

CLASSIC MARQUE

APRIL 2021



FEATURE - JAGUAR MARK V (1948-1951)

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President's Column – April 2021

The year is now well underway and Easter is nearly upon us how time flies when you are having fun, or maybe I am just getting old.

We have continued to enjoy and appreciate the efforts of our Register Secretaries who have arranged register meetings and kept an eye on the welfare of club members. Sometimes we forget to show the appreciation we should and need to remind ourselves that our Registers are the backbone of the club.

What a glorious day and a magnificent turnout of Jaguar and Daimler cars at the President's Picnic. We had 96 cars on the oval at the National Motor Museum and appreciated the Museum's hospitality and support in the organisation of the event. Many thanks to Dane Wilden who was our man on the ground and did a great job making sure everything was in order for the day. Equally a thank you to those who assisted as Marshals on the day and to Ron and Claire for once again managing the regalia stall.

Maybe the President's Picnic should be a regular event in the club calendar around this time each year complimenting SA Jag Day in October later in the year. Certainly, the numbers turning up to this event

would indicate that plenty of support. Something for the next President to ponder.

A brilliant turnout of E Types proudly celebrating the models 60th Anniversary added a little extra to the occasion. There were I believe 50 E Types assembled for the city display at the Torrens Parade Ground earlier in the day. Many thanks to Tom Herraman, who organised the E Type contingency on the day.

Our Governance Committee has been working on a constitutional review. There are a number of aspects of our constitution that need to be brought up to date and we expect this review will be presented to the Executive Committee in April for their initial response before it is presented to members for approval. Again, many thanks to those who have worked on this and in particular to Tim White for his leadership in this.

Most members will be aware of the sad loss of a long standing and faithful member of the club, Doug Harrison, who passed away after a lengthy period of ill health. As a club we all extend our sympathy and support to Sue at this difficult time.

Philip (President)

Vale - Doug Harrison

March 18, 1940 – March 17, 2021

We recently lost our good friend & long-standing club member Doug Harrison.

It was so good to see so many club members of our Club at his funeral, which is only fitting, given Doug's love of the club & his Jaguars, especially his beloved white Mark 9 (which was well featured at the funeral)

Even Doug's first date with Sue was in a "borrowed" Mark 4.

Doug & Sue were highly active members of the club & served for many years on the committee in a variety of positions, for which they were both awarded Life Membership of the JDCSA.

Many of us will remember Doug as the smiling jovial face at an event with his signature bottle of red in one hand and a glass in the other & together they attended many National Rallies & even an international trip, on which Doug & a former President of our club were instrumental in installing a Bar at the rear of the bus!

That was Doug, a loving husband, a great character & not just a Jaguar lover but a lover of all British made cars and a valued member of our club.

Steve Weeks (Secretary)



Doug Harrison 1940-2021

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Front Cover:

David & Angela Rogers 3.5 litre Mark V ("Matilda")

Rear Cover:

Collage of Jaguar Mk V Photos



@sajaguarclub

Events Calendar

Tuesday 6th of April 2021 - 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 14th of April 2021: XJ, Mk10, 420G Register Meeting- 06:00 PM - 9.00 PM

The Bartley Hotel, Bartley Terrace, West Lakes Shore SA 5020, Australia.

For more information please contact Bob Charman. Email: xj420g@jdcsa.com.au

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

Thursday 15th of April 2021. SS, MkIV & MkV Register Meeting

At the home of Antony & Bronnie Veale

Enquiries - please contact Bob Kretschmer: (08) 8357 8233, Mobile 0427 711 400 or Email: kretsch@internode.on.net

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

Thursday 15th of April 2021. E-Type, GT and F-Type Register Meeting

Time and details TBA

Enquiries to Tom Herraman : etype@jdcsa.com.au

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

Friday 16th of April to Monday 19th of April: JAGUAR XJ-C MILDURA MUSTER 2.0

Mildura Golf Resort, 287 Twelfth St, Mildura VIC 3500, Australia

For more information goto: [XJ-C Mildura Muster 2](#)

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

Sunday 18th of April: McLaren Vale Vintage & Classic - 11:00 AM - 3:00 PM

Entries Closed Friday, 26th March 2021.

For more information please contact: John Buchanan Ph: 0400195593 or goto: <https://www.vintageandclassic.com.au/#>

Sunday 18th of April: Run to Mallala for All Historic Race Meeting & "Show and Shine" - 8.15am

This year the Sporting Car Club year are celebrating 60 years of the Jaguar E-Type.

For more information please Goto: <https://www.sportingcarclub.com.au/event-details/all-historic-mallala-2021>

Thursday 22nd of April: Multivalve Register Lunch Run - 09:30 AM - 3.00 PM

Meeting at the Marion Hotel on Marion Road at 9.30am for a drive south to Victor harbour ending at Mick O'Shea's for lunch.

For more info please contact Peter Buck. Email: Peter.buck51@bigpond.com or Goto: [Multivalve Lunch Run](#)

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

Sunday 24th of April: Classics on the Park Virgara Wines Angle Vale- 10.00 AM - 2.00 PM. Entry gold coin donation.

The Gawler Veteran, Vintage & Classic Vehicle Club invite members to participate in our inaugural "Classics on the Park"

For more information contact: Yvonne Eales M: 0402 905 978

Friday 30th of April: XK 7 8 & 9 Register BBQ Lunch Run - 12.00 Noon - 4.00 PM

At the home of Stephan & Cecilia Schubert. 7 Hanisch Rd, Stone Well SA 5352, Australia.

For more info please contact Steve Weeks on 0414 952 416 or Goto: [XK 7 8 & 9 Register BBQ Lunch Run](#)

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

Sunday 2nd May: 2021 British Classics Tour. From 08:30 AM (Registration closes 26th April Numbers are limited)

The start of the event will be the Encounter Bay Oval complex, 16 Armstrong Rd, Victor Harbor.

For more information Goto: <https://britishclassicstour.com.au>

Tuesday 4th of May - 7.30pm.

JDCSA General Meeting. Police Association Building, Carrington Street, Adelaide.

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

Sunday 16th of May - New Members Breakfast. 09:00 AM - 11:00 AM

The Birkenhead Tavern 3/7 Riverview St, Birkenhead SA 5015, Australia. For more info Goto: [New Members Lunch](#)

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

Editorial by Graham Franklin.

12 months ago, with COVID-19 in full swing and with no Club or Register events, we were struggling for stories. Thankfully members came to the rescue and have continued to do so.

This month I have been overwhelmed with articles including no less than 7 "New Member" stories to the point where I have had to hold some over until next month.

This month's feature is on the ever so reliable Mark V. Thank you to David and Angela Rogers and Jack and Jean Richardson for providing complimentary stories.

David Seidel has provided us with another gem of a story. It was great to catch up with David and Carol at the Presidents Picnic.

UK Classic Jaguar Magazine has produced a great story on the Carl Lindner S.S.1

and Alan Bakers very special E-Type. Also Australian Jaguar Magazine has covered a story on Steve and Val Weeks on their journey's to the snow fields.

Last but certainly not least, we have covered the E Type 60th Anniversary at the Torrens Parade Grounds. Coverage of the Presidents Picnic has been held over until the next edition.

Until then Enjoy!

Cheers

Guest Speaker – JDCSA General Meeting – Tuesday May 4, 2021

We are pleased to announce that our guest speaker for our May General Meeting will be a JDCSA Club Member . . . Inspector Mark Walker Roberts.

Mark has had a long and interesting career serving both in the Navy and the SA Police Force. Mark Joined the Navy for 6 years in 1978 and then Joined SAPOL in 1984. In 1987 he joined STAR Force where he served for 17 years, including many notable high-risk sieges including infamous Grosser siege where Police Officer Derrick McManus was shot 12 times and was safely rescued.

His experience and training as a Police Officer included being a Police Diver –

sinkholes and river systems, Explosives, VIP protection – involved being a personal bodyguard for numerous Prime Ministers and Royalty including covert trip of Prince Andrew and Fergie, Dalia Lama and Michael Jackson.

Mark has served as Operations Inspector for Hills Fleurieu LSA. OC Operations Inspector Far North living at Coober Pedy and has served widely throughout the APY lands, Andamooka etc.

Also serving as Acting Superintendent at Yorke Mid North, Far North, Murray Mallee and Hills Fleurieu and Currently Duty Inspector Eastern Adelaide.



Mark's biggest challenge however has been being Married for 30 years with 4 children (all girls) ■

Jaguar 5-Year Warranty Goes Further

JLR Australia will offer a permanent five-year/unlimited-kilometre factory warranty for all new Jaguars sold nationally from April 1 2021.

The move represents a significant after sales shift which until now only offered a three-year/100,000km warranty. JLR

previously backed its new models by temporary five-year warranties.

The move aligns Jaguar with other luxury brands such as Mercedes-Benz and Volvo, and exceeds less generous provisions from Audi and BMW, which both continue to stick with a three-year warranty.

Jaguar will repair and replace any unforeseen manufacturing issues for the life of the warranty, at no cost, and comes with 5 years roadside assistance. The I-PACE already boasts a five-year/200,000km warranty as well as an eight-year/160,000km warranty for its battery. ■



New Member - Clayton Hayball (Daimler XJ6)

I have never been a member of a car club before, but I am long-time member of the Glenelg Surf Life Saving and Brighton Rugby Union clubs, so I understand community clubs.

My XJ6- Daimler series 2 and is the first Jaguar I have owned. I have always liked Jags and promised myself I would own one. I do like classic cars having owned 2 HR Holdens, SAAB 95, Saab 99 and an old Renault hatchback years ago.

My car is not in perfect condition but I do drive it nearly every day, it is becoming my daily driver (I don't drive many km anymore as I live near work - an accountant with AGD in the city).

I purchased the car last November from Mt Gambier. I took the day off work and a bus to Mt Gambier just in

time, before the lockdown. After a few long conversations with the owner, and meeting him in person I decided to purchase it.

I drove it back to Adelaide that night but was discovering some items were not working as they should. I stopped to top up fuel 60km into trip on way home and it wouldn't start. Luckily a jump start got it going and I drove home without stopping.

The next day at home I couldn't unlock the front doors. I managed to open one, and after researching online I ended up pulling off the door panels cleaning and lubricating the lock mechanism and has been fine since.

Once I replaced the battery, cleaned and replaced a few fuses and the heater core valve, everything has been working as it

should (even air con works) and not had any issues. I am really enjoying it and gaining more confidence in maintaining it.

I am a beach person and enjoy surfing. In January I decided to tackle Willunga Hill to get to Middleton, to my surprise and relief it climbed the hill no issues. Since then, I have driven it to Middleton/ Goolwa 4 times and regularly drive from Goodwood to Southport/ Moana.

Attached are some photos, including successfully going up Willunga Hill.

Kind Regards
Clayton

Editor - Thank you for your story Clayton. In May's 2020 edition of Classic Marque there is a review of the XJ6 that you may find interesting. Hope to catch up at a future meeting or event.



New Member - Roger Sweetman (Daimler 2.5 V8)

While I am new to the Jaguar Club, I was previously a member of the Triumph Sports Owners Association SA (TSOA) as I owned a Triumph TR6.

But sadly, age creeps up and the days of owning a red sports car, feeling the wind in my thinning locks and the uneven roads through the small of my back are behind me and Deb and I decided on some comfort and class and we recently purchased 1964 Daimler Mark 2.

The Triumph was a great car albeit somewhat impractical, not the car that

should be used to collect a six-foot live pine tree at Christmas time. We certainly won't be using the Daimler for this purpose.

While I reside outside of the metropolitan area and am often unable to participate in car club events, I enjoy being a member, receiving information and catching up with fellow members at the events I am able to attend, which will be more often now that that we won't feel every bump in the Princess Highways along the Coorong.

The purchase of the Daimler Mk 2 is the culmination of a dream to own a classic car which started when I watched the "Sweeney Todd" television program in my youth.

**Roger
Robe SA**

Editor. Again it is terrific to receive stories from new members. Thank you, Roger. In the August 2020 edition of Classic Marque there is a story about Daimler's 60th Anniversary that you may find interesting. Ditto, hope to catch up at a future meeting or event.



New Members

NOTICE BOARD

The following applications for membership have been lodged with the Membership Secretary and are listed in accordance with clause 6 (B-C) of the Constitution.

If there are no objections, membership will be ratified one month from this April, 2021 magazine:

- Steven Connell: 1971 Jaguar XJ6 S1 4.2L
- Christopher Carroll: 1964 Jaguar MkII 3.8L Saloon; 1994 Jaguar X300 4.0L Saloon; 1995 Jaguar X300 3.2L Saloon
- Gary Souter: No Vehicle to Date
- Marcus Towell: 1984 Jaguar XJS 5.3L

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

- Roger Sweetman: 1964 MkII 2.5L Sedan
- Paul Giessauf: 1989 Jaguar Sovereign 3.9L Sedan
- Clayton Hayball: 1977 Daimler XJ6 4.2L Sedan
- Shirley & James Bailey: 1990 Jaguar XJ6 4.2L Sedan
- Ian Trethewey & Susan Misirdjieff: 1951 Jaguar Mk VII 3.4L Saloon
- Joseph & Alan Standing: 1980 Land Rover S3 2.5L S/Wagon

- Stephen Perry: 1970 Jaguar E-Type 4.2L Coupe
- Michael & Holly Hastings: 1985 Jaguar XJ6 S3 4.2L 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**

New Members - David and Pamela Burrell

“HE STOLE MY JAGUAR!”

My wife Pam and I are very new members of the Jaguar Driver's Club and in more recent years she has probably been a bigger Jaguar fan than I.

In the dim dark recesses of my memory as a 7-year-old I remember a friend of my parents rolling up in a double grey Mark VII Jaguar. I fell in love with it, unlike the rest of the kids in the neighbourhood who thought a Ford Customline was the car to have.

My car aberrations over the past 20 years have been and currently (my third) 911 Carrera Porsche, an SL55 AMG Benz and until a couple of years ago a 2007 Bentley Continental W12 GT Coupe (all of them black on black).

During the 80's I had a Daimler 250, then 2 Jaguars, a Mark II and an XJ-6. The only thing that came out of those ownerships was that I developed an intimate and close personal relationship with a wide range of RAA Mobile Service mechanics. There followed a series of 80's and 90's Mercs, Volvos, Beemers and even a Honda Accord, which meant my RAA card was rarely used.

My First Jaguar

Just after I was admitted to the Bar in 1972, I bought myself a new Toyota Corona. My first job as a lawyer was in a city office with a branch at Port Pirie and it was my job to go to the Port Pirie branch overnight once per fortnight to see clients and appear in Court and as I recall it drink lots of booze with the local lawyers.

A fellow lawyer a couple of years older than I had bought a Daimler 250 V8 around the same time and I said to him if you ever want to sell it, I'm your man. He had much success with Poseidon and similar shares and made enough money to buy himself a new Merc Sports and rang me about the Daimler.

I sold the Corona losing lots of money (a familiar refrain for me for the rest of my life) and bought the Daimler. I picked it up on Saturday morning and we drove up into the Adelaide Hills for lunch and on the way back just past Eagle on the Hill someone braked hard in front of me, I followed and we were rear ended. It was never quite right after that and I developed an ongoing and regular relationship with all the garages between Adelaide and Port Pirie coping with all those usual electrical problems, overheating problems and just about everything else that can go wrong with a car. I soon replaced it with a very boring 144 Volvo.

