

CLASSIC MARQUE

December 2022

Merry
Christmas



Feature Modern S-Type (1999–2007)

THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA

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Editorial- Graham Franklin

I am particularly happy with the way this month's magazine has turned out. The three key elements that are needed each month are: -

- Lots of stories from Club members,
- Lots of Club and Register events, and
- Lots of Jaguar News and Stories.

This month we have all three. Thank you very much to all contributing members and Register Secretaries. Also a thank you to Noel Schmidt for his colourful artwork.

While on thanking people, a big one to all our valued Advertisers who help to make this publication possible.

You will need to look at the Index to see what stories are included, there are lots of them. Enjoy!

Merry Christmas

Vale - Hazel Brown

Sadly, I have to inform the membership of the passing of Hazel Brown. Hazel and her husband Barry own a Jaguar XF and enjoyed taking it on Club and Multivalve runs.

We all extend our deepest condolences to Barry and the family.

**Steve Weeks
Welfare Officer.**

February Guest Speaker

Michael Neale, Chair of the 'Bay to Birdwood' will be our guest Speaker for our February General Meeting.

Earlier in 2022 it was announced to the international media that EV conversions of historic motor vehicles would be accepted into the 'Bay to Birdwood' for 2022. This was an important innovation being proposed by the History Trust of South Australia and the National Motor Museum. Some people think this is a controversial decision whilst others believe that it is a fantastic example of much needed leadership in the historic motoring community.

Michael will outline the reasons as to why he thinks this move by the 'Bay to Birdwood' is an excellent move.

Please mark the date in your Calendar February 7th!

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Front Cover:

Artwork by Noel Schmidt

Back Cover:

Merry Christmas from Jaguar Forums



*The Executive of the Jaguar Drivers Club
of South Australia wish all Members a very
Merry Christmas and a Happy, Healthy 2023*



As I write my December report, I must say that I am disappointed with having to postpone Jag Day for the second time. We now have a new date of **18 December**. I consider Jag Day to be the most important function in the Club Calendar. I am sure you are fully aware of the reasoning behind the need to reschedule. This unseasonal weather we are experiencing has continued to play havoc with outdoor events. One might ask why not simply move the event to a different location, say a hard standing area. Even if the cars were on a hard surface, and it was still miserable weather, I very much doubt that this alternative would be an acceptable solution?

The question as to why not cancel has also been suggested. This then raises the question as to why the Jaguar Drivers Club commonly known as the (JDCSA) exists. Before answering this question, I must precede it was the following preamble: 100 years ago, to this year, two young blokes Bill Lyons and Bill Walmsey made a decision to begin the manufacture of their sidecar in Blackpool. This venture into the motoring business eventually evolved to become the Jaguar Motor Company. This by extension makes 2022 an extra special 100Yr Milestone that is worthy of a special celebration and we as a Jaguar Car Club whose primary objective is: To perpetuate the Jaguar Marque and promote enthusiasm amongst owners, owe it due acknowledgement. I therefore believe that our club should strive to celebrate this Major Milestone in the year it has occurred. To defer would take away the true meaning of the occasion.

In a similar context your club is also about to reach its 50-year Anniversary. In 1972 five young Jaguar enthusiasts got together to discuss how to go about forming a group of like-minded Jaguar drivers, which in a not that dissimilar manner to the formation of Jaguar, culminated in the formation in 1973 of the JDCSA. Here again we have a very important Milestone achievement which as a club we should be very proud to celebrate.

My purpose in labouring the point about important dates is to emphasise the fact that organizations such as ours continue to exist through recognising important milestones and to celebrate

major achievements when they occur. The primary reason for people to join clubs, I thought was to be part of club activities; maybe I am old fashioned? As far as Car related activities are concerned the trend these days seems to be to have a loose association with a group so as to access some of the benefits.

We must also remember that another reason for continuing to hold Jag Day is because it is also the time when the Club makes a worthwhile contribution to the Salvos. With food prices increasing there will be increased pressure on organizations like the Salvation Army to support Families in need.

The XJ, Mk 10 & 420G held their annual Auction Night in October. It was certainly a fun night with lots of spirited bidding and much "carry-on". There were many items up for auction and I have to say Auctioneer Bob got into the swing of things. One thing that did strike me as odd was on each occasion an item failed to attract a bid it was suddenly sold to Betty, interesting.

I made it along to the Pushrod Register meeting in November at the Caledonian Hotel, Nth. Adelaide. The meeting was well supported and included interesting discussion on various technical issues to do with these older models.

The Multivalve Xmas run on Thursday 24 November proved to be fairly challenging; obviously chosen by a motor bike enthusiast. Marion to McClaren Vale via Lobethal for morning coffee and then via interesting roads in the hills. The Multivalve runs are always challenging and lots of fun. We had a very enjoyable lunch in McClaren Vale with lucky draw prizes to celebrate the Xmas Lunch.

At the Multivalve function I managed to catch-up with Tricia Clarke for a quick chat about the Ladies Lunch held at the Hahndorf Inn.

Tricia said the lunch was well attended and much interchange took place within the group. For those Ladies who may feel reserved about attending I would recommend you make the effort, go along and enjoy the fellowship. Car talk is banned!



The XK & 7,8,9 Register held their Christmas Lunch at Julian & Moria Lugg's Springton property; what an idyllic location. The lunch was held in the old dairy building with views out over fields full of green grass; remember we are into December; and it did rain on the day. Hats off to Julian and Moria for a most enjoyable lunch and making their property available to the Register.

Here we are almost at the end of 2022. Since the easing of COVID restrictions club activities have certainly been on the increase. Over this intervening period there has been some disappointment. Two that spring to mind is the Compact Economy Run and the need to twice postpone Jag Day. Both having been due to the unseasonable wet weather. It is hoped that the latter, now being held on 18 December is well supported especially being such a Major Milestone in the history of our beloved Jaguar cars' Daimlers included. There is a Compact run being organize for January 8. With so many Compacts in the Club it would be fabulous to see a large turn-out of these cars now rarely seen on the road.

By the time you read this the Jaguar National Rally (JNR) will be open for registration with some activities having a limit on numbers attending. If not already, I suggest that you go online and book for the Rally ASAP.

In closing I do hope that you and yours enjoy a Very Merry Christmas with Family and that you continue to enjoy good health in the coming years.

Merry Christmas and,

**Safe Motoring,
Fred Butcher**

A Message From Our Patron

Dear Members,

I take this opportunity to wish you and your families a Merry Christmas and a Happy New Year for 2023 and to thank you for your support of the Club during the past year.

The easing of covid restrictions has meant an almost complete return to "business as usual", with many and varied events and outings being organised for our enjoyment. A big thank you to those who have willingly given their time to plan the Club Calendar.

It was an unexpected surprise to be informed at quite short notice that the Police Club would be closing at the end of June and that we would need to find a new meeting place. This had been our meeting venue for 26 years, and was certainly the end of an era.

We had been through similar changes in the early years of the Club and as is always the case the

Committee sprung in to action to find a suitable venue and were able to keep our regular monthly meetings in place during the transition. Hopefully, we can enjoy a long association with The Junction.

The coming New Year celebrates the Club's 50th Anniversary, a momentous milestone in its history.

For me some of those early days before and during the commencement of the Club, only seem like yesterday! I am sure many of our members from the very start have similar memories and feel very proud to have been part of creating a Jaguar Family through the JDCSA which has grown stronger with each passing year.

I urge you to actively support the various celebrations throughout 2023, including two very special events-----The National Jaguar Rally in April and the

Presentation Dinner in July, the birth month of the Club. I am sure you will be entertained at these functions and from time to time at other events by some of the stories from behind the scenes that have occurred over the life of the Club.

Sadly, we have lost members who have succumbed to ill health during the year and we have other members who are currently struggling with health problems. My thoughts and those of Ros are with Family and friends of these valued members and I ask that you spare a thought for them and their contribution to the Club and our lives as we celebrate the holiday period.

I wish you all an enjoyable holiday break and look forward to joining you in what I am sure is going to be a very busy anniversary year.

With very best wishes to all,

Peter and Ros

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 December, 2022 magazine:

- **Craig Larkin:** 1966 Jaguar E-Type 4.2L Coupe.
- **Shane Forster:** 1988 Jaguar Sovereign XJ40 3.6L.
- **John Hill:** 1967 Land Rover S1 2.5L Utility.
- **Paul & Debra Corigan:** 1991 Jaguar XJ40 4L Sedan.
- **Margie & Nigel Galliver:** 2015 Jaguar XE 25T 2L Sedan & 1985 Jaguar XJ6 S3 4.2L Sedan.
- **Ben D'Andrea:** 1981 Jaguar XJ6 S3 4.2L Sedan.
- **Mark Aldridge & Helen Hoare:** 1977 Jaguar XJC 4.2L Coupe; 1962 Jaguar MK10 Sedan (5.7L Chev Motor); 1979 Jaguar XJS Coupe (5.7L Chev Motor); 1975 Daimler Sovereign Sedan (6.2L Chev Motor).

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

- ◇ **Thao & Gary Earnshaw:** 1963 Jaguar MkII 3.4L Saloon
- ◇ **Morna & Norman Atkinson:** 1973 Jaguar XJ6 S2 4.2L Sedan
- ◇ **Colin Penfold:** Jaguar XJ12 HE 5.3L Coupe

