



CLASSIC MARQUE

APRIL 2023



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Club Torque - President's Column

President's Report April 2023

March commonly referred to as "Mad March" saw the return of WOMAD and the Fringe back in full strength this year. From all reports both festivals have been well supported with the Fringe exceeding one million ticket sales. From reports I have read this is an Australia first for an Arts Festival. To reach this number in ticket sales is definitely something to "Crow" about; well done SA.

Unfortunately, I wasn't able to make the Pushrod Register meeting due to other commitments. Suzanne Jarvis attended as a visitor and from all reports it was a good meeting.

Along with Editor Graham, we did make it along to the XJ/Mk10/420G Register BBQ in Hazelwood Park. This was well supported with a sausage and hamburger BBQ in the park, being cooked under the guidance of Bob and Trevor followed by a drive to Mt Barker. On leaving the park for the drive to Auchendarroch House for coffee, I discovered the car battery had failed; so much for extended periods on trickle charges!

The Jaguar National Rally (JNR) Working Group held its final Pre-rally meeting on Monday, 27th March. The Rally Programme is fully locked-in. However, the Day at the Bend on the Monday is still available via TidyHq. There are spaces also available for members on the Post Rally Tour; if interested please phone Peter Buck (0421061883).

Members not intending to join the Rally are encouraged to be part of the Jaguar display day at the Birdwood Mill on Sunday, 16th April. The day is open to all Jaguar and Daimler club members so why not make the effort and see if we can fill the paddock with an impressive display of vehicles. There will be food and drinks available on-site, including Club memorabilia.

Members are reminded tickets for the Clubs 50th Anniversary Celebration Dinner have been on-sale for the last month, there is a limit of 200 places so don't delay as you may miss out with well over 100 tickets already sold. This will be a very special event with complementary drinks and canapes on arrival, a three-course meal of choice, presentation of awards and dancing to and entertainment by, The Foender Brothers six-piece band.

The recent spell of morning mist (fog) in the hills and the wet weather, signals the season is changing. It is therefore time for members who own older vehicles to make the most of the dry weather and get your vehicles out for a run before it's time for dry storage over the winter period.

Hoping to see you at the various Club events through-out 2023

**Safe Motoring
Fred Butcher**



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Front Cover:

Alan Miller, Mark V drophead.

Back Cover:

*Advert - 50th Anniversary Dinner
29th of July - (Now taking bookings)*



@sajaguarclub



Events Calendar 2023

APRIL

MAY

JULY

TUESDAY 4th APRIL	JDCSA General Meeting. MARION HOTEL 849 Marion Road, Mitchell Park. Registration through TidyHq is required if you intend to have a meal prior to the meeting. The meeting starts at 7.30pm with meals available from 6:00pm. JDCSA April General Meeting
WEDNESDAY 5th APRIL	XK & Mk 7 8 & 9 Register Meeting. From 7.00pm to 9.30pm. The meeting is to be held at the home of Rod & Peggy Davis, 3 Holly Hock Ct, Craighburn Farm. Please register on TidyHQ. XK & Mks 7, 8 & 9 April Meeting
WEDNESDAY 12th APRIL	XJ, Mk10, 420G Register Meeting: From 6.00pm to 9.00pm. The Bartley Hotel, Bartley Terrace, West Lakes Shore. For more information please contact Bob Charman. Email: charmanr161@gmail.com .
APRIL 14th to 21st	Jaguar National Rally 2023. (Operations will be at The Haus, 38A Main St, Hahndorf). Registrations closed. Events fully booked are not detailed - but some specific events still open. More information on TidyHq and pages #20 and 22. Register - National Rally 2023
SATURDAY 15th APRIL	XK & Mk 7, 8 & 9 Register - Hosted dinner at the National Rally. From 6.30pm Our Register is organising a dinner at the Handorf Inn for our interstate guests. All welcome. Please register on TidyHQ. XK & Mk 7, 8 & 9 Register Dinner
SUNDAY 16th APRIL	Display Day at The National Motor Museum. From 10.00am to 2.30pm FREE ENTRY to the Museum. Entry via Church Street.. No Registration required. Turn up and enjoy the day.
MONDAY 17th APRIL	E, F & GT Register run, "Stray Cats at The Bend" Sports Day Bookings for "Lunch and Laps" and/or "Speed off the Street" are to be made directly with 'Bend Motorsport'. Please goto TidyHQ for more details. "Stray Cats at The Bend"
TUESDAY 18th APRIL	Multivalve Register - Lunch at The Range. 12.45 am - 3.00 pm All members are invited to join the participants of the Post-rally tour for lunch at The Range Restaurant , 1 George Francis Drive, Mt Compass. (Opening especially for us). More details & registration through TidyHq: Lunch at the Range
WEDNESDAY 19th APRIL	Multivalve Register - Coorong Discovery Cruise - 11.45 am - 3.00 pm Lunchtime cruise on the "Spirit of the Coorong." \$65.00 per person. (Normal cost \$95.00). More details & registration through TidyHq: Coorong Discovery Cruise
WEDNESDAY 19th APRIL (Evening)	SS, MkIV & MkV Register Meeting. 6.00pm - 9.30pm. Meeting at Bob Kretschmer home at Unley. Can members please advise Brenton if they will be attending the meeting. 0419 345 775
SUNDAY 23rd APRIL	McLaren Vale Vintage & Classic 2023. 8.00am - 5.00pm Grand Parade 11.00am. REGISTRATIONS CLOSED.
TUESDAY 2nd MAY	JDCSA General Meeting. "The Junction", 470 Anzac Highway, Camden Park. Registration through TidyHq is required if you intend to have a meal prior to the meeting. The meeting starts at 7.30pm with meals available from 6:00pm. JDCSA May General Meeting
WEDNESDAY 10th MAY	XJ, Mk10, 420G Register Meeting: 6:00pm to 9.00pm. The Bartley Hotel, Bartley Terrace, West Lakes Shore. For catering purposes please register on TidyHQ.
WEDNESDAY 17th MAY	SS, MkIV & MkV Register Meeting. 6.00pm - 9.30pm. Meeting at Ross Rasmus home at Fulham Gardens. Can members please advise Brenton if they will be attending the meeting. 0419 345 775
THURSDAY 18th MAY (Lunch)	Jaguar Ladies Social Group Lunch. 12.30pm - 3.30pm Lunch will be held at the Greenhouse Restaurant, Feathers Hotel, 516 Glynburn Road, Burnside. Please register on TidyHQ by Thursday 11th May.. Ladies Social Group Lunch
THURSDAY 25th MAY	Multivalve Register Meeting & Dinner. 6.00pm to 9.00pm The Kensington Hotel, 23 Regent St, Kensington. 6:00pm for dinner with meeting at 7:30pm. Please register to attend the meeting through TidyHQ. Multivalve Register Meeting
SATURDAY 27th MAY	E, F & GT Register run to Hindmarsh Island. 08.30 am - 04.00 pm Meeting at the Victoria Hotel carpark O'Halloran Hill and then to Hindmarsh Island via the hills and morning tea along the way. Groups of 20 will travel to Chris Waldock to view his collection of classic cars. Then onto the Islanders' Tavern, Hindmarsh Island, for lunch. To attend - registration is required via TidyHQ. E, F & GT Run to Hindmarsh Island
SATURDAY 29th JULY	JDCSA 50th Anniversary Dinner. 6:00pm - 11:00pm National Wine Centre of Australia, Corner of Hackney Rd &, Botanic Rd, Adelaide. Tickets at \$105.00 per person are now on sale. Tickets will be limited to 200 with a waiting list thereafter. More details & registration through TidyHq: JDCSA 50th Dinner

Club Torque - Editor's Column

It is ironical that Jaguar will be moving away from their current internal combustion engine (ICE) and hybrid electric models for all electric vehicles (EV), given the recognition and awards that their current models have achieved.

The most recent recognition to be given is the multi-award-winning Jaguar F-PACE which has once again been crowned with the prestigious 2023 Australian Drive Car of the Year, Best Medium Luxury SUV, for the second consecutive year.

The judges found the F-PACE to be a standout in its class, and were taken with its ride quality and comfort, state-of-the-art technology and infotainment system.

On the Formulae-E scene, Jaguar powered cars achieved a 1st, 2nd and third in the recent São Paulo E-Prix. ENVISION Jaguar Racing; and Jaguar TCS Racing now lie second and third respectively in the championship with 10 races left. The next races are in Berlin on 22nd & 23rd of April.

This month's Q&A is Life and 50-year member Steve Weeks; together with a story about his adventures to the snow.

A big thank you to new members David & Danielle Mobbs, and Alan Miller for their stories and photographs. Also to the Register Secretaries for their articles.

Included is an abridged interview with Andrew Jago, General Manager of Fleet and Business Operations for JLR. He doesn't give much away about Jaguars future, but it is worth the read.

There is lots more including the E, F & GT Register meeting at Classic Performance Servicing & Dyno; the Multivalve Lunch Run to the Blumberg hotel; the Ladies Social Group visit to Virginia Nursery; and All British Day.

**Enjoy
Graham Franklin**

50th Dinner - Ticket Price Announcement

The 50th Anniversary Dinner Committee is very pleased to advise the Executive has agreed to extend the ticket price of \$105.00 to all ticket sales.

All ticket sales include members, past and present and non-members.

Members, past and present have priority on ticket purchases until Wednesday 31st

of May, 2023. From that date members will be welcome to invite family and/or friends to purchase tickets as non-members.

The ticket price of \$105.00 is subsidised by the JDCSA by over fifty percent. The Executive wish to offer this generous subsidy to members, past and present

for their support and participation at any time over the past 50 years.

The Executive and Committee wish to welcome and include everyone in the celebration of the 50th birthday of the Jaguar Drivers Club of South Australia.

**Suzanne Jarvis
Event Organiser**

Classic and Historic Car Clubs Grant Program

The SA government has announced the SA Car Club Grants Program.

The \$2 million Government grant program will provide \$500,000 worth of grants per year, over four years, to support local clubs host bigger and better events while meeting rising operating costs, including managing their role within the conditional registration scheme.

Funding can be used for projects including:

- Purchase of new safety and operational equipment.
- Systems improvements, such as software upgrades and data collection.
- Training of instructors, officials, administrators, and volunteers.
- Initiatives to boost female participation rates.

There are more than 200 recognised motoring clubs in South Australia with over 39,000 vehicles registered through

the recently expanded conditional registration scheme, comprising a mix of historic, left-hand drive and street rod vehicles.

The Department for Infrastructure and Transport will provide ongoing support to applicants throughout the duration of the program.

Applications for the inaugural SA Car Club Program close at midday 24 April 2023. ■

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, 2023 magazine:

◇ Lee & Emma Dedman: Jaguar MkII 4.2L Sedan

The following application listed in the February 2023 Classic Marque magazine has been accepted:

◇ Danielle & David Mobbs: 1985 Jaguar XJSC 5.3L Cabriolet.

◇ Noel Hinson: 1972 Jaguar XJ6 4.2L Sedan.

◇ Liana & John Torresan: 1970 E-Type 4.2L Coupe and 2018 Aston Martin V12 DB9 GT.

◇ Ian Dingwall & Katie Bunney: 1998 Jaguar XJR 4L Sedan.

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

**Daphne Charman
Membership Secretary**



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New Member's Story - Danielle & David Mobbs

Hi Members,

We're tour guides who have our own business, "Sacred Earth Safaris", leading tours through the Northern Territory, Western Australian and Outback South Australia in our 6WD coach.

We've always been into 4WD's and travelling to remote places and have never owned a classic car before. But David has always been interested in classic cars - learning about the various makes and models through TV reno shows and in magazines.

When COVID travel restrictions shut our business down, he really got into classic cars and we finally bit the bullet in January, buying our 1985 Jaguar XJSC Cabriolet V12 5.3L. He was actually due to inspect a different vehicle that day but was early and while looking online,

found our car and the rest is history! He's always liked and appreciated classic Jaguars, so finally owning one is a dream come true

While David is very mechanically minded when it comes to 4WD's and would consider himself a bit of a "bush mechanic", working on a classic car is a whole different ball game!

Our Jaguar doesn't need much mechanical work but does need a bit of TLC and a bit of tinkering. So, we thought we should join the Jaguar Drivers Club of SA, as we'd appreciate the support and advice on our car from other members and we're looking forward to the social aspect of the club too.

Our touring business is back up and running now, so we won't be able to attend every meeting but we'll attend

as many as our schedule will allow and look forward to meeting more members.

Our vehicle is currently unregistered (waiting to put it on club rego) and is up on blocks while David is cleaning the underside (lots of grease!) but I've attached a photo anyway.

**Kind Regards,
Danielle Mobbs**

Editor: Thank you Danielle for contributing your story to Classic Marque. There are a number of XJ-S owners in the club, and so there is plenty of help available. A good starting point is E, F & GT Register meetings and JDCSA Members Group on Facebook.



New Member's Story - Alan Miller

I reside in Waikerie in the Riverland of SA. I am a retired GP having been in practice in Waikerie for 32 years prior to retiring 5 years ago.

My interest in old vehicles began when I was a teenager living in Casterton, Victoria.

At age 16 I purchased a 1949 350 BSA motorcycle. With the help of my father, we restored the bike, which I still own. This sparked a family interest in restoration and about a year later my father purchased a barn-find Bristol 400 coupe. Over several years we have worked on the car and I now have it in good running order. My wife, Hilary, and I attend the Bristol Owners Club events in the car, including events interstate.

When I was 21 and attending University in Melbourne I purchased a 1962 Alfa Romeo 2600 sprint. It was in poor running order. I worked on and drove



This photo is of a one-off Australian made Hunter pics mint motorcycle which Alan has owned for many years. Details on Shannon's website.

the car for many years as my daily transport. The car has now been fully restored and I have it in good order, driving it occasionally.

Over the years I have purchased many old English motorcycles now numbering 17. The cars I have include a Datsun 1964 2000 Fairlady Sports.



This photo shows a number of Alan's restored motor bikes and the Alfa Romeo 2600 sprint.

New Member's Story - Alan Miller (cont)

I have also inherited my mother's Mercedes 1960 220 SE.

In December 2020 I purchased a 1951 Jaguar Mark V Drop Head Coupe from Peter Ekberg, a dealer in Melbourne. The car was complete and running having been restored many years ago. It had recent rust removal performed. I trailered the car to Waikerie and have repaired the car as required, including painting the rust repair, having some panels repainted, gauges repaired, the block cleaned (because of overheating problems) and a Davies Craig pump fitted to the bottom radiator hose. The car had been re-upholstered in Vinyl previously and some upholstery repairs performed. The car has been detailed and tuned and now is in good running condition. The car was originally black but has been repainted in Old English White.



This photo shows Alan's Mercedes 220 s and the Datsun sports.



Alan Miller, 1951 Mark V Jaguar drophead coupe,

As I am now a member of the Jaguar Drivers Club, I hope to participate in the Jaguar National Rally Display Day at the National motor Museum in April this year.

Mark V History.

The history of the car is incomplete but includes the following: -

- The car was originally purchased in May 1951 by Theo Trautwein Reg AAA 243 in NSW.
- 1974 Denis Jaffa from Dover Heights
- Duncan Wynham
- 1977 Barry Cummins from Coffs Harbour
- 1979 Ian Griggs from Castle Hill
- 1982 sold at Pickles auctions, Reg MKV 566 NSW
- 1988 Ian Moore
- 2001 Clive Ellis from Toowoomba and Newtown Qld Reg SSJ 47
- 2020 From David Ekberg Melbourne Reg YB 616 Vic.

**Regards
Alan Miller.**

Editor: Thank you Alan. I do hope you make it to the National Rally as I know fellow 'pushrod' members would love to see the car.

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F-Pace Wins Drive Car of the Year (Best Medium Luxury SUV)

The multi award-winning Jaguar F-PACE has once again been crowned with the prestigious 2023 Australian Drive Car of the Year, Best Medium Luxury SUV, for the second consecutive year. The judges found the F-PACE to be a standout in its class, and were taken with its ride quality and comfort, state-of-the-art technology and infotainment system.

With a refined line-up since its launch, the F-PACE is now available in five trim levels and a choice of three petrol engines and one diesel engine. All models now feature Jaguar's R-Dynamic styling enhancements. The judges tested the 2023 Jaguar F-PACE R-Dynamic SE P250, and found this luxury SUV to be "a perfect all-rounder – packed with features, stylish, luxurious and enjoyable to drive."

The F-PACE's design was a standout for the judges, which they found to be "stylish, sophisticated, and unique on the outside, while the inside is classic and true to its pedigree". The breadth of standard features was highlighted, with 20-inch diamond-turned wheels with grey accents, a 13-speaker Meridian sound system, noise cancellation, heated front seats with memory function, premium cabin lighting, and animated (scrolling) indicators all part of the package.