My Second Jaguar

My next Jaguar foray was a second hand XJ-6 in about 1978. It was beautiful silver with maroon velour upholstery (I remember the kids lolly pops used to stick to the upholstery!) and on the days it went it was simply exquisite. The problem was it didn't go very many days and each morning when I got into it, I would think will it start? - will it jam in reverse when I back out of the drive? - will it boil before the end of the street? - will something electrical fail? - will the power windows get jammed down etc etc. I persisted for a year and when



I tried to get rid of it, it was clear that I was going to do lots of money. I traded it for an overpriced very boring but totally reliable 230E Mercedes.

In the 80's we became a 2 Mercedes family, a 280 SEL for madame and a 380 SE for me replaced then by a 380 SL. Pam kept the 280 SEL for some 15 years. It was bullet proof, large and comfortable but I eventually persuaded her that it needed to be replaced using the old husband argument “the accountant says we need a tax deduction” and “so we need to replace the car”. Because I'd been offered nothing for it the children drove it for a number of years. The car still exists in Adelaide and still looks pretty wonderful for a 40-year-old car). However, I digress.



New Members - David and Pamela Burrell

Her Jaguar

The next Jaguar, the one we still have is a 1998 XJ-8 3.2 purchased in 1999 for \$94,950 (they were expensive cars even by today's standard (a new one was \$131,000)). I remember the day we went out to Unley Road to collect a painting that Pam had bought from the Snoop Antique Shop and I told her there was a second-hand E Class Mercedes for sale at Solitaire Motors that she should look at. We got there, said hello to my wonderful old friend Rudy Ahamer, the then owner of Solitaires, and I wandered off to look around the showroom having told Rudy what (I thought) Pam was looking to buy. 5 minutes later when I came back, I heard my friend (well I thought he was my friend) saying to Pam, "Pam it's a lovely car this XJ-8. It's almost new. Take it home for the weekend and if you don't like it, I'll get the boys to come and pick it up".

Of course, it never went back. I asked Pam some weeks later why she bought the Jag and her 2 reasons were that it was so much better looking than any of the Mercedes and that if I hadn't told her to buy another Mercedes she probably would have.

Pam drove that car for 20 years, loved it and still does. Leaving aside when you look at it from certain angles the body panels are reminiscent of a Ford Falcon or a Lincoln town car of that era, it is still a great looking car and more so in dark Windsor blue with cream upholstery (and it has a "leaper").

Immediately after purchase "PAB" plates were put on it and Pam has always driven it and it has now just ticked over 100,000kms. It has probably had 4 tonnes of potting soil in it over the years,



large trees brought home from Heynes Nursery sticking out of the sunroof and many children, grandchildren and dogs as passengers. I have not driven it much, but when I do, and even recently it's still a fantastic car, smooth quiet and luxurious even judged against today's standards of luxury and has been unbelievably reliable and we haven't spent much more on it than ordinary servicing and running costs.

He Stole My Jaguar!

As to the title of this article, it's what I heard Pam tell the kids recently. The backstory to that is given we can't continue to travel overseas in the foreseeable future we decided we will be doing interstate drives and have bought a middle size SUV for that purpose to which I have now attached the "PAB" plates.

I decided that we should keep the Jag as my classic car and hence the new plates on it are "DCB1" (from another AMG

Mercedes I sold recently). I am not mechanically minded at all, just a poseur who likes to look good in good looking cars that are good to drive.

Despite membership in other car clubs, I think the Jaguar Club has some attraction for both Pam and I. You may see Pam eventually, given a woman who says "I don't do mornings" but she will at some stage attend a function providing the day is "not too cold, not too windy, not too hot, not too rainy"

Attached are a couple of pictures of "PAB" as it then was. Forever the car has been and is still very well looked after by the wonderful guys at Sovereign Motors.

"PAB" = Pamela Ann Burrell
"DCB1" = David Cameron Burrell

David Burrell

Editor - Thank you very much for the story. It was a very enjoyable read. X308 members will clearly love it.



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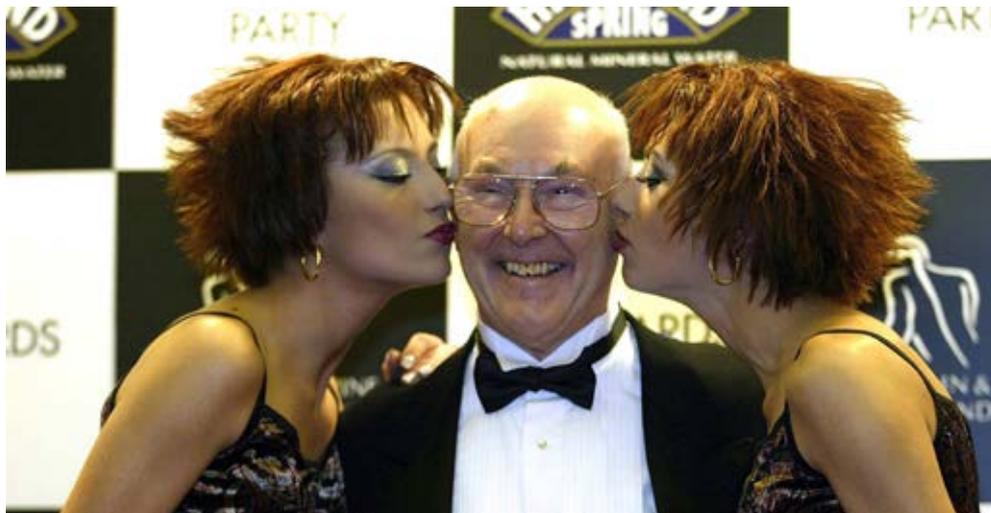
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Vale - Murray Walker

Murray Walker, who headed up F1's commentary on BBC and ITV between 1976 and 2001, passed away on March 13 at the age of 97.

Walker was famed for his Murrayisms and excitement behind the mic, as well as his emotion.

- "This is an interesting circuit, because it has inclines. And not just up, but down as well."
- "The lead car is absolutely unique, except for the one behind it which is identical."
- "It's lap 26 of 58, which unless I'm very much mistaken is half way."



Vale - Johnny Dumfries



Johnny Dumfries (centre) celebrates winning the 1988 Le Mans in a Jaguar XJR-9LM 7.0L V12

Former Formula One driver Johnny Dumfries passed away on March 22nd at the age of 62, after a short battle with cancer.

Although known for a turbulent year as Ayrton Senna's Lotus teammate in 1986, Johnny earned his place in Jaguar legend when, aged 30, he was one of the team of drivers, with Jan Lammers and Andy Wallace, who took the Jaguar XJR-9 to victory in the 1988 Le Mans 24 hour race. Jaguar's first outright victory in the event since 1957.

Johnny, a member of the 'rat pack' group retired in 1991, leaving behind the memory of a likable, unpretentious man, full of life and vigour, a fast driver and talented enough to have left made more than a mark.

Vale - Mike Beasley

Former Managing Director of Jaguar Cars and former Director of the Jaguar Daimler Heritage Trust (JDHT), Michael Beasley, passed away on March 3rd 2021.

Mike was the last of the gang that saved Jaguar and the last remaining member of the Jaguar executive committee who was present when Ford bought Jaguar in 1989. He's one of the few people who remember the bad old days when Jaguar was owned by British Leyland and then struggled to survive as an independent company.

Ford wisely let Jaguar's own people save their company, and Mike was among those who stuck with Ford from the beginning.



Mike in the XJ13. He will be sadly missed, especially by staff at the JDHT

OCTOBER 7, 1949

LONDON SHOW REVIEW

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Jaguar

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CAR OF ITS CLASS
IN THE WORLD

STAND 172

Feature - Mark V (1948-1951)

The Mark V Jaguar was the first new post-war Jaguar, and the last of its type to use a pushrod engine. It was also the final Jaguar saloon to incorporate a drophead coupe type body.

Design

The Mark V was the final expression of the original Jaguar saloon style which had made its entrance back in 1935. It was also the last Jaguar saloon body to be built inhouse (until Jaguar took control of the Castle Bromwich plant some 30 years later).

It was also the first S.S./Jaguar specifically designed to be produced in both right and left-hand drive configurations and the first to be offered with sealed headlamps and flashing turn signals for the important American market.

Although an evolution of the earlier Jaguar saloon, later commonly known, unofficially, as the 'Mk IV', the newer model glistened with mechanical improvements when it was introduced to the world on October 1 1948.

The body too was all new and created by William Lyons to look more modern, but carry all of the style and panache of the earlier model.

The radiator design remained unchanged and the headlights were now built into the wings, there was slightly more rake on the windscreen, pillars were narrower and the rear wheels were now totally enclosed.

The well-known Rudge type wire wheels were gone and were replaced by steel disc wheels with 6.70 x 16 tyres.

For the time, the interior of the Mk V was gloriously appointed. Both doors were hinged invisibly to a central pillar and they featured press-button locks instead of handles. The front seats were adjustable for height as well as for length and the luxurious rear seat had a folding central arm rest while the thickly carpeted, flat floor added to the space and made ingress and egress easy.

Mechanical

The MkV in both body styles was built on the same production lines as the XK120 and incorporated the best chassis S.S. or Jaguar Cars had yet designed. The chassis design of the Mk V could only be referred to as a magnificent piece of engineering. It consisted of box section side members and a heavy cruciform bracing built to give the utmost rigidity on all occasions.

On this was mounted a new independent front suspension incorporating a torsion bar set-up much favoured by Bill Heynes (Chief Engineer), since he first saw the pre-war Citroen 'Traction'. New hydraulic brakes and revised Dunlop tyres were amongst a host of improvements.

Notwithstanding pre-war-type power units inherited from its predecessor, and its very traditional styling, the Mk V was remarkably modern under the skin. The 1½L Standard engine used in previous models was not offered in the Mk V.

Paint Combinations

Despite many two-colour paint schemes often seen on Mark V's, **the factory did not offer two-tone treatment, nor did they offer white wall tyres.**

The Mark V was available in 12 single paint colours, in various combinations with 7 upholstery colours. However, some Mk V's were repainted as two-tone by American dealers as well as fitting white wall tyres. Now days, this style has followed in many restorations.

Post War Material Shortage

Despite the reception accorded the XK120, the Mk V was primarily Jaguar's 'bread and butter' model and was far



Fred Gardner (Lyons' styling "interpreter") and Lyons working on a Mk V mock-up to arrive at the ultimate position of the auxiliary lights

Feature - Mark V (1948-1951)

more accessible than the sports car. However, that was only a matter of degrees, because in order to obtain the hard-to-get materials to build cars, William Lyons had to guarantee most of those cars would be exported to the US and countries such as Australia to earn desperately needed currency.

Australians too were starved of cars in those early post-war years, but Britons were in a far worse state of deprivation.

Exports to Australia

The first Mk Vs arrived in Australia as early as March 1949 where the new model was unveiled at the Melbourne Motor Show. The 2.5 saloon was quoted at £1428, the DHC at £1523 while 3.5 litre types sold at £1518 and £1612.

To capitalise on his confidence to sell Jaguars, and to encourage William Lyons' fledgling company to produce the number of cars he promised, Australia's principal Jaguar distributor Jack Bryson appointed no less than 109 sales and service outlets throughout Victoria and New South Wales by 1949. For this reason, many Mk V's ended up in country towns with wealthy farmers riding on the back of sheep.

It is interesting to compare prices of other quality British imports to Australia in 1949 which shows the Rolls Royce retailed at £5800 and the Bentley £4300. The Humber Super Snipe was the Mk V's nearest competitor with a price tag of £1400, but it was not as well received or as readily available.

In order to ensure priorities were given to Australia, Jack Bryson travelled to



To obtain the hard-to-get materials from the Government, Lyons had to guarantee most of the cars built following WWII would be exported to the US and other countries to earn desperately needed currency. Of the 10,499 Mk V's built, 2,276 were exported to Australia.

England in June 1949 where he met William Lyons for the first time, and then on July 11 addressed Union Shop Stewards at Jaguar's Foreshill Factory.

He reminded them that Britain had let U.S. manufacturers grab a huge slice of the Australian market in 1938, and his country desperately needed vehicles now.

Mark V's exported to Australia were as follows:

- Andersons - Qld/NT (171 + 5 DHC)
- Brookings - WA (141 + 4 DHC)
- Dominion - SA (250 + 4 DHC)
- Brylaw (V) - Vic/Tas (807 + 58 DHC)
- Brylaw (S) - NSW (800 + 36 DHC)

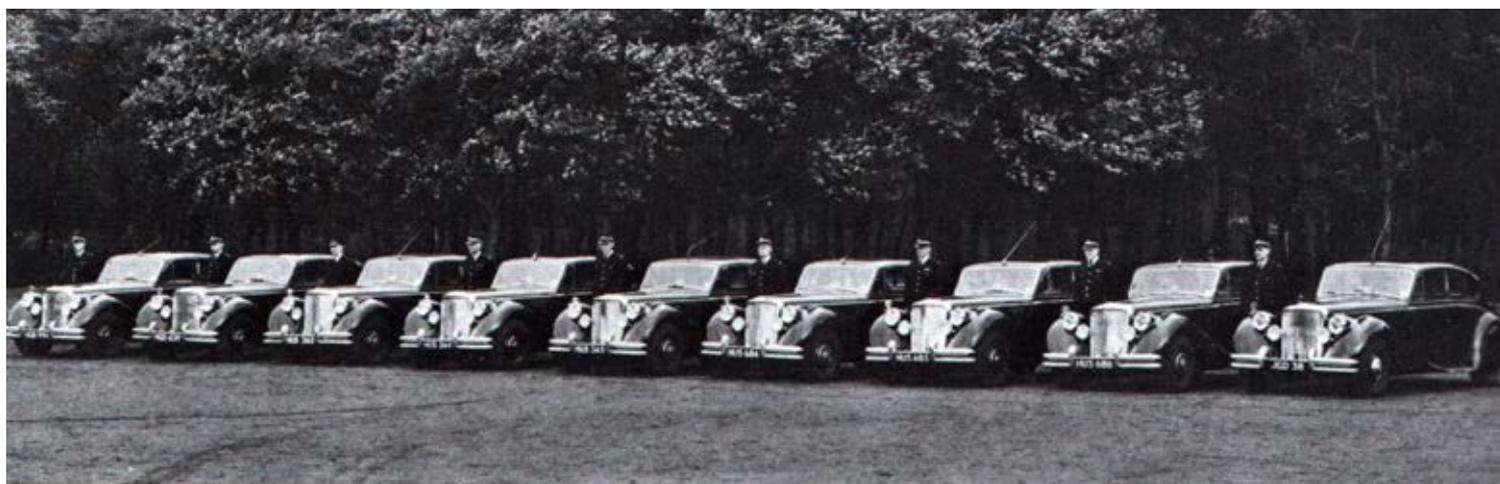
Total 2169 + 107 Drophead Coupe's.

Drophead Coupé (3 position hood)

Launched alongside the XK 120 and the Mark V saloon at the 1948 Earls Court Motor Show was the drophead coupé model. However, it took almost a year for the drophead model to go into production, which finally happened in September 1949.

The general body styling followed the lines of the saloon, and the car was almost as spacious, but had slightly less room in the rear seat to allow space for the hood to be folded.

In construction however, the two body types were different: The Mark V saloon had an all-steel body, but the drophead coupé body was built on a traditional wooden frame. *(Continued Page 14)*



The Mark V was incredibly reliable and was the first Jaguar to be widely used by the police with mileages of 200,000 being quite common.

Feature - Mark V (1948-1951)

Jaguar adverts for the Mark V often used stylishly dressed women and the occasional chauffeur to promote the Mark V.