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

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

Daphne Charman
Membership Secretary

Events Calendar 2022

DECEMBER

JANUARY

FEBRUARY

TUESDAY 6th DECEMBER	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. Please register through TidyHQ. December General Meeting
SATURDAY 10th DECEMBER	XJ Mk10 420G Christmas Dinner & Show - Glenelg Golf Club. 5.30pm – 11.00pm. All Club members are invited to attend. Three-course dinner from 6.30pm followed by floor show. Cost is \$65.00 per person (drinks not included). Please register through TidyHQ. XJ Mk10 420G Register Christmas Dinner
SUNDAY 11th DECEMBER	E, F & GT Christmas BBQ 12:00pm – 5:00pm Christmas barbecue to be held at Forrest Lodge, 158 Onkaparinga Valley Road, Verdun Please bring picnic tables and chairs. A barbecue and salads will be provided by the Register. Please register if you are coming as we need to know numbers for catering. E, F & GT Register BBQ (More details page #48)
SUNDAY 18th DECEMBER	SA JAG DAY and Cats & Cans - 10.00 am - 3.00 pm. Civic Park Modbury, 995 North East Road, Modbury SA. Celebrating 100 years of Jaguar. We hope to see you all there. More information next page (#7) or Goto: SA JAGUAR DAY
TUESDAY 27th DECEMBER	Deadline For All Articles For January Classic Marque (Inc. Classified Adverts). Thank you. Please contact Editor: Graham Franklin M: 0490074671 or Email: editor.jdcsa@mail.tidyhq.com
SUNDAY 8th JANUARY	Compact Register - “Mark 2 Appreciation Run” 9.00am to 2.00pm Open to all Compact & JDCSA members to attend. Meet at Burnside Town Hall. Depart 9.15am to Tenafeate Creek Winery. Three hours of wine tasting and grazing. Includes; dukka dip, bruschetta, cheese platters, and as much pizzas as you can eat. Payment at Registration required: \$40 pp by 30th Dec. 2022: Compact Register Run (More details page #49)
SUNDAY 15th JANUARY	SS, MkIV & MkV Register Summer BBQ. From 12.00 Noon. Sunday afternoon at Malcolm Adamson’s seaside retreat at Seaford. Can members please advise Brenton if they will be attending the Lunch. 0419 345 775.
THURSDAY 19th JANUARY	Jaguar Ladies Social Group Lunch. 12:30pm - 2:00pm Lunch will be held at the Marion Hotel, 849 Marion road, Mitchell Park. More details on TidyHq and next months Classic Marque. Please add the date to your calendar.
SUNDAY 22nd JANUARY	XJ, Mk10, 420G Register Annual New Year’s Breakfast: 9.00am - 11.00am Kick off the New Year at the Birkenhead Tavern, 3/7 Riverview St, Birkenhead. This event is open to ALL members and we love to see the car park full of Jaguars / Daimlers. For catering purposes please register on TidyHQ. XJ, Mk10, 420G Breakfast (More details page #47)
TUESDAY 7th FEBRUARY	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. Michael Neale, Chair of the ‘Bay to Birdwood’ will be our guest Speaker.
WEDNESDAY 8th FEBRUARY	XJ, Mk10, 420G Register Meeting: 6:00pm to 9.00pm. The Bartley Hotel, Bartley Terrace, West Lakes Shore. For more information please contact Bob Charman. Email: charmanr161@gmail.com .
WEDNESDAY 15th FEBRUARY	SS, MkIV & MkV Register Meeting. 7.00pm - 9.30pm. To be held at the home of Jack Richardson Can members please advise Brenton if they will be attending the meeting. 0419 345 775
THURSDAY 16th FEBRUARY	E, F & GT Register Meeting: From 7.00pm To be held at the property of Jeremy Cordeau, Glen Osmond. The collection has occupied the last 40 years of Jeremy’s life and covers cars mostly English and European cars. Members are asked to please bring a plate of supper to share. Wine may be consumed on site. This meeting is limited to 40 and members must pre-register. E, F & GT Register Meeting 2023 (More details page #49)

THE JAGUAR DRIVERS CLUB OF SOUTH AUSTRALIA
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S-TYPE



Feature: Modern S-Type

The Affordable Modern Classic.

The Jaguar S-TYPE debuted at the 1998 Birmingham International Motor Show reviving the nameplate of the company's 1963-68 S Type. The car went on sale in January 1999 and was praised on its release for having a 'luxurious interior', 'creamy composure' and a 'class-leading' 'cossetting ride'.

The S-TYPE was designed by Geoff Lawson, Design Director for Jaguar from 1989 until his death in June 1999. He was succeeded by Ian Callum who was responsible for the 2004 "Facelift."

Background

After being privatised in 1984, Jaguar had been developing a smaller saloon to complement the XJ6 by the early 1990s, but these plans were axed following its takeover by Ford in 1989, only to resurface within a few years.

The car was based on the Jaguar mid-sized DEW platform and shared with the Lincoln LS and Ford Thunderbird.

For the first time on a production car, the S-TYPE featured a voice activated control of all primary audio, phone and climate control functions, providing safe, hands-free operation.

S-TYPE also featured a strong crash structure, innovative collapsible steering column and protected under-floor plastic fuel tank.



1999 Jaguar X200 S-Type Sport black with 18 inch Monaco alloys. The X200 was initially available with 3.0-litre V6 and 4.0-litre V8 petrol engines. (Standard, Sport & SE)

More than 450 prototype and pre-production AJ-V6 engines were built and tested on dynamo-meters and in vehicles.

Simulated autobahn durability tests were also conducted equivalent to 100,000 miles at an average of over 100 mph.

X200 S-Type (1999-2002)

The X200 S-Type was initially available with 3.0-litre V6 and 4.0 litre V8 petrol engines and in standard, Sport and SE (Special Equipment) editions.

◇ AJ30 V6 and AJ27 engines

- The 3.0-litre AJ30 V6 engine had an aluminium block and cylinder head, fracture-split forged powder metal connecting rods, double overhead camshafts, four valves per cylinder, variable valve timing and a compression ratio of 10.5:1; and,
- The naturally aspirated 4.0-litre AJ27 V8 engine had an aluminium block and cylinder head, double overhead camshafts (per cylinder bank), variable cam phasing, four valves per cylinder, variable valve timing and a compression ratio of 10.75:1.

The post November X200 S-Type was solely available with Ford's 5R55N five-speed automatic transmission.

◇ Suspension

For suspension, the S-Type had unequal length upper and lower wishbones front and rear. Although not fitted as standard, the S-Type was also available with Jaguar's Computer Active Technology Suspension (CATS) which included electronically-controlled, adaptive dampers and uprated springs for increased roll stiffness.

◇ Safety Equipment

Standard safety equipment for the X200 S-Type included dual front airbags, front side airbags, ABS, traction control and front seatbelt pretensioners. From March 2001, the Sport variant was equipped with electronic stability control and traction control.



1999 X200 S-Type interior showing U-shaped centre console (replaced in the X202).

Feature: Modern S-Type (cont)

◇ Features: S-Type, SE and Sport

Standard features for the S-Type included a U-shaped centre console, 16-inch alloy wheels, a four-speaker sound system with a six-stack CD player, dual zone climate control air conditioning, leather seats, power adjustable front seats, cruise control, a leather-wrapped steering wheel and gear knob, remote central locking, power windows and mirrors, trip computer and immobiliser.

The S-Type SE was further equipped with front seat power lumbar adjustment, a power sunroof, driver memory settings (seat and mirrors), a woodgrain gear knob and combination leather/woodgrain steering wheel.

Compared to the entry-level variant, the S-Type Sport was differentiated by its 17-inch alloy wheels, contoured sports seats, front fog lamps and CATS Suspension with electronic adaptive dampers.

November 2000: S-Type Update

In November 2000, the S-Type was updated with a new ZF speed-sensitive power steering system which provided improved feel and minimised vibration and noise from the steering pump.

Visually, the post-November 2000 S-Type can be identified by its rear chrome tread plates with 'Jaguar' inscription. Inside, the CD stacker relocated to the boot to



The X202 introduced new engines and ZF transmissions, a stronger chassis, additional safety equipment and greater refinement and an additional model (S-Type R). Visually, the S-Type R (as shown above) can be identified by its bright-finish mesh grille.

provide greater glove box space and a foot rest was introduced.

Also, there was a new storage module within the spare wheel well for the jack and wheel brace, while the new boot lid liner featured a pull-down handle.

From March 2001, the Sport was fitted with 18-inch seven-spoke BBS 'Monaco' alloy wheels with Pirelli P Zero 245/40 tyres, grey stained bird's eye maple veneers and body-coloured exterior elements (grille surround, bumper blades and number plate plinth).



2002 Jaguar X202 S-Type R interior: RHD from passengers side. Inside, the X202 can be identified by its full-width bird's eye maple dashboard veneers, redesigned centre console and electronic hand brake which replaced the conventional handbrake lever.

X202 S-Type (2002-04)

Released in July 2002, the X202 S-Type introduced new engines and ZF transmissions, a stronger chassis, additional safety equipment and greater refinement.

◇ AJ25 and AJ33 engines

- The 2.5-litre AJ25 V6 petrol engine was reserved for entry-level variants and had similar properties to the AJ30 engine, albeit with a compression ratio of 10.3:1;
- The 4.2-litre AJ33 V8 engines were stroked versions of their predecessors, but had stiffer blocks, oil-cooled pistons, new exhaust manifolds and camshafts, small-pitch silent cam-chains, bigger cylinder-head porting, an upgraded fuel system and vane-type variable cam phasing; and,
- For the newly introduced S-Type R, the supercharged 4.2-litre AJ33 V8 engine was distinguished by its Eaton M112 roots-type supercharger and twin air-to-liquid intercoolers, though it omitted variable cam timing.

The five-speed automatic transmission was replaced by six-speed ZF unit.

◇ Chassis

Changes for the X202 S-Type included an upgraded new front subframe, front suspension (with forged aluminium control arms, stiffened cast aluminium front knuckles), a stiffer rear subframe

and revised rear suspension (with new control arms and knuckles and a new toe-link for improved wheel alignment).

Significantly, the body structure for the X202 was 10 per cent stiffer and kerb mass was reduced by an average of 50 kg through the use of aluminium for suspension components and magnesium for the front seat frames, fascia structure and cross-car beam.

◇ Interior

Inside, the X202 S-Type can be identified by its full-width bird's eye maple dashboard veneers redesigned centre console and electronic hand brake, operated by a console-mounted switch which replaced the conventional handbrake lever.

◇ Safety Equipment

Compared to its predecessor, standard safety equipment for the X202 was extended to include full-length curtain airbags (i.e., for front and rear occupants), electronic brake-force distribution, brake assist and electronic stability control.

In addition, the X202 S-Type introduced Jaguar's Adaptive Restraint Technology System (A.R.T.S.) which used sensors to monitor occupant position and crash severity to optimise the deployment of safety equipment.

The S-Type Sport was also fitted with larger front brake discs. (320mm).



The 2004 X204 S-Type R interior: RHD with contrasting seats.



The X204 introduced a revised rear suspension, leaner side sills, a more scalloped (aluminium) bonnet and upright grille. As part of the update, the unnamed, entry-level and Sport editions were discontinued, with the range comprising the SE, Luxury and R editions.

◇ Features

For the X202 S-Type, standard features were extended to include 16-inch 'Artemis' alloy wheels, a four speaker 140-watt Alpine sound system with a six-disc CD player, an eight-way power adjustable driver's seat, a six-way power adjustable front passenger seat, automatic headlights, heated mirrors and a power adjustable steering column.

The S-Type SE was further equipped with front fog lamps, rear parking sensors and electro-chromatic rear-view and door mirrors.

V8 models were also fitted with 17-inch 'Kronos' alloy wheels.

◇ Features: S-Type R

The S-Type R was distinguished by its 18-inch 'Zeus' alloy wheels with 18 x 8J 245/40 front and 18 x 9.5J 275/35 rear ContriSport tyres, sixteen-way adjustable front seats, leather-trimmed 'R Performance' steering wheel and xenon headlights. The S-Type R, however, omitted the split and folding rear seats in favour of a solid rear bulkhead for greater rigidity.

The S-Type R was fitted with Jaguar's (CATS) suspension system which consisted of electronically controlled, two-stage adaptive dampers. The suspension also included updated springs for increased roll-stiffness.

The S-Type R was also fitted with a Brembo braking package with 365 mm front brake discs, 330 mm rear discs and four-piston aluminium calipers front and rear.

Visually, the S-Type R could be identified by its bright-finish mesh grille, tinted head- and taillights, front and rear aprons, side-skirts and a rear spoiler.

X204 S-Type (2004-2006)

◇ Overview

Released in October 2004, the S-Type introduced a revised range, styling and suspension settings. The unnamed, entry-level and Sport editions were discontinued, with the range comprising the SE, Luxury and R editions. Visually, the X204 S-Type could be identified by its revised rear end, leaner side sills, a more scalloped (aluminium) bonnet and upright grille.