Inside, the cabin's understated elegance, ample space and ergonomic design impressed, while the infotainment system was praised as "one of the best in its class". The 11.4-inch Pivi Pro touchscreen boasts Apple CarPlay, Android Auto, DAB+ radio, active noise-cancelling technology, and high-resolution graphics, and was noted as being intuitive and easy to use.

Behind the wheel, the F-PACE offers "a premium driving experience with impressive body control, ample power and supreme comfort to boot". The judges found it performed well on rougher road surfaces, "never feeling flustered over bumps and providing a smooth and silent drive".

Up against three finalists, the dynamic F-PACE emerged as the clear winner to claim this coveted award. Summing up the F-PACE's appeal, the Drive team found that "refined luxury and an unmistakable performance heritage make the Jaguar F-PACE a true force for prestige buyers".

To read the full review of the three finalists goto: [Drive Car of the Year](#). ■

Editor - Information for this story sourced from Drive Australia and Jaguar Australia.



F- Pace - What we love!

- Exterior styling is classy, cabin feels premium;
- Spacious cabin, largest boot of the three finalists;
- Infotainment system is one of the best in its class.



F-Pace - What we don't!

- Options add up quickly;
- Can be thirsty;
- Sloped roof line compromises rear visibility.



The reigning champion in the Jaguar F-Pace is back in the mix to defend its title. The facelifted version brings Amazon Alexa voice assistant technology and a new 400 Sport model.

The Lexus NX is fierce competition with the all-new model boasting a new multimedia system and driver interface, while the line-up has also introduced a plug-in hybrid.

Finally, the acclaimed BMW X3 comes into this battle strong with updated technology and exterior looks, along with additional standard features.

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Formula E - Jaguar Powered Cars 1, 2 & 3 In São Paulo

Snapshot

- ◇ Mitch Evans and Sam Bird secured victory and a sensational double podium result in the inaugural São Paulo E-Prix.
- ◇ A prowl of Jaguar-powered cars dominated the podium with Envision's Nick Cassidy finishing second to complete the Top 3.
- ◇ Sam Bird secured the TAG Heuer Fastest Lap to showcase the pace of the Jaguar I-TYPE 6.
- ◇ Jaguar leap to third in the teams' standings with a 41-point haul.

Mitch Evans (Jaguar TCS Racing) led home a first one-two-three for the Jaguar powertrain, with Nick Cassidy (Envision Racing) and Sam Bird (Jaguar TCS Racing) crossing the line together - the trio just half a second apart - to close out an enthralling inaugural Julius Baer São Paulo E-Prix.

Kiwi Mitch Evans lined up third on the grid after a strong qualifying performance. Sam Bird started 10th after receiving a 5-place grid penalty.

It was a flat out push to the finish at the rapid 11-turn Sao Paulo Street Circuit, with Evans managing to navigate his way through constant position changes up-and-down the pack to take the chequered flag.

The New Zealander took the initiative and the race lead from his compatriot Cassidy as the race headed into four TAG Heuer Added Laps.



What a sight - Jaguars on the podium in Brazil!

His move on Lap 32 proved to be decisive, with neither Cassidy nor Evans' teammate Bird able to undo the leader's defensive driving - despite Bird having collected a couple of extra percentage points of useable energy during his climb from 10th on the grid at the start.

The dominant result puts Sam Bird sixth in the 2023 ABB FIA Formula E World Championship drivers' standings, while Mitch has climbed to ninth.

James Barclay, Jaguar TCS Racing Team Principal had this to say: "What an incredible day! A historic first with three Jaguars dominating the podium.

Today's result and the team's performance after a few challenging weekends was all the more sweet. With a strong car and a proven team, we knew it was about executing a clean weekend with a great strategy and that's what we did today. Mitch and Sam drove exceptionally, showing patience in a strategic race and raw speed when it was needed. I would like to thank our technical partner WAE who have worked tirelessly for this result and to our amazing commercial partners. We wanted to put on a great show for the Brazilian fans and we delivered just that, it's a special day and one which we will enjoy celebrating."

Mitch Evans. "Honestly, this has come at a perfect time because I've had a tough start and the car has been quick, so to finally get a victory is incredible. It's a Jaguar 1-2-3. Nick pushed me all the way and we pushed each other, both teams executed brilliantly and this is down to all the hard work. Half-a-second between 1st & 3rd. I wouldn't want it much closer than that."

TAG Heuer Porsche heads Envision Jaguar Racing 144 points to 103 with Jaguar TCS Racing third on 83 points. There are 10 races to go with next a double-header trip to Berlin on 22nd and 23rd of April.

Watch the highlights of qualifying and the race via this link. [Jaguars 1-2-3.](#) ■

Editor: Information for this story sourced from Jaguar TCS Racing and the official FIA Formula E World Championship site.



Jaguar TCS Racing Team - Mitch Evans, James Barclay and Sam Bird



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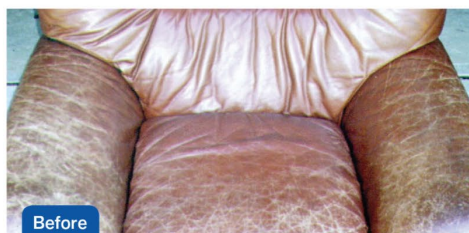
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Must Read Interview - Andrew Jago (JLR)

Editor: Andrew Jago is the General Manager of Fleet and Business Operations for JLR. He was recently interviewed by Fleetworld Magazine. This is an edited version focusing on Jaguar related questions.

How would you sum up 2022 for Jaguar Land Rover?

It was a year of transformation for us in the fleet and business space. In January, we moved all of our key accounts to a direct sales model as part of a new fleet strategy.

Leasing companies will directly deal with JLR, with the vehicle then allocated to the drivers nearest authorised Fleet and Business Centre for delivery.

A key element of the new process is that all JLR fleet customers will receive a full handover from a retailer. It comes a year before the brand's retailers fully transition to an agency sales model. *(Editor - as outlined in last month's Classic Marque).*

What does the future look like for established EV products within JLR?

I-Pace continues to be a real staple product for us. Despite all of the noise around supply and volatility, it's the only product in its segment that was able to be supplied from order to delivery within six months consistently. That was the case throughout the whole semiconductor crisis and it continues to be. We've taken very strong steps

to protect supply of that product and make sure that where we've got customer demand, we can support it with delivery.

Land Rover has some great product coming through, but what's the latest Jaguar news?

Despite what some people might think, it hasn't been forgotten! I think you've got to look at it in the context of the market data not necessarily reflecting the demand, much of which has come from the Land Rover side. We've only had a certain number of components and when you've got new models – like we had with Range Rover – you need to ramp up production of that.

In terms of the product proposition itself, the I-Pace isn't the oldest model on the market, but because it was early in its segment, people perceive it as such. But in terms of its range, which has been enhanced since launch, it's still in the top third of the segments it competes in. In terms of driving dynamics and attributes, it's still one of the best products out there.

When can we expect to see new Jaguar products?

We introduced the F-Pace for MY24 at the end of 2022, which included battery technology in the PHEV, which has improved the range. Beyond that we're working on a total renaissance of the



Jaguar brand for 2025, so there's a lot going on behind closed doors.

We've taken the opportunity to look at the whole brand from a blank sheet of paper. Rather than fitting the existing battery technology around our existing portfolio, we're taking the time to ask what Jaguar actually means and what it looks like in the future.

What will Jaguar's future line-up look like?

We know internally, but we haven't confirmed the number of models yet. They are like nothing you've ever seen. There's a lot of eagerness to understand what's going on – and it will be pretty ground-breaking when you see it. ■

Editor - Information for this story sourced from FleetWorld Magazine UK.

JLR Names Another New Boss For Jaguar Brand

JLR has appointed the company's head of UK operations, Rawdon Glover, to oversee the revamped Jaguar brand.

Glover's title will be "Brand Managing Director, Jaguar," JLR said in a statement.

He succeeds Philip Koehn, who has only publicly been the boss of Jaguar for the past few weeks. Koehn had led the Jaguar team since the start of the so-called Panthera project in 2019, having previously worked at Rolls-Royce on its Architecture of Luxury.

Glover's former job as managing director of JLR's UK operations will be managed on an interim basis by Paddy

McGillycuddy, currently the head of sales and marketing in the UK, JLR said.

Glover joined Jaguar Land Rover in 2011 from Volkswagen Group, where he rose to the position of head of after sales and service for the group in the U.S.

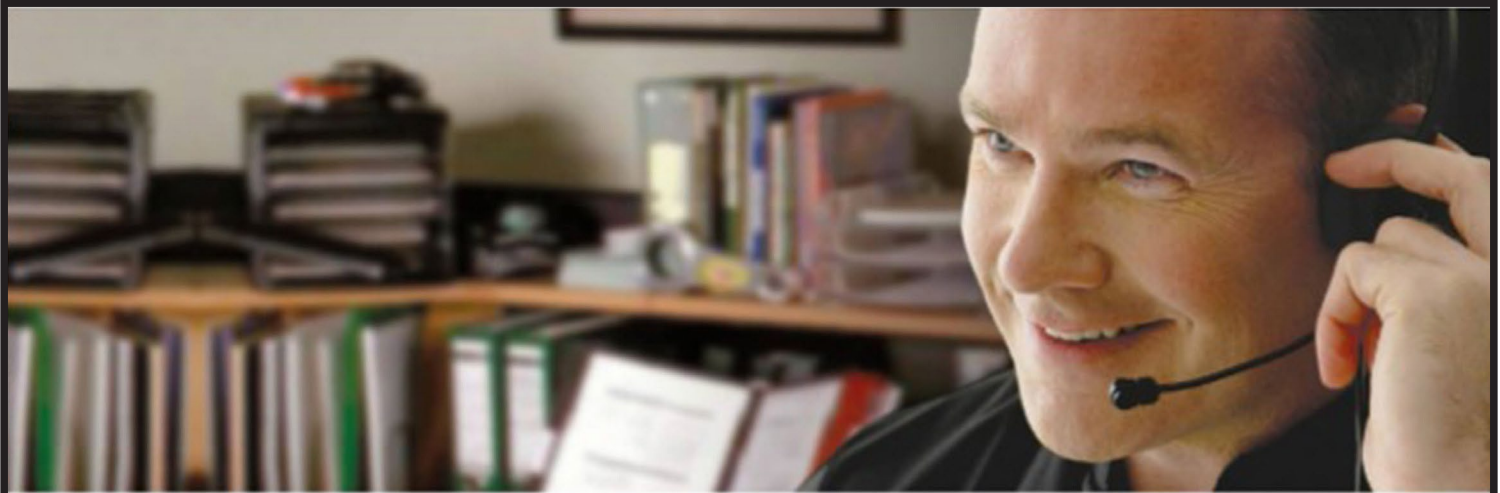
He was initially appointed director of global customer service for JLR, before moving to the UK position in June 2018, according to his LinkedIn profile.

The Jaguar brand has seen its vehicle sales decline as JLR directed scarce semi-conductors toward its highly profitable Range Rover, Range Rover Sport and Defender. ■



Rawdon Glover will oversee a revamp of the Jaguar brand as it goes more upmarket and switches to an all-electric lineup.

Editor - Information for this story sourced from Autocar and Automotive News Europe.



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It's Official - The Sexiest Men Drive Jaguars

It seems that Jaguar's previous 'Good To Be Bad' advert campaign not only got the guys engine's revving – it also appears to have the ladies in a spin as Jaguar drivers win the race in the sexy stakes.

A survey by female members of the UK's leading extramarital dating website, IllicitEncounters.com, has placed Jaguar drivers in poll position as the sexiest drivers.

The study of over 2,300 female members from the website overwhelmingly placed Jaguar owners on the top of the podium.

The TV advert also featured ELLE man of the year, Jaguar driver himself and man of the moment actor, Tom Hiddleston. He played part of a trio of jag driving British villains – and this sexy campaign captured the hearts of the public.

Quintessentially British, smooth, suave and sophisticated, it's no surprise that Jaguar are still at the forefront of popularity; a jewel in the crown of British engineering, each of their models boasts the most beautiful designer curves with world class mechanics to match.



Spokesperson for IllicitEncounters.com, Mike Taylor said: "To men cars are a synonymous with sex appeal, it's not about just getting from A to B in comfort, style and appearance are also important".

Men's cars are often a reflection of their personalities mirroring if they are reliable, stylish, economical or extravagant, and women use this information to make snap judgements about their potential partner. Jaguar seems to have it all in the eyes of the ladies, so it's no surprise they find their drivers highly desirable".

Top 5 Sexiest Car Manufacturers.

1. Jaguar 37%
2. Audi 22%
3. Mercedes 17%
4. Porsche 9.00%
5. BMW 4.00%

It doesn't seem to matter if the car is reliable or gets good miles to the gallon, women want men who drive cars that show how attractive they are. ■

Editor - Information for this story sourced from the UK's leading married dating website IllicitEncounters.com.

10 Reliable Luxury Cars That Will Last for Years

Luxury cars and reliable cars are two phrases that generally don't go together. Maintenance costs are generally high and there are so many gadgets jammed into top-of-the-line cars that at least one thing is bound to go wrong sooner or later. But why should this be the case? If you're spending the kind of money one has to spend to obtain a luxury vehicle, surely you expect a hassle-free experience?

Historically, this hasn't always been the case, but the last 10-15 years have shown that luxury cars can be just as (if not more) reliable than the most basic of vehicles.

According to a just released HotCars survey, if you are thinking of investing in a luxury car, add the last Jaguar XJ built, the X351 to the list.

Jaguar XJ X351

If you're searching for second-hand luxury that won't go wrong, the XJ is a really solid choice. Arguably the

most reliable used luxury sedan on the market, a fourth-generation XJ has very little which goes wrong with it. Like with many of the cars on this list, servicing is the main expense of owning an XJ, but otherwise, it runs like clockwork.

The most radical XJ in history has also turned out to be one of the best with storming performance, surprising agility with exceptional comfort and quality.

Although more than 120,000 X351's were built, limited numbers came to Australia, especially petrol engined cars.

Discontinued in 2019 to make way for the now cancelled electric XJ, a second-hand post 2012 supercharged petrol model will cost you about \$60,000. A big price for a second-hand car, but you'll have no need to shell out for expensive bills beyond your services.

10 Most Reliable Luxury Cars to Buy:

1. Lincoln Town Car
2. Jaguar XJ X351



XJ X351 - Arguably the most reliable used luxury sedan on the market!

3. Porsche 718 Cayman
4. Audi S8
5. Mercedes-Benz CLS
6. Acura TLX
7. Genesis G90
8. BMW 5 Series
9. Volvo S90
10. Lexus ES

Editor - Information for this story sourced from Canadian internet-based automotive news website HotCars.com.

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Big Shake-Up on The Cards for JLR UK Dealer Network

JLR is running the rule over its dealer network in what is expected to be a radical reshaping of its UK business.

The new Jaguar EV range of the future will have a price range starting at £100,000 and running to £200,000. Future sales of its new range in the UK will be radically cut to 6,000 a year.

As a result, *Motor Trader Magazine* was told by a dealer source that dealer numbers could cut from 88 to 18. Potential cuts to dealer numbers are a hugely sensitive subject given the massive investment they have made in recent years.

JLR carried out a restructuring of the network in 2016, aiming for common ownership of Jaguar cars and Land Rover cars, resulting in 117 Land Rover and 84 Jaguar sites combined and reduced to 138; run by 35 partners.

To achieve this JLR dealers invested £1bn in UK premises with a new corporate look as part of JLR's overhaul of the UK

network. One dealer source said: 'When the 2016 franchise concept came out there was a simple ultimatum from JLR – either you invest in these new sites or they'd find someone else who would.'

'The fact we're now being told a few years later that Jaguar is not part of the plans and we'll lose that brand is unbelievable.'

Senior motor trade accountants and auditors have now warned Jaguar Land Rover dealers that they may have to write down the values of their dealerships as a result of the drastic changes.

It has not been made public which dealers will keep their franchises. It is understood those that lose Jaguar sales will either cease as a JLR partner or focus solely on Land Rover sales.

CarDealer Magazine asked JLR if it will compensate dealers, it had previously asked to invest huge sums of money and whether it would allow franchise holders to use the space vacated by Jaguar for other brands. JLR declined to comment.



But Jaguar has denied it has settled on a plan to have just 20 or fewer UK dealers.

JLR issued a holding statement saying it wanted to build a "sustainably profitable Jaguar and Land Rover network for the future. We are consulting with our retail partners on how we achieve this objective but it is too early to disclose details due to their commercial nature."

"The first of the new, all-electric Jaguars will be revealed before the end of 2024, and will be with customers in 2025. We will tell you more about Jaguar's future before the end of this year." ■

Editor - Information for this story sourced from MotorTrader and CarDealer

JLR Dealers at War with Automaker Over New Contracts

Dealers in Europe claim their margins are being eroded and are threatening legal action

Luxury brand dealerships invest huge sums in their showrooms to help create the right environment to separate customers from their money. And they do it because they know the generous margins in the cars, they sell will justify that investment. But Jaguar and Land Rover dealers in Europe claim the automaker is messing with that balance and are threatening to take the company to court.