Feature - Mark V (1948-1951)

(Continued from page 12).

With only two doors access to the rear seat was naturally difficult, and once installed, rear seat passengers found their vision somewhat restricted, as they had no side windows or quarter lights, and the rear window was only a narrow slit.

Jaguar had offered drophead coupés since 1937, and the Mark V version clearly resembled the previous model. These were (and still are) very stylish motor cars, and very practical with the versatile hood which could be used in three different ways – fully closed, fully open, or in the intermediate 'de ville' position with only the front portion of the hood folded back.

Press Reception

The first Australian magazine to report on the Mk V after it arrived was Australian Motor Sport which told readers, "Jaguar

has succeeded where others have failed in producing a design that retains traditional character, yet embraces all modern developments necessary for fine appearance and performance. "In summing up we might say that this is an even better Jaguar than previous models, capable of an even better performance, but a car that is still unmistakably a Jaguar, and is now more than ever the finest car of its class in the world."

Reliability

One of the best remembered aspects of the Mark V was it's almost total reliability, a trait which endeared the car to thousands of owners all over the world. It often remained in everyday use many years after most of its contemporaries were on the scrap-heap. The Mark V was the first Jaguar to be widely used by the police with mileages of 200,000 miles being quite common.

The Mark V Name

Chairman and chief stylist William Lyons and his team of body-shop assistants put together five prototype bodies with various chassis experiments in the 1946-1948 period before he was satisfied with the result, and the chosen one was known as Mark V in internal documents.

Lyons explained this in a speech given on 30 September 1948 to introduce the new car to distributors and members of the press. A photograph of the discarded prototypes survives with the Jaguar Daimler Heritage Trust

Jaguar Mark VI

There never was a Mark VI Jaguar but there were two Mark V's were fitted with an XK engine by the experimental department and used to test the XK engine over high mileages. Walter



1949 Production line. The MkV in both body styles were built on the same production lines as the XK120. This is what they called the 'mount track', with bodies in the foreground nearly ready for lifting onto the chassis. On the left, the bodies going in the opposite direction are now fitted to the chassis and being prepared for engines and transmissions.

Feature - Mark V (1948-1951)

Hassan, the automotive engineer who took part in the design and development of XK engine (and V12), stated that he remembers the XK powered Mk V as being very pleasant to drive.

In a 1995 interview with Jaguar World, just before he passed away, FRW Lofty England recalled that there was one test mule, and a second one was built for Lyons' personal use.

In a letter from deputy assistant director R.E.Berry dated 1970, he recalled the standard braking system was not equal to the potential performance and it is understood that the Mark VII vacuum assisted brakes came about as a result of this testing with the XK engined MkV.

Several modified XK engined Mark V's exist including some examples in Australia. Because the XK engine is longer, it involves extending the front chassis, moving the radiator forward at least 4 inches and manufacturing a longer bonnet.

Motor Racing

The Mark V was certainly never intended as a competition model, but nevertheless performed very well in European rallies,



Bryson Industries Jaguar stand at the Melbourne Motor Show always drew a large crowd, especially when the exciting MkV DHC and XK120 were on display in 1950. Almost a quarter of all Mk V's built were exported to Australia.

especially the Monte Carlo, while in Australia it was seen in saloon races particularly the Frank Hann racer which had a long and distinguished career - even finishing the Mt.Druitt 24 Hour Race in 1954 on five cylinders after a con-rod and piston were removed!

Production

Mk V production actually overlapped the XK powered Mk VII saloon when that finally arrived in 1950, with a creditable 10,499 having been built between March 1949 and June 1951.

Collectability

Although termed an interim model, the Mk V has retained more prestige and 'collectability' than some later models. Today, the Mk V is still considered one of the most sought-after Wedding cars.

The vast majority of Mk V's imported into Australia have survived and are still relatively commonplace amongst enthusiasts.

In Drophead form particularly, a good Mk V is considered a very collectable car. The rarest Mk V of all is the drophead with just 17 right-hand 2.5-litre and 395 right-hand 3.5-litre examples made.

Pushrod engined Jaguar enthusiasts are a staunch bunch and ensure Mk V's retain all of their rightful status as a very desirable classic. ■

Editor- Thank you to Australian Jaguar Magazine (Edition 44) by Les Hughes for information obtained for this story. Photos: Jaguar Cars.



Many personalities have owned Mk V's including race car driver and tyre mogul Bob Jane who owned this low milage 1950 MkV DHC for 20 years before selling to long term club member and E-Type racer Michael Finnis. The car is on display at Michael's Goolwa Motor Museum.

Mark V's at Monte Carlo - Cecil Vard



The Irish Built Jaguar Mark V of Cecil Vard, Bill Young, Doc Jackson and Arthur Jolley at the finish of the 1951 Monte Carlo Rally. Vard was considered one of the most adaptable drivers, excellent in driving tests and on special stages during 20 plus years of rallying.

When people think of Jaguar competition cars of the 1950's they usually think of C Types, D Types and XKs, but the large saloons including the Mk V was equally successful in saloon races and European Rallies including Monte Carlo.

Monte Carlo Rally - Background

In the 1950's the rally involved over 300 competitors starting at various points around Europe and following 'concentration' routes of around 2,000 miles to bring them to Chambéry in Southern France.

The cars had to maintain the same average speeds over loose surface roads across the alps before reaching Monaco. There the leading 100 cars took part in a handicap time trial around the grand prix course and further navigation and breaking tests over the Col de Turini and other mountain passes to decide the final results.

The strict average speed requirement meant that there was little, if any time, for rest stops so many crews were comprised of three or more with the extra members giving the others an occasional break or just helping push the car out of a snowdrift if required.

1951 Rally

In 1951 Dublin furrier Cecil Vard borrowed ZE 7445, his mother-in-law's (Mrs O'Connor Cox), 3.5 litre

Mk V saloon to enter the rally. The Mk V combined the torque of the 3.5 litre SS 100 engine, the fine handling independent front suspension of the XK 120 and the comfort of a large saloon.

Cecil took advantage of the Jaguar's size to enter a team of 4 with Bill Young as relief driver, the experienced timekeeper, Doc Jackson and top-class rally navigator

Arthur Jolley. The car was standard apart from extra spotlights, demisters and a small tricolour on the grille! Cecil also fitted an extra windscreen washer tank filled with salt water to combat the screen icing up. They astonished everyone by finishing in 3rd place overall behind the hugely experienced Jean Trevoux in a Delahaye and a Ford V8.



Irishman Cecil Vard receiving his trophy with Bill Young in the passengers seat. His third overall in the 1951 Monte Carlo Rally, at the time the greatest rally in the world, was the highest place ever achieved by a pushrod-engined Jaguar.

Mark V's at Monte Carlo - Cecil Vard

They also received the trophy for the highest placed British car, but the Irish newspapers were quick to point out, with great pride, the fact that the car was assembled and prepared in Ireland.

At the time the Monte Carlo Rally was the greatest rally in the world as well as the most keenly contested. To finish on the podium in the 1950's was a big achievement.

1952 & 1953 Rally

For the 1952 rally, Vard was offered the loan of a 2.6 litre Lagonda from Black Bull Engineering, the Irish importer. However, it proved troublesome.

So, in 1953 he reverted to his mother-in-law's Mk V with the car being checked over at Browns Lane en route to the start.

Cecil and Arthur were joined by Frank Bigger, who was an experienced racing driver and excellent mechanic. Although a private entry, they formed a one make Jaguar team with Ian and Pat Appleyard and Don 'Pathfinder' Bennett in Mk VII's, two of which had featured in the top 10 the previous year.

The rally attracted a record 440 entries and unusually fine January weather meant that 356 made it to Monte Carlo. Results were then decided by a 74km navigation test in the mountains of Col de Braus and a series of 250m acceleration and braking tests around Monaco.

The Appleyards finished a single point behind eventual winner Maurice Gatsonides, the Belgian inventor of the 'Gatso' camera. The Irish built Mk V



The Appleyard's Mk VII may have come close to winning the 1953 'Monte' but Cecil Vard's was perhaps the most memorable performance in his less powerful Mk V. Having a fruitless run in 1952 with a Lagonda, he returned in his mother-in-law's Mk V for 1953. No wonder he and Arthur Jolley looked happy coming 5th to help win the Team prize for Jaguar.

of Vard's was another two points down in 5th, just ahead of Stirling Moss in a Sunbeam Talbot.

1953 Team Award

With Bennet's car in 8th, the three Jaguars won a l'equipe Team Award for the first time. (Three highest placed cars of the one make). In 15th place was well known Northern Irish race and rally driver Ronnie Adams in his own MK VII. Ronnie had entered his Humber Super Snipe in 1952 but he declared that the Jaguar was a much better car all round and, at £650, it was just over half the price of the Humber.

1954, 1955 & 1956 Rally

From 1954 onwards, Vard drove a Jaguar Works Mk VII where he helped to secure a further team prize for Jaguar in 1955 and 1956.

In 1956 Vard's car was hit by another vehicle and the delay to repair the Jaguar cost him a chance of a win. Fortunately, Ronnie Adams in the other Works Mk VII went on to win. (Story covered in November 2020 edition of CM) ■

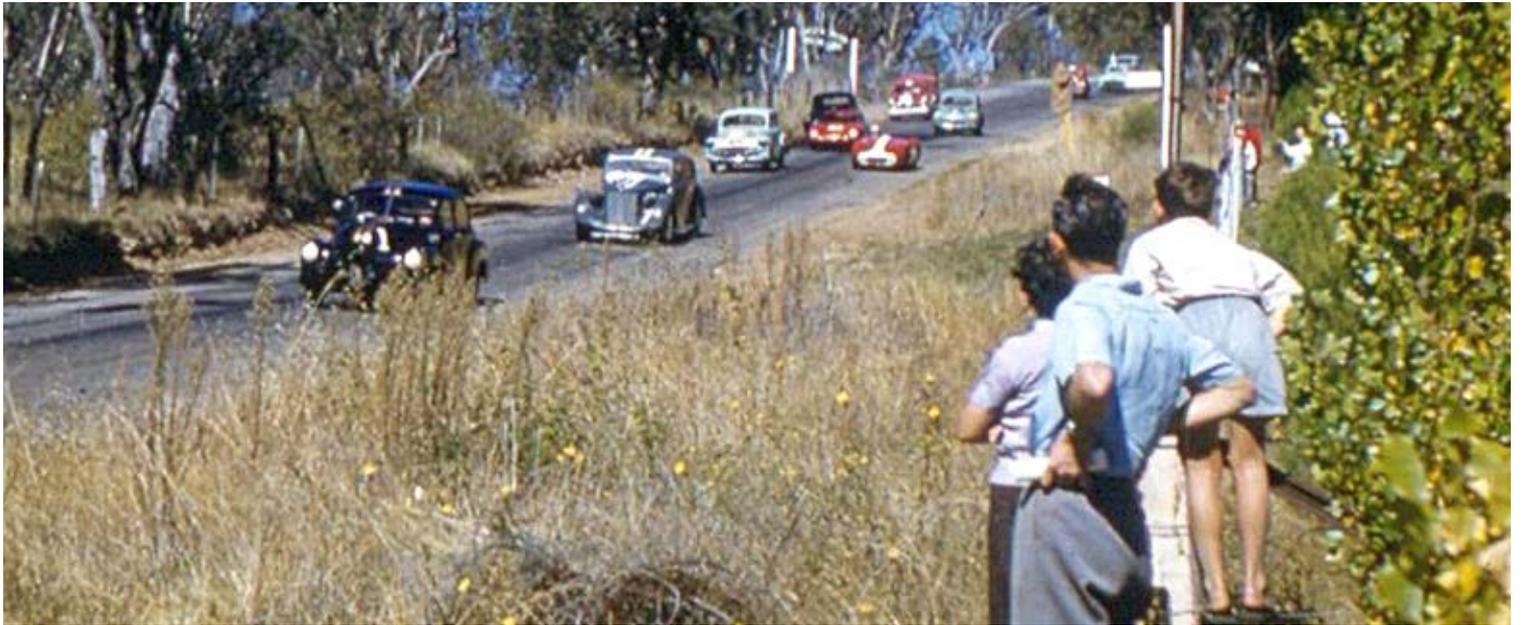


Two Mk V's were still at it in 1954. Here is J. Lucas & L.H. Handley on the way to finish with snow tyres and shovel on the roof. No longer could the Mk V's hope to do well against the more powerful and better breaking MK VII's. To their credit and reliability, both Mk V's (L.S. Norman) finished.

Australian Sporting Glamour - The Mark V



Frank Hann had a long and distinguished career in his Mark V winning many races. Seen here at Australia's first 24-hour motor race at Mount Druitt in 1954 ahead of an Aston Martin DB2. Frank finished the race on five cylinders. The race was one by Geordie Anderson in an XK120.



Stay Behind The Fence for Chrissakes!... Leo Geoghegan's 1948 Holden from Frank Hann's Mark V, Bathurst, Easter 1959. The cars are heading down Conrod Straight and are winding up in top gear. There were 7 other Jaguars including Frank Match's C-Type and Jack Murray's D-Type.



Club member Mal Jonas's Dad, Murray owned several Jaguars including a 1954 Mark V, seen here competing in the Collingrove Hill Climb in 1955. Murray used the Mk V for interstate trips, towing caravans and regular reliable use. Mal remembers a memorable trip to Phillip Island when his Mum drove the Mk V around the very rough Phillip Island Race Circuit with family on board and Mal's brother with his head through the sun-roof. On another occasion his Mum was at the wheel with Mal and brother on-board, chasing down Murray in his Healey 100/4 at something well over the speed limit through the Barossa heading to a Collingrove Hill Climb meeting. Editor - sounds like fun times.

Sporting Glamour - The Mark V



This is HH Harrop and TE Saxton in their MkV on the 1953 'Monte'. Usually the car is a 2.5 litre where most competitors used the 3.5 litre version.

“Matilda” by David & Angela Rogers

We purchased her back in August 2017. We refer to her as “Matilda”. Most popular girls name in 1950. She is now 70 years old.

History and Trip Home

We spoke to the previous owners in Sydney after seeing her advertised. They said it may have been sold but had not heard anymore from the buyer. We were travelling to Brisbane to pick up a new camper trailer and called in through Sydney on way home. We saw the car and agreed on a price. We told the owner that we were intending on driving her back to Adelaide. “Bloody crazy” were his words. Well, he was right. We broke down just out of Canberra.

RAA to the rescue and her arrived back in Adelaide on a truck. After removing the head, we found number 2 piston had let go. A quick hone and a new piston and we were back on the road. We drove her for 2 years and then started the restoration.

The previous owner purchased the car in Cairns. She was a wedding car with a matching twin Mk V. Two tone paint, air conditioning and some other extras to cope with the Queensland heat. We had no more history on the car until we started pulling her apart. This revealed her original colour. Green.



I pulled the leaper off of the radiator cap and noticed that someone had engraved there name on the base of it. “R Chuck”. I spoke to Richard Chuck, a current JDCSA member who had lived in Melbourne and Tasmania.

Richard had a wedding car business using Mark V’s. After a bit more digging, we worked out that it was indeed one of his cars. CHC-281. *(Second from the right in the picture of the 4 Mk V’s).*

Richard purchased her from a couple who lived in South Yarra in 1980. She was

green and he had her painted to match his wedding car fleet. She wasn’t the best behaved as he had the engine changed shortly after her purchase. Richard had the car in fleet until 1989.

We are restoring “Matilda” back to her glory days with a few little extra to make her more reliable and hope to have back on the streets of Adelaide in early 2022.