◇ Features

Compared to their predecessors, the X204 S-Type SE edition gained power adjustable pedals. Beyond this, the Luxury added satellite navigation, a TV tuner, rear parking sensors and rain-sensing wipers; the 4.2 V8 Luxury models were further equipped with 18-inch alloy wheels.

Finally, the S Type R was also fitted with bi-xenon headlights.

Feature: Modern S-Type (cont)

X206 S-Type (2006-2008)

◇ Overview

Released in April 2006, the S-Type introduced a 2.7-litre twin-turbo-diesel V6 engine (the '2.7D' variant) and the SE edition was effectively replaced by the LE.

Visually, the X206 S-Type could be identified by its bonnet-mounted 'leaper' and new tail-lights.

◇ AJD-V6 engine

The 2.7-litre AJD-V6 diesel engine had a compacted graphite iron (CGI) block, common-rail direct injection (peak pressure of 1650 bar), piezo injectors, twin variable geometry turbochargers with an air-to-air intercooler, double overhead camshafts, four valves per cylinder and a compression ratio of 17.3:1.

◇ Features

Compared to its X204 predecessor, standard features for the X206 S-Type were extended to include Bluetooth mobile phone connectivity and front and rear parking sensors.

For the S-Type R, the Brembo braking package was discontinued (from VIN N52048). In its place, the S-Type R was fitted with 355 mm front and 326 mm rear brake discs.

January 2007: S-Type Update

In January 2007, the X206 S-Type underwent a minor cosmetic update with the application of the S-Type R variant's front bumper and mesh grille



The 2006 X206 S-Type introduced a 2.7-litre twin-turbo-diesel V6 engine. The X206 S-Type could be identified by its bonnet-mounted 'leaper' and new tail-lights.

to all variants throughout the range; there were also new alloy wheel designs.

Reviews

Summary of comments from various motoring magazines.

A week spent with the 4.2-litre V8 Sport simply underscored how much this car has to offer. First and foremost, the S-Type looks good. The proportions are neat, the lines clean and the overall impression is that this is a car worth being seen in.

The cabin remains one of the delights of the car. Even though I'm not a fan of the grey-stained birdseye maple wood treatment in the Sport, it is still done with style and restraint. Coupled with the charcoal tones on the rest of the trim, however, it does darken the interior.

Quality sports bolstering lifts the seats out of the ordinary and with ample adjustment on the driver seat and steering wheel, finding a suitable driving position is a given. Rear seat space isn't expansive but it is suitable for a range of sizes, although tall passengers could find head and leg room lacking.

Equipment levels are reasonably high, as you would expect from a car well into six figures.

Even with the electronic aids (CATS and Traction Control), switched off, the cat's 224kW and 420Nm of urge can be confidently tamed, thanks to the balance of the car and the impressive feedback from the nicely weighted speed-sensitive steering.

It may not have a German badge on the bonnet, but the S-Type has plenty of strong qualities that make it a realistic alternative to models like the Mercedes E-Class.

Production

The S-Type was discontinued in late 2007 after almost 300,000 (291,386) had been built. The model was replaced by the XF. (X250). ■

Editor: Information for this feature story was gathered from various publications including Australian Car Review.



In January 2007, the exterior of the X206 to all variants were updated with the application of the S-Type R variant's front bumper and mesh grille.



Gary & Julie Rushton's 2007 Silver S-Type 3.0 Litre V6 Auto.

Members Car - Andy & Ruby Gates

“Jazzy”, our Modern S-Type

I can remember the day I was struck by the Jaguar disease. It was 50 years ago and I was a mere 16 years old. Wealthy friends of my parents had bought matching “His and Hers” XJ6s. They were the best-looking things on wheels that I’d ever seen, and I swore to myself that one day I too would own a Jag!

46 more years passed before I made good on my oath, but the desire to be a Jaguar owner never diminished and would come up regularly in conversation with my patient and long-suffering wife, Ruby.

Fast forward to 2016 and a single event brought the whole Jaguar thing to the front of my mind. Our best friends, Peter and Karen Kentish, bought a beautiful 1968 340. Dressed to kill in a gorgeous light blue paint job with shimmering wire wheels, and an exhaust soundtrack to stir the senses, it was love at first sight. They had their Jaguar... it was now time to find mine!

And so began regular on-line searches for available Jaguars. Initially I was keen on getting an XJ6 and so focused my searches on those. However, one day I put some thought into how I might garage a Jaguar and discovered that an XJ would not fit into my garage. Disappointed but undeterred I broadened the search parameters.

Then she appeared. A Modern S-Type was offered for sale at a Nailsworth dealership. Not any Modern S-Type, but a special one (to me at least).



She met all the basic criteria such as low kilometres, one previous owner, been garaged all her life, and reasonably priced.

But she had two extra characteristics that thrilled me; she had a 4.0 litre Jaguar AJ V8 under the bonnet, and she was a 1991 model (X200) with the U-shaped centre console. So, she was an example of a rarish, very first model of the newly introduced Modern S-Types.

A test drive had me swooning with delight at the ride and the effortless glide from the V8 engine. Money changed hands and “Jazzy” was off to her new home at Aldinga Beach.

And how has it all worked out? The answer is “brilliantly”. The previous owner was a perfectionist and the car was traded in perfect condition (he traded her in for an F-Pace).

My mechanic put her on the hoist for a post purchase inspection and declared her to be perfect. Not a leak from anywhere, no rust, and everything as it should be. My only expenses have been services, new Yokohama tyres, and 98 RON (Research Octane Number) petrol.

She drives superbly, is comfortable, has a brilliant sound system, and certainly turns heads. One of our great pleasures was using “Audrey” (Peter and Karen’s lovely 340) and our “Jazzy” as wedding cars for our daughter’s wedding.

Another has been membership of the JDCSA enjoying like-minded comradeship, register runs, and of course, the magazine.

I’m well aware that the Modern S-Type’s looks and styling tends to polarize opinions. It won’t surprise you to know that Ruby and I absolutely love how she looks. And we wouldn’t sell her or swap her for anything. Although I’ve since built a second, larger garage so there is room for another Jaguar; an XJ8 perhaps...!

Andy and Ruby Gates

Editor: Thank you Andy & Ruby. Lovely looking car and great story.



The interior photo is useful because it shows the original U-shaped centre console, a feature that didn't survive the 1st update a couple of years later.

Members Car - Bob & Daphne Charman

Bob & Daphne's 2004 'S' Type V8

In 2009 SA Jag Day was held in North Haven, and I was given the privilege of picking up the General Manager of Jaguar Australia, Mr Kevin Goult from the airport, to attend our event. He informed me that he joined Jaguar, in Coventry, England as a 16-year-old and worked his way to the position he then held.

I told him that I was thinking of purchasing an S-Type. He told me that he had been the one who designed the complete sub frame of that vehicle. He went on to say that if it were possible, to go for the V8. The search was on.

I picked out three S-Types in Melbourne in January 2010, that looked very good. Daphne and I went for a drive in the first two, which were very nice, before we arrived at Flinkier Motors at St Kilda, to see the V8 sitting in the show room filled with luxury cars. I had not driven the car more than 200 metres down the road when I looked at Daphne. I knew she was thinking the same that I was. This was the car for us.

We purchased the car that morning and drove it back to Adelaide the same day, stopping at Horsham overnight.

We have now owned the car for 11 years and it is still as good to drive today, as it was on that memorable day in St Kilda.

Bob & Daphne

Editor: Thank you Bob & Daff. Can always count on you for a good story. Thank you.



Members Car - Henry Elliott

I purchased SO58 ALN from Bill Browne in June 2021. Bill sadly passed away a few months later (there was an obituary in Classic Marque). He struck me as a true gentleman during the transaction and he was obviously sorry to see the car go.

He was only the second owner of the car which was a Luxury model (3L V6) manufactured in 2004. The car must have been one of the very early upgrade models with the electric handbrake and a new gearbox among various other changes.

The colour is described as silver but to me it looks more like gun metal grey. The car had originally been sold in Queensland but the owner then moved to Victoria. Bill acquired it from a Melbourne dealer in 2011 with 61,000kms on the clock.

When I acquired it from Bill it had done 164,400kms and has now done 172,000 as at November 2022. It performed faultlessly on a recent round trip to Melbourne with more than adequate overtaking speed when required and is very comfortable to drive.

I did have to replace the rocker covers as they had corroded and were leaking



oil. A common problem with S Types apparently.

Otherwise, it has been largely trouble free and has been serviced twice by Geoff Mockford at Classic and Sports Cars in Norwood.

Every Monday it gets a work out delivering meals on wheels in the Hallett Cove area. The stop/start nature of the

driving is not ideal for a 'classic' and I was a bit worried at first but it doesn't seem to mind at all and never grumbles.

Many of the customers enjoy seeing it and comments are frequent (all positive of course).

Henry Elliott

Editor: Thank you Henry. Bill, would be very happy to know that his car has gone to a caring Jaguar owner.



Members Car - Peter Drake

Peter Drake 2002 'S' Type R

This is my 2002 S-Type R. I have owned the car for 12 years and travelled approximately 120,000 kilometres.

The 4.2 litre V8 Supercharged engine produces 298kw and around 400hp @ 6,100 rpm.

The 2002 S-Type 4.2 S/C V8's at the time, were the fastest road production saloon in the world with the top speed limited to 250 km/h (155 mph).

The supercharged V8's first came out in 2002 and were only made for about 5 years. Over that time 3700 were made with half of them going to the US and approximately 100 per year made it to Australia.

Peter Drake

Editor: Thank you Andy. A lovely and very fast car. One that rarely comes up for sale these days.



Story by Roger Frinsdorf - 1960's S Type

This may be of interest to you although not the modern style S-Type, but the model it was based on.

S Type Jaguars

I have had two S Type Jaguars. One a Dark green metallic 1963 with a moss gearbox and overdrive, registration number 2605.

The other a light blue metallic with Synchro gearbox and overdrive. Registration number 5409, purchased new on Christmas eve as a birthday present for some very lucky lady.

Car Number 2605

The first one with a moss gearbox had a raised suspension using Mark 10 springs. The owner had a trucking business and used it to take parts to broken trucks which operated in the far north and Territory.

It was a 3.4 and had done 300,000 miles when I purchased it and ran absolutely

faultlessly. The moss gearbox was great when you learnt the little trick of putting it in second before selecting first to avoid crunching, after that it was a wonderful gearbox to use.

The handling was atrocious as it was so high and winds knocked it around, but was good over rough territory and washed-out roads. I had to bring the suspension back to standard to return some reasonable handling.

It was a great car which I had for 10 years. After I sold it, I saw it two years later and the entire leather upholstery had been eaten out by the owners' dogs and I don't think it had been washed for years - a great pity. Also, when I sold it its original Bryson's number plate was taken by the Government with no compensation.

Car Number 5409

The other S Type was a pretty light blue metallic with light blue leather upholstery. It was a lovely car to drive.

Unfortunately, it blew a lot of smoke. I bought it second-hand and only purchased it for parts, but it was too good to scrap, so I used heavier oil, and it became a family car.

I eventually sold it to a fireman at Port Augusta who did look after it. Once again, the Government took the original Bryson number plate.

