugar-coat it. The Jaguar E-Pace range is at the expensive end of the segment, with almost all of its major rivals undercutting it on price.

It does trump some rivals with its five-year/unlimited-kilometre warranty, which is increasingly the norm for our local new-car landscape.

Servicing is required every 12 months or circa 20,000km, whichever comes first, and can be prepaid at the time of purchase. It's not unreasonable either, Jaguar asking for \$1950 up front for five years or 102,000km of scheduled maintenance. That's reasonable for the segment.

Jaguar claims the E-Pace in this trim level will use 7.8L/100km of premium 95-octane unleaded on the combined cycle. We didn't get close to that number, our week with the E-Pace returning an indicated 11.1L/100km.

In mitigation to Jaguar, that week came during COVID-19-induced lockdowns, so our time behind the wheel was largely spent in an urban environment, restrictions limiting our movements and precluding any long and loping highway runs that would have seen that consumption number come tumbling down.



Our test car was trimmed in Ebony and Deep Garnet soft-grain leather, and while that colour combo is not for everyone, there's no denying the quality of the materials and how nicely everything is stitched together.

Review - 2021 E-Pace R-Dynamic S P250 (cont)

Driving

With the diesel engine previously found in the E-Pace consigned to history, it's a single petrol four-cylinder doing the heavy lifting across the range. The 2.0-litre turbocharged four-cylinder under the bonnet is part of Jaguar's Ingenium family of engines, and in this spec makes a healthy 184kW and 365Nm. It's mated to a slick nine-speed automatic transmission sending drive to all four wheels.

And right off the bat, the E-Pace is a capable cruiser around town, if not without its minor flaws. Acceleration is sharp without being manic, Jaguar claiming the sprint from standstill to 100km/h should take 7.5 seconds.

That feels on the money, certainly at city speeds where the E-Pace doesn't feel cumbersome moving away from traffic lights. There is some indecision from the nine-speed auto, on occasion taking too long to shift either up a gear or down, or sometimes two on downshifts, eliciting a rev-straining growl from under the bonnet.

Similarly, the stop-start system can be a little gruff and slow to react once the accelerator is pressed. Switch it off is our tip.

Our all-too-brief stints on the motorway (remember COVID?) did demonstrate that when pushed, the E-Pace has enough



The focal point of the E-Pace's cabin is the new 11.4-inch touchscreen running Jaguar's updated Pivi Pro operating system. The system is seamless and easy to use, with a clear menu structure that's easy to follow. Not all systems can make the same claim. Using Apple CarPlay is equally as effortless, while swipes and responses to touch inputs are razor-sharp. Jaguar should be commended for sticking with chunky dials for the E-Pace's climate-control functions,

on tap to easily merge or overtake at highway speeds. With plenty of torque available, and at a very usable 1300rpm, the E-Pace doesn't strain at the leash or feel flustered when more is asked of it. And it's under harder acceleration that the nine-speed auto transmission finds its sweet spot, quick to react and with smooth gear changes.

Similarly, there's a relaxed nature under wheel at highway cruising speeds, as if the E-Pace were happy to gambol along

without too much effort. And that's how driving should feel – unflustered and effortless.

The ride is acceptable, if a little on the flustered side, the 18-inch alloys telegraphing road ruts and imperfections back into the cabin. It's not terrible, but we've experienced better in some of its rivals.

Conclusion

The subtle design tweaks for this update have enhanced what was already a pretty sweet-looking small SUV. It's unarguably a stylish take on the formula, blending beautiful proportions with Jaguar's unmistakable design language.

The drivetrain combination is for the most part acceptable, although the indecision from the auto transmission can leave you feeling a little flustered.

Similarly, the ride characteristics serve as a reminder this is an SUV that has been engineered with dynamism first and foremost. And while that's commendable, the trade-off in day-to-day driving is a little underwhelming. ■

The above review was carried out by Rob Margeit, Feature Editor for CarAdvice. He has been an automotive journalist for over 20 years.



The E-Pace is equipped with a space-saver spare wheel and tyre. With the second row folded away in 40:20:40 fashion, cargo capacity increases to a claimed 1386L, and on the money for this premium end of the segment.

The Jaguar XJS Border Round-up

Swan Hill Victoria, Friday 20 — Monday 23 May 2022

The aim is to provide a casual 4 day weekend away with like minded Jaguar XJS enthusiasts and their cars, in a location as convenient as possible, for as many as possible with minimal organisation and plenty of free time.

Obviously this event is primarily for XJS Owners and their cars. However we welcome other Jaguar enthusiasts who might care to join us.

REGISTRATIONS are now open Check out the full details and registration process via the LINK BELOW

Further Details: Philip Prior Mob: 0402670654

Email: philipprior@bigpond.com



[DETAILS and REGISTRATION](#)

McLaren Vale Vintage & Classic 2022 (3 April)



McLaren Vale
Vintage & Classic
2022

Bookings via website www.vintageandclassic.com.au
Entry - \$30 per vehicle (Entries close 14th March 2022).
The 2022 event will support the McLaren Vale & District War Memorial Hospital, the local CFS brigades of McLaren Vale and McLaren Flat and Southern Koala Rescue.

MAIN ST PARADE SUNDAY 3rd April 2022



[DETAILS and REGISTRATION](#)

Compact Register Christmas Picnic

On a lovely Sunday afternoon, the Register met at 4.30pm at the Oaklands Wetland and Reserve.

The temperature was estimated to reach 36 degrees but it never got there and by late afternoon the weather was around

the low 30's, which was okay for an outdoor picnic given we all camped around a lovely shady tree.

It was a great location and it was a nice to get together after all the on-and-off again COVID-19 restrictions.

Everyone brought all they needed for a grand picnic and we basically had the Park to ourselves. It was a great day with lots of stories told.

See you all again next year. ■



Peter & Ros Holland, X-Type; David & Angela Rogers, 1966 S-type; Fred Butcher, 1969 Daimler 250 V8

XJ Mk10/420G Register Christmas Dinner & Show

Saturday night December the 11th was another wonderful night at the Glenelg Golf Course with over 100 members.

I started the proceedings by thanking a few people who were a huge help on the evening. I thanked the Glenelg Golf Club, especially the events coordinator Lynn Kschammer and Peggy Lindner from Tanunda for her generous supply of quality wines for our members on the night.

Also, Venette Ransay for supplying the beautiful flowers in the entrance hall, and our usual gang of performers for our showtime spectacular. Not forgetting Ray Bourne who controlled our music, and Grace Bawden, South Australia's opera singer.

Besides having over \$500 worth of give aways, we also had a few small Christmas gifts for some of our members who have fallen on tough times of late.