David & Angela Rogers



Mark V’s are still one of the most sought-after Wedding cars. Richard Chuck, a current JDCSA member owned an interstate wedding car business and “Matilda” was one of his cars. CHC-281, second from the right. The car was then sold.

“Matilda” by David & Angela Rogers



“Matilda” ended up in Cairns, again as a wedding car, this time with a twin, both in a two tone-paint colour, air conditioning and some other extras to cope with the Queensland heat. “Matilda” then dodd to a Sydney owner where it was purchased by David & Angela.



After three years of Adelaide driving “Matilda” is now undergoing a full body restoration and will be back on the road in 2022.

The Jag That Jack Built

Editor - The following story appeared in the November 2010 Edition of Classic Marque and has been reprinted with some additions and updates from Jack & Jean.

PART 1 - The Purchase

My journey into classic cars began in the UK about 28 years ago when I purchased a silver Reliant Scimitar GTE for wife Jean's birthday (known as the Princess Ann car).

All went well until a few years later after an altercation with a Canadian driving on the wrong side of the road, whereby the car suffered a severely damaged front. We decided to do a complete body-off restoration and change the colour to British Racing Green. A total job of about one year.

At that time Jean was PA to a company director who himself was into classic cars, MG's to be precise, and when he saw the newly restored and painted car, he asked Jean if I would be interested in another project - an old Jaguar that was being restored, but restorer was himself terminally ill and would unfortunately not be around to finish it.

I went to look at the Jaguar, in a very old barn. I was horrified. Everything that should have been on it was off it. The wings, doors, sunroof, boot lid, even the engine and gearbox were missing. The only things on were four wheels, body tub and petrol tank. At first, I thought no, too big a job, but was then informed that some of the body parts had already been repaired including the sills, three of the doors, three wings (luckily two were the front ones), the bonnet and boot. The engine was in pieces in several large boxes, but the block and head had been refurbished.

I thought if the price was right, I might be tempted, and at €500 (approx \$1,250) I was. In July 1996 I paid €30 to a guy with a trailer to bring AFL 70 home.

Jean bought me a genuine workshop manual and parts list for my birthday. I joined the UK JDC SS Register and would now try to get this car back on the road.

PART 2 - Restoration Begins

The first thing to do was to get everything in order. Luckily the previous restorer had labelled everything as he took it apart, so I boxed everything as appropriate - parts for the driver's door, the boot lid, bonnet etc.

The engine and gearbox were the first things I started on. I bought a full gasket set from the UK SS Register and following the workshop manual, set to work. Two weeks later the engine was completed - the only part was the gearbox drive for the rev counter. I sourced a used one through the club. I then attacked the water pump, carburettors, distributor and dynamo. Once they were all overhauled, I attached them.

The gearbox was okay, just the selector rods freeing up in the top casing. Once this was done, I attached it to the engine, placed the engine on a trolley - task completed!

Next job - the chassis. With two chain blocks I winched the tub up into the roof of my garage and pushed the chassis out into the carport, where it stayed for the next year while the work was being done to it. Everything was removed except for the bottom wishbones and torsion bars. The chassis was wire-brushed back to bare metal and then given two coats

of metal primer and two coats of black weather-shield paint. All the shockers needed new rubbers, but apart from that they were in perfect working order.

The brake master cylinder was beyond repair so a new one had to be bought. The wheel cylinders needed new seals, the brake pipes were all replaced (metal and rubber) and the brake shoes relined.

A new petrol pump was needed and the petrol tank was sent for cleaning and plastic coated on the inside. The steering was then overhauled - steering box, top and bottom track rods and track rod ends, back axle rear springs re-bushed and the hand-brake cables sorted.

Everything was de-rusted and painted and returned to the chassis. The wheels were painted and fitted with new radial tyres (not the town and country tyres that were on it when purchased — Jean thought they were tractor tyres). The engine and gearbox were then fitted.



The Jag that Jack Built (cont)

PART 3 - Unfortunate Setback

Then fate reared its ugly head. In late 2000 I started to get pain in my right leg (which previously had multiple fractures from a motorcycle accident in 1962). The pain turned out to be the onset of osteomyelitis in my tibia, which resulted in surgery to remove 20cm of the tibia and replace it with part of my fibula, and the leg was put in a framework for the next eight months so very little work was done until summer 2002.

PART 4 - Restoration Restarts

The only things I was capable of doing during my medical lay-off were the chrome work and woodwork. I had the chroming done at Premier Plating (the best chromers in our area) and as Greg the boss was an ardent fan of Jaguars, he did all the plating for me at a cheaper rate.

The woodwork I did myself, and managed to get the veneer locally. All the damaged wood was removed and new veneer glued on and rubbed back. Many coats of Rustins Plastic Coating were applied (being rubbed back in between coats) and then a final polish - I was very pleased with the results.

After I removed the body from the chassis it was lowered on to trestles so I could work underneath, but now I was reasonably mobile again and it was time to get to work. The floor and spare wheel compartment just needed de-rusting and painting, same as the chassis.

Of the eight suspension points that mate up with the chassis, four had completely rusted away, along with their special bolts. I made a pattern in aluminium then had four made in mild steel, which I welded to the body. I made new bolts, had 20 thick rubber washers made and stuck them to the chassis. I then fitted a new stainless steel exhaust system, pushed it under the body and bolted the whole lot back together. I then assembled the doors one at a time with new window rubbers and then the boot lid and sun roof.

Next job was to fit the radiator and tie rods which have the supports attached to hold up the front wings. After that little job I bolted on the wings, repaired the driver's side rear wing and bolted both onto the body, then attacked the electrics. Luckily the wiring loom was in pretty good shape so, after replacing globes, checking wires and connections, everything worked except for the fuel gauge.

PART 5 - Move To Oz

In 2004 our daughter and her family informed us they were applying for immigration to Oz, and in December 2005 were successful. Jean and I both decided we would also try for immigration and in 2006 we too were successful. I closed my engraving business after 26 years and Jean retired and we got set for the move.

When the container company came to see what we would be taking, No. 1 on my list was the Mk V. They said a 40ft container would do the job but the car had to be all together or I had to list all items not attached on a parts list. Luckily, we found this out just before my son-in-law Gary Williams left for Oz so he welded and leaded the right rear corner and sprayed it in primer, planning to finish the paint job in Oz.

The next two months were spent putting everything on or in: carpets, seats, windows, bonnet and all chrome work so it was a whole car (theoretically) and in June I drove the Mk V 200 yards down the road and into a lorry to go and be put in the container along with our house contents for shipping. In August we followed.

PART 6 - The Final Leg

The Mk V was delivered to our home a month after we arrived as it had to have a separate import licence. The trouble with moving to a new house in a new country is that there is much work to be done. Acquiring transport, furniture, decorating the property - the list was

endless. So yes, once again the MkV went into hibernation for about a year until household things were taken care of and then, hooray, I stripped the car apart again; all the interior, bonnet, chrome work, bumpers and windows.

Where to start? Then I remembered the warning about overheating in SA so the water pump went to Bruce Fletcher for modification and the bonnet sides went to Lobethal to have new ones made with louvres. I then dealt with a few electrical problems: the fuel gauge and sender went for repairs, wires were run for the trafficators, window washers were wired in and the low-tone horn needed repairing.

During this time, I saw an article in the JDC (UK) magazine of a MkV Drophead fitted with wire wheels, with the spats cut and shaped to miss the spinners. Jean said, "Let's do it to ours"; so I made a cardboard pattern and went back to Lobethal to have them modified. We loved the result; thought it made the rear look less bulky.

Now the hard work started on rubbing back and filling all the paintwork, and after many hours of wet and dry my fingertips were totally smooth with no visible fingerprints. I masked up the car and the primer went on. It was then we decided on a colour charge from black and grey to two-tone blue, and Jean chose the final colours. My son-in-law Gary sprayed all the light blue first but did the darker blue in three (due to lack of space in the garage to do it all at once), then the clear coat was applied then even



The Jag that Jack Built (cont)

more rubbing back - but the results were very pleasing.

I then proceeded to put it back together and after many weeks work the car was ready to go to Jason's for all the interior to be done: the headlining, door cards, carpets and seats. After six months I got the car back for Christmas 2009.

Doctor Don Evans came in the New Year to check the tuning, carbies, brakes, then it was down to Bob Jane's for tracking; the front was found to be 2 3/4 inches too high. Next trip was to Regency Park for registration, but on the way back we boiled up; it turned out the thermostat had stuck and split open. Don modified the housing to take a modern thermostat. When I went to register the car, I managed to get MKV 350, so goodbye to AFL 70.

PART 7 - Time for a Run

The first club run to Victor ended with the car being trailered home, where it was found that glass beads from when the head was overhauled in the UK had found their way into the oilway and got down No. 1 cylinder, seizing the rings and piston.

The Mk V got home on Monday afternoon, and by Tuesday afternoon Dr Don had the engine stripped and all the pistons out on the bench. The following Monday the engine was back together

and running. Don managed to hone out the damage in the bore but we needed a new piston and rings and the oil pump was damaged - but Bruce Fletcher had a decent one (among the eight in his garage). During this lay-up I sent my rev counter and speedo to Strathalbyn for overhaul; they are now rock-steady and even my clock is running.

I have covered over 1,000 miles. We even attended the recent MK V Wagga run with no problems at all and enjoy being behind the wheel every time I go out in it.

Would I take on a project like that again? Most definitely yes. I have just seen the advert in the JCCC for a Mk VII which uses the chassis etc of a Mk V, but I don't think Jean would be very happy. But I can dream, can't I? Then again, it is very satisfying to take a 1950 bag of bones and turn it into a classic car that I hope will still be running when I'm not.

Thanks to all these people for their help: SA Auto Instruments, Lobethal Sheet Metal, NEAT Upholstery, All type paints, Chrome Masters, Fitch the Rubber Man, Garry Williams (son-in-law) & All members of JCCC for help and information.

And a special thanks to Dr Don Evans. Don, without your help knowledge over the past four years I don't think my Mark

V would be where it is now. It is greatly appreciated. And to Margaret for the endless cups of coffee and biscuits every time I called. My heartfelt thanks.

Continuation of The Jag that Jack Built.

From 2010 to 2018 Jean and I did the Border runs with the SS Register to Ballarat, Dubbo, Wagga and many other places. Apart from its first run to Victor Harbour (when the glass beads played havoc in the engine department), it never let us down.

Back in the 90's I was diagnosed with Rheumatoid Arthritis, which effects different parts of the body, mine has got progressively worse in my hands, shoulders and lower back, and eventually found it impossible to drive and having no power steering didn't help. The car languished in the garage, still being polished and loved and I was trying to delay the inevitable of selling it, but sell it I did in October of 2020, a very sad day for me, but I have the memories and the photos.

The new owner joined the JDCSA and I hope he has as much fun driving the Mark V as we did.

Jack & Jean Richardson.



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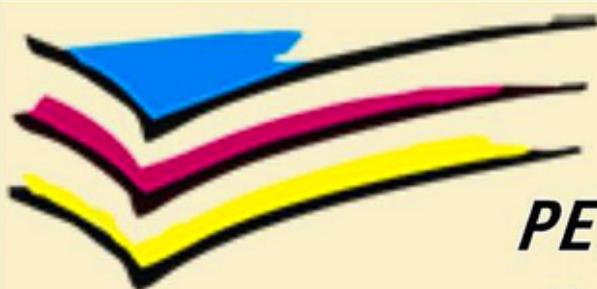
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Industry Feedback on “Reimagination” plan for Jaguar

Editor- I have been reading Magazine after Magazine to try and gauge what the industry and commentators believe is in store for Jaguar. The answer at this stage appears to be that no one except CEO Thierry Bolloré and his Directors really know what the future holds. And perhaps even they are not really sure as they are yet to provide a clear path forward.

What we do know is that:

- Jaguar will be the first established car manufacturer in the world to build nothing but electric vehicles (by 2025).
- JLR has killed-off the all-new XJ electric sedan as well as the planned J-Pace that was to be built alongside the XJ.
- Jaguar will become a full-blooded luxury brand, meaning it will be competing directly with Aston Martin, Bentley, Maserati, among others.
- There will be no new Jaguars (other than updates) for 4 years.
- JLR intend to move SUV's away from Jaguar and across to Land Rover.

The last point will be of major significance to Jaguar dealerships, given that the F-Pace has been the best selling Jaguar model for several years. Next then the question is - what will be left for the dealers to sell without an SUV line-up?

All that JLR is saying is that “Jaguar will emerge as a pure electric luxury brand with a dramatically beautiful

new portfolio of emotionally engaging designs and pioneering next-generation technologies”.

Along with the XJ's death was the transfer of their MLA (Modular Longitudinal Architecture) to Land Rover. The MLA platform was designed to be used for either all-electric drive, plug-in hybrid or mild hybrid vehicles. It was the basis that all future Jaguars were to be built from (including the XJ).

Replacing the MLA architecture will be a new pure BEV (battery electric vehicle) platform. Except, it doesn't exist yet. And Jaguar won't build one from scratch if they can help it, as it is a costly exercise for a brand that looks to scale back production by 25%.

The problem with sharing a platform is that it hands Jaguar designers with an existing platform which they have no input. This could potentially hinder their designs in many ways.

However, JLR head of design, Gerry McGovern, emphasized the “need to look for opportunities out there in terms of architectures that we could utilize or refine to give the stunning jaw-dropping Jaguars I'm talking about.” At least he is still positive.

Finally I turned to *UK Jaguar Enthusiast Magazine* and the Paul Skilleter Column.



2021 XJ cancelled as Jaguar move to its own BEV platform with what JLR claim will be stunning jaw-dropping designs.

Paul stated that the announcement confirms former hints that Jaguar will become, in effect, a niche flagship brand. In other words, just as he (Paul) had hoped, the pursuit of volume has at last been abandoned and within four short years from now, the marque will return to the low-volume, demand-led, specialist-car sector where Sir William Lyons had always intended it to be. As the release hints, maybe without the need to meet lowest-common denominator requirements, this will allow more imaginative and adventurous designs which will once again set the pulse racing. As a high-placed Jaguar executive said to Paul, “It is time to fix Jaguar and make it shine again.”

We all hope they are right. ■

More information can be found in latest edition of Jaguar Australia Magazine.

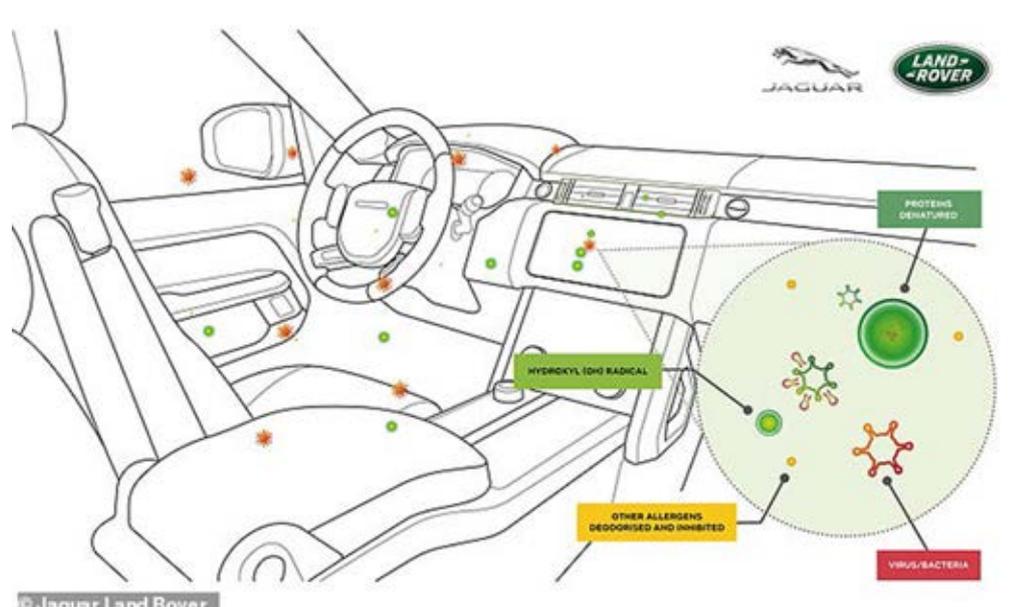
JLR Aicon Unit to KILL 97% of Viruses and Bacteria

Jaguar Land Rover has developed a car air conditioning system which it claims can protect against coronavirus.