Automobilwoche reports that Jaguar Land Rover has terminated contracts with its European dealers and has offered new terms that dealers say will leave them much worse off. In Germany, for instance, dealer margins will be cut in half to 9 percent, the report says.

Compounding the agony is the fact that the dealers are selling far fewer cars because JLR is struggling to fulfil orders.

In a letter to JLR seen by *Automobilwoche*, the head of the brand's European dealer association, Arjen de Jong, complained

that the automaker's new volume forecasts were significantly lower than before and came with worse margins for dealers.

De Jong threatened legal action, warning JLR that if it insists on going through with its plan to introduce the new contracts this spring, the result could be a court battle that has the potential to harm both sides. ■

Editor - Information for this story sourced from automotive website Carscoops and Automobilwoche via Auto News

Jaguar is on A Mission to Trim Its U.S. Dealer Network

If the company's plans to transform into a Bentley-competing brand are to come true, some big changes have to happen.

Jaguars plan to rival Bentley with a three-car line-up of all-electric offerings priced much higher than their existing models with a smaller, pricier, and more exclusive range. This will mean that Jaguar will be forced to shrink its U.S. dealer network, and according to a report by *Automotive News Magazine*, JLR has begun to whittle down the number of

Jaguar dealers by offering them their pick of hot-selling Land Rovers. According to one unnamed dealer, as many as 40 Jaguar outlets may have already bitten.

But the company will need many more to take up this offer if the Jaguar brand is going to be successful at offering ultra exclusivity. At the moment, there are some 395 JLR dealerships in the U.S., with many of them offering both Jaguar and Land Rover products side by side. A company like Bentley or Aston Martin

makes do with just 50 outlets, with many of them clustered in upscale markets like Los Angeles, New York, and Miami.

This would track with reports that suggest that Jaguar is looking to knock their dealership count by 75 percent, JLR has denied it has settled on such a figure, but it would make sense. If you're a Jaguar dealer right now, you may be a little concerned. ■

Editor - Information for this story sourced from automotive website Carscoops

Jaguar National Rally 2023



JAGUAR NATIONAL RALLY

April 15—21, 2023

FORMAL REGISTRATIONS ARE NOW CLOSED

BUT THERE IS GOOD NEWS! We are able to announce some great opportunities for JDCSA members to participate in some of the rally events as outlined in the following pages. Please review your options.

- ◆ **Jaguar National Post Rally Tour — April 18-21.**—Full details below. Registration required via this link.
- ◆ **Optional Day Tour — Monarto Safari Park— Saturday 16 April**— Registration required via this link.
<https://jdcsa.tidyhq.com/public/schedule/events/41485-jaguar-national-rally-2023>
- ◆ **Jaguar National Rally Sporting Day—The BEND MOTORSPORT PARK**— Full details on following pages . . .
Registration can ONLY be made direct with The BEND via the private links on the following pages.
- ◆ **Jaguar National Rally Display Day— Sunday 16 April** — Full details following pages. (No Registration required.)



The National Motor Museum - Sunday April 16, 2023, 10.00am—3.00pm

Here is an opportunity for our local JDCSA members to join our interstate Jaguar club visitors for the National Jaguar Display Day

NO REGISTRATION REQUIRED — All Jaguar and Daimler cars INVITED!

The **Display Day** is always a central feature of the Jaguar National Rally. A great time to show our pride and joy and present the Marque to the wider public.

We can expect in the vicinity of 200 Jaguar and Daimler cars to be on display in the beautiful grounds of the National Motor Museum in Birdwood, South Australia.

A great bonus is that you can also enjoy **FREE ENTRY** to the Museum itself with its ever changing display of Australia's motoring history.

Food and drink vendors will be on site and local restaurants and cafes can be found in the main street.

Please Note:

ENTRY TO THE PARK / OVAL - Will be from Church Street Birdwood, not from the main car park.

It is fitting that as the JDCSA celebrates its 50th Anniversary that the celebrated model for this year's display will be the **Jaguar XJ Series 2**, also celebrating its 50th Anniversary. This will include Daimler Sovereign, Jaguar XJC and Daimler Sovereign Coupe variants.

Trophies will be awarded in the following categories:

- **Furthest Distanced Travelled (JNR entries ONLY)**
- **Best Jaguar or Daimler Series 2 (JNR entries ONLY)**
- **Car of The Day (JNR entries ONLY)**
- **People's Choice Award**

Please plan your arrival between 9.00am and 10.00am.

We advise that **all cars must remain in position once parked until 3.00pm.** Marshalls will assist in parking, please respect their directions at all times.

U.S. Jaguar EV Conversion Company E.C.D. to go Public

E.C.D. Automotive Design is a custom EV conversion specialist headquartered in Florida. It was founded in 2013 by three Brits who love Jaguars and Land Rovers.

E.C.D. has just announced that it is to become a publicly-traded company in a merger with Acquisition Corporation EF Hutton. The company has valued E.C.D. at \$225 million.

Currently, E.C.D. restores the Jaguar E-Type, Land Rovers Defenders, Land Rover Series IIA and the Range Rover Classic. Each vehicle produced is fully bespoke, one-off, that is designed by the client and hand-built from the ground-up by 70 talented craftsmen and technicians. Each car takes 2,200 hours.

In late 2022 E.C.D. opened a new 100,000 square-foot facility. It's here that the company set up a second assembly line to build all-electric versions of the Jaguar E-Type to join all the classic Land Rovers it has been converting for years.



ECD employs over 70 staff restoring cars and building all-electric versions of the E-Type. The privately listed company is going public and valued at US\$225 million.

The company has set up its own UK logistics hub where it employs 7 staff that locate the Jaguars and Land Rovers, then ship them to Florida.

Co-founder Scott Wallace explained to *MarketWatch* that E.C.D. is completely

self-sufficient now, and thanks to its UK hub, it has cut overseas shipping times - down from 100 days to about 24.

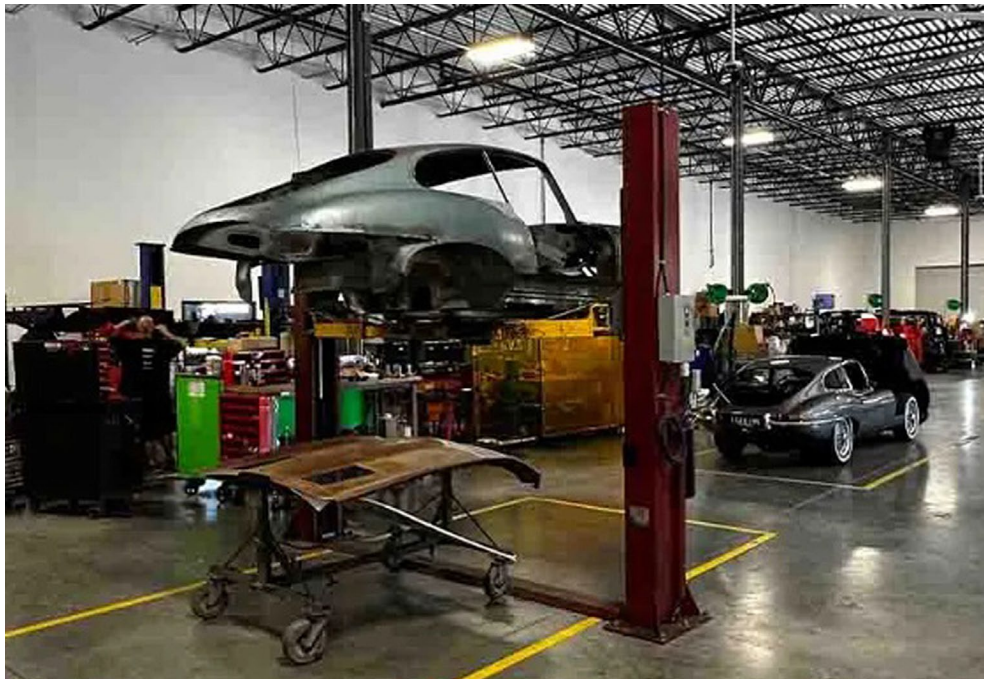
The electric E-Type's are converted using a 450 hp Tesla Model S motor and a 100 kW battery pack.

The EV Jaguars deliver between 180-200 miles (290-320 km) of range and come equipped with a J1772 plug. E.C.D. is exploring additional EV features like DC fast charging and dual motor power-trains.

Looking ahead, E.C.D. has plans for a third assembly section next to the Jaguar South Line that will be dedicated to prebuilt models, for those customers who don't want to wait through the 2,200 hour design and build process.

With the new facility, the team expected to be able to produce about 120 custom builds a year, but Wallace explained that it's looking more like 180, and could be even larger once the Jaguar lines start humming. ■

Editor - Information for this story sourced from financial news website MarketWatch and American news website Electrek.



Each restoration and EV conversion takes 2,200 man-hours. A typical cost was not provided.

2023 Jaguar I-Pace: More EPA Range With 20-Inch Wheels

The 2023 Jaguar I-Pace does not bring any major changes, as it's still equipped with a 90-kilowatt-hour (kWh) battery and dual motor, all-wheel drive powertrain (294 kilowatts), which enables it to accelerate from 0 to 60 miles per hour in about 4.5 seconds.

The EPA combined range rating of the car is however slightly different than in

the previous years. There are now two ratings for two different wheel sizes:

- ◇ 20-inch wheels: 396 km
- ◇ 22-inch wheels: 349 km
- ◇ 47km or 11.8 percent less.

It is assumed that the 20-inch version with the high-profile tyres is the right choice for all those who would like to

maximize range, although the larger and fancier wheels and low profile tyres are often selected for aesthetics.

In most countries, including Australia, the Jaguar I-Pace remains a niche premium electric car.

Editor - Information for this story sourced from international website InsideEVs.

Jaguar National Rally 2023



REGISTRATION for the JAGUAR NATIONAL RALLY is not required for entry!

The Jaguar Drivers Club of SA is delighted to be hosting the 1st JAGUAR NATIONAL RALLY in 2023. As a part of the rally program we have been able to secure a full day event at the **BEND MOTORSPORT PARK**.

This event is a private event being run entirely by The Bend Motorsport Park on our behalf.

We need as many cars as possible to ensure this event is the very best we could hope for. We are therefore inviting everyone to join us for the event.

You have the option of participating at two different levels

- ◆ You can register for **LEVEL ONE only** (incl. lunch) - "Lunch and Laps"
- ◆ or for **LEVEL TWO only** (without lunch) - "Speed off the Street"
- ◆ or for **both, LEVEL ONE and LEVEL TWO**.

Or be a spectator for the day— **FREE!** No lunch provided, on-site cafe for light refreshments is available

LEVEL ONE "Lunch and Laps" (\$49 pp)

- 10.00am.—10.15am. Sign in at The BEND.
- 10.45am—11.00am "Lunch and Laps" Driver Briefing
- 11.00am—11.30am Half an hour cruising 'The Bend' in your own car, behind a pace car. No special licence needed. Just for fun.
- 11.40am.—12.30pm. Enjoy lunch in the APEX Bar X Restaurant (Included in the fee)

FULL DETAILS and REGISTRATION is ONLY via
The Bend Web Site.

[REGISTRATION LINK HERE](https://thebend.rezdy.com/449451/lunch-and-laps-private-session)

<https://thebend.rezdy.com/449451/lunch-and-laps-private-session>

IMPORTANT NOTE:

You will receive an email from The BEND, confirming your registration. It will include a Waiver that must be signed by all participants and returned before the event.

LEVEL TWO "Speed off the Street" (\$150)

- 10.00am.—10.15am. Sign in at The BEND
- 10.15am—11.00am Scrutineering of all cars participating in "Speed off the Street"
- NOTE: If you are only registering for Speed off the Street. You must be available at 10.00am for Sign In and for the scrutineering of your car at 10.15 am.**
- 12.30pm.—12.45pm. Driver Briefing (Mandatory).
- 1.00pm—4.00pm. Track time, no speed limit.
NOT A RACE—JUST FOR FUN!
- Legal road drivers licence. No racing licence required.
- Minimum standard - AS1698 Helmet (Can be hired on site).
- Full length clothing (pants and shirt) / enclosed shoes.

FULL DETAILS and REGISTRATION is ONLY via
The Bend Web Site.

[REGISTRATION LINK HERE](https://thebend.rezdy.com/532756/speed-off-the-street-private-session)

<https://thebend.rezdy.com/532756/speed-off-the-street-private-session>

Tata Seeks £500m For UK Battery Plant

Snapshot

- ◇ Jaguar Land Rover 'wants £500m' Government aid to build UK-based battery plant.
- ◇ The Financial Times reports TATA is in advanced negotiations with Government Ministers over the huge investment.
- ◇ TATA is reported to be deciding between UK and Spain for the new battery plant.

JLR has reportedly asked the government for state aid to help fund a UK-based battery factory – and wants an answer within weeks.

TATA is reported to be demanding an aid package that exceeds £500m to include grants, help with energy costs and cash for R&D.

A report in the Financial Times says JLR parent company TATA is currently weighing up whether to build the factory somewhere in the south west of England, or in Spain.

TATA chief financial officer PB Balaji announced plans to produce electric vehicle batteries in Europe in January at the Auto Expo 2023 in Delhi. At the time, the plant's location was not disclosed, but the plans were for a factory that would make batteries primarily for JLR



and TATA Motors, and also sell them to the wider market.

A Government official told the paper: 'We are engaging with them – whether or not the talks go anywhere depends on whether a final amount can be agreed.' Officially, neither parties would comment on the record about the discussions to the Financial Times.

It comes days after Australia-based start-up *Recharge Industries* took over the failed *Britishvolt* business and pledged to build a gigafactory at Blyth. But *Recharge Industries* is focused initially on the power storage and defence industries, with plans later on to make batteries for cars – far different from *Britishvolt's* original aims.

That leaves the UK with only one battery plant, a Chinese-owned operation next to the Nissan factory in Sunderland.

Britishvolt was offered £100m in state aid before it collapsed. The Financial Times says the Government has £850m banked ready to invest in battery makers in the UK.

Nissan is said to have been handed £100m for its EV investment in Sunderland and Stellantis got £30m to make electric vans at Ellesmere Port. ■

Editor - Information for this story sourced from Car Dealer Magazine UK and British daily newspaper The Financial Times.

Aust: JLR Facing Class Action Over Faulty Diesel Filters

Snapshot

- ◇ A number of JLR's diesel models said to be affected.
- ◇ Could involve tens of thousands of Australian customers.
- ◇ Action follows similar large-scale Toyota Australia case.

Legal firm Maurice Blackburn Lawyers is preparing a class action case against Jaguar Land Rover on the basis it claims several of the carmaker's vehicles are fitted with faulty diesel particulate filters.

A diesel particulate filter (DPF) is a device designed to reduce nitrogen oxides and fine particles or soot from the exhaust gas of a diesel engine. Diesel exhaust is a Group 1 carcinogen, which causes lung cancer and has a positive association with bladder cancer.

Tens of thousands of Land Rover, Range Rover and Jaguar diesel car owners could receive compensation if the legal action is successful.

JLR supplies several popular diesel vehicle models in Australia, including the Land Rover Discovery Sport, Discovery, Range Rover Evoque, Range Rover Sport, Range Rover and Jaguar E-Pace.

The potential action being investigated on behalf of new or second-hand vehicles acquired after January 1, 2011, is said to allege that the DPF system is defective in JLR diesel vehicles as it is 'prone to become blocked under regular driving conditions.

The legal firm contends this poses a safety hazard to drivers, passengers, and pedestrians because a clogged DPF can 'cause the vehicle to lose power suddenly with little to no warning, severely inhibiting the performance of the vehicle and the safety of the vehicle on the road.'

The defective DPF system also causes ongoing mechanical issues, it says, and requires more frequent servicing and maintenance. Owners who have sold



their vehicles or had them written-off are also eligible to join the class action.

JLR is facing a similar case in the UK; which is ongoing.

The potential action follows a case involving defective DPF's in 2015-2020 examples of the Toyota HiLux, Prado and Fortuner. If Toyota Australia loses the battle, it could cost the manufacturer more than \$2 billion in compensation to 250,000 owners. ■

Editor- Information for this story sourced from WHICHCAR? Australia.



Q and A Steve Weeks

Member No. 22

Questions; Peter Thomas
Answers: Steve Weeks

Interview

What was your first car?

Riley 2.5: Sold to me by Gordon Brown when he bought a Mark 1. I paid it off at \$5.00 per week and eventually sold it to a back-packer. I never saw it again but would love to get it back.

Can you remember your first encounter with a Jaguar?

Yes, as noted above, my fellow apprentice Gordon Brown bought a Mark 1, 2.4 from Para Motors (West Tce). It was then that I decided the Riley would go and I bought a Mark 2, 2.4 from All Star Motors in 1968.

Gordon is still a member of our club.

How did you become interested in Jaguars or classic cars?