Special mention was made of our Register Members who make every event we stage, a huge success. We cannot do it without you.

Have a wonderful Christmas and New Year and look forward to catching up soon. For your information, next year's show is Saturday the 10th of December, 2022.

**Cheers
Bob Charman**



XJ Mk10/420G Register Christmas Dinner & Show (cont)



Register Minutes (SS, Mk IV, Mk V)

SS, Mk IV, Mk V Register



Currently meeting the 3rd Wednesday of each month.

Held at the home of David and Angela Rogers Sunday 28th November 2021

Previous Minutes:

The Minutes of 20th of October 2021 as issued were accepted as a true record of the meeting.

Present:

Bruce Fletcher, John Lewis, Des Brown, Malcolm Adamson, Bob Kretschmer, David Rogers, Ross Rasmus.

Apologies:

Antony Veale, Rob Paterson, Jack Richardson, Brenton Hobbs

1. Correspondence:

None

2. Welfare

- Bruce Fletcher -leg coming good.
- Des Brown all ok.
- Bob Kretschmer – fell and fractured his pelvis

3. Combined States Border Run 2022

Cowra: No further information at this stage.

4. Technical & Parts:

◇ Restoration Projects:

SS Airline:

Malcolm arrived in Airline, car overheating (so was Malcolm!) under load, ok on flat road. Thermostat closed in winter position. Electric fan to be installed.

1 ½ Litre Sedan; Ross Rasmus:

Ross gave a report on trying to get wheel alignment still in progress. Arrived in 1½ litre to meeting, looking good

MkV David & Angela Rogers

Checked over David's Chassis for Mk5 sedan, looking good.

Also checked chassis No. of DH, found to be sedan number!?

5. SS Register Meeting Dates:

Next meeting at Malcolms beach house 16 January 2022. Club funds to supply food, BYO drinks, chair and table.

Meeting closed at 4.00 pm.

Afternoon nibbles supplied by Angela, thank you, the fruit tarts were yum.

Brenton Hobbs
Register Secretary



Malcolm arrived in his Airline. The car was overheating (so was Malcolm!). After an inspection they found that the thermostat was closed in winter position. Electric fan to be installed (that's Bruce Fletcher under the bonnet).



Ross Rasmus arrived in his 1 ½ litre Mark IV. The car is looking good. Ross gave a report on trying to get a wheel alignment. Still in progress.

Register Minutes (SS, Mk IV, Mk V)



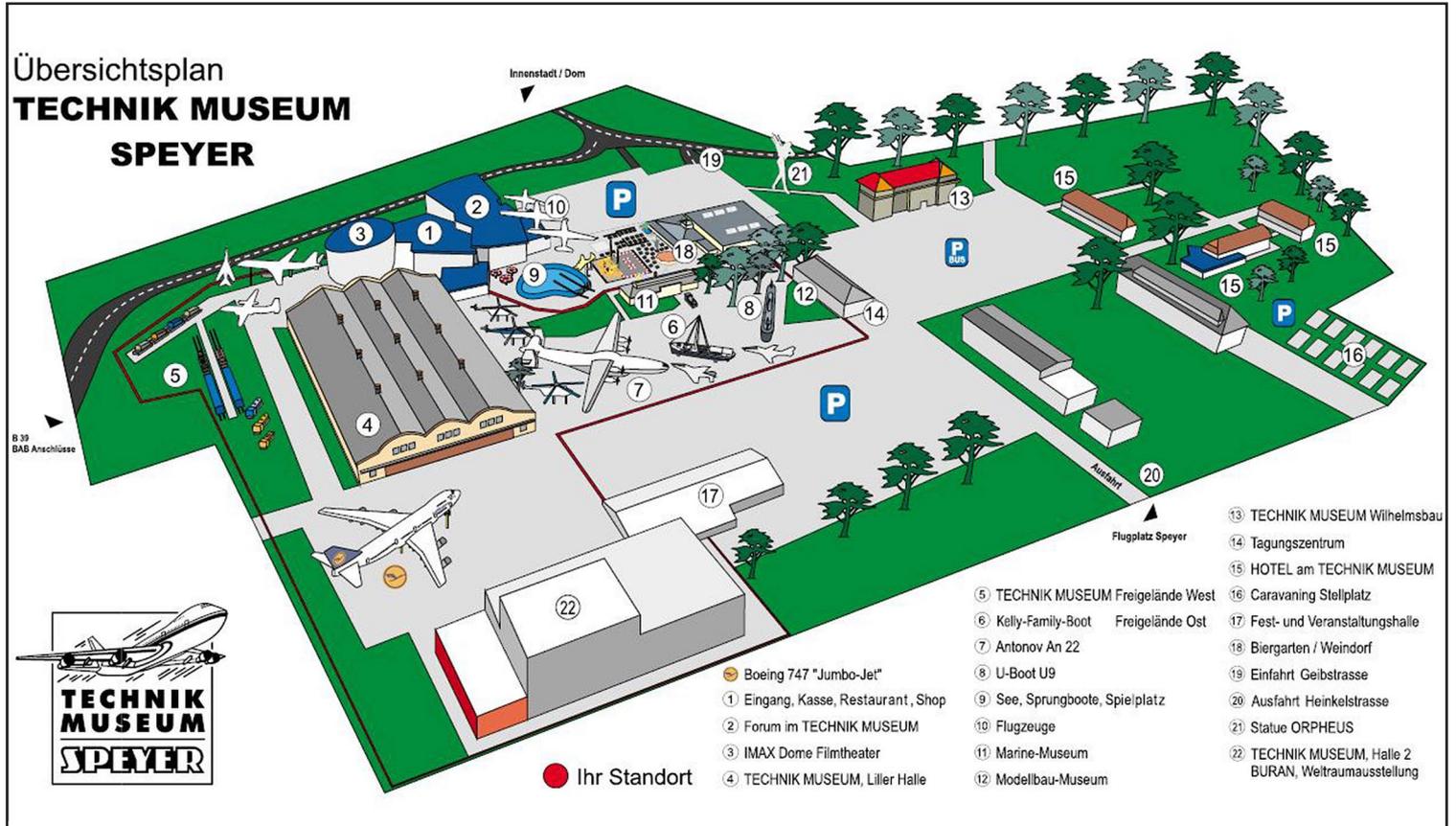
The members checked over David & Angela's Mark V that is currently under various stages of restoration. The story & history of their Mark V can be found in Classic Marque, April 2021.



Auto & Technik Museum at Speyer

The article “My Favourite Museums – Part 1” (August 2021 Classic Marque) concluded with me discovering there was a sister Museum to the one at Sinsheim located nearby at Speyer, so plans were quickly made to visit.