Independent tests claim the new air-purification technology inhibits viruses and bacteria by as much as 97 per cent.

JLR say it also removes pollen and other allergy-inducing substances, as well as those which create bad smells and unpleasant odours.

This system, which the company co-developed with Japanese electronics giant Panasonic, employs the use of their nanoe X technology and is said to be ten times more effective than the existing technology in purifying cabin air. It will be used in the cabins of future Jaguar, Land Rovers and Range Rovers. ■



JLR claim the car air conditioning system inhibits viruses and bacteria by as much as 97%.

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UK Rogue Car Salesman Jailed after Fleecing Jaguar Enthusiasts

A former Australian racing driver and Jaguar collector, Scott Shearman, lost £150k to rogue salesman, Scott Nicolson, after trusting him to locate and restore a vintage E-Type.

A court heard Nicolson would send regular updates to clients showing progress being made on the restoration of vehicles they were paying for. But in some cases, the cars were not Nicolson's to sell and belonged to other clients.

It was only after his company, Barbary Hill, went into administration in 2018 that customers discovered they had been left out of pocket by a total of over £400,000.

Scott Shearman is such a fan of Jaguar that he bought Wappenbury Hall in Warwickshire, the country estate which was home to the British marque's founder Sir William Lyons for more than 50 years. Scott had planned to display the 1961 E-Type as part of his collection of classic cars at the £3.6 million estate, but within weeks of paying for the E-Type, Barbary Hill went into administration.

Prosecutors told Lincoln Crown Court the firm would 'source, purchase and

restore classic Jaguar motor vehicles' from around the world, with Nicolson retaining possession of them until restoration was complete. They said Nicolson, 45, had employed the grandson of former Jaguar chief engineer Bill Haynes, which 'no doubt led Jaguar aficionados to take their custom to Barbary Hill'.

Prosecutors added that, while William Haynes had 'intimate knowledge' of Jaguar vehicles and oversaw the restoration workshop, he had no involvement in the finances of the company and was unaware of Nicolson's offending.

The court heard another client, who had bought a Jaguar from Barbary Hill as an investment for his pension, paid £98,150 for one of the cars, only to find Nicolson sold it to a buyer in Portugal.

A third client handed over a £50,000 deposit for the purchase and restoration of a classic Jaguar as a Christmas present, only to discover he was out of pocket when administrators notified him the firm had gone under.

Neil Sands, defending Nicolson, said the money has not gone on a luxury lifestyle.



Australian Scott Shearman is such a fan of Jaguar that he bought Wappenbury Hall estate, the former home of Sir William Lyons.

He lives in a rented house. He doesn't have luxury foreign holidays, a speed boat or anything like that.' Nicolson, 45, of Witham St Hughs, Lincolnshire, admitted two charges of theft and two charges of fraud. He was jailed for three years-seven months.

His benefit from crime was assessed at £409,146 but he was ruled to have no available assets and was ordered to pay a nominal sum of £1 under the Proceeds of Crime Act, meaning his victims will not receive any compensation. ■

Jaguar C-X75 To Be Reborn - Again

A Hungarian company named Kincsem plans to take the Ian Callum-designed C-X75 and build it into something you can actually buy. The name Kincsem comes from an unbeaten race horse from the 1800s that won 54 out of 54 races, and means "my treasure" in Hungarian.

The beautiful design was resurrected for the James Bond film "Spectre", but was never intended to be sold to the public. Instead, those ones were fitted with V8 engines to make them driveable.

The original concept was powered by four electric motors, one on each of the wheels, with a pair of microturbines acting as a range extender. The Kincsem Hyper-GT will follow a similar powertrain design as the concept, but instead of microturbines, a conventional internal combustion engine will be onboard as a range extender.

Kincsem was founded by Tibor Bak, who seeks to fuse the world's best talent with the latest technology to develop beautifully-

designed, high-performance products and now involves none other than Ian Callum, former Aston Martin and Jaguar designer and all-round design legend.

Ian Callum and his standalone company are just the first of high-profile

partnerships coming to Kincsem, though it didn't disclose the others.

The Kincsem Hyper-GT will be built in the UK, and aims to start production sometime in 2023. ■



Jaguar C-X75 concept car that featured in the 24th James Bond film "Spectre".

The Jag Virus – Where did it all begin? (by David Seidel)

For my whole life, as long as I can remember, I have been a car nut. My father had a tip truck business which he started after being demobbed from the Army (WW2). Any opportunity I got I would be in the cab taking mental notes of all the car yards and more importantly taking careful note of all the contents.

His business took him all over Adelaide and environs, it was just heaven for me. Para Motors on West Terrace was my Mecca. I knew all the car models, old and new, and I loved every minute of it. As a passenger I soaked it all up. At every meal table the talk was of mechanical failures, blown tyres and breakdowns. One might say I was raised with all things mechanical flowing through my veins.

Enter Jaguar cars...

We had a close friend in Murray Bridge who owned a beautiful Mark VIIM auto and I loved riding in it but it was my headmaster Mr Ryan at High School who really tipped me over. He was an English master but apart from Shakespeare he had a passion for motor engineering. He gave two lessons on the twin cam engine and how it had evolved very successfully for the Coventry motor manufacturer, namely Jaguar. Mr Ryan also understood

the value of having a motor with more than just six cylinders. He talked of the design of having smaller bores with many cylinders all overlapping power stroke over power stroke to achieve a quiet, smoother running engine (does this sound like a V12 Jaguar motor?).

But it was the Jaguar twin cam 6-cylinder motor that intrigued me most. The year was 1960 and I was hooked. I wrote a class essay on this subject in which I expounded my new found knowledge on this English marque and sent a copy to the Jaguar dealers, Bryson Industries, 66 Currie Street. I received the attached reply with some brochures and a correction (as I stated that I thought that some parts used in Jaguars were made by Rolls-Royce).

(Strangely enough, when I owned my Bentley T Series, I discovered that the rubber Metalastic steering block on the column was identical to the corresponding part on a Jaguar).

To this day I have owned (and wrecked) many different models of Jaguar cars as well as a plethora of other makes and models. I've had multiples of these models: SS saloons, Mk IV, V, VII, VIII, IX, X, 420G, XK120, Mk I, Mk II, S-type, XJ6, Daimler, Daimler Sovereign V8.

The 1969 XJ6 and derivatives I felt were a real achievement on the motoring scene of the day that would continue on for many years.

The virus takes hold...

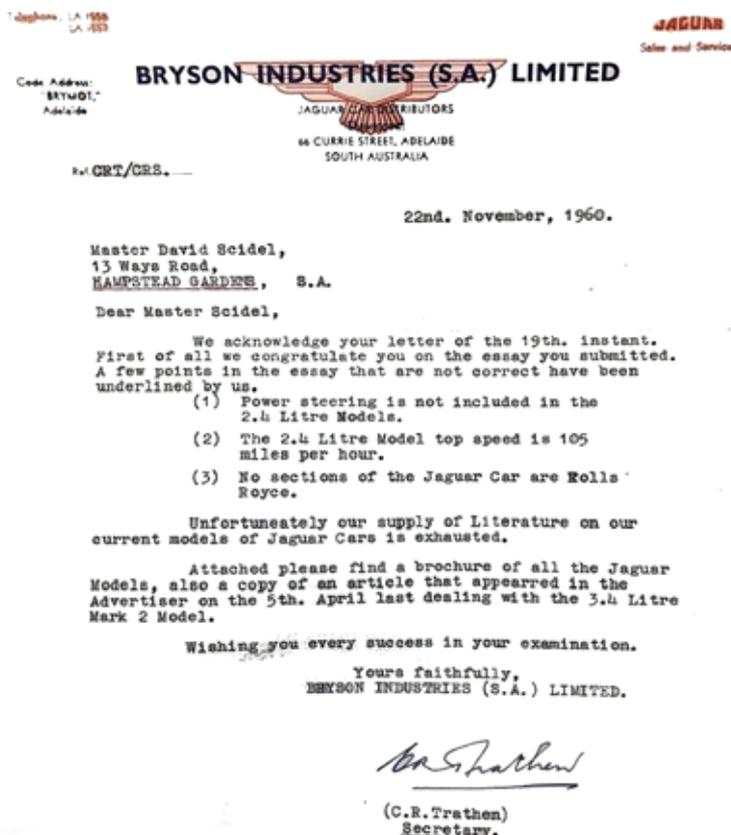
A good example of my addiction was when I told my new wife Carol that there would always be a quantity of Jaguars around and they would be part of our life together. She was so love-struck that she didn't believe me ...until it was too late. To her credit and with much understanding, she also helped with my involvement, with several other enthusiasts, in the establishment of the Jaguar Drivers Club in South Australia, so much so that she received the Clubmanship Award in 1978.

We have been married for nearly 50 years and she is now due for another award, this time from me.

PS: Warning - the Jaguar virus is very contagious - may it continue to take hold of future generations!

PPS: This is a very brief overview of a lifetime spent living with the Jaguaritis virus.

David Seidel



Letter from Brysons to David (November 1960)



Carol Seidel accepting Clubmanship Award 1978

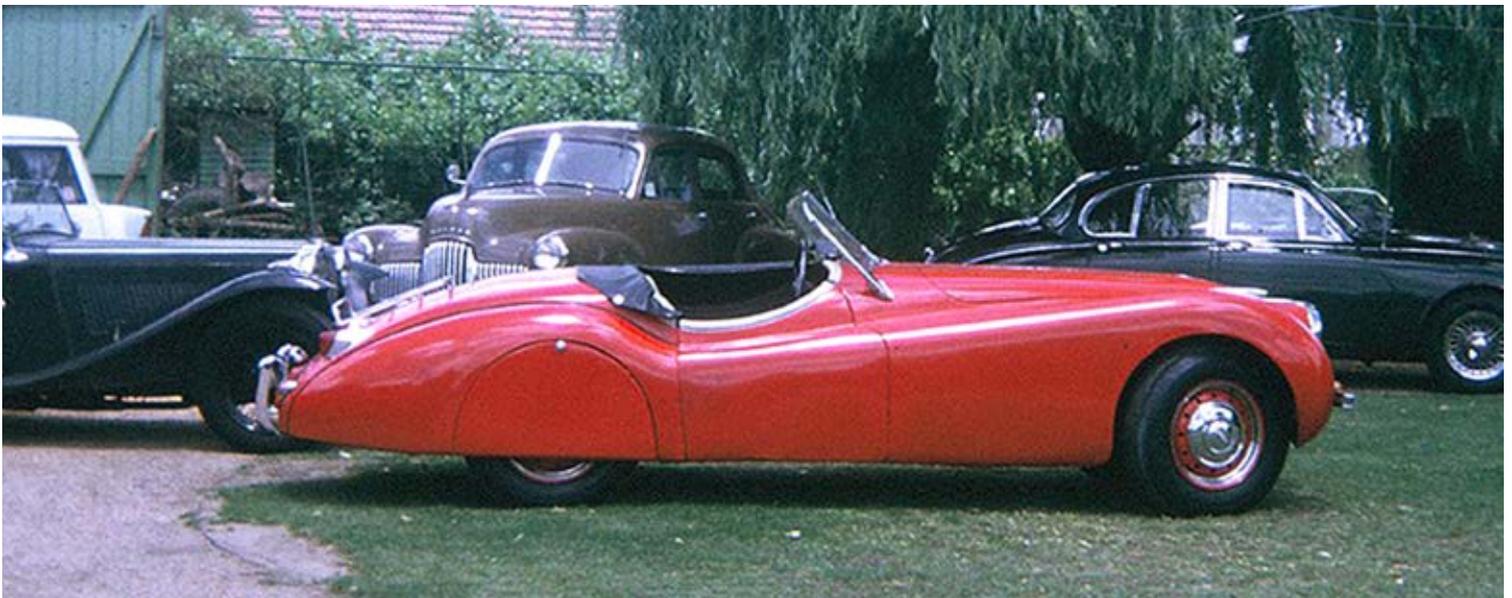
The Jag Virus – Where did it all begin?



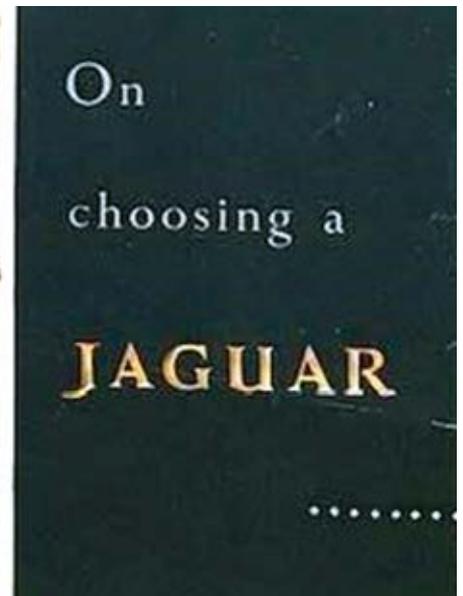
David with his second Mark IV



Carol and David with their 17,000 mile Mark 2



David's red XK120 and a collection of other Jaguars



David wrote to Bryson Industries when he was at high school and received a reply together with some Jaguar brochures.

Jaguar E Type - 60th Anniversary - Torrens Parade Ground

What a glorious day and a magnificent turnout of E-Type Jaguars proudly celebrating the models 60th Anniversary. There were 50 E Types assembled for the city display at the Torrens Parade Ground and most proceeded to the Presidents Picnic at Birdwood. Big thank you to Tom Herraman for organising the E Type contingency on the day and to the E-Type owners who are not members of our club, for taking the time to attend the day. It is not possible to show photos of all of the cars on display. Apologies if your car has not been included. Photographs of the Presidents Picnic will be included in the next CM. Thank you also to Jan Franklin for over 100 great photos.



Some of the many people and E- Types on the day. The weather could not have been better.



Jaguar E Type - 60th Anniversary - Torrens Parade Ground



Jaguar E Type - 60th Anniversary - Torrens Parade Ground



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Jaguar E Type - 60th Anniversary - Torrens Parade Ground



Jaguar E Type - 60th Anniversary - Torrens Parade Ground



Moonta Show and Shine

On Sunday the 7th of March, the Annual Show and Shine was held on the Moonta Oval with well over 100 very nice-looking cars making the day a huge success.

As usual, a small group from the XJ, Mk10, 420G travelled up North on the Friday, to make it a very enjoyable weekend. We were luckily able to rent the Fire Service holiday home until the Monday, which meant we could enjoy the break and not have to rush there and back.

The Copper Triangle is well equipped with fine Restaurants for the visitors from Adelaide. Friday night we dined at Cafe Capella in Moonta. (Unfortunately, I asked for a little too much chilli, and I paid the price the next day).