My dad had a number of Rileys and whenever he encountered a Chrysler Royal or any type of Jag, it became a race. He could beat the Chryslers but never the Jags and it was then that I decided I had to have one when I was old enough.

How many Jaguars (or classic) cars do you now own or have you owned?

Apart from the Riley I already mentioned, Classic cars we have owned include: -

- **Mark 2 (2.4L):** Started as a standard car but became a triple carby 3.8. We took it to the snow numerous times – to Jindabyne where we skied at Perisher Valley. It was eventually sold to a club member, but its fate is unknown.
- **XJ6 Series 2:** Lovely car and had it for years which included 2 engine rebuilds. The automatic transmission finally failed.



Steve's Mark 2 (2.4) at the Club's first run to Belair National Park

- **XJ6 Series 1:** Registration number SNZ444, one trip to the snow where the alternator fell off.
- **XJ12 Series 2:** Sold to club member Brian Walker, who has since passed away.
- **XJ6 Series 3:** I bought this from Geoff Mockford – it was going to be wrecked, but was considered by Geoff to be too good for that. I didn't keep it for long as I had been given a company work vehicle.
- **Honda S600 Convertible:** At 12,000 RPM, it sounded like a lawn mower – I hated it and it hated me!
- **Sunbeam Alpine Series 4 GT:** Great little car, loved it and on an Easter Thursday I went to pick up an E-Type engine from an old club member (Colin Evans). It fitted in the boot and whilst driving home, a colour-blind lady drove through a red light and wrote the Alpine off.
- **XJS V12:** Great car, had it repainted and re-upholstered, but too thirsty for me.
- **XJ40 3.6:** Did many trips in it, including to the snow. It suffered a major engine failure at McLaren Vale.
- **X Type 2.1:** We bought this especially for our dog (air conditioned) and being a Jag, we could park it with the Jags at club functions. We still have it.
- **XK150 FHC:** Ex-Dave and Sally Burton's car which I still have. Ironically, we parked alongside the car the night of the very first meeting at the Brecknock Hotel.

Interview - Steve Weeks

You joined the JDCSA in 1973 and are member number 22. What do you remember in particular about those early days of the club?

I recall the first meeting well. It was raining when we met at the Brecknock Hotel in King William Street. We all completed questionnaires regarding our relevant experience and willingly handed over membership money.

The club as we know it was formed from the former XK register, which included numerous Victorians. Our club was started by a number of members of that group. Our first club run was to Belair National Park.

I also recall an early event being an economy run where we fuelled up at the Adelaide Airport and we ended at Tanunda. In those days, there were a lot of young people with families and we had a lot of parties.

You became Social Secretary sometime during the first year of the club (1973/74) until 1976 and then back again in March 1978 until 1980. As I understand that was a very demanding position back then.

John Alexander was the first Social Secretary and I took over from him after about four weeks. The position then was to organise all club events, so I formed a Social Committee to help. They were a very enthusiastic group.



Steve and Val's XK150 - previously owned by Dave Burton

You then took on the Technical Position in 1980/81/82/83. What was involved in that position?

We held technical evenings which were really popular to a point where we sometimes had to repeat a particular subject.

I usually held them at my home and members would bring items off their cars and we would teach them how to repair the particular component.

Another service provided by this position was assessing a value on members cars' which was used for "agreed values" for insurance purposes.

What other positions did you then take on and any particular memories or happenings?

Whilst President from 1986-88, we held the National Rally and flew "Lofty" (Frank England) out to Australia and New Zealand. I recall that during festivities, we attended a chicken and champagne supper on board a sloop owned by Roland Short from Brown's Lane Spares. The manager of JRA and his wife also attended. Someone suggested that we sail to Outer Harbour to look at a cruise ship, the lights of which were visible in the distance. Unfortunately, the lights were that of a sheep ship and once we were close enough to realise the mistake, we had to sail past before turning. The smell was so pungent, it sent a lot of people to the rails where many of them added some burley to the sea.

I gather you had a full-time job over this entire period at the time. How did you manage?

Like so many of the members in those days, it was a struggle to maintain a work, family and club balance but we managed.



Steve & Val's, 2006 Dark Blue X-Type

Interview - Steve Weeks

I gather there was a period of time where you were not an active member of the club - is that the case. Was it a work-related issue?

A number of reasons, firstly the family was growing up and more family time was required. Also, the club went through some bad times and we simply decided to stay away for a while.

Have you been a member of any other Car Clubs?

Not car clubs but motor bikes. I was a member of the Honda Club of SA Inc. Also at the time, I was competitively racing motorcycles and was a member of the Auto Cycle Union (the motorcycle version of the MSCA), so I travelled around a lot with the bikes on a trailer behind either the Riley or the Mark 2. My staple diet at the track was baked beans with Rice-A-Reso as a dessert.

A memory, perhaps not so fond, relates to the first Honda CB750 to arrive in Australia. Japan had shipped it to the USA but somehow it was overlooked and when the ship arrived in Adelaide, it was off-loaded and provided to Taylor Honda. It could not be sold because the model hadn't been released in Australia at the time. Given my services to the Honda agents, it was seconded to me to ride around as a promotion. I should



At Griffith on the way to the National Rally hosted by NSW in the early 70's

add at this time, Val was my fiancé and her parents were dead against her being involved with motorcycles. However, I convinced them that this was a special moment and they allowed her to ride pillion.

Anyway, we were riding along Brighton Road and I was suddenly surrounded

by other motorcycles – the riders were amazed to see such a bike as the Honda 750 on the roads. I shouted to Val, “hang on” then dropped it down a few cogs and twisted the throttle. Needless to say, the bike rocketed away from the group and after a short time, I turned around to say to Val “how was that”. To my horror, Val was no longer on the pillion. We never told her parents about the incident needless to say.

As I understand in those early days of the club, SA and Vic clubs were very close and regular attendance at interstate events were common. Is that correct and do you recall some of those trips to Victoria?

Very much so, the XK border runs and National Rallies were high on the list. I always said that our family had 2 holidays each year, one to the snow and one to wherever the National Rally was. We made many friends and still have them.

Attendance at Interstate National Concours events were also common. I assume you attended a number. Any special memories?

Yes, following on from above, the family got to see a lot of Australia. Some memories I can't talk about (some of us



The very first CB750 Honda in Australia

Interview - Steve Weeks

got into a bit of trouble but we were a lot younger then). We were always entering rallies, so much so that we treated members from NSW and Victoria like distant family members – it was always great to catch up.

I recall the first Tasmanian rally where we had 30 cars from South Australia drive over. We stayed at Ballarat which included a visit to Sovereign Hill, where it was very amusing to see Barry Kitts shackled in the stockade. I don't know who put the Police Officer up to it!

In Melbourne the Victorian Club very kindly provided us a barbecue at the wharf prior to boarding (with drinks). Unbeknownst to us however, was that the Tasmanian Club and Tasmanian Tourist Bureau had arranged a seafood smorgasbord in the Cocktail Room of the ship (with lots more alcohol). As we set sail, the ship was not particularly stable, but when it went through the heads it caused a stampede as many rushed for the railings outside. I remember that not too many of us had breakfast the following morning.

When did you and Val start a family? Did that affect your involvement with club?

Val and I were married in October 1970 and had our twins in 1974 and yes, those



At a Motorkhana in Griffith. (Left-Right): David Seidel (1st Secretary of the club), Carol Seidel, Val Weeks and Peter & Ros Holland

events affect other commitments but we somehow managed to juggle all our interests.

I gather a lot of fellow members were starting families at the time. It must have had some effects on the social aspect of the club in those days!

There were a lot of families being started in those days which didn't inhibit club activities but it did include a lot of events

organised specifically for children. One of our biggest events for the year was the Childrens Christmas Party.

A number of those early club members are no longer with us. Did you have any special bond or memories with any of those (deceased) members?

Of particular note was Noel Courtin, an ex-British army 6' 6" man who was indeed, very British. He and his wife



Steve seen here doing repairs on the factory XJ13. Story previously covered in May 2020 Classic Marque.

Interview - Steve Weeks

Gloria would share their home with Lofty England when he visited. Because they were about the same height, Lofty would refer to Noel as his older brother. There have been so many members in the early days who have passed away like Len Cardnell, Ian Forrester & Ron Ozlanski (who was a close friend) just to name a few.

Of all the Jaguars you have owned, which was your favourite?

My Mark 2 closely followed by the XK150 (ex-Dave Burton's car).

Your fondest memories owning a Jaguar or classic car?

Just the joy of having and driving a Jag, no matter what model it was.

Any interesting or special 'Jaguar' experience?

Some I can't mention, but the Mark 2 blowing up outside of Cooma on our honeymoon was right up there.

Perhaps a funny motoring or club experience?

As said, we made many trips to the snow in the Mark 2. On one occasion we were traveling on the Alpine Way to Thredbo, it was dark and we were going down a steep hill to a bridge at Leather Barrel Creek. There was a sharp turn onto the wooden bridge which was one way traffic. It never snows there at that time of year, but this year was heaps of snow. Val woke up to see a bow wave of snow



Steve's mother and F1 and Moto GP legend John Surtees,

either side of the Mark 2 and said "slow down". My reply was "we are in reverse with the hand brake on". (We almost made the turn onto the bridge).

Of particular note was the F1 Historic Garage Cocktail Party I attended before the Grand Prix. It included the motoring elite of not only Australia but many from overseas. I had wrangled an invitation for my mother who could talk the knob off of a door and so I told her not to

bother people. She disappeared for a time. When I found her, she told me how she had fetched a cup of tea for a rather shy chap standing at the back. I went to investigate with my mother and when I introduced myself to him, he offered his hand and responded with "I'm John Surtees". He was indeed a shy chap but just happened to be the only man to have won World Championships in both F1 and GP motorcycles.

To give an idea of how times have changed, we held a lot of Motorkhanas and in one particular event, I was a passenger in Phil Smart's XK140 fixed head (Phil was the inaugural president). We were competing in a Flag and Barrel contest and whilst I was trying to deposit a flag, the door sprung open and there was body contact which resulted in two broken ribs for me. Phil said "keep it quiet, we don't want to scare others for subsequent events".

Thank you Steve very much for your time and photographs, and a big thank you to Val and yourself for your contributions to the club over the past 50 years. ■



Not Steve, but just an example of some of the events we got up to - a Flag and Barrel race. O H & S wasn't a consideration in those days. (It looks a bit like Peter Norris & John Phillips).

Cold Paws by Steve Weeks

Editor - The following edited article has been reprinted from the 2015 October/November editions of Classic Marque. There is some repetition with the preceding Q&A, but includes additional anecdotes.

The Marriage

When I met my wife (Val) I had the 2.4 litre Mark 2, and when we were married, we took that car on our Honeymoon. In retrospect it was a bit of a mistake, but it certainly introduced Val into the world of Jaguars.

One comical moment at our wedding reception (1970) was that my best man Gordon Brown, had a 2.4 Mark 1, which was exactly the same colour as my car, so I was a bit bemused when I wandered outside of the reception venue to comments of "you must be an idiot bringing your car to the reception" only to observe the Mark 1 covered in shaving cream, toilet paper, lipstick and many other unmentionables.

The Mark 2 was around the corner. But we were followed and they got the poor Mark 2 that night.

The Honeymoon

But back to the Honeymoon and the start of "Cold Paws"

On our honeymoon Val and I travelled through Renmark to Wagga Wagga and on to Canberra. This was part of our "planned" trip. After this we just followed our nose and wound up in the new (relocated) Snowy mountains town of Jindabyne. From there we went on to Thredbo and got our first introduction to the snow. We stayed at the Alpine Hotel in Thredbo and I will always remember that although it was about minus 5 degrees centigrade the staff were swimming in the pool outside our room.

Knock Sensor

It was as we were driving into Thredbo that I was aware of a slight "ticking" sound, which I dismissed as "better look for some oil tomorrow".

The next day was one of exploration so we drove through the Alpine Way and tried to find Olsen's Lookout. We could not find it and had to do a 3 point turn on a dirt track with a cliff at one end.

At that stage it was just a dirt track to Khancoban, 100 km of nothing, no houses, service stations, nothing, but we got through. The noise was becoming more of a "knock" (must look for some oil!!!!!!!!!!!!)



Traditional 1970's - trash the wedding car!

We eventually got back to Cooma and decided to travel on to Canberra, it was night time. The little 2.4 was on about 5000rpm when the knock became a bang (valve through piston, con rod through sump). It was at this point that I thought that "this could be serious". The oil trail was also a bit of a giveaway.

The Tow Truck

So, this meant stopping a car that was travelling to Cooma (no mobile phones back then), so that our distress could be conveyed to the local RACV. The tow truck that arrived was a lowered Ford F100, metallic yellow with a chrome crane driven by a youth who did not look old enough to shave, let alone drive a car, and he only had a 3-metre towing chain.

I tried to explain to him that no engine in a Mark 2 meant no brakes but he proceeded to tow us into Cooma at about 120 kmph and when he hit the 60 kmph sign, he slammed on the brakes to slow down quickly but we didn't (bang).

Thought - must look for a new front bumper when we get back.

We were towed into the local Ford agency, the comment being "we don't see many of these things in Cooma" as they tried to sell me the latest Ford XW Fairmont.

But the local Ford agency was great.

Faulty Towers

They looked after the car, arranged for transport back to Adelaide and booked us into a hotel, which I think was run by the person that Basil Faulty must have been based upon; he really let us know that it was very inconvenient for us to be there and except for the cupboard in the room falling on Val and the toilet door knocking the sink off the wall, it was a great night, but I found that THE HONEYMOON WAS OVER!!!

The next day we were given a choice, fly to Melbourne in a single engine Cessna or take a taxi to Canberra (100km). Given that it was explained that due to weather conditions the plane would "have to hug the valleys and it might be a bit bumpy and you need strong nerves", we took the taxi and arranged to hire a Cortina at Canberra Airport.

Dad To The Rescue

But the car had to be paid for up front, so I phoned my dear Dad and arranged for him to drive into Adelaide and pay for the car.

After waiting for some 4 hours (remember no mobile phones) we realised that the John Martins Christmas Pageant was on that day. In those days the city was cordoned off so Dad had to park at Keswick and walk into the city, a task that was brought up for many years to come!

Cold Paws by Steve Weeks

After returning home from our honeymoon, the next task was to find the Mark 2 as it had not arrived back in Adelaide from Cooma. This took many frantic phone calls over several days until it was found in a freight depot in Sydney. It was meant to have been sent to Melbourne.

Eventually the car was returned to us in Adelaide minus its radio and bonnet leaper. It had also acquired some additional holes through the sills courtesy of a forklift slightly missing its mark. Never mind we had our girl back. Looking on the bright side, I was able to use the fork lift holes to check for rust in the sills!!!!

Engine Rebuild \$\$\$\$\$

I will never forget the look on Val's face when we went into Bryson Industries to order some minor things such as 6 pistons and con rods, 12 valves, main, big end and camshaft bearings along with the gasket sets. By now the recent vows of "for better or for worse" were beginning to have a meaning to Val, especially if you had also taken a Jaguar as part of the marriage package.

Needless to say, we did not travel back to the Snowys in 1971 due to a rather acute shortage of funds.

Try Again

We did go back in 1972 and this began our regular trips to this part of Australia.

We again travelled through the "back way" being the Alpine Way and stayed in Cooma at the same time as Mercedes were launching a new range of cars in Berridale at the Berridale Country Club.

We passed them twice a day as we travelled from Cooma to Thredbo and returned, to a point where we would wave to each other every time that we passed. But this came to an abrupt end when some of the Mercs got stuck in the snow and I was only too happy to pull them out with the Mark 2. A feat that was not appreciated by the Mercedes people, especially when I started taking photos.

We used the Mark 2 right up to 1981 when it started to become a bit small with the twins rapidly growing. Back then we took our own luggage for a week plus 3 or 4 sets of skis, boots, ski clothing. Many a traveller was bemused in motel carparks when watching the morning ritual of stuffing everything into the



Not the roads you take on the way to a concours d'elegance

boot then having the kids sit on the boot as Val and I would rock the Mark 2 up and down until the boot would shut.

Mark 2 Upgrade - More \$\$\$\$

By now the club had started and we were mixing with many great members and there was an incredible range of cars and what developed was a bit of a "pecking order" in what you drove. Until then I had been happy with the little 2.4.

But now someone always had a Mark 2 that looked nicer or went faster than yours, especially in our early motorkhanas.

And so the little 2.4L acquired a set of chrome wire wheels, then a 3.54 limited slip diff (really economical with a 2.4) and finally a 3.8 triple carb engine with an all-synchromesh overdrive gearbox.

1977 - An Eventful year

It was in this car that we travelled to Thredbo in 1977. Now we all know that it rarely snows in June even though the skiing season starts then; but this year it dumped down.