I think the S Type was a very underestimated car with its E-Type rear suspension. It was a very advanced medium sized saloon for its time and a true limousine.

Roger Frinsdorf

Editor: Thank you very much for your story, Roger. Buying a Jaguar with 300,000 miles on the clock is an interesting proposition.



Background

By the end of the 1980s, it was becoming clear that the weight of the V12 was just too much, plus its enormous physical size was hampering car design, particularly for crash performance where there was a need for some crumple zone at the front rather than solid engine.

The V12 engine was revolutionary but in the 1980s the labour-intensive assembly and expensive parts were costing the company more than it was making. For the last years of the XJS, the V12 was not even on the official brochures; it was only its legend that was keeping sales alive.

The AJ6 and AJ16 six-cylinder engines were making almost the same power and saved about 120kg, which made a huge difference to the cars handling – but even this engine was showing its age.

Enter the V8

There had been various ideas for a V8 from the engineers at Browns Lane for some time, but none of the proposals were acted upon for one reason or another. Usually, it was shortage of funds, but also the lack of capacity to test and build a new unit. However, in 1989 the idea for a V8 was considered once more and this time it was looked at favourably by new owners Ford.

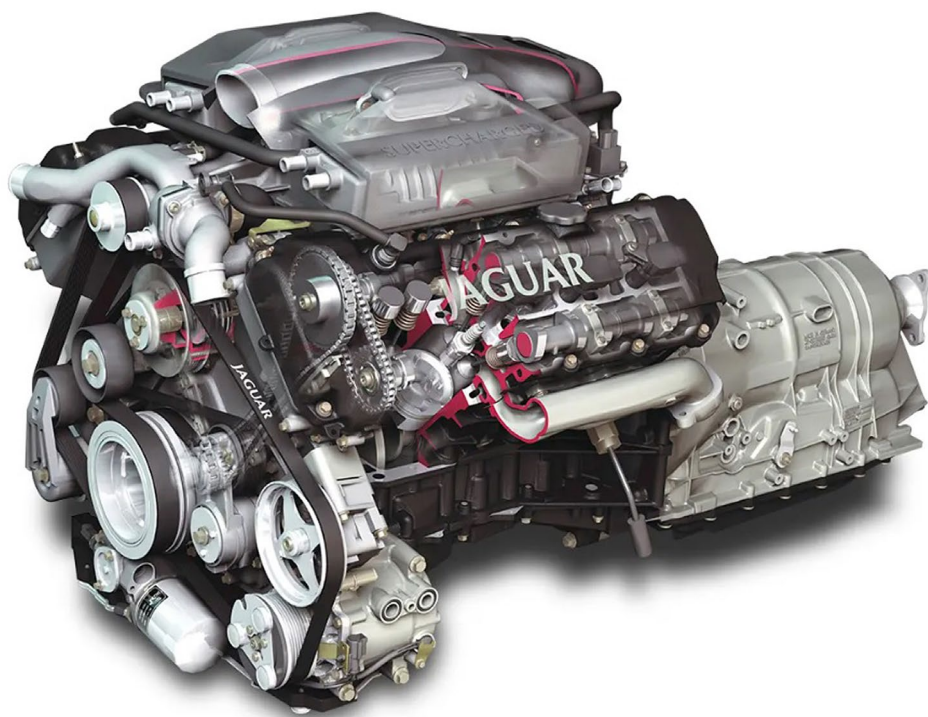
A great deal of credit for the Jaguar V8 must go to the late Clive Ennos, then Jaguar Engineering Director, who convinced Ford that Jaguar should have its own V8 (AJ-V8) engine and not a modified or derived Ford example. Although the parent company had V8s of its own, it didn't press Jaguar to adopt a Ford-designed unit.

This was Jaguar's first V8 and only the fourth all-Jaguar engine.

Chief Engineer for the V8 was David Szczupak, who had joined Jaguar from Holset in 1985. He later explained that Jaguar had spoken at length to engineers on the Ford Romeo project, the new four-cylinder Ford Sigma engine and the Cleveland V6 engine. They picked the best ideas and designed a new V8 powertrain in close consultation with the manufacturing side of the business.

The engine was being tailor-made for the new X100 (XK8) and was also to replace the AJ6/16 in the saloon in due course.

Ford had confidence in Jaguar's engine team and in August 1993, agreed a



Jaguar is known for its straight-six and V12 engines, but the AJ-V8 was arguably one of its best. (Photo: AJ-V8 engine with Eaton M112 supercharger as fitted to a 2004 S-Type R).

budget of €200 million for the engine, which included €100 million for the building and equipping of a purpose-built facility alongside Ford's own engine base at Bridgend.

So, in 1997, eight years after the project started, the first XK8s were sold with the all-new, entirely Jaguar, DOHC 32 valve V8 engines. A new era had begun.

Development

The Jaguar AJ-V8 was available in displacements ranging from 3.2L to 4.2L. A supercharged version was added in 2002.

Ford also used this engine in other cars, including the Lincoln LS and the 2002–2005 Ford Thunderbird, as well as in several Land Rovers, and the Aston Martin V8 Vantage.

Engine Issues

Initially the AJ-V8 used Nikasil-coated cylinders rather than the more-common iron cylinder liners. However, like the BMW M60, high-sulphur fuel reacted with the Nikasil coating and caused engine failures. Jaguar replaced affected engines, and has used conventional cast-iron linings ever since.

Most, if not all the early V8's has had problems with the upper timing chain tensioners. These issues are well

documented and almost certainly the upper and lower tensioners/slippers have now been replaced on most Jaguars with more durable replacements.

AJ-V8 Gen III 5.0

An all-new direct injection 5.0 L engine family was introduced in 2009 (all new engine block). Now featuring: spray-guided direct-injection, continuously variable intake and exhaust camshaft timing.

The naturally aspirated engines also feature cam profile switching and variable track length inlet manifold.

Supercharged engines make use of a sixth-generation TVS (Twin Vortices Series) supercharger. The engine is controlled by Denso's Generation 1.6 Engine Management System.

Production

Ford ceased production of the AJ-V8 engine in September 2020 when it closed the Bridgend Plant. However, in August 2020 JLR took over production means for the AJ-V8. ■

Editor: Information for this story gathered from the Jaguar Daimler Heritage Trust and AROnline.

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Bolloré's Exit Not A Complete Surprise

Thierry Bolloré has sensationally quit as CEO of Jaguar Land Rover citing 'personal reasons' just days after the firm announced improved financial results.

Thierry will finish up at the end of the year, having been with the company since joining from Renault in 2020.

Taking over as Interim CEO will be Adrian Mardell. Adrian is currently CFO and has been part of JLR for 32 years and a member of the Executive Board.

Earth shattering events like a Jaguar Land Rover chief quitting come as huge shocks at the moment they're announced, but the departure of Thierry has reportedly not been a complete surprise to some members of the British motor industry's inner circle. There have been rumours for several months that something like this might happen.

The lingering suggestion has been that Bolloré hasn't been getting on very well with his big bosses at Tata, on a number of counts. His "professorial" style of management is understood not to have gone down well with the senior management teams tasked with putting his brave Reimagine plan (to reorganise JLR and revive Jaguar) into practice. Big decisions, say the rumours, have been too slow in coming.

There are also suggestions that the Bolloré plan isn't playing well with major suppliers who must invest huge sums of money to make it work.

It's easy to imagine that the COVID hangover, the ongoing chip and component shortages, the impending global financial downturn and the growing anxiety of highly-invested dealers have made Bolloré's job much harder than it was at the outset of his two-year tenure.

Worst of all, in the extensive JLR hierarchy there seems to be no natural successor to Bolloré, whose own recruitment took six months.

God speed, then, to Adrian Mardell, the JLR lifer and finance boss who has never previously been recognised as a car-guy or an industry leader, with his mission to pick up the pieces. Those who know call him a pragmatist and "a good bloke" but he probably isn't the visionary leader this producer of charismatic vehicles needs to succeed. The next steps look daunting indeed.

So what now? When faced with difficulties in the recent past JLR has tended to hunker down and say as little as possible. Playing the dead bat has been Bolloré's style, and has become JLR's style.



Bolloré's two-year stint as JLR's CEO was memorable for failing to generate a single profitable quarter in a period when luxury rivals achieved record margins.

But it isn't going to work this time. Over the weeks and months the earning power of Range Rover and the viability of Jaguar's revival are going to become points of national discussion. This company, a British asset and flag-bearer, needs a fearless, convincing leader to give its huge and highly creative workforce confidence to face the future. ■

Editor: Information for this story from Autocar and Jaguar Newsroom.

JLR to recruit 800 fired, Twitter, Facebook workers

Only 3 days after announcing the departure of CEO Thierry Bolloré, JLR has announced a global hiring drive to fill more than 800 new digital and engineering vacancies across the UK, Ireland, USA, India, China and Hungary, as it seeks to recruit skilled workers from the digital technology industry.

Tech companies are trimming staff and slowing hiring as they face higher interest rates and sluggish consumer spending, as well as a strong dollar.

Facebook parent Meta is cutting about 11,000 jobs, the first major round of layoffs in the social-media company's history, while Twitter under new owner Elon Musk has imposed deep cuts and seen many of its workers quit.

JLR has said the tech workers it is looking to recruit have skills that are essential to develop and build the automaker's next-generation of electric cars.

Available roles span Autonomous Driving, Machine Learning, Artificial Intelligence, Data Science, Cloud Software, Electrification, and many more, as the company becomes a digital-first and data-driven organisation.

These skills are essential to developing, and building Jaguar Land Rover's next generation of cars where JLR aim to create some of the most digitally advanced vehicles ever seen.

Through its Reimagine strategy, Jaguar Land Rover is at the forefront of the rapidly changing automotive industry with a focus on electrification, digital services and data. The company is focused on enhancing its in-house data capability, which is crucial to its digital transformation.

At the same time, they aim for the consumer to have a "fully connected experience." Staying connected is where

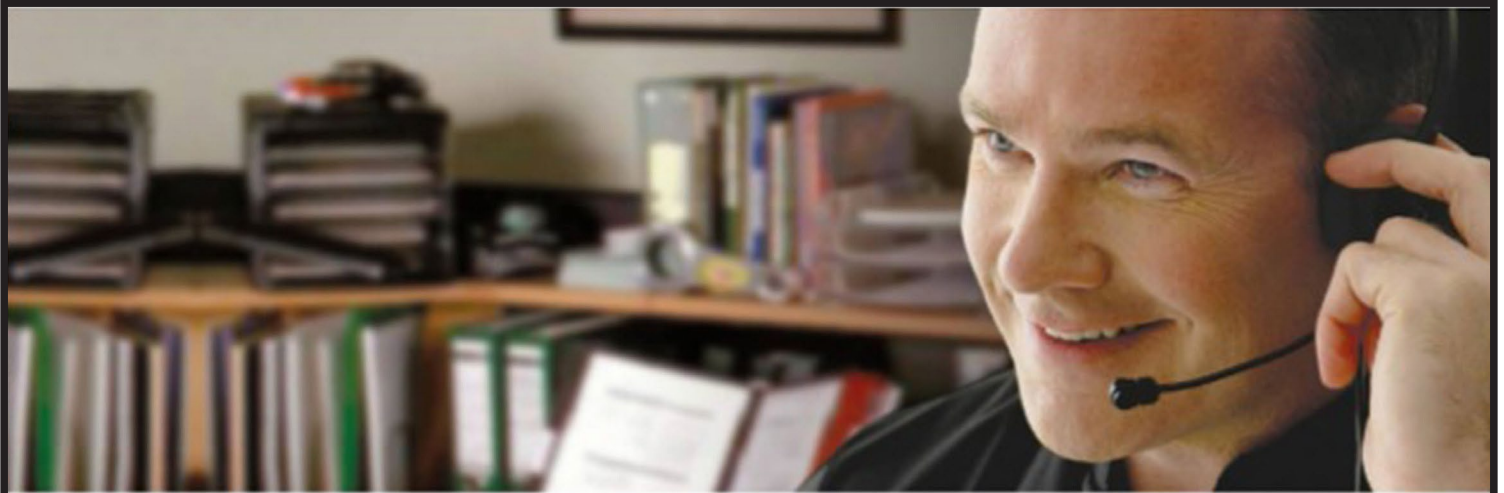
a lot of digital capabilities are required for things like internet connectivity, user interface and experience, apps, update infrastructure, and so on.