On Saturday night we drove the short distance to Wallaroo and enjoyed another great night at the Cooper's Ale House.

On Sunday, after the event, as usual, we all (14 of us) drove to the Fire Service House for a well-earned drink and B.B.Q.

The Moonta Car Clubs really go out of their way to put on a wonderful day. Hopefully next year more of our members will come up and join in the fun, because I can assure you that everyone there with us had a lot of laughs.

Well done Moonta - and see you again next year!!!!

News Flash:

Would you believe? - we finally did it. Moonta Show and Shine 2021 - BEST GROUP DISPLAY - Jaguar Drivers Club SA - XJ, Mk10 420G Register.

After five long years, we have finally pulled it off. 1st place.

Special thanks to those who took the time and effort to make this possible: Graeme & Betty Moore, Borys & Elaine Potiuch, Chris Michael, Darryl & Fay Leyton, Peter & Heather Buck, David & Margaret Bicknell, Richard and Dianne Chuck and Bob & Daphne Charman.

Bob Charman



Moonta Show and Shine



Bob and Daphne Charman, 1970 Regency Red 420G 4.2 litre



Peter and Heather Buck, 2001 Gold XJ X308 3.2 litre V8



Borys & Elaine Potiuch, 1977 OEW 4.2 litre XJ6 (S2) Auto



Richard & Dianne Chuck, Silver Jaguar (no further details)



David and Margaret Bicknell, 1985 British Racing Green XJ6 (S3)



Chris Michael, 1978 Grey Toyota Landcruiser 4WD



Classic Jaguar (Jan 2021) "Lindner Collection"

S.S.1 Down Under

The Classic Jaguar Magazine for January contains a story about "The Fascinating Tale of a Pre-War Gem in Australia".

The car highlighted in the story is none other than the Special S.S.1 that belongs to the "Lindner Collection", Barossa Valley, and previously owned by long-term club member Ross Rasmus. The car has led anything but a pampered existence having covered over 300,000 kilometres during its 87 years.

The story goes onto the early history of S.S. and Jaguar cars (previously covered in CM September 2020 Edition). In a nutshell, the first S.S.1 was built by the Swallow Sidecar Company in Coventry, England. It was offered at the 1931 London Motor Show and was produced between 1932 and 1936. In 1933 the company became S.S. Cars Ltd and in 1945 Jaguar Car Ltd.

The S.S.1 used 6 cylinder side valve, 2054cc or 2552cc engine from Standard Motor Company, 1932 until 1934. The unit was enlarged to 2143 or 2663 cc for the 1934 to 1936 models. The chassis was also made by Standard and changed to underslung suspension in 1933.

The 1934 model chassis was modified to give a wider track and better rear footwells. The 1934 S.S.1 four light saloon, 2 ½ litre, 20 hp, was one of

Williams Lyons best designs. The cars were remarkable for their styling, low cost, and admired whenever driven.

The "Lindner" S.S.1 was built on the 16th of April 1934, one of 846 built in 1934; one of 510 with 20hp motor; and only one of 28 surviving, according to Allan Crouch's book "S.S.1 & S.S.2 Cars".

The car was originally intended for a customer in Austria and was fitted with a kilometre speedometer. As it turned out, the car actually remained in London and was sold to a Mrs NC De Andria. Two years later the S.S.1 was purchased and imported into Australia by Eric Hamilton of Hamilton wines. The car has remained in South Australia ever since.

Hamilton sold the car to Dr Cliff Downing and in 1942 the S.S.1 was acquired by Don Grant who owned an Engineering Company in Kent Town. Don fitted hydraulic brakes to the car, a full flow oil filter and repainted the car from the original "Buttercup" colour to Dark Blue.

In 1951 the car was sold to a Philip Atkinson by which time the car had reportedly travelled more than 200,000 kilometres. Not long after two conrods failed where he was advised by Jaguar that as they were made of aluminium, they should have been changed every 100,000 kilometres. Atkinson bought and fitted another standard engine that



he had rebuilt. The S.S.1 was also re-upholstered and repainted British Racing Green. He then proceeded to take some long drives including a 3,500 km drive to Cairns and back.

Atkinson went overseas in 1961 and the car was put on blocks and eventually sold to a Mr R O'Malley and then a year later to Mrs Mary Jervis who lived in Kadina. The plan was for her husband to restore the car, but it never happened, and in 1982 it was sold to Club member Ross Ramus who carted the bits and pieces back to Adelaide on two trailers.

The story then continues with details of Ross's major restoration and trip to Darwin and back (previously covered in the Sept. 2020 Edition of CM), and then Ross's trip to Perth and back for a National Rally.

If you can get a copy of the Dec/Jan 2021 edition of *Classic Jaguar Magazine*, the story is a valuable read as the writer takes the S.S. 1 for a test drive. In addition the article contains lots of lovely photographs of this very rare car. ■



After being imported into Australia, the 1934 the S.S.1 has changed hands eight times, but has remained in South Australia all that time. Ross Ramus sold the car to Carl Lindner in 2014 and was extremely happy that Carl was interested in the car and purchased it. "It was a real bonus that it was to remain in South Australia and even better was the offer in the future for Ross to drive the car if he wanted to". It is ironic that the car came to South Australia through a South Australian wine Company's family and is now owned by a South Australian wine Company family.

Classic Jaguar (Feb/March 2021) “Alan Baker”

Modified E-Type

The Classic Jaguar Magazine for Feb/March contains a story about Alan Baker's highly distinctive Series 1 E-Type.

In summary the writer states that the car is quite simply immaculate and although it is not the same Series 1 spec which left the factory, its numerous alterations and upgrades has helped to make it one of the most interesting and one of the most rewarding to drive examples of its type.

The story goes into the early history of the “Pale Primrose” E-Type that left Browns Lane, Coventry in early 1964, destined for the USA where it was sold to a Ron Brady in Long Beach California. The E-Type stayed in Ron's ownership for some years until eventually sold to Arizona-based Anthony Gomez.

At some point the car was repainted “Jaguar Red” and the history of the car then gets a little murky, although Alan Baker is aware that there was a marriage break-up that led the E-Type to being neglected and left in the hot Arizona Sun, leaving it badly faded with paint flaking and rust holes starting to appear.



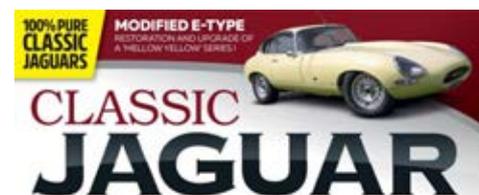
Alan's E-Type was stripped to a bare shell, chemically treated and primed prior to assembly and painting.

The car was subsequently imported to South Australia by Octagon Motors, a sports car specialist at Saint Mary's. The car was left in the yard where Alan first saw it, where it looked like it was just waiting for a loving owner and restoration by someone with real determination. Alan knew that it was going to be a job and a half.

Although Alan wasn't someone who regularly took on restoration projects, there was something about this Series 1 E-Type that intrigued him. The Arizona sun had hardened the interior to a rock, the chrome had turned green, and the floors and boot had rotted away. Alan also said “that it was the same as the other panels too, where they had trapped rainwater.”

Inevitably, it wasn't just the car's bodywork that had suffered: “Sometime in the past, the spark plugs had been removed and to add to this disaster the bonnet was left open so sand and dirt whipped up by the wind had found their way into the cylinders. The engine was totally seized. Not only that someone had removed the top of the gearbox cover some years before, leaving the transmission open to the elements”.

The story then goes into specific detail regarding this epic restoration that involved replacement of many body panels including sections of the floor and inner and outer sills with the majority of work



including mechanicals carried out by Alan. With such perfection it is not surprising that the car took 15 years to restore.

However, it never stopped there as Alan felt he could go one step further and set out to give the car better brakes, steering, suspension and a 5-speed gearbox. In 2018 more changes came with a stroked crankshaft to increase engine capacity, full competition head, pistons, extractors, weber carburetors and the like.

The car has not surprisingly won a number of awards and with such perfection one would expect that a “once-in-a-lifetime project” would have been enough. Instead, Alan is building a replica long nose D-Type and the story ends with the writer proclaiming that if Alan's E-Type is anything to go by, that D-Type project is likely to produce an absolutely stunning end result.

We all agree. Again, as per their previous story, if you can get a copy of the Feb/March 2021 edition of *Classic Jaguar Magazine*, the story is compelling reading covering 6 pages of detailed facts and lots of photographs of this very special E-Type. ■

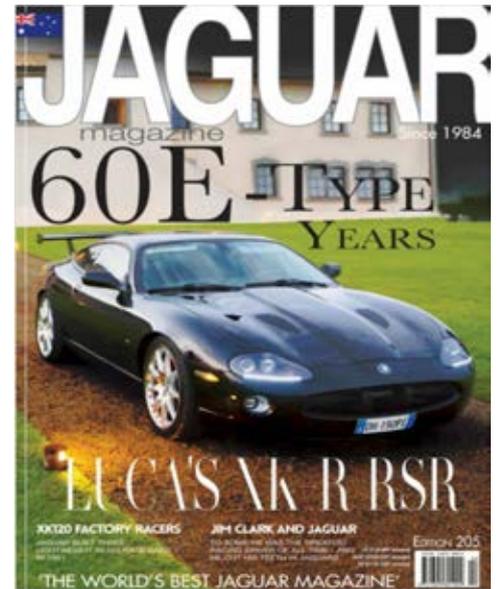


Jaguar Magazine (Issue 205) “60 Years of E-Type”

Australian Jaguar Magazine Edition 205 has the following stories:

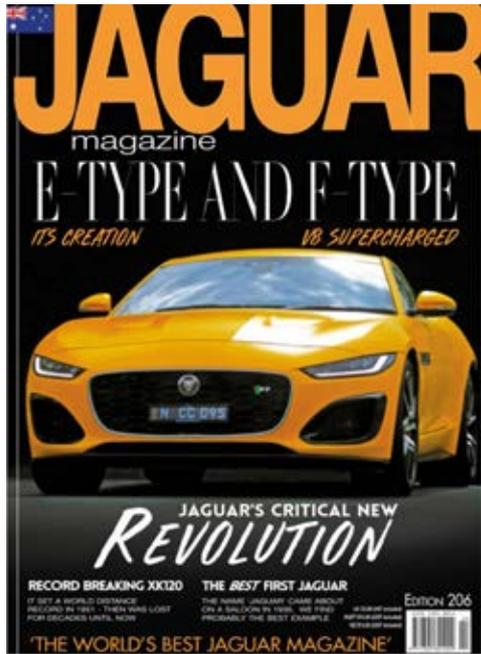
- ◇ **New Jim Clark Museum:** Jim Clark and Sir Jackie Stewart are F1 racing legends. They will always remain Scottish heroes and both had strong associations with Jaguar in their early careers. Now Jim has a new museum.
- ◇ **Market Watch:** It is surprising how many Jaguar models have limited run variations. Choose wisely and you can win.
- ◇ **Cummo’s Closest Shave:** Ian Cummins was known in motoring circles worldwide but his life was nearly cut short in his first Jaguar.
- ◇ **Big Car Rescue:** The Mark X and 420 models have long been undervalued. Times change though and they are being rescued.

- ◇ **Luca Mann’s Italian Job:** The long-time owner of a beautiful XK-R sports car modified it to suit his needs with the help of another Italian, none other than Paul Gentilozzi of Rocketsports Racing and a 650hp Supercharged AJ-V8.
- ◇ **The E-Type Reaches 60 Years:** Enzo Ferrari declared the E-Type is the most beautiful car built. It is time to celebrate a car that was put on sale 60 years ago. If you still want one, some can be quite affordable.
- ◇ **King Of Cool:** Jaguar introduces further improvements to its F-Pace SVO. It is impressively updated and sets the SUV bar even higher.
- ◇ **The Secret Racing Project:** The company built three special but secret cars for Le Mans in 1951.



- ◇ **Jaguar Spattering’s:** Howard Snow held many important positions with Jaguar. He now lives in Australia and drives a new I-Pace.

Jaguar Magazine (Issue 206) “Steve & Val Weeks”



Australian Jaguar Magazine Edition 206 has the following stories:

- ◇ **Jaguars in the Snow.** Steve Weeks tells the story of driving himself and his new wife to the Snow fields.
- ◇ **Bob Berry (1929-2021):** Another unsung Jaguar leader in the 1950’s has passed. We pay tribute to him. Robert Emanuel Berry is almost totally unknown in Jaguar history even though he was often part of it in

his numerous roles. He was a Board Director under Sir John Egan in 1980 having joined the marque in 1951. We introduce a modest achiever and give him the recognition he deserves.

- ◇ **Finding the right XJ-C two door saloon:** They are beautiful, rare and still affordable, but be quick they are on the rise.
- ◇ **The Dye Is Cast:** No more internal combustion engines, SUV’s and less cars produced. We find what that might mean. Jaguar is also at proverbial war with the builders of replica C and D-Types. The reason is unclear, but it is getting massively damaging publicity.
- ◇ **S.S. Cars: First Jaguar Saloon:** When Perth’s Grant Pierce bought a 1937 1.5 litre S.S. Jaguar in the UK, he didn’t fully appreciate how special it was. He says he didn’t want to fall in love with it - but is now smitten with perhaps the finest original example in the world.
- ◇ **Sixty years on ... its creation:** The E-Type was the creation of one person - aerodynamicist Malcolm Sayer. He was immensely private and secretive with his work, and was also a multi-talented artist and musician.

- ◇ **The Canary That Roars:** The V8 supercharged F-Type’s days may be limited, but the Matt Sorrento yellow Jaguar awakens all the senses.
- ◇ **That Missing Years of XK120:** Kieran Lillis explains the previously unrecorded and lost years of the 1951 Darwin to Alice Springs world record breaking XK120. How it survived unscathed is astounding.
- ◇ **Jaguar restores 12 E-Types - all sold at a price:** To mark the E-Type’s 60th anniversary, Jaguar Classic has unveiled the first cars in the E-Type 60 Collection – what could fairly be called the ultimate factory ‘restomod’. There are just 12 cars, six Coupés and six Roadsters, and they are available only as matched pairs to six buyers all of whom have already signed up for them. Pricing is seemingly £850,000 for one of the six pairs or more than AUD\$2,000,000 landed.
- ◇ **An E-Type Reality:** Having owned E-Types almost as long as he has been driving, Tony Brown in France takes a hard look at their rises and falls. His conclusion about their values will surprise. ■

Jaguar World (March 2021) “XK8 Special”

The March 2021 edition of Jaguar World includes the following feature stories:

- ◇ **E-Type Series 1:** One of two fixed head E-types supplied new to Sweden in 1961. This 3.8 ended up in parts in dry storage in Norway, an unfinished restoration project. When its octogenarian owner decided to sell recently, he had little idea what he had. Now restored by PT Classics, we sample the finished car.
- ◇ **S-Type vs E-Class:** The mid-size S-Type was the key to unlocking Jaguar’s fleet potential in the face of the world’s most well-known mid-size executive car. We compare an S-Type with a Mercedes-Benz E-Class to discover which was the executive car of the Nineties, and which is now.
- ◇ **XK8 History:** Take a look back at the 25-year design and development history of the X100 generation of XK8, from its origins in the early Nineties to the last example to leave the production line.
- ◇ **XK8 4.0 & XK8 4.2:** We drive an early 4.0 and a late 4.2 back-to-back to chart the development of this still popular model.