As mentioned, many of the trips were quite uneventful, but 1977 was a trip that will live in my memory for some time because this year the National Rally was in Canberra during the Queen's Birthday weekend, which coincided with the official start of the skiing season. We decided to combine staying at Thredbo before travelling on to the rally.

We had been held up that day due to one of the carby's starving for fuel (even a 2.4 went better than a 4 cylinder 3.8), and so we were driving through the Alpine Way at night down a long hill to a place called Leather Barrel Creek and at the bottom

is a right hand turn with a one-way wooden bridge. Val woke up to observe a bow wave of dry white snow either side of the Mark 2, so she suggested that I should slow down, but my reply of "we are in reverse gear with the handbrake on" kept her quiet for some time (a case of, is the peace worth the stress).

We almost made the turn. When we arrived in Canberra there were comments at the rally that "I really should have fixed that big scratch before coming to a national rally".

Only I knew the truth but at least I had removed the remnants of the bridge!

While staying at the Thredbo Alpine hotel, there were some English journalist who really wanted everyone to know how important they were by talking in raised voices about how they were expecting their invitations to Charles and Diana's wedding soon and that they had arrived in Thredbo driving a new Rolls Royce!

Before we went to bed I went outside, lifted the bonnet of the Mark 2 and placed a rug over the engine. When I went inside, one of the journalists in his finest British accent, asked what I was doing? I explained that Jags did not like the cold weather so could be hard to start (especially with it snowing heavily), so he also decided to place a rather large rug over the Roll's engine.

The next morning, we were having breakfast but was attracted to a loud thumping sound outside, only to observe the Rolls leaping up and down in the carpark with vast amounts of rug coming from under the car, very closely followed by a lot of coolant. (Pays to leave a note on the dash like I did with

Cold Paws by Steve Weeks

words along the lines on “remove rug”). Maybe I should have mentioned this to him. I stayed scarce for a while after this!!!!!!

Time for Snow Chains

It always pays to be aware of snow conditions. When in Jindabyne one year we were staying at the Lake Jindabyne Motel and heard that there was a lot of snow falling “up the hill”, so I decided to undertake a trial fitting of the snow chains onto the Mark 2 before driving up for a day’s skiing, when one of the other holiday makers thought that I was “overdoing it” (his words).

But that day we did need the chains to get back down, although some twit in a 4wd tried to pass us and came unstuck. He should have known better than to try and pass a Jag, even if it is up to its hubcaps in snow.

That night the guy staying at the motel caught up with me and told me how uncontrollable his car was with the chains fitted and he asked me if I would take his son with us the next day if the conditions were as bad, and they were.

So, he came up to me in the Smiggin Holes carpark the next day telling me how dangerous his car was and again asked me to take his son. I agreed but suggested that there must be something wrong with his chains, so I asked to look at his car.

What I found was a front wheel drive Alfa with the chains fitted to the rear wheels; he had copied exactly what I had done with the rear-wheel-drive Mark 2.



Snow chains fitted to the rear drive wheels

Of interest is that the Mark 2 was very sure footed with chains in the worst of conditions and except for having to remove the spats, the chains did not cause any damage to the inner guards.

Now over all the years that I have been going over there I have only lost 3 days skiing due to consuming too much alcohol, but that night he was so grateful that the following day was one of them.

50 Shades of Grey

I bet this has got your attention, but it’s not what you think. Our beautiful Mark 2 had suffered a variety of scratches and dents over the years. They were all duly repaired but no repair ever matched the original grey and although the Jag looked good from a distance, she was beginning to display many different shades of grey when inspected up close.

It was to be our last trip to the snow in the Mark 2 so I wanted it to look nice.

Val was quite aghast when she came home from work 3 days before we were due to leave to find the Mark 2 minus 4 doors, bonnet and boot and completely resprayed in one glorious light grey.

The problem was that the paint was the new lead-free acrylic and for some reason it would not dry. So, I had to respray the whole car again and we got it back together by about 2am of the day that we left (6am).

That first day of travel was one of many complaints about the smell, but I was thoughtful in supplying them all with buckets and they had something to keep themselves occupied by screwing the door trims back on.

Much of this might sound silly now, but I am trying to recreate how things were back then. Many of our long-standing members (like the Hollands and many more) will tell you that this is how it was back then; we were all young, not much money and did whatever we could to keep our cars on the road as cheaply as possible. When a new member would join the club with a new XJ6 Series 1 or E Type we were in awe.

Then upon our return from the snow in 1981 there was a phone call from a work mate to say “was I interested in what he described as an XJ6 Series 1 ½ for sale” (that had a few issues). I had never seen a Series 1 1/2 before so I went to have a look out of curiosity.

The XJ years to the snow were about to start.

Steve & Val Weeks.



One of the XJ6's in snow country

Multivalve Lunch Run (March 2023)

Multivalve Lunch Run – Thursday 2nd March 2023

After meeting at the Marion hotel at 9.45am, we all set off for the Aston Hills Golf Club just outside Mt Barker.

We had a good run out through Blackwood and the Hills (having forgotten again to prune the trees at some junctions on the practise run in order to clear the road signs which can make the run sheets hard to follow). However, we did not lose anyone and after a few more twists and turns all arrived at the Golf Club travelling very slowly on their gravel car park.

The Golf Club served us all in quick time and we sat and enjoyed the lovely views across the golf course. We will definitely be going back there on future runs and perhaps lunch.

Leaving Mt Barker, we headed to Birdwood on a slightly more round-about route (as time was on our side) through Balhannah, Woodside and Mt Torrens.



On turning into The Blumberg hotel car park, a couple of cars bottomed out on the speed hump across the driveway entrance before a few others realised and parked on the street (will be a cautionary note on the run sheet if we go there again).

The décor of the Blumberg's dining room is very old fashioned, but clean

and welcoming so after buying drinks we enjoyed a pleasant meal and chat.

With the weather being perfect for a drive, the day was a success and some members commented on the route which was enjoyed by all.

Peter Buck
Register Secretary



Jaguar Ladies Social Group - Visit to Virginia Nursery

On Thursday 16th March, 28 ladies went to the Virginia Nursery Cafe, Virginia.

What an amazing huge place full of plants, pots, gift ideas, home decorating items and more. The Cafe was a lovely venue for our lunch and our meals were beautiful. A very enjoyable day.

Our next event is lunch on Thursday 18th May 12.30 pm at the Feathers Hotel, 516 Glynburn Road, Burnside.

This event will be posted on Tidyhq soon for registration.

All Jaguar ladies are very welcome to come.

Tricia Clarke



Photographs (In alphabetical order)

Adela O'Reilly
Alison Webber
Ange Nicklin
Arcadia Komaromi
Aurora Fazzalari
Betty Castle
Betty Moore
Claire Evans
Claire Palmer
Daphne Charman
Fay Leyton
Heather Buck
Janine Cooke
Judy Langdon
Kim Palmer
Lesley Clarke
Lorraine Davis
Margaret Bicknell
Margaret Piper
Marj Brindle
Nella Marafioti & Friend
Sandy Mack
Sue Harrison
Suzanne Jarvis
Tina Faraonio
Tricia Clarke
Val Weeks

E, F & GT Visit to Classic Performance Servicing & Dyno

The E, F & GT Register held their March meeting at the premises of Classic Performance Servicing & Dyno on Chapman Road, Hackham.

Register Secretary Suzanne Jarvis started the evening discussing club business:

1. National Rally commencing 15th April – some events are still available to SA members;
2. The display day shall be held on Sunday 16th April at the National Motor Museum (Birdwood). No registration is required and all members are encouraged to attend;
3. The Rally sporting day on Monday 17th April is at The Bend Motorsport Park is being hosted by our Register. For those participating or helping and want to travel there in convoy, we shall meet and the Crafers Hotel at 08:00 – to arrive at the venue by 10:00;
4. A post rally event on Wednesday 19th April is a 3-hour Goolwa and Lower lakes boat tour. Peter Buck –

the organiser described that a deal was negotiated for \$65.00 per head, a significant saving on the normal fare. Local Hindmarsh Island resident – Paul Kuhlmann confirmed that it was a worthwhile tour;

5. On 27th May, there will be a run to Hindmarsh Island to visit Chris Waldock and Christine Kirby; and
6. The June meeting shall be held at Peter Thomas's workshop at Lonsdale.

With Register business out of the way, Suzanne handed over to Pat, the owner of Classic Performance Servicing and Dyno.

The business commenced in 2008 and following her husband's (Ashley) sudden death in 2018, she elected to continue running the business. On staff is her manager James assisted by Matt 1 (who loves anything with carburettors) and an apprentice Matt number 2.

Together they complete various automotive work including servicing,

general repairs and performance tuning in particular.

As the night progressed, most of the group assembled in the dyno room where Matt (1) explained the various options regarding performance tuning and the limitations with respect to the end purpose of the vehicle. His knowledge and experience was abundantly evident in his delivery.

As it so happened, Vin Piscino had his E-Type on the dyno last year prior to the Adelaide Rally and Matt brought up his information in the data base and the group was able to see first-hand some performance curves. The horse power was around average at 184 whereas the torque was in the region of 450 ft lbs.

As is usual, the night ended with a supper and chat between members.

By: Peter Thomas



Part of the group including President Fred

E, F & GT Visit to Classic Performance Servicing & Dyno



Whilst there was a nice Chevy in the dyno room, it wasn't available for testing.



Matt explaining the various data references

All British Day



There was a rich diversity of vehicles on display at “All British Day” this year including 90 Jaguars. The first event since 2020, attracted approx. 4,000 spectators.

The attempt to beat a record set in the UK with 82 BSA Bantams at one event was achieved with 83 Bantams on display. An excellent result for the Australian BSA Community thanks to the many owners who travelled from afar to participate.

The following photographs include a cross section of the various Jaguar models that were on display. Thank you to all the members that provided photographs.



Of the 4,000 people that attended, the Jaguar contingent was well represented.

All British Day



All British Day



Congratulations - Shannons Best vehicle awarded to JDCSA member Paul Sallis, 1969 Gummel Grey S2 E-Type.



All British Day



All British Day



Malcolm Adamson, 1933 Cream SS Airline Saloon

Josephine Orford, 2001 Green 4.0 litre supercharged XKR Cabriolet



Phil & Sue Prior, 1978 Sepang Metallic Bronze 4.2 XJC Auto

Malcolm Adamson, 1948 Black 3.5 litre Mk IV Drop Head Coupe

All British Day



Bob & Daphne Charman, 1970 Regency Red 4.2 Litre 420G



Fred Butcher Daimler V8 Red roadster

Fred Butcher 1969 Daimler 250 V8 Grey



Don Tamblyn & Bronte Elliott, 1978 Old English White XJ6-C

All British Day



Robert & Karen Darrie, 1986 Old English White 4.2 Litre XJ6 (S3)



Bob & Margaret Kretschmer, 1939 SS Jaguar 1.5 Litre Sedan



Mal Jonas & Annie Lowe, 2015 F-Type roadster

Dave Adamson, 1946 Black Mk IV Jaguar 1.5 Litre Sedan

All British Day



Nigel & Mandy Stevens, 1965 Maroon Daimler 2.5 V8 auto



Peter Kentish, 1968 metallic blue 340 auto

All British Day



F-Type Coupe

Chris Lake, 2016 Indus Silver F-Type 3.0Litre V6



David & Robyn Cocker 1986 5.3 litre V12 XJ-SC Cabriole

Don Tamblin & Bronte Elliott, 1978 Old English White XJ6-C



James & Arcadia Komaromi, 2007 Mistral Blue 3.0 Litre S-Type



David & Margaret Bicknell, 1985 Green 4.2 Litre XJ6 (S3) Auto



Chris & Denise Stacey, 1967 Gunmetal Grey Daimler 250V8 Auto

All British Day



Warren Bullock, 1988 Old English White 4.0 litre XJ40 Auto



Eddie & Janet Clark, 1993 Gunmetal Grey XJ6 Series 3

All British Day



Roger & Di Adamson, 1968 Yellow 4.2 litre E-Type (S1.5)

Alan & Kathryn Bartram, 1966 OEW 4.2 litre E-Type (S1) 2+2



Julian & Moria Lugg, 1952 Black 3.5 litre XK120 (OTS)



Charles Bodman-Rae, 2004 XJ8 saloon and 2001 4.0 litre XK8

All British Day



Roly Donders, 1983 Blue 5.3 litre V12 XJ-S HE



Gordon & Marie Elley 1969 Red 4.2 litre E-Type Series 2

British Classics Tour 2023 (May 7)



McLAREN VALE TO VICTOR HARBOR



COLLECTABLE CLASSICS



SHARE THE PASSION

city of
Victor Harbor



The Historic Motor Vehicles Club in Association
with the City of Victor Harbor

“Ladies and Gentlemen, start your engines.”



British Classics Tour 2023

The British Classics Tour, Sunday 7th of May with valuable support from the Victor Harbor Council.



Gathering at 8.30 am at the McLaren Vale and Fleurieu Coast Visitor Centre where the traditional Scones, Jam and Cream with Tea or Coffee will be available for purchase.

Vehicles will be marshalled out of McLaren Vale and Fleurieu Coast Visitor Centre between 10:30 and 11.00..

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



Sunday 7th May 2023

[REGISTER HERE](#)

Entry
\$15.00 Per Car
\$10 Per Bike



Modified E-Type

The Classic Jaguar Magazine for April/May contains a story about a highly distinctive E-Type Coupe owned by John Beasley and restored, upgraded, and modified by JDCSA member Alan Baker.

Alan had already finished the magnificent restoration of John's 1965 white Series 1 4.2 E-Type Roadster when the two got together again.

The story goes into John's love of cars and motor bikes, and details some of those that he has owned. John also raced a number of cars over the years from a Ralt RT3 to a Torana XU1.

While John enjoyed his E-Type roadster, there was an inkling of an idea in the back of his mind that said he wanted a 4.2 coupe - but John's E-Type coupe would be like no other that left the Browns Lane plant - the rear had to be a lot wider!

The first thing was to find a suitable car and Alan knew of a recently imported E-Type Coupe from the United States, and that car was secured by John in 2016. Although John had said that Alan was not totally convinced that his vision was realistic, Alan took the car into his workshop and started the work.

John also drew up a very specific list of how he wanted the interior finished.

Alan Baker's Story

John had seen Alan's E-Type Coupe and liked what he saw. He wanted the same but with a difference. The difference being to widen the body from the doors back to the



FEATURE CAR
MODIFIED E

John Beasley, 1965 Series 1 E-Type modified and restored by Alan Baker

rear by a whole six inches. Something very few people in the world would have been brave enough to contemplate.

The car was taken to pieces and despatched to the body-shop that had done such good work on behalf of Alan in the past, 'Marz and Cars' in Adelaide. The instruction was that the car would have "deep dish" Dunlop period racing wheels, the original six-inch wheel rims to be replaced so the E-Type ended up with ten-inch on the rear and eight inches at the front. The story then details the drastic work involved in achieving this result.

Step by step, the article then goes into specific details regarding this epic restoration.

Essentially what Alan ended up doing was using all the best bits from both the early and late E-Types and merging them into one package making for a unique look, both inside and out.

All mechanical components of the car were meticulously rebuilt. Work included electric power steering, air-conditioning

that operated when the engine was not running, Tremec five-speed gearbox, highly modified engine, MSD ignition and a Ferrari clutch with lightened flywheel. All outlined in the article.

The final part of the story goes into the body and paint finish that lasted more than two years and could, in itself, warranted a stand-alone article in Classic Jaguar magazine filling several pages! To preserve all this hard work, the car was then sent to another local company to be 'wrapped' thus giving the car the attractive satin finish that we see today.

John was obviously delighted with the finished product that had been hiding away in the back of his mind, and that had now become a reality. He was quoted as saying that "It is simply perfect!"

If you can get a copy of the April/May 2023 edition of *Classic Jaguar*, the story is compelling reading covering 7 pages of detailed facts and lots of photographs of this very special E-Type. ■



Beauty personified. The perfectly sculptured rear-end of his E-Type. Now six inches wider and even more beautiful.



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

- ◇ **E-Type Bespoke Project:** A unique personalised car, observed by Richard Holdsworth. A story about a highly distinctive E-Type Coupe owned by John Beasley and restored, upgraded and modified by JDCSA member Alan Baker.
- ◇ **Series 2 E-Type Coupe:** The tale of perfecting a car first restored four decades ago.
- ◇ **On Track:** A retrospective covering the ‘modern’ era of XK racing.
- ◇ **Novice Racer:** James Wall shares his tale of an ambition realised.
- ◇ **Non-Running Report-V12E-Type:** Peter spurns his faithful E for a photo opportunity.
- ◇ **FRW ‘Lofty’ England:** Eric Dymock competes the story of a Jaguar icon.
- ◇ **Lynx Motors International:** Tony Brown reveals the history of this famous company.
- ◇ **Specialist- NAR:** We visit a really cool company. Northampton Auto Rads.
- ◇ **Secrets of Car Photography:** Peter Simpson demonstrates just what you can achieve with your mobile ‘phone.
- ◇ **Jaguar In America:** Richard Gunn exposes the rise and fall of Max Hoffman. ■

Classic Jaguar included an excellent feature story on “Selling Jaguars in the USA the Hoffman Way”. The man mostly responsible for establishing Jaguar in North America immediately post war was Max Hoffman. But the relationship between Coventry and New York soon turned sour when Hoffman began selling Jaguars and Mercedes side-by side despite William Lyons requesting that they weren’t. After Jaguar and Hoffman parted company, the far friendlier Briggs Cunningham took over distribution of Jaguar cars.