As it happens, while the Museum at Sinsheim was approximately 30 kms South of Mannheim, the Museum at Speyer was located less than 15 kms South of Mannheim, but it's location is in the township, and not next to a main Autobahn like its sister, so it was not as obvious.



It was early March and had been snowing overnight, so on the day I visited it was cold and wet, but it definitely didn't dampen my spirits. Based on the incredible displays I had seen at Sinsheim, I couldn't wait to get inside. I parked my diesel Alfa 147 rental car in the carpark and was greeted by planes mounted high in the air on large columns, and some huge turbine engines. As at the Sinsheim Museum, I could see a ladder to get into the planes, and a long curved slide to get out.



I paid my entry and entered to find a similar spectacle, with planes and cars everywhere. As I looked around, two things struck me – it was so clean, and there were no crowds. I guess the weather or perhaps time of year explained the lack of people, but the tidiness and sparkling exhibits were a joy to see. As I entered I saw a familiar vehicle in front of me; yes it was a Jaguar. A magnificently restored SS displayed with a number of other English vehicles.

My Favourite Museums - Part 2 by Linsey Siede (cont)



The collection of vehicles here was as diverse as those at Sinsheim, with cars from an early split rear window VW beetle to a high end Rolls Royce.



The vehicles were displayed in incredible settings, with mannequins dressed in the period, and accompanying the standard production vehicles were some unusual ones, like the various versions of the beetle including one shaped from wrought iron, a weirdly shaped two door, and a highly modified one, parked neatly beside a huge engine.



This sort of set the scene for the day, with small and large exhibits intermingled inside the huge incredibly well kept buildings. It seemed that every inch of space was utilized for various displays, and no matter whether you looked up or down, there was something there. Aircraft of all sizes were either hanging from the roof or mounted on columns, and the displays were of all things automotive and industrial, not just motor vehicles. It was heaven for those interested in anything mechanical or anything with an engine.

My Favourite Museums - Part 2 by Linsey Siede (cont)



As with the Museum at Sinsheim, the Speyer Museum also contained a number of instruments like this display of organs, which could all be operated through buttons mounted on a display board. Speyer also contained a display of Fire Engines, so the diversity seemed to never end.



There were more prestige vehicles like this Maybach, and another huge display of motorbikes. Like the cars, the motorbikes represented a huge bandwidth of old and new, and they had a very good range of bikes from the racing fraternity.



Then as I moved my way slowly through the exhibits, tucked away in another section and strategically parked next to a plane with a German Swastika on the tail, I stumbled across another beautiful SS Jaguar, so the SS Register was very well represented at Speyer.

My Favourite Museums - Part 2 by Linsey Siede (cont)



There was also a variety of unusual and rare vehicles displayed, including this red Ligier, and “The Tree” boat. On January 21st 2001 the human rights activist Rüdiger Nehberg set sail on a 4,000 km crossing of the Atlantic from Mauritania to Brazil. The boat he designed himself which was propelled solely by its sail, was made from the trunk of a 350-year old Swiss silver fir. It is 18 meters long and weighs about 12 tons. In order to prevent the boat as far as possible from capsizing and sinking, the trunk was fitted with foamed cavities and two outriggers.

After a voyage of 43 days (including 7 days during which the boat was becalmed) Nehberg reached the coast of Brazil safe and sound. In July of 2002 “The Tree” was given by Günter Nehberg to the Technik Museum Speyer as a donation.



There was a display of unusual American vehicles including NASCARs and vehicles for Tractor Pulls, and some very unusual and special German vehicles including this incredible early model Opel RAK2 racer.



My Favourite Museums - Part 2 by Linsey Siede (cont)



It was now time to venture outside into the snow, and what I saw almost took my breath away. There in front of me was a Lufthansa 747 high in the air, mounted in take-off position. It had the obligatory spiral staircase leading up and the slide coming down. As at Sinsheim, many of the larger exhibits at Speyer were open for you to explore, so up I climbed. When I got to the viewing platform I could see a line of Train Engines one way, and unbelievably, objects the other way included a Russian Antonov cargo plane, what looked like a large fishing boat, as almost hidden behind that was a German U Boat. What?? A submarine?? OMG!!!



I continued to climb up into the 747, and when I got inside, there was another surprise. The entire inside of the plane was sectioned. You entered into the passenger cabin, and could walk forward and look into the cockpit, but as you moved to the back, you could go down into the cargo area.

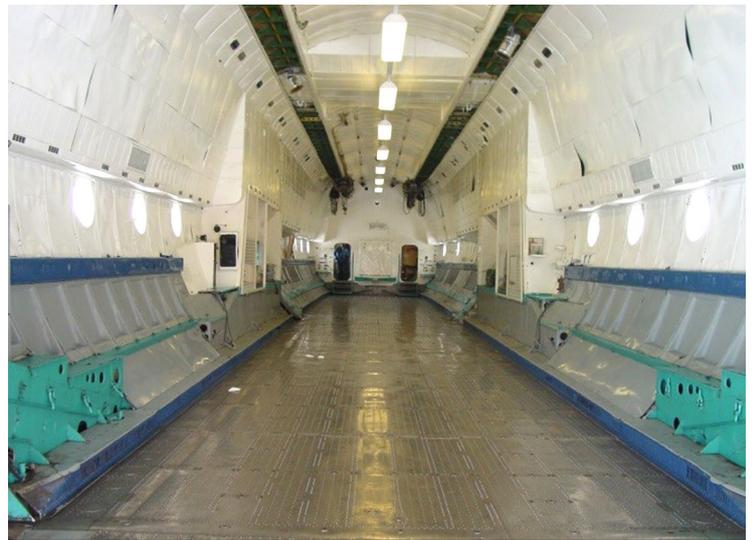


My Favourite Museums - Part 2 by Linsey Siede (cont)

As I continued to walk towards the rear of the plane, I could not only see the structure of the plane exposed, but also all of the wiring and hydraulic lines, etc. Looking forward from the tail, shows the entrances to the cabin area and the long walkway to the rear.



For an automotive Engineer it was an incredible look into the structure and construction of an aircraft, but for the boy in me there was only one decision on getting down. It was grab a mat provided on the platform, and down the slide I went, and on to see inside the Antonov.