JLR reported that they will be offering hybrid working patterns, which means that some staff will be able to work from home. New job portals will be launched to aid the recruiting process. ■

Editor: Information from Auto Evolution, The Economic Times and Jaguar Newsroom.



JLR to recruit 800 new software employees



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JLR - Chip Problem Will Take “Years” To Resolve

The squeeze on chip supplies will take “years” to resolve, Jaguar Land Rover CEO Thierry Bollore has warned, even as many manufacturers, including JLR, report supply is gradually returning.

JLR has suffered more than most from the shortage of the electronic control units (ECU) and has spent much of the crisis working to forge direct links with the chip suppliers, rather than keep the responsibility with the tier one supply into whose part the chip is embedded.

“We should not forget that the supply of chips is really a crisis in our sector,” Bollore told investors and analysts on a third-quarter earnings report, adding that he had discussed the issue with other industry CEOs. “We can see improvements but it’s going to be not months but years before we come back to a situation that is much more normal.”

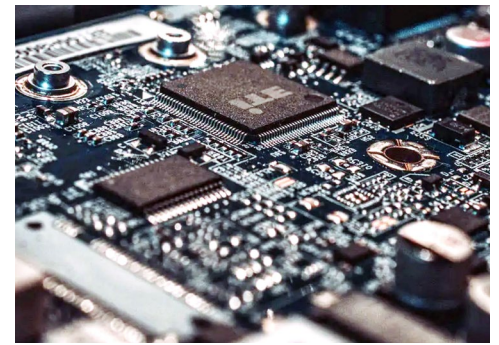
JLR’s problem is more acute in that it is a smaller customer for chip suppliers compared with the bigger automotive groups, giving it less leverage.

“Not all chips are super-sophisticated, but that doesn’t matter if you’re short of them. It still disrupts production plans”, JLR CFO Adrian Mardell said.

Of the inflationary increases in JLR’s production costs, around a third is attributed to the rising cost of semiconductors, just below that of soaring commodity prices and increasing energy bills.

Worldwide, global production volumes are off about four million cars this year through chip shortages alone, according to AutoForecast Solutions.

The company’s immediate priority remains “chips, chips and chips,” Mardell



Worldwide, global production volumes are down about four million cars this year through chip shortages alone.

said. “It’s hard work for us. We were behind the clock. It’s a bit like turning up at buffet two weeks late: some of the stuff left isn’t what you want. But we’re breaking through this.” ■

Editor: Information for this story from The FOAT.com and Autocar Business.

Wolfspeed to Supply JLR with Silicon Carbide Technology

JLR is looking into the future by signing an agreement with Wolfspeed to secure supply for more advanced silicon carbide semiconductor technology to be used in EV inverters for the next-generation of Jaguar and Land Rover cars.

Background: Silicon Carbide Semiconductors

Electric Vehicles (EVs) like the I-Pace use electric motors that require alternating current (AC). However, batteries only provide direct current (DC). EVs use an inverter to transfer and convert the power from the batteries (DC) to the electric motors (AC).

The inverters in the drive unit in the I-Pace uses semiconductor material made from silicon. However Tesla inverters use silicon carbide (SiC) chips rated for 650 volts each. Silicon carbide in this instance has given Tesla a significant advantage over chips made of silicon, especially in terms of size and weight.

So, what are the benefits and advantages of using SiC in power electronics?

- Silicon carbide can sustain up to ten times higher voltages in comparison to typical silicon.
- SiC can carry close to five times higher currents than those which are made of silicon. This allows for

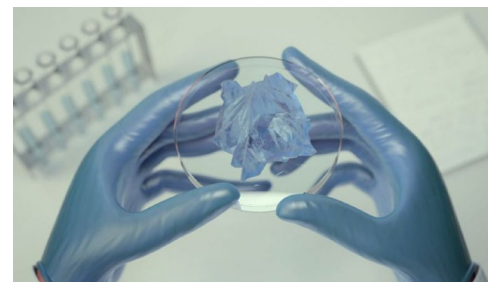
fewer components to be used in the system, thus greatly reducing costs and complexity.

- SiC is able to operate at much higher temperatures than silicon. This translates into lower cooling costs as well as complexity.
- Semiconductors made with SiC have a higher energy band gap, providing more strength and resistance against heat, radiation, and/or intense electromagnetic fields.
- SiC electronic power devices are able to switch close to ten times quicker than those made with silicon.

Jaguar as well as a number of automobile manufacturers are now planning to incorporate silicon carbide into power electronic devices in their cars. A significant increase in production of silicon carbide is projected, beginning with a large plant planned by Wolfspeed in upstate New York.

Wolfspeed

Wolfspeed leads the market in the worldwide adoption of Silicon Carbide technologies. The Silicon Carbide power device solutions will be produced at Wolfspeed’s Mohawk Valley Fab in New York, which opened in April 2022 as the world’s largest SiC fabrication facility.



Wolfspeed to supply Silicon Carbide semiconductors that will deliver increased efficiency and extended driving range.

The partnership builds on Wolfspeed’s existing relationship with the race-winning Jaguar TCS Racing team competing in the ABB FIA Formula E World Championship, where its advanced Silicon Carbide technology has been used to accelerate on-track efficiency and performance.

The agreement is the latest in JLR’s programme of establishing strategic partnerships with industry leaders for its future modern luxury vehicles: in February 2022, Jaguar Land Rover announced a partnership with NVIDIA focused on software-defined, advanced automated driving systems for next-generation vehicles starting in 2025. ■

Editor: Information for this story from the Jaguar, Wolfspeed and Wikipedia.



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Uncertain Future For Jaguar Saloons

JLR is cutting production at its UK factories until the end of March in a sign of its continued struggle to source semiconductors.

Thierry Bolloré, who has recently announced his resignation, has decided to reduce production of the Range Rover Velar and Jaguar F-Pace at the firm's Solihull plant by moving from two shifts to one, allowing the company to concentrate on delivering its most profitable models, the flagship Range Rover and new Range Rover Sport.

But Jaguar's problems are more complex.

Production of both XE and XF saloons have been 'paused' at Castle Bromwich for some time, with Jaguar representing just 17,340 sales for the period July to September 2022 against 70,781 Land Rover vehicles.

JLR's official line is that the Jaguar saloons will re-enter production once parts supplies are back up to speed, but some onlookers are doubtful this will happen. French analyst company Inovev suggested earlier this year that the XE and XF are now permanently discontinued.

During the first seven months of 2022, Jaguar sold just 448 examples of the XE across Europe, plus 382 XF's, according to automotive research company JATO Dynamics. On the positive side, demand

for vehicles remains strong with a reported a record order book of more than 200,000 cars ■

Editor: Information for this story from Jaguar World and the Guardian Australia.



Bollywood actress Katrina Kaif launched the XE in 2016. However, production of both XE & XF saloons has been 'paused' for some time as JLR prioritises its more profitable Land Rovers. Some analysts question if the models will ever get back into production.

I-Pace Gate-to-Gate Airport Transfer Service in the U.S.A.

United flyers may make their next connection with a Jaguar I-Pace HSE.

United Airlines and Jaguar North America have launched the first gate-to-gate airport transfer service powered by an all-electric fleet in the U.S.

Starting in November at Chicago O'Hare International Airport, select MileagePlus Premier members will enjoy chauffeured rides between their connecting aircraft in the 2023 Jaguar I-PACE HSE, the first all-electric performance SUV from Jaguar.

The vehicles will go into service at United hubs in Denver, Houston, Newark/New York, Washington D.C, San Francisco and Los Angeles by the end of the year.

These SUVs are expected to make an estimated 60 trips per day and transfer more than 1,000 United customers daily.

The new United-Jaguar ground transfer program offers travellers a moment of luxury and ease, while also raising sustainability standards for the airline industry.

United's ground transfer service will be a surprise benefit for select Premier MileagePlus members with tight connections at the air carrier's U.S. hub airports. A member will learn of the surprise upon landing at the airport, where they will be greeted by a specialized Premier Services agent who will show the customer to the vehicle on the tarmac and accompany them to their connecting flight.



United Airlines and Jaguar launch the first all-electric gate-to-gate airport transfer service in the U.S with the new 2023 I-Pace HSE.

On the tarmac, United customers will experience the award-winning, spacious, all-electric performance SUV that combines a supercar silhouette with the flexibility of an EPA estimated electric range of up to 246 miles and five-seat SUV versatility.

Partnering with Jaguar to deploy an all-electric fleet makes sense as more and more people are considering sustainability when booking travel. ■

Editor: Information for this story from Jaguar USA Newsroom and United Airlines.

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Blue Plaque to Honour William Heynes

A 'Blue Plaque' has been unveiled at the house where Bill Heynes, a man regarded as an important figure in the British automotive industry was born.

Born at 11 Percy Terrace in 1903, William Heynes founded Jaguar's Engineering department and was Chief Engineer from 1935-1989. The remarkable and talented engineer was crucial in developing the Jaguar marque, and the S.S. 100 was the first serious fruit of Bill Heynes design achievements.

He went on to be Vice Chairman and Technical Director of Jaguar Cars, and he led on the design of many of their most iconic cars - the XK and the E-type to name just two.

Bill Heynes was also a trailblazer on the entry of Jaguar Cars to the Le Mans car race which the company dominated with multiple wins in the 1950s.

Made a CBE for his services to exports and vehicle design shortly before his retirement in 1969, William's engineering legacy will continue to live on into the future. William died in September 1989.

Photo right: In recognition of his contribution to the British automotive industry, the 'Blue Plaque' was unveiled by the Mayor of Leamington Cllr Nick Wilkins, and by Bill Heynes son Jonathan.

The event was watched by members of the Heynes family, members of Leamington Town Council and the Leamington Blue Plaque Group.