Max Hoffman, the man who helped Jaguar break into America, but ended up with a broken business relationship with William Lyons.



The 1954 International Motor Show in New York; Hoffman was responsible for distribution of both Jaguars and Mercedes-Benzes by this time, despite the rivalry between the two. Note the Hoffman branding on the Jaguar hanging sign.



The April 2023 edition of Jaguar World includes the following feature stories:

- ◇ **XJ40XJR:** Revisiting the first Jaguar to wear the XJR badge: the early TWR developed XJ40.
- ◇ **XK150 Special:** Bonkers and absolutely brilliant all at once, this self-built XK150 special has a real air of the exotic.
- ◇ **20 Years of Jaguar Diesel:** The brand's future may be all electric, but it was 20 years ago that Jaguar unveiled its first ever diesel car and its first four-cylinder engine since the SS days.
- ◇ **S-Type at 60:** Was the S-Type simply a modified Mk2 or a model in its own right? We drive one and try to decide.
- ◇ **Twin Test - XJS v XK8:** So similar and yet so different, the XK8 meets the car it was partly based on. Just don't mention the DB7.
- ◇ **History: Jaguar and Daimler:** William Lyons acquired Daimler for its factory space but ended up making buses and V8 powered Mk2's.
- ◇ **Buying the XK X150:** All the info you need if you're in the market for the advanced all aluminium coupe.
- ◇ **Workshop - X350 Subframe:** Replacing the rear subframe on the X350 generation of XJ.
- ◇ **Q & A:** Injector failures and turbocharger rebuild worries.
- ◇ **Workshop - IRS Adjustment:** The correct way to adjust the end float on the classic Jaguar rear end.
- ◇ **From the Archives** (See below) ■



From the Archives

Fans of the Mk 1 probably need to cover their eyes this month as we unearth an archive print taken at Staffordshire venue Hednesford Hills Raceway back in what we reckon is the early 1970s.

Back then of course a Mk 1 was just another old banger which explains why the track's owners had modified one to serve as a 'safety' car. As you can see, one of its functions was to carry the winning driver on a victory lap and with the phrase 'Health and Safety' still some way in the future, the conversion involved little more than bolting what looks like a bus seat directly through the bodywork.

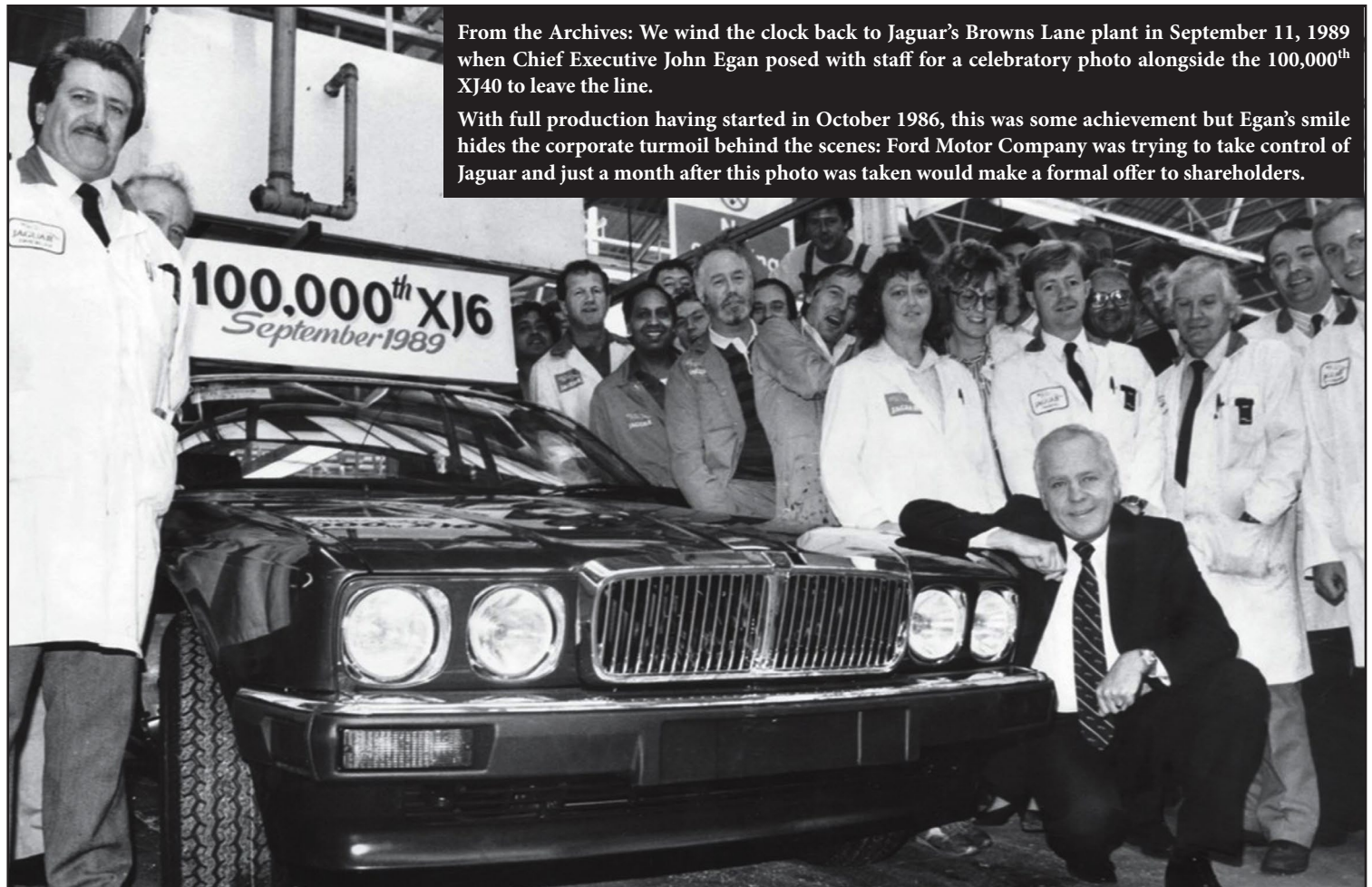
Despite the high centre of gravity and the lack of any kind of seatbelt for the roof-mounted passenger, the lean on the body suggests the driver is cracking on a bit, which must have made for a white-knuckled ride.

Intriguingly, the car was supplied by a Birmingham breaker, Meadway Spares which was still in business until very recently, but Hednesford Raceway is still going strong as part of Spedeworth Motorsports. More at www.spedeworth.co.uk.



The Spring 2023 edition of Jaguar World includes the following feature stories:

- ◇ **Mark 2 3.8:** It once ran a modern V8 but this Mk2 has now been returned to its original XK-powered spec for a life in the sun.
- ◇ **XJ40 Survivor:** Just 11,000 miles have rolled under this XJ6, so we step inside to take a trip back to 1988.
- ◇ **60 Year E-Type Restoration:** Crashed when just a few months old, this E-Type 4.2 was a multicoloured mess until being restored last year.
- ◇ **F-TYPE V6:** We revisit the much underrated three-pedal incarnation of the E-Type for the new era.
- ◇ **Twin Test - XJ v Range Rover:** Can the aluminium XJ compete with the BMW-developed Swiss Army Knife of motoring that is the L322 Range Rover?
- ◇ **S-TYPE:** This classic S-Type has covered just 600 miles in its 58 years and boasts the rare manual overdrive box too.
- ◇ **Buying the XE:** We bring you the essential info on the early petrol-powered models.
- ◇ **Workshop - Ingenium VVT:** Replacing the VVT solenoid on the F-Pace diesel.
- ◇ **Q&A:** XJ wheels, damp footwells and transfer boxes.
- ◇ **Post-Storage Checks:** Important recommissioning work before heading out for a drive.
- ◇ **From the Archives** (See below) ■



From the Archives: We wind the clock back to Jaguar's Browns Lane plant in September 11, 1989 when Chief Executive John Egan posed with staff for a celebratory photo alongside the 100,000th XJ40 to leave the line.

With full production having started in October 1986, this was some achievement but Egan's smile hides the corporate turmoil behind the scenes: Ford Motor Company was trying to take control of Jaguar and just a month after this photo was taken would make a formal offer to shareholders.

Most Recent Shannons Auction

2023 Shannons Summer Timed Online Auction. (Results published 1st March).



1951 Mark V 3.5 litre. Same owner for last 50 years. Restored in 1975. Spent last 5-years in storage. (Est. \$15k - \$20k). **Sold \$15,500**



1965 Mk II 3.4 auto saloon. Previous restoration. Presents beautifully. Two-owner car (Est. \$25,000 - \$30,000). **Sold \$26,000**



1962 Mark II 3.8 manual (was 2.4 auto). Substantial upgrade work. Duco deteriorated. History supplied. (Est. \$25k - \$35k). **Sold \$17,000**



1967 Daimler 2.5 V8 Saloon. Ready for repaint and refurbishment. Stainless steel muffler and exhaust. (Est. \$20k - \$30k). **Sold \$13,000**



1989 XJ-S 5.3 litre V12 auto coupe. Needs some work to fix engine and power steering oil leaks (Est. \$20k - \$30k). **Sold \$43,500**



1988 Jaguar XJ-S 3.6 litre auto. UK car imported in 2003. Various trim and mechanical work completed. (Est. \$28k - \$38k). **Sold \$26,000**



1962 E-Type (S1) 3.8L Coupe. Bryson delivered. Same owner for last 37 years. Substantial work but showing age. **Sold \$144,000**



1961 E Type (S1) 3.8L 'Flat Floor' roadster. (Ex LHD). Trim and paint fair. Would benefit from a restoration. (Est. \$160k - \$180k). **Passed In**

Most Recent Shannons Auction

2023 Shannons Summer Timed Online Auction. (Results published 1st March).



1958 Daimler Majestic Saloon. Older restoration in lovely condition. Former trophy winner. (Est. \$15,000 - \$20,00). **Sold \$9,800**



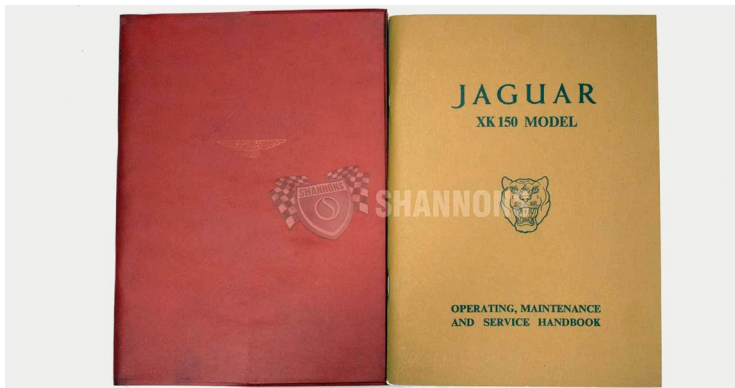
1935 SS1 'Airline' Coupe. Same owner for last 77 years. Restored in 1980. Full documentation. (Est. \$270,000 - \$290,000). **Passed In**



Tool Kit - Jaguar XK150/Mk II (Est. \$1,000 - \$1,500). **Sold \$1,300.**



Tool Kit - Jaguar MKII In-Wheel Tool Kit (Est. \$1,000 - \$2,000). **Sold \$920**



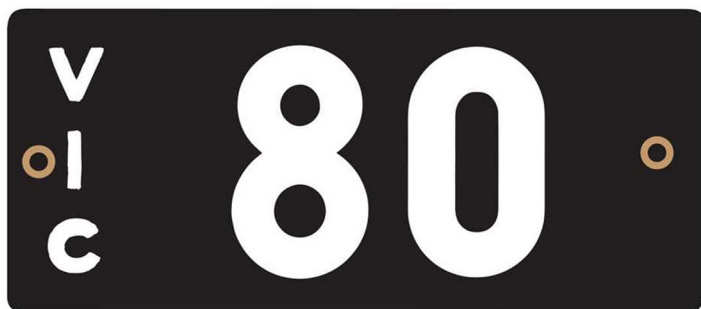
Books - Jaguar XK150 Operating, Maintenance & Service Handbook's (Est. \$300 - \$500). **Sold \$180**



Petrol Pump - Gilbarco Salesmaker in BP Livery (Est. \$3,000 - \$4,500). **Sold \$3,400**



Victorian Heritage Numerical Number Plates '302'. (Est \$500,000 - \$550,000). **Passed In**



Victorian Heritage Numerical Number Plates '80'. (Est \$1,500,000 - \$2,000,000). **Sold \$1,601,000**

“Cars & Coffee” In and Around S.A.

SUNDAY Morning ‘CARS & COFFEE’ Themed Events

DATE	EVENT NAME + <small>Facebook Name/Page Link</small>	SUBURB / TOWN (South Australia)	TIME
1st SUNDAY	Cars & Coffee Barossa	NURIOOTPA – Bean Addiction, 18-28 Tanunda Road	0800-1030
“ “	Cars & Coffee Blackwood	BLACKWOOD – Montagna Café (Woolworths Car Park)	0800-1000
“ “	Cars & Coffee Murray Bridge	MURRAY BRIDGE – Wharf Precinct Car Park, Clark Street	0800-1000
“ “	Coffee & Classics	GEPPS X ON HOLD AWAITING NEW LOCATION	0830-1030
“ “	Coffee & Machines	ABERFOYLE PARK – The Hub Cafe, 5/130-150 Hub Drive	0800-1000
“ “	Coffee n Cars in the Vale	McLAREN VALE – 130 Main Road	0800-1030
“ “	Hot Rod Haven (Hot Rods & pre-65 customs)	WEST BEACH – Henley Sailing Club, 1 Seaview Road	0800-1030
2nd SUNDAY	Cars on the Coast	PORT NOARLUNGA – Beck’s Bakehouse	0800-1030
“ “	Victor Harbor Cars & Coffee	VICTOR HARBOR – Corner Hindmarsh & Seaview Roads	0800-1030
“ “	Coffee & Cars Riverland	BERRI – Senior Citizens Carpark, 9/12 Crawford Terrace	0900-1100
“ “	Coffeed Classics & Chrome	ABERFOYLE PARK – Village Shopping Ctr, 142 Hub Drive	0800-1000
“ “	Machines and Caffeine	MT BARKER – Homemaker Ctr / Laratinga Café, 6 Dutton Rd	0800-1000
“ “	Northside Coffee & Classics	GOLDEN GROVE – The Grove Shopping Ctr, The Golden Way	0800-1030
3rd SUNDAY	Breakfast with the Devils	GREEN FIELDS – Whiteline Transport, 1 Belfree Drive	0730-1030
“ “	Cars And Coffee Hahndorf	HAHNDORF – Fruit & Veg Market, 182 Mt Barker Road	from 0800
“ “	Cars and Coffee Tonsley	TONSLEY – MAB Circuit, Tonsley	0700-0930
“ “	Chrome in the Valley	HAPPY VALLEY – Shopping Centre, 50 Kenihans Road	0800-1000
“ “	Compass Cars n Coffee	MT COMPASS – BP Service Station in Main Street	0800-1000
“ “	Super Sunday Get Together	ANGLE VALE – Shopping Centre, Heaslip Rd	0800-1030
4th Saturday	Coffee N Chrome	MILE END SOUTH – Mile End Home	from 6.00pm
Last SUNDAY	Cars & Coffee on the River	MANNUM – Ferry Landing	from 0830
	Cars & Coffee at Port Pirie	PORT PIRIE – Domino’s Car Park, 10 Main Road	from 1000

NOTE: Check with each event/host’s Facebook page as details can change.

Compiled by Grant Zippel. Updated: 18/01/2023



The last XJ model built, the X351 has been rated in a HotCars survey as one of the most reliable luxury cars to buy. It was assessed as “arguably the most reliable used luxury sedan on the market”. Photo at the launch of the flagship model, the 2012 XJ Ultimate at the Playboy Mansion.

World Beating Adelaide Rally (November 2023)

What is claimed to be the largest rally in the world, by number of entrants, the Adelaide Rally, is being staged this year from November 17th to 19th 2023.

The South Australian State Government has committed \$2 million in funding over four years to support the Rally, and as previously, it is being name-sponsored by Shannons Australia.

This year's event will feature three days of tarmac stages in and around the beautiful city of Adelaide, including part of the track that was used for the Australian FI event from 1985 to 1995.