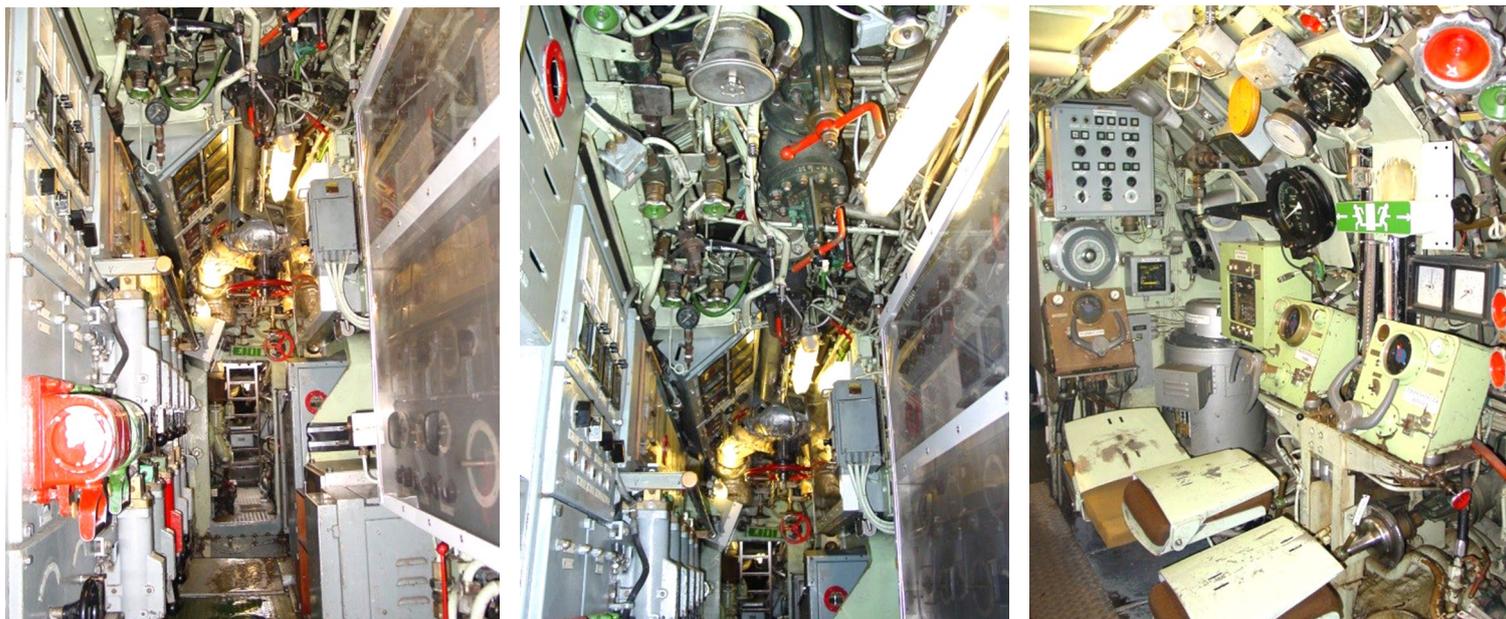


From there it was on to see the U-Boat, which was also open for viewing. Entry was via the rear of the Submarine, and it was like dreams coming true. How many of us have ever wanted to look inside a submarine, and thought it would never happen, and yet here I was.

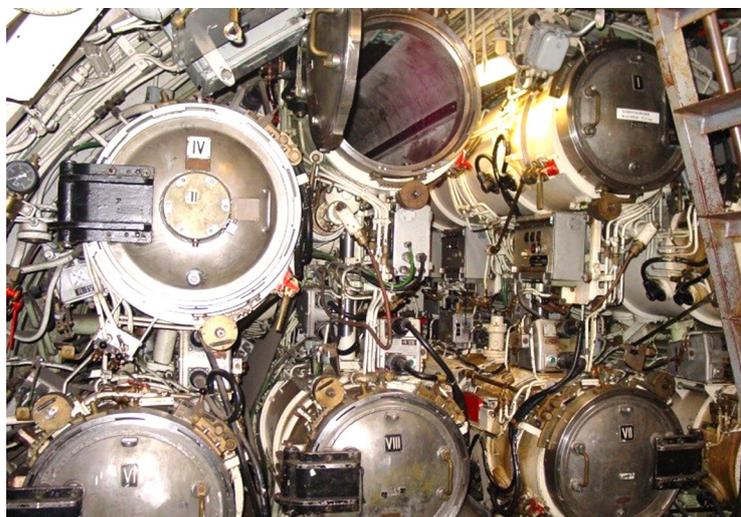


My Favourite Museums - Part 2 by Linsey Siede (cont)

This particular submarine is a U9 that was built in 1966, and was in use until 1993 when it was moved to the Museum. Like most people I've seen movies with submarines, but as I entered the engine room, I couldn't get over the lack of space. This was to continue all the way through with seemingly every inch of space utilised for something.



The eating and sleeping areas were the same, and the seats doubled as beds, and within that small space the very narrow beds were three levels high. The exit was via the torpedo room with the torpedo tubes clearly numbered, and as I emerged I got another view of that incredible Jumbo 747 high in the air.



At Speyer there is a separate house with clothes and dresses through the ages, but that was of no interest to me. I did stick my head briefly into some other small buildings which included displays of model cars, memorabilia and a huge collection of old radios. There was also a building with a display of smaller boats.

My Favourite Museums - Part 2 by Linsey Siede (cont)



Now this is where my tour from 2006 ended but I must come clean and admit that I did re-visit again in December 2012, when I flew to Germany to attend my friends 60th birthday. We met in 1980 when we both attended General Motors Institute in Flint, Michigan (now called Kettering University) for a one year post graduate fellowship program, and had remained friends ever since. While I was there, I took the opportunity to revisit the Museum at Speyer, because I'd heard there had been some changes and new additions.

As I arrived, things looked very familiar. The entrance was the same, the tidiness was the same, and the lack of visitors was the same, but this time at least there was no snow. While many of the exhibits hadn't changed in the 6 years since my prior visit, there were some new ones including boats and a collection of Messerschmitts.



There were also some more submarines, and a full sized Carousel, but what I had come to see was in a brand new purpose built facility.



I ventured out of the main building and into the open displays, where obviously the weather was much nicer.

My Favourite Museums - Part 2 by Linsey Siede (cont)

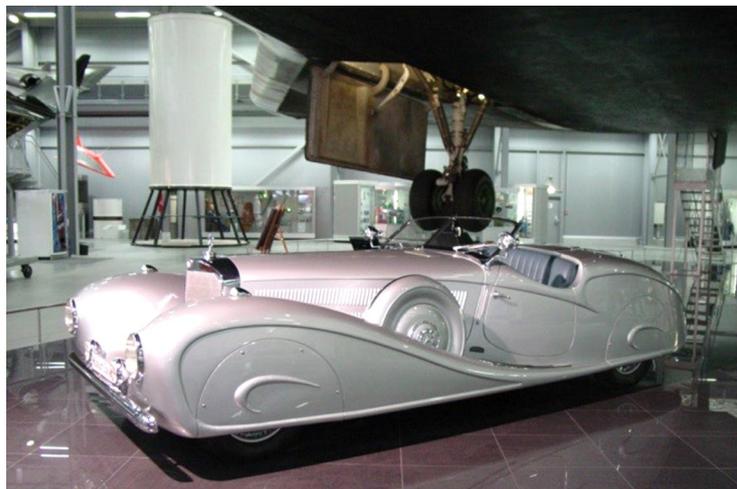


This allowed much better views from the viewing platform underneath the Lufthansa 747, and showed the outside exhibits more clearly, but it was mid-December in the northern hemisphere and the temperature was definitely starting to drop.