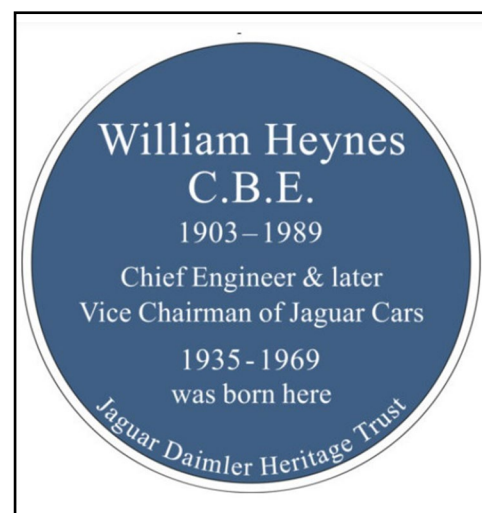
Four vintage Jaguar cars, which attracted much attention and admiration, were brought to the event.

The plaque was funded by the Jaguar Daimler Heritage Trust and adds to the existing Leamington Blue Plaque Trail as the 37th plaque across the town. ■

Editor: Information for the story from the Newspaper 'Warwickshire World'.



Bill Heynes kept in touch with Jaguar and his former colleagues. In 1980 he returned to Browns Lane to be reunited with the rebuilt XJ13, a model he developed with Malcolm Sayer.



The Blue Plaque scheme was launched in London in 1866 to mark the homes and workplaces of famous people. In doing so, people passing-by can learn more about the history of the person (or the building).

This is the second Jaguar plaque in the town. Automotive Aerodynamist Malcolm Sayer's home in Portland Place was commemorated in April 2010.

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Jaguar Uses A.I. To Create Unique Social Media Artwork

Jaguar is dipping into the art world using advanced artificial intelligence to transform text into an image.

The state-of-the-art artificial intelligence system, dubbed DALL-E, creates realistic images and art based on text descriptions.

“AI embodies the daring and curious self-expression unique to Jaguar,” Jaguar Land Rover chief creative officer Gerry McGovern described in a press release.

“It felt fitting to be one of the first brands to meaningfully utilize this technology by devoting our key social platforms to this unique creative form. Innovative and courageous, offers a glimpse of our ambitions for the brand.”

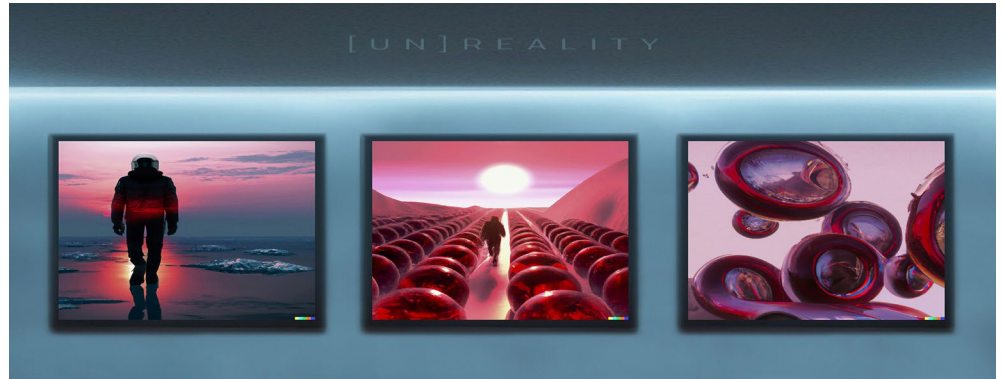
Jaguar has used the DALL-E system to create singular artworks that will be shared across its social media channels. The advanced system can

process up to 12 billion parameters when transforming words into pictures. Images created as part of the collection will be shared to Instagram and Twitter from this November 2022.

The collection features six unique stories with each featuring three individual artworks bound together. The first is dubbed ‘Revisions’ and stages a wedding in the 1950s.

“Jaguar was created to be a copy of nothing. We embrace new technologies as tools for realizing and enhancing this creative commitment to uniqueness and self-expression,” global head of social at Jaguar Land Rover, Blane Chapman, said. “Where better to start than social media, the window into the brand. ■

Editor: Information for this story from CarScoops



Jaguar E-Type - Named Best Classic Sports Car

AutoExpress have just published their favourite ten classic sports cars with the Jaguar E-Type finishing on top of a very powerful field!

Which is the best classic sports car?

Models from AC, Jaguar, Ferrari, Lotus, MG, Porsche and more all make compelling cases.

In times of financial trouble classic cars can provide a (relatively) safe refuge for investors away from the stormy waters of the stock market. There's no doubt that classic car prices have been climbing to incredible highs in recent years, with some of the best and most desirable classic cars stretching to six, seven and even eight figures.

The classic car market was boosted when interest rates fell away after 2008's global financial crisis and even though rates have been on the rise more recently, demand for classics has remained buoyant - perhaps partly fuelled by nostalgia for the great internal combustion engines of the past as we head towards electrification. Of course, there's nothing new about the appeal of owning a rare and collectable piece of automotive history.

To understand the impact of the Jaguar E-Type's arrival in 1961, you've only to think back to the cars most people were driving at the time.

The impossibly glamorous E-Type launched into a sea of Austin A40s, Morris 1000s and Ford Populars, bringing incredibly sexy styling, the promise of a 150mph top speed, and even a price that looked attainable - well, almost - to the average driver.

The original 3.8-litre straight-six cars were followed by 4.2-litre versions and finally Jaguar's famous 5.3-litre V12.

The design evolved through Series 1, 2 and 3, and the E-Type was finally discontinued in 1975.

The E-Type was ahead of its time for its technology as well as its styling, offering supple independent suspension all round, direct rack and pinion steering and disc brakes.

As a result, getting behind the wheel of any E-Type is a treat even today, and it's no surprise the car has won all sorts of awards naming it the most beautiful and significant classic sports car of its era.

1. Jaguar E-Type
2. MGB
3. Ferrari 250 GT
4. AC Cobra
5. Porsche 911
6. Ferrari Daytona
7. BMW 507
8. Lotus Seven
9. Austin-Healey 3000
10. Sunbeam Alpine

Editor: Information for this story from AutoExpress



Jaguars L-R: Phil & Nerrissa Dohnt, 1973 E-Type V12 2+ 2 Coupe; Gordon & Marie Elley, E-Type Series II (2+2); Julia & Paul Harrland, 1969 E-Type Series 2 roadster; Alan & Kathryn Bartram, 1966 E-Type Series 1; John & Maxine Furness, 1969 E-Type Series 2; Di & Roger Adamson, 1964 E-Type Series 1.5 roadster. (Mt Gambier April/May 2022).

Master The Art of Ice Driving



With fewer than 2,000 residents at the edge of the Arctic Circle, Arjeplog feels like another world. The deepest lakes freeze over and the sky is illuminated by the Aurora Borealis. This is where Jaguar come out to play.

Arjeplog is the home to Jaguar Land Rover's extreme cold weather testing ground and their exhilarating Ice Academy.

There you can have an ice driving experience of a lifetime over an incredible long weekend or four-day midweek experience, where you'll master extreme skills in the most exciting high-performance SV products.

Participants have one-to-one training with a dedicated personal instructor and enjoy driving in some of Special Vehicle Operations' most sought-after vehicles.

Whilst attending the Ice Academy you'll enjoy the convenience of an all-inclusive experience, with your airport transfers, drinks, meals, and accommodation at a beautiful lakeside lodge, all taken care of. The only things you'll need to bring is some warm clothes and enough adrenaline for the five-plus hours you'll spend every day on the ice.

Ice Drive Lite - £3,832.00.

Their most flexible and compact Ice Academy experience for enthusiasts short on time.

- Day One – Arrival & welcome dinner
- Day Two – Full day of driving sessions. As you progress and build confidence in the morning, you can pick a tailored option for your afternoon
- Day Three – Free time for lifestyle activities before departure.

Ice Drive - £5,245.00.

A long weekend of action-packed driving on a frozen lake and snow tracks where you will learn the art of drifting and power sliding under full control. Three nights stay, minimum 2 days driving.

- Day One – Arrival in Arjeplog and welcome dinner
- Day Two – Briefing and first ice drive
- Day Three – More ice driving and test facility visit
- Day Four – Free time for lifestyle activities before departure

Jaguar Brand Ice Drive + £6,562.00

Three days of action-packed driving on the frozen lake in only Jaguar brand cars where you'll learn the art of drifting and power sliding under full control. Four nights hotel accommodation, minimum 3 days driving.

- Day One, Two and Three as previous.
- Day Four – Pure driving thrills on the professional tracks
- Day Five – Free time for lifestyle activities before departure.

Invite A Non-Driving Companion

In addition to their thrilling Ice Drive experiences, they offer a plus-one package that gives a non-driving companion the chance to enjoy a choice of daily Arctic activities, including a Scandinavian husky tour, a Snow Safari in a your own snow-mobile, an Arctic Circle Drive and Hot Laps with an expert instructor. ■

For more information goto: [Jaguar Ice Academy Sweden](#)



Jaguar XJ220 Prototype



This intriguing XJ220 was displayed at the November NEC Classic Motor Show at none other than the UK Jaguar Drivers' Club stand. Having started life as prototype chassis no 005, it was modified by marque specialist Don Law in 2000, who turfed out the V6 used in the production cars in favour of the Jaguar V12 engine it had originally been designed to use, even finding a four-cam prototype V12 engine to make a proper job of it. (Also see NEC Auction results pages 52-53).

Queen Elizabeth's 2009 X-Type Estate Sold Again

As noted in previous editions of Classic Marque, the Queen has owned a number of Jaguars including one of the last built X-Type Estates.

The range green Jaguar X-Type Sovereign came with heated seats, parking sensors and a dog grille to stop the corgis distracting the driver.

The Queen was often pictured driving the V6 X-Type around Windsor but eventually decided to part with the car. Despite being seven years old, the three-litre automatic X-Type had just 7,600 miles on the clock at the time of sale.

In 2016, London-based car firm Fletchdale Ltd was involved in the sale and said the new owner did not know who the previous owner was nor that they were buying the Jaguar from her Majesty herself. Fletchdale said that "the new owner unknowingly bought a slice of royalty."

The X-Type Estate sold in 2016 for the bargain basement price of £15,000.

It could be argued that the owner is now taking the recent passing of the Queen as an opportunity to auction and resell the car?

The X-Type went under the hammer at Brooklands on November 26th for £43,000 - SEVEN TIMES the typical auction price. ■



Combined Weekend Trip to Port Fairy

XJ, Mk10, 420G & Multivalve Combined Weekend Trip

On Friday the 4th of November, 40 members of the combined registers took off for Pt Fairy and Halls Gap, Victoria.

Some members departed the day before and came home a day after us, to make it a long weekend.

It was a nice, easy drive through Naracoorte, Edenhope and Hamilton, with all cars (happy to say) arriving in Pt Fairy with ease.

Don Tyrrell had planned each day for us with detailed maps in case someone got lost. The maps included lovely roads and scenery which very few of us had seen before. The evening meals and breakfasts were also planned for us.

On Saturday we made our way to Warrnambool to visit the Flagstaff Hill Maritime Museum which is well worth a visit. On the way we drove to Tower Hill and down through Crater Lake.

After breakfast on Sunday morning, we headed off towards Halls Gap, passing through some very pretty little towns we've never heard of.