The cars will also take to the Adelaide Hills, including the Wairoa Spectator Stage at Aldgate on Saturday November 18th, which will include a lunch stop at Strathalbyn in the Fleurieu Peninsula. It then finishes in the city parklands on Sunday November 19th.

Another highlight is the street party on the Friday evening when cars parade around the city ending up in Gouger



Street which is recognised Australia-wide for its many restaurants and pavement cafes and cuisine from the Far East. This is party time when cars and their drivers rub shoulders with the general public!

The 2023 Adelaide Rally will see a return to competition categories including the outright competition run under new Motorsport Australia technical rules.

The 2022 rally attracted 420 cars from throughout Australia, New Zealand and further afield. This number is expected to be exceeded for 2023. If there is any time to visit Adelaide, this is it!

Entries will be open early in 2023 and further information can be found on: AdelaideRally.com.au or contact event director, Tim Possingham, tim@adelaiderrally.co.au ■

Rare Street-Legal XJR-15 Sold in the USA for AUD \$1.90m

RM Sotheby's have just auctioned off a one-of-road-spec 1991 XJR-15. The rare supercar is a technical marvel that was inspired by the racers that got the automaker back to the winner's circle at Le Mans at the end of the previous decade.

Jaguar won Le Mans five times during the '50s, but wouldn't reclaim victory at the famous race until 1988 when the XJR-9 took the checkered flag. The win was the result of a partnership the automaker had struck with Tom Walkinshaw Racing earlier in the decade and would result in another Le Mans win two years later (this time by the XJR-12).

Walkinshaw saw the XJR-9 and its sibling as more than just race cars, though. He thought they could be the basis for an ultra-exclusive, road-going supercar. Jaguar agreed and development of the vehicle that would become the XJR-15 began.

The XJR-15 that sold was chassis 043 and one of 53 built between 1990 and 1992. Of those, just 27 were street-legal.

The car's racing pedigree wasn't its only noteworthy aspect. It was also the first road car with a body made entirely of carbon fibre. This particular example is



The 1991 Jaguar XJR-15 sold for US \$1,270,000 (AU\$1,900,000).

finished in Mauritius Blue Metallic over a Saville Grey interior. It was powered by a heavily tuned version of the 6.0-litre V-12 found in the XJR-9 that could churn out up to 450 hp. The car could rocket from zero-to-60 mph in just 3.2 seconds and hit a top speed of 191 mph.

This XJR-15 had spent the last 32 years in the possession of a single Asia-based collector. They immediately put the car into storage upon acquiring it, so it is basically in "as new" condition, according

to the auction house. Because of this, it has just 153 miles on its odometer.

Bidding for the supercar took place on Saturday, March 4, as part of RM Sotheby's annual Amelia Island sales event. The auction house had expected the XJR-15 to sell for between US\$1.2 million and US\$1.5 million.

Editor: Information for this story sourced from classic car auction company RM Sotheby's.

Upcoming Events



DISPLAY DAY - Jaguar National Rally **Sunday 16th April 2023: 10.00am - 2.30pm**

National Motor Museum - Shannon St, Birdwood

All Jaguar and Daimler cars welcome, old, new, clunkers, concours, daily drivers . . . the lot!

We will meet up with another 120 interstate Jaguars and Daimlers from all over the country.

ENTRY IS FREE and FREE entry to the Museum.

PLEASE REGISTER PER CAR so we have an idea of numbers of cars attending for catering.

More information is on TidyHq. **Please-register by going to:** [National Display Day](#)



Multivalve Register - Lunch at The Range **Tuesday 18th April 2023: 12.45pm - 3.00pm**

The Range Restaurant at Mount Compass - 1 George Francis Dr, Mount Compass

We have a change to this event - it is just for lunch, no coffee and cake at The Oasis.

All members are invited to join the participants of the Post-rally tour for lunch at The Range Restaurant.

Proprietors Rick & Jenny are opening especially for the Jaguar Club on this day.

More information is on TidyHq. **Please-register by going to:** [Lunch at the Range](#)

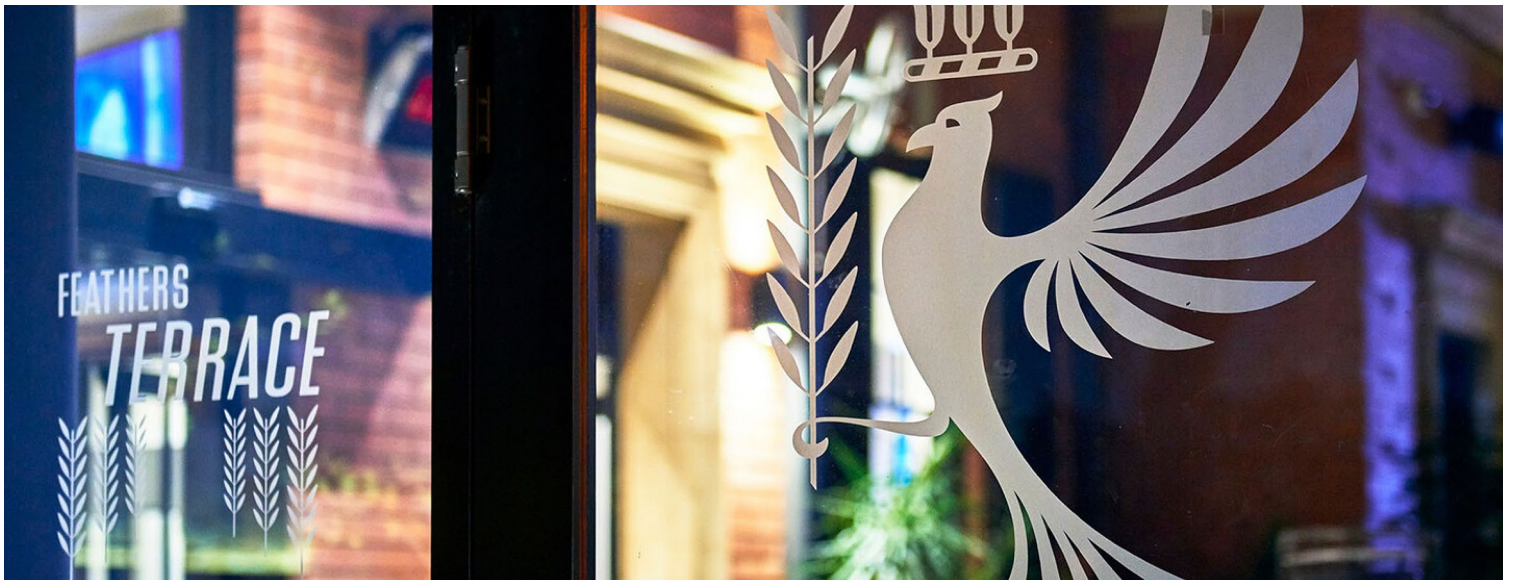
Upcoming Events



Multivalve Register - Coorong Discovery Lunch Cruise Wednesday, 19th April 2023: 11:45am - 3:00pm

All members are invited to join us for a lunchtime cruise on the "Spirit of the Coorong" at a discounted rate of \$65.00 per person (down from \$95.00). We will assemble at the Boarding Station on Goolwa Wharf (Cutting Road, Goolwa) Lunch will be served on board as we cruise downstream from the port of Goolwa. Beautiful scenery, bird-life, seals and expert commentary along the way, this 3-hour cruise is the perfect way to see the wondrous wetlands of the Coorong. Afternoon tea is served on the meandering return journey to Goolwa.

More information is on TidyHq. **Please-register by going to:** [Coorong Discovery Cruise](#)
If you need further information please contact Peter Buck (Register Secretary) on 0421 061 883



Jaguar Ladies Group - Greenhouse Restaurant Thursday May 18th 2023: 12.30pm - 3.30pm

Our next luncheon will be in the Greenhouse Restaurant at the Feathers Hotel, 516 Glynburn Road, Burnside.

We look forward to seeing as many Jaguar ladies as possible, so come along ladies to build on friendships, enjoy a lovely meal and lots of laughs and chit chat.

Please register by Thursday 11th May on Tidyhq. Please Goto: [Jaguar Ladies Feathers Hotel](#)

For further information please contact Tricia Clarke 0422 128 066 or triciacclarke_1@hotmail.com

Classified Adverts

1961 Mark II, 4.2 litre Manual

- ◇ Currently Registered
- ◇ Lots of spare parts and body panels.
- ◇ More photographs available

PRICE - \$45,000 ONO

Contact Leith 0421 136 664



FOR SALE 1963 MK II 3.4 (Manual Overdrive)

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

PRICE: Negotiable

Contact Brian Clutterham for an inspection

0419 829 233



1955 Mark VIIM Automatic

Requires total restoration.

Has a motor in pieces minus cylinder head.

Has Mk9 disc brake front end.

Personal circumstances force this sale

PRICE - \$2,500

Contact Rob Devolle - 0420 272 288



1956 Jaguar Mark 1 2.4 litre Manual

- ◇ This is a restoration project.
- ◇ The engine runs well and the gear box and diff are good.
- ◇ The brakes and clutch are not working.
- ◇ The body and interior need restoration.
- ◇ More photos are posted on Gumtree.

PRICE - \$6,500 negotiable

Contact John Richardson - 0400284116



Classified Adverts

For Sale 1988 XJ-S 5.3 Litre V12 Auto

- ◇ Owned for more than 16 years
- ◇ In excellent condition, inside and out.
- ◇ Has always been regularly serviced and maintained and garaged undercover.

**“Expressions of Interest for
JDCSA Members”**

Contact Rick Luff 0411 426 913

Email: - rickluff@iinet.net.au



1977 XJ Complete Car with 350 Chev & T350 Transmission.

- ◇ The car is in almost perfect condition, very straight & almost rust free - tiniest rust in bottom of fender.
- ◇ Paint average. Have 4 litres of paint for a respray.
- ◇ Interior very good condition. Re-upholstered in 2001.

PRICE - \$14,000

Contact Clint Press

E-mail: oneclintpress@hotmail.com

FOR SALE:

1970 JAGUAR XJ6 4.2 Auto

Adelaide car with books.

Currently on Historic Registration

PRICE: \$19,000

Please contact David Seidel

0411 380 388



WANTED

ABS Brake Control Module for 2003 Jaguar X Type

Please contact Bob Jacobs 0400 232 210 or

bobjacobs43@gmail.com

WANTED

To suit Jaguar Series 3 6 cylinder with pepperpot wheels
- tools, especially wheel brace and any loose spanners,
plus an original steering wheel and horn centre.

Please contact David Seidel 0411 380 388

SS, Mk IV, Mk V - Register Minutes (March)

SS, Mk IV, Mk V Register



Currently meeting the 3rd Wednesday of each month.

Minutes of the meeting held at the home of Bruce Fletcher - Wednesday 15th March 2023.

Previous Minutes:

The Minutes of 15th February 2023 as issued were accepted as a true record of the meeting.

Present:

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

Guests

Suzanne Jarvis, Peter Thomas

Apologies:

Warren Foreman, Ian Sholl, Andrew Hayes, Alan Miller, Rob Paterson, Graham Franklin, Greg Castle.

Correspondence: Nil

Welfare: All good.

50th Anniversary Dinner

Event limited to 200 people. Black tie due to being a special occasion but you won't be locked out if you don't wear Black Tie.

Two cars to be on display both from 1973. (XJ6 and E Type).

Drinks and Canapes on arrival and then own drinks to be brought when sitting down. Three course dinner. Six-piece band. Starts at 6pm with plenty of car parking and book on Tidy HQ for event.

SA/VIC Border Run 2023: Mt Gambier.

- Twenty-Five Rooms to be \$132 per room.
- Evening meals organised - just working out lunches.

JDCSA:

- April General Meeting to be at Marion Hotel.
- Executive of the Jaguar Drivers Club of South Australia proudly invites all members of the Club to attend the official 50th anniversary dinner to be held on Saturday, 29th July 2023.
- National Rally in April. Display day at Birdwood Mill you do not need to register just roll up on the day.
- Tailem Bend event still open to register.

Technical & Parts:

Inspection of Bruce's garage.

- Daniel is after a lock for the front door on a MK4 1.5. Bruce explained to Daniel how to fix the existing lock.
- Brenton asked how to stop the weights in the MK4 bumper ends from rattling.

- Bruce still after an X300 workshop manual. David downloaded an electronic version and will print for Bruce.
- The X300 has 70 fuses.

General Business:

- We need to look at what celebrations we want to do for the register's 50th so we can get any money needed included in the 2023-2024 budget. The register started on 18th April 1974.
- Some suggestions were a picnic, going to a winery/pub.
- Going to Jaguar Museum at Barossa.
- Do we go for a drive as part of the SS register Anniversary before lunch?
- Malcolm is going to contact Vic to find out about the badge they did for their 50-year SS Register celebration. It may be cheaper as the badge will only need minimal change to suit SA.
- General Car Talk

SS Register Meeting Dates:

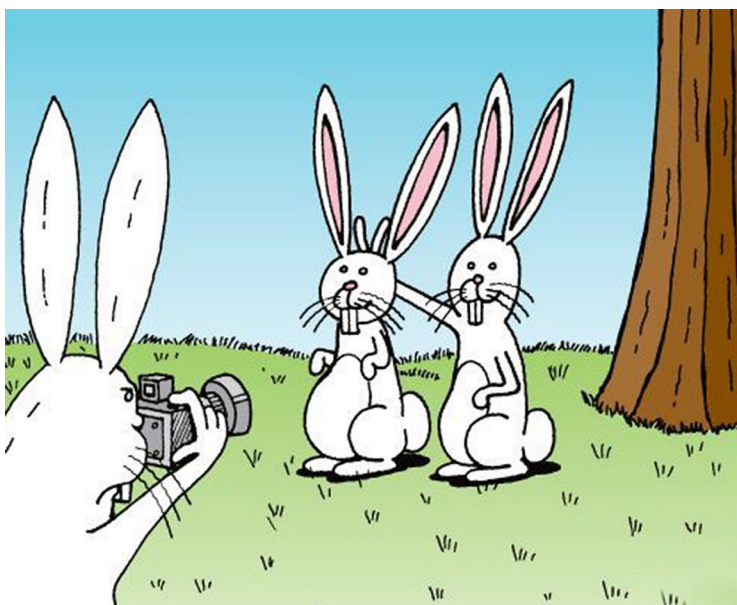
- 19th April - Bob Kretschmer
- 17th May - Ross Rasmus
- Sunday Afternoon June - David Rogers

If you can host a meeting for other months, can you please advise Brenton Hobbs

Meeting closed at 9.00pm.

Thank you to Ann and Bruce for hosting this meeting and supplying a tasty super.

Brenton Hobbs
Register Secretary



XJ, Mk10, 420G - Register Minutes (March)

XJ, Mk 10 & 420G Register



XJ Series 1 & 2 celebrating 50 years

Minutes of meeting held at 7.30pm on Wednesday 8th March 2023, at the Bartley Hotel, West Lakes Shore.

Present

John & Liz Beevor, David Bicknell, David & Teresa Bradley, Walter & Beryl Bullock, Andrew & Margaret Byles, Don & Elaine Cardone, Bob & Daphne Charman, Alan & Lorraine Davis, Jeannie DeYoung, Ben D'Andrea, Don & Toni Heartfield, Darryl & Fay Leyton, Bob & Sandy Mack, Louis Marafioti, Paul Moore, David & Angela Nicklin, Sandy Nicholson, Trevor Norley, Charlie & Mary Saliba.

Apologies

Steve Arthur, Tom & Marj Brindle, Graeme & Betty Moore, Bryan & Ann O'Shaughnessy, Lawrence of Arabia, Phil & Sue Prior, Ian & Jenny Rowley, Don & Kathy Tyrrell.

Tonight's Lucky Draw

Darryl Leyton was tonight's lucky winner.

General Business

- ◇ 12th March Moonta show and shine.
- ◇ 16th March Ladies Day at Virginia Nursery.
- ◇ April National Rally. Sunday 16th Birdwood – all welcome.
- ◇ 29th July. 50th Anniversary Dinner.
- ◇ 12 – 16th September – Multi Valve – Broken Hill.
- ◇ Possible trip to Martindale Hall and Claire later in year?

Car Talk

- **John & Liz Beevor:** Sore point at the moment.
- **David Bicknell:** All well at the moment.
- **David Bradley:** All good, getting ready for respray.
- **Walter & Beryl Bullock:** N.T.R.
- **Andrew & Margaret Byles:** XJS Replaced the coil and a new water pump.
- **Don & Elaine Cardone:** XJ6 going very well.
- **Bob & Daff Charman:** Getting the bonnet of the S Type resprayed.
- **Jeannie DeYoung:** N.T.R.
- **Don Heartfield:** XJ's are going well.