I had recently discovered they had constructed a brand new building called the “Space Flight Exhibition”, so I made my way past the outside exhibits to this new building. The literature said that in this building they would present approximately 600 unique exhibits on an area of over 5,000 square meters, documenting the history of space flight from its beginnings in the early 1960s to the current international space station, so I was keen to look inside.



The building was huge, and inside was not only the original space shuttle BURAN, a training module of the space laboratory Spacelab, and a 1:1 model of the research module Columbus, but there were also valuable space suits, original documents, models, and many other space exhibits. These included an original landing capsule of the Soyuz TM-19 mission, and a high-quality replica of the Vostok 1 spacecraft, and many other space related items.



My Favourite Museums - Part 2 by Linsey Siede (cont)

The area inside this new building was huge, and I immediately understood why there were a number of new exhibits in the original hall, because as I looked around I could see they had moved many of the ones I had seen on my earlier visit, out to this new building. But they had also added new exhibits here as well, including an absolutely magnificent 1936 Mercedes Benz 500K that had been custom made for the former King of Iraq.

As in the older building, there were planes hanging from the roof, plus more cars and motorbikes. They had also added two mezzanine levels around the walls that now housed their large motorbike collection, spacesuits, and many other items.



As I left this incredible exhibition and walked back to the main building, I realised I must have been in there quite a while, as there was snow on the ground and it was in fact still snowing. I hurried back but on my way noticed a new ship had been added to their outside displays, and decided I had better have a quick look.



It was a Rescue ship built in 1975 and was the first ship of the large 44 meters class of the DGzRS at the Schweers shipyard. It is powered by three engines with a combined output of 7200 hp and reaches a maximum speed of 26 knots (approx. 48 km/h). The rescue ship is equipped with a small autonomous rescue ship, an on-board hospital, a water cannon for fire-fighting, and many other features.

After I had walked through and examined the features inside the ship, it was time to leave Speyer, and drive to my hotel to get a good night's sleep before heading to my next stop, and I think, my favourite of the three Museums. It will be covered in "Part 3" of this series titled "My Favourite Museums", and what was that I was saying about there being "No Snow" on this visit!!!

More information on the Museums at Sinsheim and Speyer can be found at: <https://sinsheim.technik-museum.de/> and at <https://speyer.technik-museum.de/en/info>

I hope you have enjoyed this brief tour through Speyer, with all photos taken by yours truly, although admittedly taken across two visits that were six years apart!! Stay tuned for Part 3, the best is yet to come!!

(Editor - A Big thank you once again to Victorian Car Club Member Linsey Siede)

Tech File - Overcoming the Flaw in the 4.2 Engine Block

Editor: While visiting "Sports Car Centre", I listened-in on varying opinions regarding cracking between cylinder liners in 4.2 litre engine blocks. The discussion was - "if the block is not cracked, do you leave it and put the head back on or do you go to the expense of installing stepped liners?" I decided to do some research.

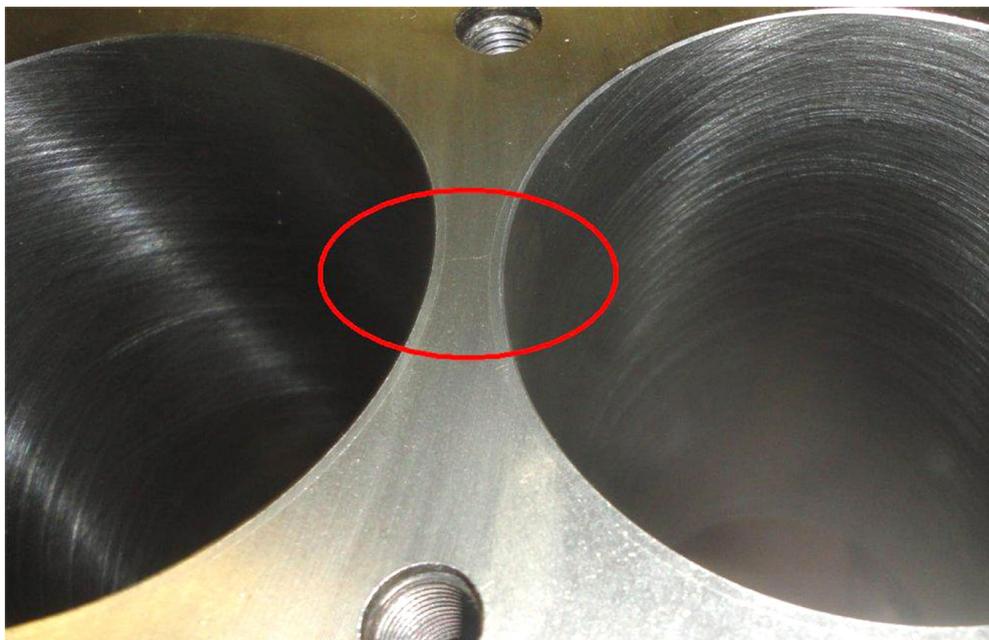
4.2 litre XJ6 Engine Block

At best the 4.2 litre Jaguar/Daimler engine block could be described as suspect and its quality further declined throughout its production.

It was designed in the early 1960s to give more torque and better low to mid-range performance than the 3.8 litre engine, which it genuinely did. Early examples (fitted to the last Mark X's, the E-types and the 420s until about 1968) are easily distinguishable from the XJ6 blocks by two fewer waterways at the rear (watch swapping your cylinder heads), three large core plugs per side and studs screwed directly into the block face.

The later engines are usually prefixed 7L (all 4.2 litre engined Jaguars from 1968 to 1975) or 8L (1975 onwards) and these are the ones covered in this article.

The pre-XJ6 block was said to be improved upon by the 7L block, which had a more efficient internal cooling flow. The problem was that the cylinder head studs screwed directly into the base of the block, through the waterways and, if the correct coolant is not used, then they will rot out very quickly.