On entering Halls Gap, we couldn't believe what such a beautiful spot this was. The small township was teeming with sight seers. It took me 20 minutes to line up for an ice cream. (But it was worth it).

Thanks again to Don Tyrrell for his organising and also to the Hotels and Motels where we stayed and ate.

A special mention must go to the Magician who entertained us on Saturday night at the Wharf Restaurant. This bloke should be on Australia's Got Talent.

He not only entertained us, but also the entire restaurant, kitchen staff and the other patrons.

Sorry to those other patrons for having to wait for their meals, but the chef was too busy watching the Magician.

Thanks again to all concerned for a wonderful weekend.

Bob Charman & Peter Buck



Combined Weekend Trip to Port Fairy (cont)



Combined Weekend Trip to Port Fairy - Addendum

The following article was researched by Christopher Pelchen of Hamilton, on the request of Daphne Charman. Chris is a close friend of Bob & Daphne Charman.

Dunkeld (population 700) is a small town in Western Victoria approx. 30kms east from Hamilton. Dunkeld is commonly referred to as the gateway to the Grampians - located at the southern end of the famous mountains.

Local attractions in Dunkeld are the Old Dunkeld Bakery, the Arboretum, Historic Timber Mill and the Royal Mail Hotel. The hotel has become a well-known landmark after being purchased and completely restored about 20 years ago by local identity, Allan Myers AC (KC) an Australian barrister, academic, businessman and philanthropist, and also the current Chancellor of the University of Melbourne.

Allan Myers AC was born in Hamilton and raised in Dunkeld - still maintaining a strong connection with the local region by investing millions of dollars into various businesses and community projects.

One notable venture was the establishment of the Dunkeld Pastoral Company - a farm, agriculture and conservation business that covers more



Allan Myers AC's home is contained within a 10-hectare perimeter high-walled garden featuring hand carved stone sourced from local quarries

than 12,700 hectares. The farms produce high quality produce including beef, lamb, wool and organic supplies for the Royal Mail Hotel. The conservation takes responsibility for diverse environmental and land management activities around Dunkeld and the various National Parks.

Allan Myers AC's home and the Dunkeld Pastoral Company's base is contained within a 10-hectare high-walled garden featuring hand carved stone sourced from local quarries that were also used in the construction of Melbourne's original Parliament House building.

Interestingly, the erection of Allan Myers AC's huge fence required 2 full-

time stonemasons working for almost 18 months and coincided with the Victorian Government's proposed renovation of the old Parliament House in Melbourne, with the wall in Dunkeld needing such a large quantity of natural stone that the Parliament House project had to be delayed for 12 months until further stone could be mined.

Such is Allan Myers AC's influence within the corridors of power in Victoria.

Christopher Pelchen



Dunkeld - the gateway to the Grampians. Mt Sturgeon at sunrise - just one of the spectacular views to be seen.

Multivalve Christmas Lunch Run

Multivalve Christmas Run (24/11/22)

On a beautiful warm and sunny day 29 members met at the Marion Hotel at 9.30am, and after run sheets were distributed and a short warning given about speed cameras etc., we set off at 9.45am for a picturesque run through the hills to the bakery at Lobethal.

The route was challenging with many twists and turns, made more so by the large number of pot holes in the road (one or two filled with water, so not discernible depth-wise).

Fortunately, most of these were navigated successfully by all drivers. We were joined at the Lobethal Bakery by Ray and Judy, and were served coffee and cake in a timely manner thanks to the efficiency of the staff on hand.

At 11.45 we left for a smoother run back to McLaren Vale, passing through Hahndorf, Echunga, Meadows and McLaren Flat via the back way into McLaren Vale, arriving at Carmel's Bar and Grill for lunch.

We had the opportunity to use a great car park across the road, owned by the Ogre Restaurant, which is currently under renovation. I had spoken to the owner a couple of weeks earlier and he generously offered us the car park for the period we needed provided nobody did any burn-outs or wheelies!!

Before lunch we all raised a glass to Hazel Brown, who sadly passed away during the week and our thoughts are with Barry at this time. We enjoyed an excellent lunch and Joe, the proprietor, made every effort to accommodate our wishes to reduce the

noise level (bare floors) and airflow by opening up the venue to the outside, al fresco style, which was much appreciated. The food was superb and enjoyed by all. We will definitely visit again.

After lunch we had a raffle with 5 bags of goodies up for grab. All in all, a very enjoyable run and day out and I thank everyone who commented on their enjoyment of the "interesting" run on the day, which Heather and I had planned together.

Heather and I would like to wish all Jaguar Club members a happy and safe Christmas and look forward to another good year in 2023 with many more runs and events.

Peter Buck
Multivalve Register Secretary

(Continued on page 36)



*Geoff & Margaret Thomas,
1975 Silver XJ6
Series 2 Auto.*

*Evan Spartalis, 1997
Sapphire Blue 3.2 Litre
XJ X300 Auto*

*Fred Butcher, 1977
Green Sand Daimler
XJC 4.2 Auto*



*Walter & Beryl Bullock,
White 1988 XJ40
4.0 Litre Auto*

*Peter & Heather Buck,
2001 Sovereign XJ X308
3.2 Litre V8 Auto.*

*Andrew & Milly Costi,
1964 Old English White
Mk2 3.8 Litre Auto.*

Multivalve Christmas Lunch Run (cont)



*David Brewer, 2010
Black XK8 (X150) 5.0
Litre S/C V8 Auto.*

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



*Jim & Arcadia Komaromi,
2007 Mistral Blue
3.0 Litre Modern S-Type.*

*Peter & Ros Holland, 2007,
Gunmetal Grey, 3.0 Litre
X-Type AWD Auto.*

*Ron & Claire Palmer,
2014 Ultimate Black
XF (X250) Sedan.*



*Ray Smithers & Judy
Langdon, 2010 Maroon
X-Type Auto.*

*Peter & Trish Clarke,
2014 Stratus Grey XKR
(X150) 5.0 litre S/C V8 Auto.*

Multivalve Christmas Lunch Run (cont)



*Philip & Suzanne Prior,
2008 Silver Grey XJ X358
4.2 Litre V8 Auto outside
Carmel's Bar and Grill.*

E, F and GT Register – Mount Compass Run



Ironically both the Mercedes and Jaguar car clubs had planned runs that started from the Victoria Hotel and had included the recently cancelled Yankalilla Classic Motor Show.

Sunday Morning: Just after 09:00 on the 20th November in the car park of Victoria Hotel at O'Halloran Hill, it was like a Mexican stand-off. The Mercedes lined up on one side and the Jaguars on the other, each occasionally sneaking a peak at the opposition.

However, the common bond of vehicle enthusiasm prevailed and both convoys exited peacefully and headed off into uncertain weather conditions.

During the run, changes had to be made to the selected route thanks to the inclement weather Adelaide has endured over these past weeks.

There was uncertainty regarding the roads in and around Inman Valley with detours which would have necessitated taking rough, unsealed roads. Instead, we travelled along South Road, a right turn onto Sherriffs Road then south again along the Southern Expressway

continuing to the township of Myponga where the group stopped for coffee at the Valley of Yore café located at the northern end of what was the Myponga Coop Dairy building. As we arrived, the skies opened up so the coffee break was extremely timely.

After coffee, we then back-tracked a short distance north to Reservoir Road and travelled to the Myponga reservoir look-out.



Part of the well rugged up group post coffee.

E, F and GT Register – Mount Compass Run (cont)

There was a good wind chill factor so the stop was short and we soon continued west and over the crest. The view, regardless of the weather, is mostly spectacular and on this occasion, looking down to Carrickalinga and Normanville, the sea as a back-drop looked angry and covered in white caps.

Off to Mount Compass Golf Club

Turning towards Adelaide at Normanville, we cruised past Yankalilla then along South Road and continued

once more past Myponga and turned right onto Pages Flat Road and then right again on Hindmarsh Tiers Road for a nice, windy drive until it terminated on Victor Harbor Road.

From there it was another 15 minutes to Mount Compass where the run concluded at the Golf Club for lunch.

Once again, the timing was good as a short time later, we watched torrential rain sweep across the fairways lashing hapless golfers. Needless to say, the

option of playing 3 holes of golf after lunch wasn't taken up.

Thanks, are in order to those members who brought their cars out for the day and also to Club patron, Peter Holland and his wife Ros who also attended the Register run.

It's never much fun cleaning the road grime from under the car and the complexity that is a Jaguar.

By: Peter Thomas



A few of the member's cars at Myponga reservoir look-out against an ominous looking sky.



The group braving a photo shoot at the Myponga reservoir look-out but a closer look will reveal thoughts of "we want to get back in our cars".

E, F and GT Register - Bottling Tour Torresan Estate

For the members who visited Torresan Estate – Contract Bottling & Warehousing on Friday 18th November, unscrewing a cap from a bottle of wine will now take on a new meaning.

John Torresan opened up his facility at McLaren Vale for Register members and together with his brother, Michael, took two groups through the bottling facility which lasted well over an hour.

For those who hadn't seen the process, it was a fascinating tour with the factory in full production.

John who owns a Series II 4.2 pale primrose E-Type, started the business with his brother as young men and have witnessed the business change completely over the decades.

Whilst production is automated, many staff are still required at various stages

throughout the process, checking and programming machinery, fault finding and, in some cases, applying hands on labour to insert carton dividers & the like.

In this day of consumer protection, accuracy is critical and as an example, bottles are filled to within 1/2 mm tolerance. The business samples customer's wine in their own laboratory as a further quality assurance measure.



One part of the bottling processing factory.

E, F and GT Register - Bottling Tour (cont)

Most consumers would be unaware that each bottle of wine has a laser engraved batch number at the base of the bottle, just one more step on the line.

The logistics involved in the process is complex and includes the initial delivery of customer's wine being transferred to holding tanks, sourcing of labels, caps, cartons, pallets and a myriad of associated materials. Once wine is bottled

and packaged, there is also significant demand for temperature-controlled storage before it is dispatched.

Needless to say, management has to carefully coordinate and schedule all these elements. The business has built two significant storage facilities which are completely stocked and notwithstanding the 14-acre property, they are running out of room.

Those attending agreed that it was an insightful tour and upon the conclusion, some members drove the short distance to McLaren Vale for lunch.

Thank you, John and Michael and the staff at Torresan Estate. Also, to Alan Baker who has completed some work on John's E-Type and arranged the tour.

By: Peter Thomas



One of two groups conducted by Michael Torresan

XK, Mk 7, 8, 9 Register - Christmas Lunch

This year we returned to our traditional Christmas Lunch home, being Julian & Moira Lugg's beautiful property at Springton.

We actually had 2 XK's & a Mark 9 attend, well done to Peter & Judy Goodale, John & Lindsey Williams & Robin & Diedre Ide (the others brought their "moderns"!

We had some 30 plus members attend, unfortunately some were on the sick list including Rod Davis, Onslow Billinghamurst & Fiona Shultz, we wish them a speedy recovery.

For a change, the weather was very wet with lots of wind instead of 40 plus, but the shed kept us well covered.

Moira had prepared a lovely meal, she had even supplied a birthday cake as it was John Cribb's birthday on that day, well done Moira, however the rendition of "happy birthday" revealed why many of our members should never take up singing.