- ◇ **Bob Dover Interview:** We talk to the chief engineer for the X100 project about the car and his wider career stints at the Royal Aircraft Establishment and Land Rover. Plus, why the XK8 was so successful.
- ◇ **XK8 Weak Spot Guide:** Don’t be put off from ownership of this fantastic convertible because of its weak spots. We catalogue the knowledge you need to deal with them in this simple and clearly laid-out guide.
- ◇ **XK8 4.0 & F-Type P450 5.0:** This year marks not only a quarter of a century of the XK8, but also the V8 engine. Find out about its history and development as we drive an XK8 4.0 and the latest F-TYPE P450 together
- ◇ **Final XKR 4.2-S:** Produced on 27 May the final X 100 was a Zircon Blue XKR 4.2S coupe. Now owned by the Jaguar Heritage Trust, we drive this historically important car.
- ◇ **Modified XK 120:** Uncover the history of this unique 1953 American export XK 120 OTS that, in 1961, was modified with Porsche Speedster style headlights, a new mesh grille and recessed rear lights.



- ◇ **XF Drive Story:** We drive a 180PS 2.0 litre diesel 300 miles from the lowest point in England, Holme Fen to the highest, Scafell Pike to explain the current XF’s high and low points.
- ◇ **Broadspeed XJ6:** After always wanting an XJ with a Broadspeed kit like in The New Avengers, our man tracked down an unfinished saloon. They drive the completed car. ■

Jaguar World (April 2021) “XKR Special”



The April 2021 edition of Jaguar World includes the following feature stories:

- ◇ **X300 XJR vs X308 XJR:** They compare the first Jaguar to have a supercharged engine, the X300 XJR, with its V8-engined replacement.

- ◇ **XJ40 XJR vs XJR:** How do the first and last generations of XJR compare?
- ◇ **XJ6 Series 1 4.2 Manual:** When production of the 340-saloon ended in 1969, the XJ6 4.2 Series I with a manual gearbox became Jaguar’s last true sports saloon until the XJ40 XJR arrived 20 years later. We profile the model and drive an example.
- ◇ **E-Type Series 1 OTS:** This 1967 E.type 4.2 was originally part of Jaguar’s hard worked press fleet and even appeared in a film. Restored some years ago, we take a drive share its story.
- ◇ **Modified S-Type R:** Finished in British Racing Green with roundels on the doors and Dunlop-inspired alloy wheels, this modified S-Type R with 500 bhp features clever but subtle nods to Jaguar’s racing past.
- ◇ **F-Pace SVR:** A first drive of the recently facelifted F-Pace SVR, which brings to light the models many improvements.

- ◇ **XK 150S Restoration:** Bought its current owner in the late Sixties, this beautiful XX 150S Roadster had to wait another 50 years before it was properly restored, despite a couple of false stars.
- ◇ **History of Browns Lane:** Seventy years ago, Jaguar agreed to lease the former shadow’ factory on Coventry’s Browns Lane, where Jaguar produced the majority of its cars for five decades closing in 2005, the plant is still considered by many to be the heart of company. We look at its long history.
- ◇ **Mark 2 Buying Guide:** Find out everything you need to know before buying a restored example of Jaguar’s famed classic sports saloon.
- ◇ **XJR-S vs Alpine GTA:** If you wanted a low-volume, left-field luxury sports coupe in the early Nineties there were only two choices: the XJR•S and the Alpine GTA. We drive these two remarkable cars. ■

Around the Market - Shannons Auction

2021 Shannons Autumn Timed Online Auction (Closes 20th April)



1963 Mark II 3.4 manual. Well-presented, extensively refurbished (engine, brakes, interior, A/C). Estimate \$28,000 - \$34,000. (No Reserve)



1968 E-Type 4.2 Series 2 (2+2) Coupe. Estimate \$140,000 - \$170,000



1950 XK120 roadster. Australian-delivered. Older restoration, five-speed gearbox, new wire wheels. Estimate \$115,000 - \$135,000.



1951 Daimler DB18 Special Sports. Only 1,000 miles since restoration in 2004. 62,214 miles. Estimate \$35,000 - \$50,000. (No Reserve)



Set of 3 Grand Prix International Grill Decanters. Jaguar, Ford and Mercedes. (205mm x 130mm) Estimate \$300 - \$400. (No Reserve)



Original E-Type 16" Wood Rim Steering Wheel as fitted to 1961 to 1970 S1 - S2 cars. (Restored). Estimate \$300 - \$500. (No Reserve)

Jaguar Daimler Heritage Trust - On This Day (March)

On 1 March 1950 the Trust's rally winning XK120, NUB 120, was built.

NUB 120 was not a works car, but was privately owned and campaigned by Ian Appleyard, with his wife Patricia, William Lyons' daughter, acting as navigator.

In his book on *Jaguar Sports Cars* Paul Skilleter believes that the XK 120 Jaguar roadster NUB 120 is the most famous XK120 of them all, and few would argue with him. This alloy-bodied XK120 open two-seater first appeared in competition in 1950, driven by Ian Appleyard and achieved instant fame by completing the arduous Alpine Rally without losing a single mark.

In 1951 the Appleyards and NUB 120 won the Alpine Rally again and also won the Tulip Rally and the RAC Rally.

In 1952 NUB 120 was fitted with centre-lock wire wheels in place of the bolt-on disc wheels to help cool the drum brakes

which were hidden away inside the disc wheels and were prone to over-heating.

Appleyard finished the Alpine Rally unpenalized three times in a row from 1950 to 1952, becoming the first driver to win the coveted Coupe d'Or (Gold

Cup). Only two drivers would match this feat; Stirling Moss in 1954 and Jean Vinatier in 1971.

At the end of its active career in 1953, NUB 120 came back to Jaguar and has been with them ever since. ■



On 2 March 1897 The Daimler Company's first vehicle to be assembled at the Motor Mills in Coventry, made its maiden run - evoking great pride and joy among the Company's 60-odd employees

The Daimler Company Limited was an independent British motor vehicle manufacturer founded in London by H. J. Lawson in 1896, which set up its manufacturing base in Coventry. The company bought the right to the use of the Daimler name simultaneously from Gottlieb Daimler and Daimler-Motoren-Gesellschaft of Cannstatt, Germany.

The Daimler Motor Company was purchased by Birmingham Small Arms Company (BSA) which in turn sold Daimler to Jaguar Cars in 1960. ■

On 15 March the E-type was launched at the Geneva Motor Show. (Photo: Sir William Lyons and the press with 9600 HP).

9600 HP, the first E-type FHC, was unveiled to the press at the Parc des Eaux Vives, Geneva. This caused a sensation with people pushing for demonstration rides and the police were called to keep order.

Demand was so high that Sir William Lyons phoned the factory and told Norman Dewis to drive 77 RW, the first E-type Roadster, to Geneva. He drove through the night arriving in Geneva 11 hours later just in time to get ready for the demonstration drives. ■



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



Jaguar Mark V 1948. A stylish lady wearing a black coat and sunglasses posing with a Jaguar on the side of a road in wintertime. The car is registered in the city of Frankfurt with licence plates of Allied-occupied Germany.

Classified Adverts

FOR SALE: 1975 XJ6 4.2 Auto

- ◇ The car belongs to a long time club member and is in good sound original condition.
- ◇ Air conditioner recently overhauled at a cost of \$2,500.
- ◇ Velour upholstery. Currently on Club Registration

Price: \$7,500 ONO

Contact: Rowan on behalf of owner - 0401 275 276



FOR SALE: 1948 Mark 4 Saloon

- ◇ Restored to its present condition from 2003 to 2006 by Bruce Fletcher. Fitted with 5-speed gearbox.
- ◇ Only covered approx. 10,000 miles since restoration.
- ◇ The body is very straight and the doors will shut via soft push, not requiring to be slammed shut.
- ◇ The current owners are selling with reluctance, only selling due to their age. More photos available

Price: \$55,000 ONO

Please contact Joanne Mawett on 0419 866 637



FOR SALE: 2005 S-Type 3.0 Litre V6.

- ◇ Owned for past 10 years.
- ◇ Reluctant sale due to age/health.
- ◇ Car is in immaculate condition. 163,000 km
- ◇ Regularly serviced and maintained..

Price: \$15,000 ONO

Contact: Bill Brown 0447 554 535 (car is at Tennyson)



FOR SALE: 1963 S-Type Auto

- ◇ Mechanically very good. BW65 gearbox. Maintained by Geoff Mockford. No expense spared in maintenance.
- ◇ Original paint, some rust in rear RH door. Original interior, rear seat almost pristine. Near new headlining.
- ◇ Engine overhauled when I purchased the car. Travelled reliably for 50,000 miles in my ownership. Ideal to drive as is, or as a rolling restoration. Owned for 25 years

Price: Best Offer

Contact Stephen Wade on 8388 5582



FOR SALE: XJ6 - Series 3

- ◇ Local car, bought about 6 years ago and in that time has completely overhauled all mechanical, cooling, and transmission systems. Interior in good condition.
- ◇ Includes spare set of rust free panels which require sanding, painting, and fitment to finish off. Perfect project 90% of the work complete! Walk-in SA rego.

Price: \$11,000 negotiable (Inc spares)

Contact: Contact Dane Wilden 0431 058 951.



FOR SALE Temporary Spare Wheel From F-Type
As new - \$180
Contact Tony Human on 0412466503

FOR SALE: 1986 XJ6 Engine & Transmission

- ◇ 120,000 km.

Price: \$500 for the lot.

Phone Desmond on 0411 781 880 or 08 8556 3354

XJ , Mk 10 & 420G Register



Meet Second Wednesday of each month

Minutes of meeting held at 7.30pm on Wednesday 10th of March, at the Bartley Hotel, West Lakes Shore. Held after a lovely meal at 6.00pm

Present:

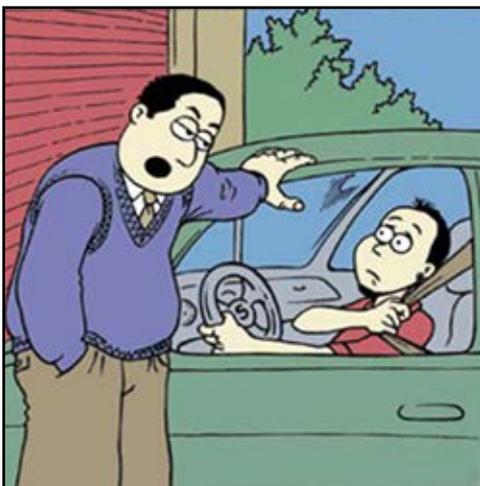
David Bicknell, Tom Brindle, Bob & Daphne Charman, Fred Butcher, Alan Davis, Jeannie DeYoung, Don Heartfield, Laurie Leonard, Louis Marafioti, Gary Monrad & Oggi Stojanovich, Graeme & Betty Moore, Paul Moore, Trevor Norley, David & Angela Nicklin, Pete & Heather Buck, Phil Prior, Charlie, Mary Saliba, Geoff & Margaret Thomas, Borys Potiuch, Chris Michael, Darryl & Fay Leyton, John Flanigan, Noel & Carmel Trew, Evan Spartalis, Don & Elaine Cardone, Bryan O'Shaughnessy, Don Bursill, Steven Connell, Brendan Rogers, John & Liz Beevor, Don Tyrrell, Richard Chuck.

New Members

Steve Connell and Brendan Rogers welcomed to the Register.

Social Secretary

Betty reports that tonight's guess the chocolate numbers were won by Gary Monrad and Second prize Fay Leyton.



No need to wear your seatbelt son. If you crash my car you won't want to live.

Previous Minutes

Carried

Special Note

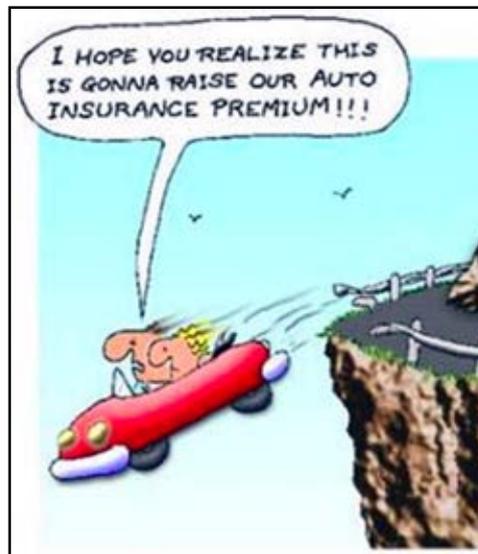
Club member Joyce Taylor rang to say she wished to sell the family XJ40. Bob drove to have a look at it. Reported the car to Roland Donders in Mannum and he and his friends drove down the next day, Bought the car and drove it home.

General Business

1. President's Picnic Sunday the 21st March. 90 cars entered.
2. Moonta Show and Shine – A Great day had by all. Borys Potiuch gave an impromptu talk on the event.
3. Trip to Riverlands being planned for August. Planning well under way and should be on Tidy HQ within a fortnight.
4. McLaren Vale Vintage and Classic – Sunday 18th April.
5. SA Jag Day 24th October – Phil Prior thinks it will be at Civic Park.

Car Talk

- Graeme & Betty Moore: Ran into Steve Attard today. Health OK and Karmann Ghia all good now.
- Don Heartfield: New air cond. Fitted to XJ Series 3.
- Borys Potiuch: 3 cars going well. Pleasant weekend at Moonta.
- Trevor Norley: Wants Metal Club badge. Suggested he sees Ron Palmer.
- John Flanigan: Has frayed edge seat belts to be fixed and trying to get XJC ready for McLaren Vale.
- Geoff & Margaret Thomas: Zip on Car Cocoon needs some repair.
- Fred Butcher: The Daimler running well.

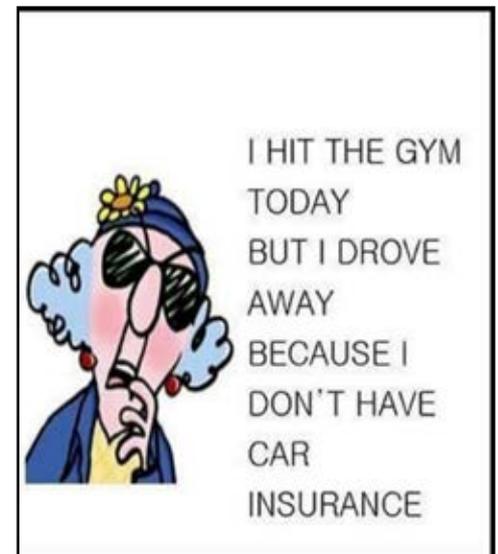


- Noel & Carmel Trew: New battery fitted on XJ. Old one only lasted 7 years.
- Don & Elaine Cardone: Fuel problem – one way valve fixed the problem.
- Don Bursill: XJ12 1986. Story in last club magazine. Been in the shed for 20 years.
- Gary Monrad & Oggi Stojanovich: Took Jag out for Valentine's Day. Bought another XJ – needs motor – looking for 357 Chev.
- Chris Michael: Took the Mk10 out. Rebuilding the air cond.
- Richard Chuck: Needs to work on the Daimler.
- Laurie Leonard: Car will go better when he puts the wheels back on.
- Don Tyrrell: Mk 10 radiator cap on the blink. Been on the car since 1965. Advised to contact Jaguar and check the warranty. Needs to store the car while the drive way is being redone.
- Steve Connell: Needs to re gas the air conditioner on the XJ6.
- Brendan Rogers: Recently retired from the Air Force, now looking forward to spending time with the Jag and the Club.
- Bryan O'Shaughnessy: Took the XJS to the Bend and did 3 laps of the track.
- Jeannie DeYoung: No petrol, No Rego, still in the original box.