These studs are also twice as long as the pre-1968 blocks, allowing more stretch and therefore more variation in clamping pressure against what has been set with the torque wrench and this makes it more prone to head gasket problems. This improved block cracks, usually hairline cracks appearing in the block, eventually becoming stepped (when one side becomes slightly higher than the other) and the liners drop.

The 8L block, a strengthened 7L block, cracks even more than the 7L, and this may be due to an increase in thermostat temperature or to unweathered blocks being used or, possibly, a reduction in standards under British Leyland.

Why do they crack?

They crack because of the very high temperature differentials created by inefficient coolant circulation. Coolant can circulate around the block only at the very front and the very back. The water pump outlet is positioned so that when the thermostat first opens, cooled fluid is pumped mainly down the exhaust side of the block. The inlet side with its much less efficient circulation, remains closer to the thermostat temperature. This means that you could possibly have 0 degrees centigrade fluid entering the exhaust side of the block and 88 degrees C fluid (fuel injected cars) leaving the inlet side. The cooling fluid then passes up through the cylinder head mainly from the exhaust side, passing out through the inlet manifold, again maintaining the temperature differential on the inlet side of the block.

This problem – actually solved in 1981 by machining latitudinal cracks (slots) across the block and so fluid was able to circulate from the exhaust to the inlet side between the liners, equalising the temperature in this weak area. Unfortunately, this gives you only about 3mm for the gasket to seal on between the waterways and the combustion chamber, which is not much thicker than a core plug. So, if the correct coolant fluid is not used it corrodes through at this point and the block is scrap.

Also, if the head gasket goes (which it does frequently) and it is left too long, it burns through at this point and the block is again scrap. This is now causing more problems than the original cracks.



The temperature differential between the inlet and exhaust side of the block was solved in 1981 by machining longitudinal slots across the block allowing coolant to be able to circulate from the exhaust to the inlet side between the liners, equalising the temperature in this weak area.

Overcoming the Flaw in the 4.2 Engine Block (cont)

What can be done?

Many Jaguar specialists say these cracks don't matter. Some surprisingly big names do nothing about them and all they do is skim the block face. I quote: "What can we do, we cannot throw the majority of 4.2 litre engines away and we get very few comebacks under the 12 months warranty". Certainly, by skimming the block (to remove irregularities such as stepping) flushing and new studs, most engines will last, at least the twelve months before the head gasket goes. But there are methods which used to deal with the problem more effectively:

Cold Stitching

This is where you drill holes each side of the crack, thread the holes and screw in brass rods, then skim. The idea is that the rod expands more than the block metal when hot and so closes the crack.

Welding

You fill directly into the crack and then fill the resulting hole with weld, then skim. This may work by creating a wedge of new metal over the crack (which incidentally extends over 1 inch downwards). However, talk to a metallurgist about welding large cast iron areas without pre-heating!

Ceramic Coating

This is where the inside of the block is coated with resin which glues the cracks together.

Top Hat Liners

But there is only one method which is fool proof as it not only works but it improves on the original block and solves the problem indefinitely.

This is where the old liner is machined out and a recess is machined in the top of the block.

A new liner is then pressed in. This has a lip around the top edge which fits into the recess. The tops of the liners touch each other so the head gasket now seals on the top of the liner and not the block.

The extra advantages of this we that you can return to a standard bore (standard pistons tend to be cheaper) or the original pistons (if in good condition) can be reused. **It also means that if required for a performance rebuild, the block can be bored out to 4.5 litres.**

The procedure when preparing the block is as follows:



Based on his extensive experience in rebuilding XK engines, the UK author, Brian Read, claimed that 70% of 7L blocks he has looked at are cracked, and 80% of the 8Ls. His opinion was that "Top Hat" liners were the only permanent cure.

1. The block should be perfect without cracks and corrosion (slotted blocks)
2. The fact that the block is not cracked at the point you rebuild it does not mean it has not started to crack.
3. If there is any bowing then the block will require the crank carrier to be line bored.
4. Send for boring and honing.
5. Remove all core plugs and the rear engine plate. Then spend 20 minutes with a pressure washer to remove sediment and rust from inside the block. Chemical cleaning can stain bearing faces, bores, etc.
6. Remove all the oil gallery plugs (not forgetting the small conical gauze fitter behind the hydraulic chain tensioner), then pressure wash, preferably with detergent, all the oilways.
7. Replace all the long studs,
8. While being replaced, the studs will run 16 to 17 turns into the block, allowing for the domed cylinder head nut to tighten onto the head and not torque up a few threads above the spacer. Four studs are slightly longer than the others; this is for the engine lifting brackets.

Thermostat

The main contributing factor causing blocks to crack is due to the thermostat.

When a car boils up, you are told to let the engine cool down before topping up with coolant and that this stops the thermal shock which causes cracking. An 88 degrees C thermostat allows the engine

to reach 12 degrees C less than boiling point before opening wide to allow the block to be swamped from one end by cooled fluid from the radiator. In other words, your engine receives a thermal shock every time the thermostat opens.

To reduce this, you can remove the small back flow tag and drill another hole the same size in the thermostat, allowing fluid to pass through the system and so help equalise the temperature of incoming and outgoing fluid. The engine will take three to four minutes longer to reach operating temperature but it helps stop the head gasket blowing.

Do not leave the thermostat out completely since the fluid will only circulate around the front and middle of the engine, and this causes hot spots.

Make sure you use the correct thermostat on early pre-XJ6 engines as many of the early 3.8 litre ones with cracks have been fitted with the smaller modern thermostat. Carburetted cars run well with 75 degrees C thermostats drilled as above; fuel injected cars need an 88 degree C thermostat drilled to cancel out the heat.

Cracks in the block may not always be apparent unless you have good eyesight and are specifically looking for them, so use crack test fluid. A non-Jaguar specialist would not necessarily notice them because they may not know to look for them. ■

Information for this story from 'Jaguar Enthusiast' magazine (UK).



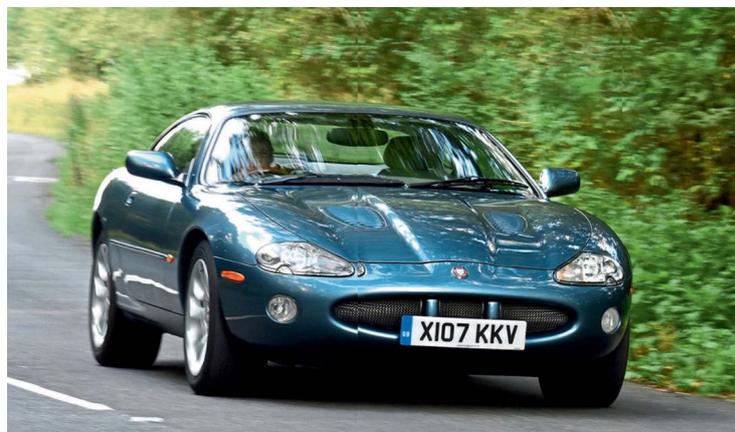
The January 2022 edition of Jaguar World includes the following feature stories:

- ◇ **XJR vs XJR:** They head to the racetrack to find out how a highly developed, class-winning X300-generation XJR compares with a standard supercharged version.