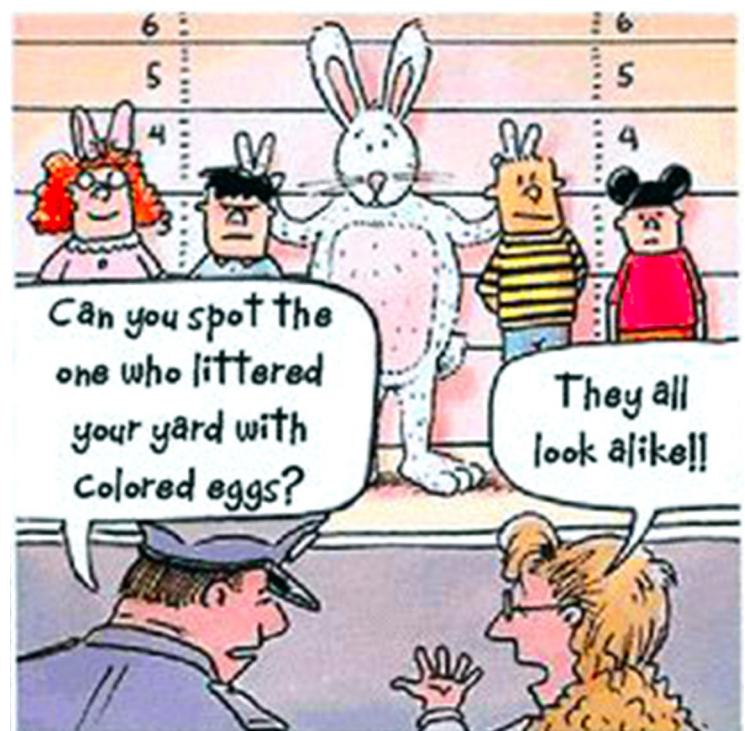
- **Alan & Lorraine Davis:** Looking forward to Moonta run.
- **Ben D'Andrea:** XJ Series 3 running rich and blowing black smoke. 37 litres per 100km.
- **Darryl & Fay Leyton:** N.T.R.
- **Bob & Sandy Mack:** Very Happy at the moment.
- **Louis Marafioti:** XJ8 going OK.
- **Paul Moore:** Cars OK. Get my licence back in a few weeks time.
- **David & Angela Nicklin:** Bought 2000 XJ8 – owned by Sir James Hardy. Lovely to drive, but had slight incident on way to tonight's meeting. Girl ran into the back of me.
- **Sandy Nicholson:** All good at the moment.
- **Trevor Norley:** All going well.
- **Charlie & Mary Saliba:** The Land Rover I rebuilt 5 years ago. Have only done 45kms.

Next Meeting:

Our next Register meeting will be at the Bartley Hotel on Wednesday 12th April, 2023. (Special Birthday Meeting)

Meeting closed at 8.15pm.

Bob Charman
Register Secretary



Multivalve



*Multivalve Register meet bi-monthly.
XJ81 celebrating 30 years: 1993-2023.*

Minutes of meeting held on Thursday 23th of March 2023 at the Kensington Hotel, Regent Street, Kensington.

Attendees: Peter & Heather Buck, Fred Butcher, Jim & Arcadia Komaromi, Jo Orford & Michael Pringle, Ron & Claire Palmer, Geoff & Margaret Thomas, Steve & Cecilia Schubert, Ray Smithers & Judy Langdon, Lesley Clarke, Graham Franklin, David Brewer, Suzanne Jarvis & Peter Thomas, Peter & Ros Holland, Walter & Beryl Bullock, Peter & Tricia Clarke, John Castle, Evan Spartalis, Henry Elliott & Kerri Bruggemann.

Apologies: Geoff & Valerie Clayton, Tom & Marj Brindle, Tony & Gabriela Human.

Minutes of Last Meeting:

Agreed.

Matters Arising from Previous Minutes:

None.

Welfare:

Geoff Clayton had a new knee on Monday and is doing well.

Tony Human still not too well but has a very positive attitude

Club Business

- The next meeting of the Jaguar Ladies will be on Thursday 18th May at The Feathers Hotel in Burnside.
- The National Rally display day is on Sunday 16th April. All welcome.
- Registrations for The Bend are still open, indemnity forms can be completed on the day if necessary.
- The 50th Anniversary Dinner is on Saturday 29th July. Tricia Clarke has now joined the sub-committee. Suzanne is currently negotiating ticket prices for non-members. Invitations are being sent to other Jaguar Clubs.

- The next General Meeting is on Tuesday 4th April at the Marion Hotel for one meeting only. Members should book on TidyHQ if they intend to have a meal beforehand.

Register Business

- We had an enjoyable lunch run on Thursday 2nd March, using two new venues. The Aston Hills Golf Club in Mount Barker for a coffee stop, and the Blumberg Hotel in Birdwood for lunch.
- Spirit of the Coorong lunch cruise, Wednesday 19th April – 8 tickets left for this event, available through TidyHQ.
- Lunch at The Range Restaurant, Mt Compass, Tuesday 18th April, 12:45pm. All members welcome.
- Carmels Restaurant, McLaren Vale. Members are welcome to join the post-rally attendees for dinner at 6:30pm on Wednesday 19th April. Please call Peter or Heather if you wish to attend.
- Oxenberry Wines, McLaren Vale. Members are welcome to join the post-rally attendees for a farewell meal at 6:30pm on Thursday 20th April. \$40 per head.

Car Talk

Ray Smithers: 2010 X-type, 95,000kms, running well. Preparing the 340 for the Bend at the National Rally, nice set of performance mag wheels, new tyres and new wheel bolts on order – should be ready next week and Judy has also agreed to go to The Bend.

Bob Charman: All cars going well, no problems at the moment, just looking at Vinnies for a nice suit for the dinner.

David Brewer: 2010 XK, hasn't seen daylight for a while but beautiful when it is running.

Walter Bullock: XJ40 Sovereign going well. Came in a Nissan tonight.

Steve Schubert: Both cars running well. The RAA need to lay off one or two people as they haven't been needed for a while.

Lesley Clarke: 1996 X300 in perfect order, 130,000kms, 4 new tyres and new battery, just gone on historic registration. Unfortunately, on the market and will soon be in the Classic Marque for sale.

Michael Pringle: 2018 XE, going well. Solitaire's advice to update maps resulted in the SD card being wiped – they eventually replaced it with a new one.

Ron Palmer: 2014 XF Supercharged, 85,600kms, running beautifully.

Jo Orford: 2000 XKR, running very well – very good husband fixed the aerial. Taking it to the Rally.

Peter Buck: X308 running well but poor reception on a couple of radio stations.

Henry Elliott: 2004 S-type V6, no issues, going well 175,000kms on the clock, had it for 2 years and love it.

Evan Spartalis: bought another car, a 420, 133,000kms on the clock. Nice car.

Peter Holland: 2007 X-type, on a recent trip achieved 8.3litres/100kms, very happy.

Geoff Thomas: 1975 XJ6 Series II, running well – 116,000kms.

John Castle: 2003 S-type, all good.

Peter Thomas: VY 2003 Ute, goes well – the only car that works, all Jags in progress.

Peter Clarke: 2014 XKR, beautiful car, going well. E-type has had paint touch-ups and a dyno tune which has made a big difference. The Mark II is getting new interior leather from Skinners in the UK. Unfortunately, the F-Pace sold to his daughter has suspected serious engine failure and is awaiting oil samples to be analysed in Brisbane, however the latest report shows the samples have been lost. A new engine would be \$30k.

Graham Franklin: 1992 XJRS, on a dyno getting a new ECU programmed.

Fred Butcher: Took the XJC to the XJ picnic last night but the battery died and the car had to be jump-started. The picnic hamburgers were perfect but the sausages were black.

Jim Komaromi: A few problems with the S-type. Called the RAA to deal with a flat battery and discovered the alternator was shot. After having a new battery and alternator fitted, a new fan was needed as it overheated and cooked the ECM. Sourced a new ECM in QLD that was right for the car. First start idling in the morning had always been rough and that was fixed as well. A costly exercise but he is keeping the car – Arcadia says it will be buried with her!

Any Other Business: Nil

Next Meeting Date: Thursday 26th May, The Kensington Hotel.

Meeting closed at 8:10pm.

Peter Buck
Register Secretary

Jaguar Formula E Team Recharged



After a run of bad luck, Jaguar powered race cars have leaped back to finish **FIRST, SECOND & THIRD** in Brazil. Story page 13.



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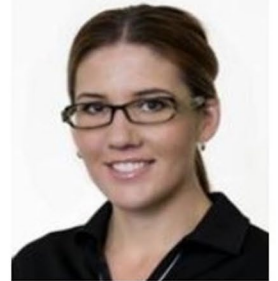


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Club Notices

GENERAL MEETING ROSTER 2022/23

April	E, F, GT Register
May	XJ, Mk 10, 420G
June	Multivalve Register
July	XK, 7, 8, 9 Register
August	E, F, GT Register

CLASSIC MARQUE

Classic Marque is the official magazine of the Jaguar Drivers Club of South Australia (JDCSA). The opinions and views expressed in published articles are wholly those of the respective authors, and are not necessarily those of Jaguar, the Editor, the Club, or its members.

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JDCSA March 2023 General Meeting Minutes

Minutes of the Jaguar Drivers Club of South Australia Inc General Meeting held at The Junction Sports Bar on Tuesday the 7th of March 2023.

Chairperson: Fred Butcher

Meeting commenced at 7.30pm

Apologies: Graeme & Betty Moore, Graham & Jan Franklin, Heather Buck, Trish & Peter Clarke, Tony & Gabriele Human, Di & Roger Adamson, Bob Charman, Jim & Arcadia Komaromi.

New Members/Visitors: Lee Dedman introduced himself, he has a 1963 Mark 2 that will not start.

Welfare: Peter Buck said that Tony Human is still not well we all extend our best wishes to Tony & Gabriele.

Previous Minutes (February): Moved for acceptance by Peter Buck and seconded by Gordon Brown.

Business Arising:

- **50th Anniversary Book:** Tim White. Tim has received the draft back from the publisher, another 15 photos have been added to the book. Tim & Michael Pringle will proof read the draft and then returning it to the publisher, after that we should have an accurate idea of the cost to members.
- **50th Dinner:** Suzanne Jarvis: Tickets are now on sale through Tidy HQ, so far, we have 100 bookings with 71 fully paid. Suzanne distributed copies of the proposed floor plans, preference of seating locations will be given to those, who book and pay early.

Michael added that the formal dress code for the dinner should be respected by those attending so as to reflect the importance of the occasion.

Presidents Report: Fred Butcher:

The President's report is in Classic marque for all to read. The recent All British Day had very positive feedback with some 78 JDCSA cars attending.

Vice Presidents Report:

Michael Pringle: Michael attended the recent E, F & GT Register evening at Jeremy Cordeaux's. It was a great night and he thanked Suzanne for organising it.

He is also busy proof reading the 50th Book, attending the National Rally Committee meetings, picking up items from Melbourne for the National Rally.

Michael also congratulated Tim on how fast he has been able to write the 50th book.

Michael also announced his upcoming wedding to Jo. We all wished Michael & Jo a great day.

Secretary's Report: Steve Weeks:

We have a letter from the Historic Motor Vehicle Club informing us that the British Classic is on the first Sunday in May, starting at the McLaren Vale Tourist Information Centre with a scones and cream breakfast. Details will go into Classic Marque.

We have also received emails from Scarpantoni Wines and Beerenberg with artwork for adverts in the National Rally magazine.

Treasurer Report: Heather Buck:

Peter Buck spoke for Heather and said that club finances were OK.

Those requiring funding for the coming year must get their budgets to Heather.

Membership Secretary's Report:

Daphne said that we are getting about 3 new memberships a month. Daphne is currently busy with the 10, 20, 30, 40 & 50th membership certificates, which will be laminated.

Editors/Events Coordinator Report:

Once again, an excellent Classic Marque. Graham & Jan are currently enjoying a cruise.

Log Books: Bob Charman:

In Bob's absence Daphne said that Bob is processing a small number of logbooks.

MSCA: Barry Kitts:

There are no upcoming MSCA events coming up, however the Sporting Car Club has an event at Mallala next week.

Regalia: Graeme Brown: No report.

Library: Tom Brindle:

Tom now has a number of books available for loan to club members, many are on display tonight and he is enjoying his new space to display them.

ACJC/National Rally 2023:

- Phil Prior: Registrations are now closed. We have 118 registrations numbering about 220 people.
- Good news is that some events are now open to club members.
- The Post Rally Tour can now be booked by South Australian members.
- The Display Day at Birdwood on the Sunday is a free event, so we would like to see as many SA cars as possible.
- Entries are still available for The Bend sporting event. Please go the link on the National Rally page in Tidy HQ and book directly with The Bend.
- Peter Buck has organised a Coorong Cruise and tickets are still available for that, cost to members is reduced from \$110 to \$65 per person. Please make

your own way to Goolwa. You need to be at the wharf by 11.45.

Register Reports

Compact Register: No report.

XJ/Mk10/420G Register: Bob Charman. Daphne spoke in Bob's absence and informed the meeting that the Register meeting is tomorrow night and a number of members are going to Moonta on the long weekend.

On the 22nd of March a "Picnic in The Park" has been arranged. Details are in Tidy HQ.

Jaguar Ladies Social Group: Tricia Clarke: Daphne also spoke for Tricia and said that the ladies' lunch is next week (16th) at the Virginia Nursery. At present 27 are attending.

Multi-Valve: Peter Buck: There will be a Register Meeting on 23rd of March at the Kensington Hotel. Peter also sought clarification on the April General Meeting being a "one off" General Meeting at the Marion hotel. Michael responded that we are back at The Junction in May.

E/F>: Suzanne Jarvis: There are several runs planned. The Jeremy Cordeaux evening was a great success, Suzanne has requested photos from those, who attended and there is also a run to Hindmarsh Island to the home of Chris & Christine Waldoock on the 27th of May to view their car collection. All details including other events are listed in TidyHQ including; Classic Performance & Dyno evening on 16th of March and Stray Cats at The Bend on the 17th of April.

SS/Pushrod: Brenton Hobbs: Malcolm Adamson said that the next register meeting will be at the home of Bruce Fletcher.

XK Marks 7/8 & 9: Steve Weeks.

The Register is hosting a dinner on the Saturday night of the Rally, there are still tickets available, simply book on Tidy HQ. There is no booking fee, just PAYG from the menu.

Guest speakers will be Scott Shearman (owner of Wappenbury Hall) and Terry McGrath and John Elmgreen (authors of the XK's in Australia books). All members are more than welcome to attend, bookings are through Tidy HQ.

New Business

Steve said that the club is organising a raffle to be held at the National Rally, tickets will be on sale both at Rally Registration and the Display Day, donation of raffle items are requested. Steve & Val are also looking for volunteers to help sell the tickets.

Meeting Closed at 8.12 pm.

JDCSA - Club Directory 2022 -2023

Club Postal Address:

PO Box 6020, Halifax Street, Adelaide SA 5000

Club Web Site / Email

Web: <http://jdcsa.com.au>

Email: jdcsa@mail.tidyhq.com

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

7.30pm at "The Junction", 470 Anzac Highway, Camden Park.
(Near the Morphettville Racecourse).

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

Your Committee

President: Fred Butcher

Mobile: 0428 272 863

Email: fmbutcher@bigpond.com

Vice President: Michael Pringle

Mobile: 0418 311 422 (Home) (08) 8277 2717

Email: mlp7516@icloud.com

Treasurer: Heather Buck

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Email: treasurer@jdcsa.com.au

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Membership Secretary: Daphne Charman

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Editor/Events Coordinator: Graham Franklin

Mobile: 0490 074 671

Email: editor.jdcsa@mail.tidyhq.com

Register Secretaries/Committee members

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

Brenton Hobb. Email: bmhobbs@bigpond.com

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

Steve Weeks: 0414 952 416

Email: valsteve47@outlook.com

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

Currently Vacant

Email: jdcsa@mail.tidyhq.com

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

Bob Charman Phone: (08) 8248 4111

Email: charmanr161@gmail.com

E, F & GT - *Meet 3rd Thursday of every second month.*

Suzanne Jarvis. 0478 717 775

Email: jdcsa@mail.tidyhq.com

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

Peter Buck Mobile: 0421 061 883

Email: Peter.buck51@bigpond.com

Club Services/Club Representatives

Club Patron: Mr Peter Holland

Phone: 0408 810 884

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Jaguar Ladies Social Group:

Tricia Clarke. Email: triciaclarke_1@hotmail.com

Regalia: Graeme & Betty Moore.

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

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TidyHQ Administrator: Tim White: 0419 809 021

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Australian Council of Jaguar Clubs (ACJC)

Club Representative: **Phil Prior.**

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

Federation of Historic Motoring Clubs (FHMC)

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

Marque Sports Car Association (MSCA)

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

All British Day

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

Technical Officer: Geoff Mockford

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

Club Registration (For MR334 Application Form)

- Geoff Mockford 0438 768 770
- Evan Spartalis (08) 8362 8116 M: 0408 827 919
- Bob Charman (08) 8248 4111 M: 0421 482 007
- Tim White 0419 809 021

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50th Anniversary Dinner



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