Meeting closed at 8.25pm

Our next Register meeting will be at the Bartley Hotel on Wednesday the 14th April, 2021.

BOB CHARMAN
Secretary



Multivalve



Meet Fourth Tuesday of the odd Calendar Month

Minutes of meeting held on Wednesday 24th March 2021 at the Kensington Hotel, Regent Street, Kensington

Attendees

Barry & Hazel Brown, Peter & Heather Buck, Fred Butcher, Daphne & Bob Charman, Jim & Arcadia Komaromi, Graeme & Betty Moore, Jo Orford & Michael Pringle, Ron & Claire Palmer, Geoff & Margaret Thomas, Graeme & Betty Moore, Tom & Marj Brindle, Geoff Clayton, Peter & Tricia Clarke, Lesley & John Clarke, Steve & Cecilia Schubert, Peter & Ros Holland, Tony Human & Gabriela Orford.

Apologies

Bill Brown & Margaret Piper, John Castle.

Minutes of Previous Meeting

Agreed.

Matters Arising from Previous Minutes

No matters arising.

Welfare

Members raised a toast to long-time member Doug Harrison, who passed away on Wednesday 17th March.

Ron Biddell not traveling too well, has sold his S-type and given his XK8 to his son. PB to visit in the next few days.

Club Business

- Several members attended the Moonta Show 'n Shine on the 7th March and won the Best Group Display trophy, which was passed round the tables for people to see. Congratulations to Bob and Daphne for organising such a successful weekend.
- The next general meeting is on Tuesday 6th April. It is the turn of the Multivalve Register to provide supper.

- Phil Prior advised he has organised a speaker for this meeting, Captain Rod Lovell, who has an interesting story about ditching his plane in Botany Bay.
- The Mildura Muster is scheduled for the 16-19 April, there is still time to book for this if members wish to go.
- The XK 7,8,9 Register have a run to Steve & Cecilia Schubert's place in Tanunda on the 30th April, 12 places still available.

All meetings and events must be booked through TidyHQ and are subject to Covid-19 rules.

Register Business

- A reminder about the general meeting supper will be sent beforehand.
- A lunchtime run has been organised for Thursday 22nd April. Please book through TidyHQ.

Car Talk

- Jim Komaromi: 2007 S-type, 130k kms, currently in for repair as it was losing water due to a leak on the water pump shaft.
- Barry Brown: 2010 XF, has only driven 4-500kms since the last run – looking forward to getting out with it soon.
- Lesley Clarke: 1997 X300, says it is the most beautiful car in the Club – had a wheel balance problem and discovered the tyres were 16 years old, so they have been changed!
- Tom Brindle: 1993 XJ40 running well.
- Graeme Moore: 2008 XF, rear tyres low.
- Bob Charman: XF, beautiful car but had a problem with its windscreen wipers, needed a replacement unit, quoted \$500 new, Lonsdale advised \$244, so he ordered it online from the UK, \$122 delivered. Daphne pointed out the XF was HER car, as well as the S-type! 1985 XJ needs restoration work, upholstery etc., will cost around \$6,000. Big Red running well.
- Steve Schubert: XJ8 and XJ40 with V12 motor, hardly uses any fuel..!!!. Great car, regularly maintained, using it as a family car.
- Ron Palmer: 2014 XF supercharged 3-litre, 76,250kms. Drove to Port

Lincoln recently, 12,000kms, got 7.4 litres per 100kms, running beautifully, lovely car.

- Fred Butcher: Daimler running well, looking forward to the Renmark trip. Still working on the XJS. Series 1 XJ6 front end needs rebuilding; lots to do.
- Geoff Thomas: 1976 XJ6 Series 2, best XJ6 in the Club, running well.
- Peter Holland: XJ40 Daimler, 2005 X-type, both running well.
- Tony Human: Was bored recently and made the mistake of looking at car sales; bought an F-type from Melbourne. Beautiful car.
- Phil Prior: 2013/14 XF 3-litre turbo, bought it 12 months ago 40k on the clock. Beautiful car.
- Andrew Costi: Bought an XE last year, 19k kms, Ford engine, beautiful car to drive.
- Peter Clarke: 1962 Mk2 had a stereo upgrade, reversing camera, Bluetooth, etc. 1972 E-type displayed on Sunday, had a fuel leak on the way home, just needed a clamp. 2018 F-Pace (Tricia's car) terrific at towing, very economical. 2014 XKR, 37k kms, in January last year discovered corrosion in the front grid aluminium panel – had previously noticed water leaking after washing. Should be covered under warranty – waiting for confirmation.
- Jo Orford: XKR going well but needs a service and new tyres, so she won't be able to eat until next year...
- Geoff Clayton: XJ 350 (bought it from Peter Clarke), beautiful car, 70k kms, his son lives in Ceduna and the car loves that drive.
- Peter Buck: X308 Sovereign, fabulous car, loves it to bits, drives it often.

Any Other Business

British Classics Tour 2021 for Victor Harbor is now online for registration

Next Meeting

Wednesday 26th May, Kensington Hotel, 6:00pm for a meal, 7:30pm start.

Meeting closed at 8:10pm.

Register Secretary
Peter Buck

SS, Mk IV, Mk V Register



Minutes of meeting held at the home of Bob & Marg Kretschmer Thursday 18th March 2021.

Previous Minutes:

The February 2021 Minutes were adopted.

Present:

Bob Kretschmer, Malcolm Adamson, Jack Richardson, Des Brown, John Lewis, Brenton Hobbs, Robert Paterson, David Rogers.

Apologies:

David Adamson, Bruce Fletcher, Antony Veale, Ross Rasmus.

Special Note: The event was another Trial Evening Meeting being the 3rd. Thursday in lieu of the traditional Last Wednesday. See also Cls. 7 below.

Correspondence:

- Email message from Steve Weeks, Secretary of the XK, 7, 8 & 9 Register inviting our members to a joint BBQ Lunch on Friday April 30th near Tanunda. Catering by the host Register. See also Cls. 4 below.
- Email from Graham Franklin, CM Editor, being a List of Club members purporting to be qualified for our Register by having an SS, MkIV or a MkV vehicle – from the Club Membership Secretary. Bob to forward copy to his Register List.
- Email from Graham Franklin advising that the April Classic Marque will feature the MkV & seeks stories relating to that model. Attention MkV owners.
- Email from Nik Cirakovic advising date and place for the 2021 Vic. Border Run- see Cls.1. below.

- Tel.-con from Chris Pike Qld. Classic Jaguar Enthusiasts' Club sounding possible interest from SA to the Cowra 2022 Combined States Border Run. See also Cls. 2 below.
- Email from Doug MacLean, M/No. 2347, chasing assistance request re the seats on his MkV. See also Cls. 6 below.

1. SA/Vic Border Run 2022:

Nik advised that the Venue will be at Hamilton Vic. from Friday 29th Oct. to Sunday 31st Nov.

Entry Forms will follow soon. (Keeping the traditional Vic. date being the week-end ahead of the Melbourne Cup)

It will be great if our team is bigger than the 2019 Multi-State Run to Forbes. [2 JDCSA, 1 old vehicle + 1 JCCC modern]

2. Combined States Border Run 2022:

Bob K advised Qld. that maybe three entrants could be used for planning purposes.

Let us hope that Bob is wrong & there are more.

3. Welfare:

Bruce & Ann are still away with their caravan and have caught up with several long-term friends from Border Run days in Victoria.

4. JDCSA:

See the new comprehensive April Classic Marque.

Steve Weeks & Bob Kretschmer would have liked stronger support for the joint Register drive & lunch on Friday 30th April. Bob & Marg will be going.

The lunch venue is to be at the home of Stephan & Cecilia Schubert in the Tanunda area.

5. Technical & Parts:

◇ 1. Restoration Projects:

SS Airline; Malcolm Adamson:

Information supplied by Brenton Hobbs while Bruce is away. Hood lining finished & sun roof covered. Trimmer waiting for material. Car back at the restorers for further work but needing some more parts from Bruce.

1 ½ Litre Sedan; Ross Rasmus:

No report available.

MkV David Rogers

See email Status Report following.

◇ 2. Member Assistance

Bob to advise the caller to contact David & Angela Rogers direct.

6. General Business:

Malcolm tabled an impressive glass-fronted Display Case containing a collection of Motor Company Badges over many years with each badge mounted on a silver ingot. (Whew!!)

7. SS Register Meeting Dates:

It was considered that the Thursday evening date & time was successful.

- April: Thursday 15th evening at the home of Antony & Bronnie Veale.
- May: Wait until Bruce is back. Decide at Antony's April meeting.

Meeting closed at 8.55 pm.

Thank you, Marg for the supper

Bob Kretschmer

Register Secretary

Editor - The following is an extract from the April Edition of the Victorian Magazine (CATALOG) SS, Mk IV & MkV Register Notes.

After not holding a Border Run last year, I recently conferred with our friends in South Australia, and it was decided that we (the Victorians) will organise this year's Border Run, that way we do not disrupt the cycle of States organising the Runs. I have begun making arrangements for the Border Run, and this year it will be held in Hamilton, commencing on Friday the 29th of October and finishing on Sunday the 31st.

If you are thinking of coming on the Run, and they are a great weekend away, keep the above dates clear on your calendar.



Two pre-WWII SS 'Jaguar' Saloons, and an extra SS Saloon chassis being loaded in Wollongong, NSW, by Tarrawanna Heavy Haulage for transport to Finch Restorations in Mount Barker, SA. The cars were first transferred to Wollongong from a rural property on the edge of the Blue Mountains where they have been sitting in a shed for nearly 50 years. One of the cars was built by SS Cars in February 1937. It is likely the other car is c1937 also.

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

Club Notices

GENERAL MEETING ROSTER 2021

April	Multivalve Register
May	XK, 7, 8, 9 Register
June	E, F, GT Register
July	Compact Register
August	XJ, Mk 10, 420G
September	Multivalve 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 - General Meeting Minutes

Minutes of the JDCSA Monthly Meeting Tuesday 2nd of March 2021 at The Police Club, 27 Carrington St, Adelaide, SA 5000

Duty Register: XJ, Mk X, 420G Register

Chairperson: Phil Prior

Present : As per attendance list.

Meeting Opened: 7.35pm

Welcome:

Philip welcomed everyone to the meeting and reminded people to sign in on sheets in the foyer as per COVID requirements.

Apologies:

David & Angela Rogers, Gordon & Janette Brown, Val Weeks, Jo Orford & Michael Pringle, Steve Arthur and Ray & Barb Offe.

New Members

Joe 1977 XJ Coupe; Nick XJ8 (Joe's mate); Andrew McIntire XKR; Craig Roberts - Looking for a Jaguar.

Welfare:

Bill Browne will be out of Hospital this Friday.

Previous Minutes:

Carried.

Business Arising: Nil

President

1. Phil spoke of the 2023 anniversary year, including :-
 - Upgrading all major events.
 - National Rally – Adelaide.
 - Annual Dinner – July.
 - SA Jag Day – October.
 - Xmas Dinner and XJ Dinner possibly combined?
 - 50th year celebration booklet.

2. President's Picnic: March 21st at Birdwood Mill.

3. 2022 'E' Type an Compact Registers looking for new Secretaries.

Vice President:

Currently reviewing the Constitution.

Fred spoke of the good day at the Bend for the de-facto "All British Day" and the Compact Register run to Victor.

Secretary:

Various magazines have been forwarded to Register Secretaries for distribution.

Treasurer:

All quiet at the moment. Working on Credit Card facilities.

Membership:

Daphne reports still getting between 5 to 7 new applications every month. Club will be host ing a breakfast for new members in May.

Editor:

Graham shared the contents of the March magazine. He asked members to share stories of all events even if not organised by our Club. Feature model for April will be the Mark V.

Log Books:

Dave reports 3 to 4 new books every month.

ACJC:

Tim says SA has 490 members on their books with 792 members

Regalia:

Ron has full range here tonight – some under cost.

MSCA:

Barry Kitts advised next meeting in May.

Library:

Tom and Marj have new books and Magazines here tonight.

Registers:

- **Compact** - Nothing to report
- **XJ** – Bob reports still getting good numbers at Register meetings held at the Bartley Hotel, West Lakes Shore. Still nothing heard from Shannon's. Great turn out for the run to Mannum – 109 people.
- **Multivalve** – Moving meetings from Tuesday to Wednesdays at the Kensington Hotel because the room has been pre booked. Next meeting 23rd March.
- **E-Type/ F-Type/ Grand Tourer** - they Alan Bartram reports Carrick Hill run good. Next event 21st March Torrens Parade Ground.
- **SS (Pushrod)** – Nothing to report.
- **XK & MK 7,8,9**– meeting on 30th April. Tanunda for lunch.

New Business:

Daphne Charman addressed the meeting to suggest that members start wearing their name tags to General Meetings as we are getting a lot of new members and it makes it easier to know who everyone is.

Guest Speaker For April

Guest Speaker for April General Meeting. Capt. Rod Lovell – Mirage Jet Pilot.

Next Meeting:

To be held 7.30pm Tuesday 6th April 2021. Thanks to XJ, Mk X & 420G Register for minutes & supper tonight.

Meeting Closed at 8.30pm

**LEAVE ME
WITH GRANDPA
THEY SAID**



**BEST NIGHTS
SLEEP I EVER
HAD!**

JDCSA - Club Directory 2020 -2021

Club Postal Address:

PO Box 6020, Halifax Street, Adelaide SA 5000

Club Web Site / Email

Web: www.jdcsa.com.au

Email: info@jdcsa.com.au

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

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

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

Your Committee

President: Philip Prior

Mobile: 0402 670 654.

Email: philipprior@bigpond.com

Vice President: Fred Butcher

Mobile: 0428 272 863

Email: vicepresident@jdcsa.com.au

Treasurer: Heather Buck

Mobile: 0432 549 086

Email: treasurer@jdcsa.com.au

Secretary: Steve Weeks

Mobile: 0414 952 416

Email: xk789@jdcsa.com.au

Editor/Events Coordinator: Graham Franklin

Mobile: 0490 074 671

Email: editor@jdcsa.com.au

Membership Secretary: Daphne Charman

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

Email: membership@jdcsa.com.au

Web Master: Tom Herraman

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

Public Officer: Tim White

Mobile: 0419 809 021 Email: casuti3@bigpond.com

Club Patron: Mr Peter Holland

Phone: (08) 8271 0048

Club Services / Club Representatives

Technical Officer: Geoff Mockford

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

Regalia: Ron Palmer

Mobile: 0418 855 597 Email: ron@palmersadelaide.com

Librarian Tom Brindle

Phone (08) 8387 0051

Log Books David Burton

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

Australian Council of Jaguar Clubs (ACJC)

Club Representative: **Tim White**

Mobile: 0419 809 021 Email: casuti3@bigpond.com

Federation of Historic Motoring Clubs (FHMC)

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

Marque Sports Car Association (MSCA)

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

All British Day

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

Inspectors - Club Registration

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

Register Secretaries

SS, Mk IV, & Mk V- *Meet TBA.*

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

Email: kretsch@internode.on.net

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

Steve Weeks: 0414 952 416

Email: xk789@jdcsa.com.au

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

Angela & David Rogers

Email: compacts@jdcsa.com.au

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

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

Bob Charman Phone: (08) 8248 4111

Email: xj420g@jdcsa.com.au

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

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

Email: etype@jdcsa.com.au Email: ftype@jdcsa.com.au

Multi-Valve - *Meet 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