- ◇ **E-Type Series 1 860002:** The remarkable history of the second production right hand drive FHC built and was the first E-type fixedhead coupe ever to go racing.
- ◇ **Daimler 3.6 Litre:** This profile of a very early and, therefore, rare Daimler-badged XJ40 3.6 from 1987, explains the differences over the Jaguar model.

- ◇ **XKR 4.0:** When the owner bought a 2000 XKR 4.0 in 2003, little did she know that it was once a Jaguar press car, that appeared in many magazines. Two decades later, we revisit this beautiful metallic blue GT coupe and talk to the owner about her two decades with the car.



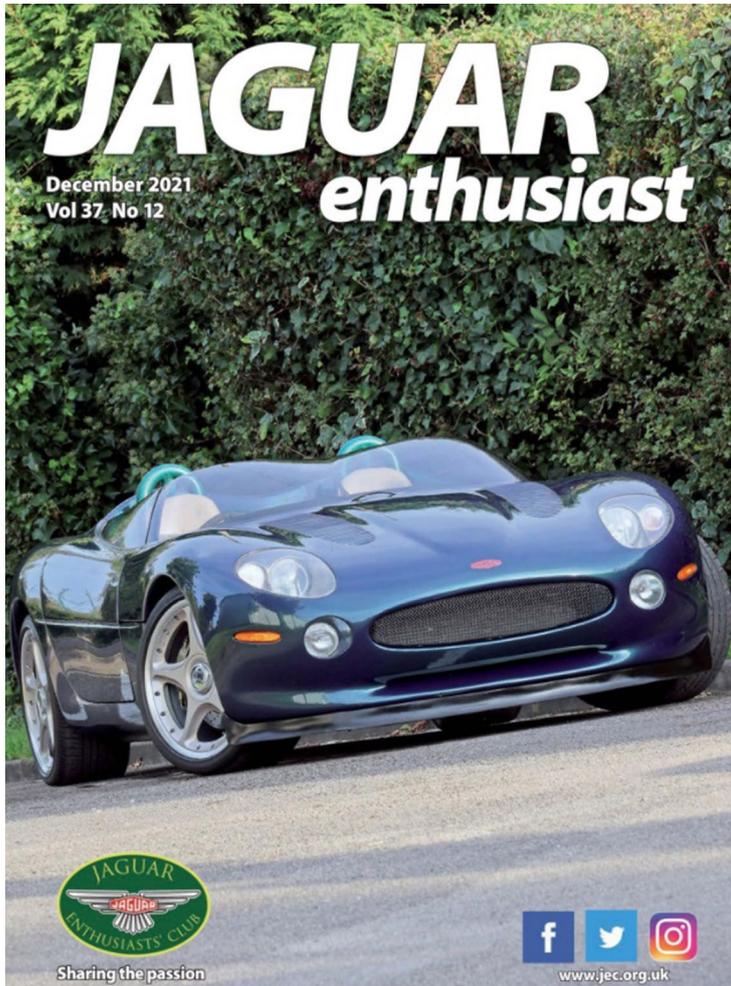
- ◇ **Modified Mk 1:** With bigger brakes, better steering and more power, this 1957 3.4 saloon has been transformed into a real driver's car.



- ◇ **1991 Facelifted XJS:** It's 30 years since the XJ-S was given a substantial facelift to keep the now elderly car relevant until the mid-Nineties. We discuss the many changes, before driving a 4.0-litre coupe.



- ◇ **Mark X:** They take an in-depth look at Jaguar's first modern saloon, the Mk X from 1961, to explain why it is so different from its immediate predecessor, before driving a 4.2-litre version. ■



Front Cover: Celebrating automobilia relating to Ecurie Ecosse.

The Jaguar Enthusiast magazine is produced by the Jaguar Enthusiasts' Club, the largest Jaguar club in the World. The magazine is produced monthly and available to National JEC Members or electronically via Pocketmag subscription.

Each month they have stories from each of their "Registers".

In the December edition: -

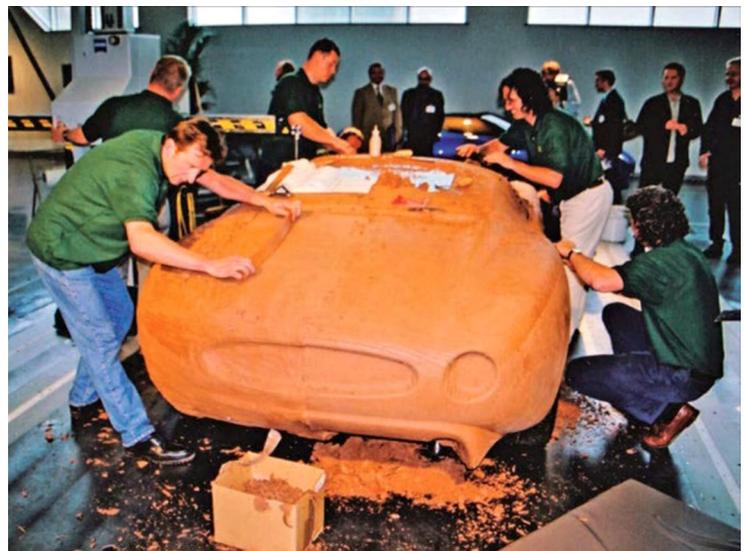
- **Compact 1956-1969:** A devote talks about his Daimler 420 Sovereign.
- **E-type:** Member continues the 7th part of his long running story of his E-type restoration + some V12 tips and upgrades.
- **F-Type:** Club owner takes his F-Type for a scenic tour of the north Coast of England.
- **Mk 7-420G:** Author Nigel Thornley looks at the statistics behind the sales of the Mark X/420G.
- **Modern S-Type:** Numerous technical issues and problems discussed/solved.
- **Modern XK:** An XK(X150) transformed with a GDJ (Grantley Design Jaguar) body kit.
- **Pushrod 1922-1950:** Members experience with a Mark V 3.5 litre Drop Head Coupe.
- **SUV Model Section:** An F-Pace SVR owners experience in buying and running an ex demonstrator.
- **XF:** Owner offers his experience of XF ownership + long wait to buy a new one + technical problems answered.

- **XE:** Is the XE the next generation classic?
- **XJ (Series 1/2/3):** Coverage of a superb and very rare collection of XJ's that included a restoration of a very rusty XJ-C that was none other than Jim Randall's company car (Director of Jaguar Vehicle Engineering). It was a pre-production car and chassis no.2, a left hand drive example converted to right hand drive by Jaguar themselves.
- **XJ (1986-02):** Owners story of buying another XJ40 + another owners work on not one, but two supercharged XJ X300's.
- **XJ X350:** Member discusses his long term ownership of his X350 and the knowledge he gained.
- **XJ X351:** Members experience with two XJ-351's.
- **XJ-S:** Numerous problems with wiper blades discussed + identifying/solving problems on XJS's fitted with *Teves* ABS brake systems (1988-1995).
- **XK (120,140,150):** The story of two Irish XK120's.
- **X-Type:** An owner shares his story of owning four X-Types.

Technical - Talking Tyres: An expert provides an insight into tyre markings and important information you need to know.



Special Feature - 1998 XK180: Six page story detailing the development of this concept car built to celebrate the 50th anniversary of the XK, and to show the world the skills of Jaguar stylists, craftsmen and engineers. It was presented at the Paris Motor Show in 1998. Only 2 cars were built. ■



The XK180 under development, formed out of clay in the traditional way of craftsmen.

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, ***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



Val Weeks in the Ex Gavin Sandford-Morgan, Ex John Blandon Ecurie Ecosse C-Type. The team had the three ex-works C-Type race-cars, identified from each other by the number of stripes across the bonnet. This C-Type has one stripe and was known as lance-corporal. The other two were known as corporal and sergeant.

FOR SALE: 1985 XJ6 (S3)

- ◇ This car has been well maintained.
- ◇ Service/repair records back to 1994.
- ◇ Unfortunately, it was caught in our recent hail storm and suffered some damage. It has a few minor dents on the bonnet and the roof. The most damage is to the Chrome wheel arches and around the windows.
- ◇ My insurance company has written the car off, so I can no longer get comprehensive insurance. I can still register it and get third party property.
- ◇ As a result, I am looking to sell the car.

Asking Price – \$10,000

Contact: Graham Crocker crockfang@gmail.com



FOR SALE XJ6 (S1) 1972 auto.

- ◇ British Racing Green 4.2 litre.
- ◇ Good overall cond with matching No's
- ◇ Carbs rebuilt, new water pump, new viscous coupling. Manual choke fitted.
- ◇ Has excellent straight panels virtually rust free. Paint on boot, roof and bonnet is poor.
- ◇ Interior is cinnamon and upholstery will require restoration.
- ◇ Has a few leaks that require attention.
- ◇ Good set of S2 chromes with Khumo whitewalls.
- ◇ On club reg and driven fairly regularly on fine days. Workshop and owner's manual come with car.

Price: \$7,900

Car located in Uraidla. Phone Paul on 0415 183 495.



FOR SALE: 1993 Jaguar XJ 40 auto

- ◇ Car is located in **Victoria**. Reluctant sale. Owner has just turned 92.
- ◇ Solent blue 4.0 litre Sovereign with beige leather interior.
- ◇ Immaculate condition inside and out.
- ◇ Extremely well maintained, low km. and known providence.
- ◇ Includes air bags, sun roof, A/C, sound system, service history, all manuals, original tool kit, spare key, etc.
- ◇ This superb car is on Club plates and will be sold unregistered.

Price: \$18,490

Contact: Jack or Phyllis Edmonds Glen Waverley, Victoria 0407 277 404



FOR SALE: 2004 X-Type Sport

- ◇ 2.5L 6-cylinder 5 speed auto AWD Burgundy with Tan interior.
- ◇ In recent years, a considerable amount of money spent on engine, ac, new roof lining and more.
- ◇ Is registered, only being used once a week these days and no longer required. Original new paintwork with guarantee of no rust by the painter.
- ◇ The car is located in Kensington Gdns.

Price: \$3,500 ONO

Contact: Brett 0419 276 453



Looking at Buying a Pre-1970 Jaguar?

Two years ago, there were collectively over 2,000 Jaguars for sale on Carsales, Carsguide, Gumtree and the like. Now there are barely 700 for sale. The lack of supply has pushed up prices of Jaguars by roughly 30%. There are still some bargains to be had, but they are just harder to find. The following are a collection of some of the cars advertised for sale during December 2021. Please Note that the adverts are provided for information only, are not endorsed by our club, and the cars may no longer be available for sale.



1947 Mk IV 2.5 Manual. New leather seats & repaint. \$47,000



1947 Mark IV 3.5 litre convertible. 22,580 km. Restored. \$165,000



1949 Mark V 3.5 litre Manual. 7,496 km. \$35,000



1950 Mk V 3.5 litre Manual. Air-conditioning. 63,316 km. \$38,000



1954 Mk VII (early) Manual. 56,000 km. Older Restoration. \$40,000



1957 Mk I Manual. Recent restoration. 86,231 km. \$59,999

Looking at Buying an Pre-1970 Jaguar?



1950 XK120 3.4L. Ex racing history. 11,580 km. \$189,995



1951 XK120 (LHD) 3.4L. Fully restored. 4,369 km. \$179,950



1953 XK120 3.4L. Recent restoration. 17,706km. \$165,000



1956 XK140 3.4L SE FHC. Fully restored. 18,332 km. \$179,950



1958 XK150 3.8L (ex LHD). Older restoration. 65,995 km. \$159,000



1958 XK150 3.4L. 200 miles since rebuild. 14,289 km. \$159,995



1959 XK150 3.8L DHC. Good Condition. 65,995 km. \$150,000



1959 XK150 3.8 S DHC. Full restoration. 62,000 km. \$285,000

C - Type Jaguar at 70/Club Notices



English supermodel Yasmin Le Bon pumps up the glamour of this vintage 1952 Jaguar XKC 005 for the summer 2015 issue of Goodwood Magazine. Yasmin was one of the highest-earning models during the 1980s and is also known for being the wife of pop star Simon Le Bon.



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



Karlie Ridley
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Rental
Management

Club Notices

GENERAL MEETING ROSTER 2021/22

February	Compact Register
March	XJ, Mk 10, 420G
April	Multivalve Register
May	XK, 7, 8, 9 Register
June	E, F, GT Register

CLASSIC MARQUE

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

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

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 2021 -2022

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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..

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Email: fmbutcher@bigpond.com

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Librarian Tom Brindle

Phone (08) 8387 0051

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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

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- 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*

Vacant

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.*

Alan Baker. Email: ambaker@iname.com or

Alan Bartram. Email: adbartram@bigpond.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