There was a short meeting during the dessert (minutes later) & then it was party time.

A huge thank you to Julian & Moira.

Steve Weeks
Register Secretary



*Robin & Deidre Ide
Black 1960 Mk IX
3.5 Litre Manual*



*John & Lindsey Williams
White 1950 XK120 DHC
3.5 Litre Manual*



XK, Mk 7, 8, 9 Register - Christmas Lunch



*Peter & Judy Goodale
White 1956 XK140 DHC
3.5 litre Manual*

Jaguar Ladies Social Group

Our final events for the year were morning tea at Beerenburg Farm and then lunch at the German Arms Hotel on Thursday 17th November.

What a lovely day, with perfect spring weather for a drive up to the hills. Eighteen ladies and 7 gentlemen chauffeurs rolled up for a serve of gorgeous scones, jam and cream in the newly renovated Beerenburg Strawberry Farm. What a magnificent tourist destination for SA. Thirteen ladies attended the lunch and 6 gentlemen went to the Hahndorf Inn. By all accounts a great time was had by all.

Our first lunch for 2023 will be Thursday 19th January 12.30 pm at the Marion Hotel. I will post details on Tidyhq for registering in early December.

I look forward to continuing and building on the success of the Jaguar Ladies Social Group in 2023 and welcome suggestions for activities any time.

Some ideas so far are; a visit to Virginia Nursery, a tour of Jurlique Farm, High Tea at Waterfall Gully, a visit to Newman's Nursery and of course lunches out and about around Adelaide.

Proposed dates for 2023 - 3rd Thursday every 2nd month:

- 19th January,
- 16th March,
- 18th May,
- 20th July,
- 21st September, and
- 16th November.

These dates have been posted on the 2023 Club calendar.

I wish you all a very Merry Christmas and a safe and Happy New Year.

Regards
Tricia Clarke, Secretary
0422 128 066
triciaclarke_1@hotmail.com



Merry Christmas



"Eighteen ladies and 7 gentlemen chauffeurs rolled up for a serve of gorgeous scones, jam and cream in the newly renovated Beerenburg Strawberry Farm."



"Thirteen ladies attended the lunch and 6 gentlemen went to the Hahndorf Inn. By all accounts a great time was had by all."

I'm dreaming of a White Christmas..



*But if the white runs out
I'll drink the red*

SS, Mk IV, Mk V Register



Currently meeting the 3rd Wednesday of each month.

Minutes of the meeting held at the Caledonian Inn Wednesday 16th November 2022.

Previous Minutes:

The Minutes of 19th October 2022 as issued were accepted as a true record of the meeting.

Present:

Bruce Fletcher, Des Brown, Bob Kretschmer, Brenton Hobbs, John Lewis, Malcolm Adamson, Graham Franklin, David Rogers, Ross Rasmus, Jack Richardson, Fred Butcher, Rob Paterson.

Apologies: Warren Foreman, Ian Sholl, Daniel Adamson, Antony Veale, Andrew Hayes, Allan Miller.

Correspondence: Nil

Welfare: All in good condition!

SA/VIC Border Run 2023: Mt Gambier

- The run will be 3-6th November 2023. (Melbourne Cup long weekend). Updates after Christmas when accommodation can be checked out.

JDCSA:

- General Meetings are now to be held at "The Junction" 470 Anzac Highway Camden Pk and the preferred car park for this site is on the western side. (Glenelg side).
- Jag Day has been changed to the 18th of December due to anticipated bad weather conditions again. General consensus of the SS Register was for this event still to go ahead on the 18th even though it is very close to Christmas. It would be good to celebrate the 100 years of Jaguar in the correct year.

Technical & Parts:

- **David:** has completed all electrics on the Mk V and has started the motor. There was a loud bang before the first start but once David swapped wires on the starter solenoid the motor started perfect. The guards are wired and back on, windows in.
- **Ross:** will be installing the reconditioned steering box soon on the 1.5.
- **Fred:** mentioned they are looking at getting rear quarter glass rubbers for the XJS made by a company at Lonsdale.
- **Bruce:** is after a radiator for his XJS. It's this or Bars leak which was recommended by Jaguar. Easier than pulling the whole car apart to get to the radiator. A very nice X300 is for sale. More details from Bruce.
- **Bob:** has added some correct pre-war spanners to his cars toolkit as some of his were from the incorrect year.

General Business

- Graham advised that the SS, Mk IV & Mk V Register will be 50 in 2024. 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 in March 1974.
- Due to weather a lot of events are being cancelled recently.
- Information still required for the 50th Anniversary book
- 50th Anniversary black tie dinner at the wine centre. -27 July 2023.
- Entries for the Jaguar National Rally go live soon.

Car Talk.

Bruce has driven the Mk IV up the drive.

SS Register Meeting Dates:

- 15th January. Malcolm's Beach Residence.
- 15th February – Jack Richardson.
- 15th March – David Rogers
- 19th April – Bob Kretschmer
- 17th May – Ross Rasmus

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

Meeting closed at 9.00 pm.

Brenton Hobbs
Register Secretary



XK, Mk 7, 8, 9 Register



Minutes of the JDCSA XK, 7, 8, & 9 Register Meeting on November 2nd at Sue Harrison.

Apologies: Peter & Ros Holland, Tony & Carrol Blackford, Richard & Carla Smith, Rod Davis, Malcolm & Suzanne Drewer.

Present: Steve & Val Weeks, Julian & Moira Lugg, Robin & Deidre Ide, Rob & Vicki Loffler, Sue Harrison, Graham Franklin, Peter & Judy Goodale, Ossie & Rayeena Petrucco and Peggy Davis.

Welfare: Rod Davis has suffered a stroke, Peggy told us that Rod has now lost the use of an eye and on top of that he now has shingles. We all wish Rod well and hopefully a speedy recovery.

Club Business:

▪ **SA Jag Day:** This is now planned for December the 13th at Civic Park. Steve asked if we want to meet somewhere prior and arrive as a Register or arrive independently?

Also, Di Adamson is still looking for volunteers to assist with car parking on the day.

The council is giving the club a grant, which will help towards the cost of the event.

Steve reminded all of the donations for the Salvation Army.

▪ **Super Cars:** Di is also organising the parade lap using soft top cars and is still looking for cars for the static display, including hard tops. Each car will get 2 general admission tickets and the cars are parked under cover. Please call either Di or Steve if interested.

▪ **50th Anniversary Dinner:** This is being organised by Suzanne Jarvis and will be an event worthy of the club celebrating 50 years. The dinner

is heavily subsidised by the club and will cost members \$100 each. The Foenander Brothers are performing with their band.

▪ **National Rally 2023:** Steve gave an overview of the event, including the Post Rally Tour that is being organised by Peter and Heather Buck (assisted by Graeme and Betty Moore) and proposed that we use the event to arrange a dinner on the Saturday of the Rally (Saturday night is a free evening) and arrange an event for Rally participants, who are coming from interstate with their XK's or Mark 7, 8 or 9's.

Steve asked for ideas on what and when, bearing in mind that it must not conflict with the Rally program.

Register Business

▪ **Register Christmas Breakup: 26th of November:** Julian & Moira have offered to hold the lunch at their Springton property, the lunch is supplied (courtesy of the clubs funding to the register). Please BYO drinks and nibbles and either book directly on Tidy HQ or call Steve and he will book for you.

New Business

▪ **General Meetings:** There was a question from the floor asking why the General Meetings are being held at the Junction Sports Bar. Steve explained that members of the Executive Committee had looked at many potential venues, however the more central locations looked at could not offer the parking, dinner menu and costing required.

We are still looking, but The Junction seems to meet our requirements at present.

▪ **Technical Content:** Steve has received some feedback that some members would like more technical discussion at our Register Meetings.

The general feeling was that any member can raise any technical topic for discussion, or if not attending a Register Meeting the topic can be forwarded to Steve as an agenda item. Many technical calls are received by Steve, who will either source the information or refer the member to someone, who can help.

Car Talk

- **Peter Goodale:** Is designing a power steering system for his XK based upon an MGF unit. We will watch with great interest.
- **Peggy Davis:** The 140 is in the garage at present as Rod is unable to drive it.
- **Julian Lugg:** Has been overseas for some time, but the 120 ran beautifully when he and Moira returned. He is using the car for the parade lap at the Supercar Race.
- **Onslow Billingham:** Onslow has had an imported power steering rack fitted to his 150 but he considers the steering is too light, so he is going to see if it can be adjusted for "more feel."
- **Ossie Petrucco:** Ossie is in the process of importing a steering rack from Germany for his 150.
- **Rob Loffler:** Given the discussion of power steering, Rod informed that adjusting the castor on the steering can greatly improve the steering. Rob also attended the Strathalbyn Car Show recently and is in the process of re-trimming his 420G after importing a kit.
- **Steve Weeks:** Steve is working on the 150 to have it ready for the 2023 National Rally.
- **Robin Ide:** Robin is waiting for the weather to improve before venturing out with the Mark 9.

The meeting closed at 8.45pm.

A huge THANK YOU to Sue Harrison for hosting us.

Next Register Meeting:

This will be a brief meeting prior to the Christmas Lunch on the 26th of November.

Steve Weeks
Register Secretary



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

XJ, Mk 10 & 420G Register



Minutes of meeting held at 7.30pm on Wednesday 9th of November 2022, at the Bartley Hotel, West Lakes Shore.

Present:

Steve Arthur, Ron & Rosie Bailey, Margaret Bicknell, Tom & Marj Brindle, Peter & Heather Buck, David & Teresa Bradley, Walter & Beryl Bullock, Fred Butcher, Bob & Daphne Charman, Don & Elaine Cardone, Richard & Dianne Chuck, Alan & Lorraine Davis, Graham Franklin, Don & Toni Heartfield, John Loechel, Gary Monrad & Oggi Stojanovich, Paul Moore, Graeme &

Betty Moore, David & Angela Nicklin, Louis Marafioti, Danny Marshall, Trevor Norley, Adela O'Reilly, Bryan O'Shaughnessy, Phil Prior, Charlie & Mary Saliba, Bruce Taylor, Phil & Colleen Spencer, Geoff & Margaret Thomas, Don Tyrrell.

Apologies:

Borys & Elaine Potiuch, Warren & Amy Bullock.

Auction Night

Tonight is auction night for our register. Funds raised go towards the running of our Christmas Dinner and Show, which is being held this year on Saturday the 10th of December.

Tonight, we had 50 members and friends attend the Bartley. We have our own special room provided by the Hotel where everyone enjoys a wonderful meal before the fun begins.

This year we had 110 items to be auction off. These items are donated by the members who attend on the night. The auction is run by our hosts, Bob & Daphne, and from the reaction from those present and the lovely comments

at the completion, it appeared that everyone enjoyed a fun filled evening.

Thanks again to all those members who donated the auction items and an even bigger thanks, to those who bought them.

A special thanks to Graeme & Betty Moore for their book keeping and collection of the payments.

It all goes well for a great 2023 Christmas Show.

Meeting closed 9.00 pm

Next Register Meeting:

- No register meeting in December as our Christmas Show is only 3 days later at the Glenelg Golf Course.
- Also, we do not have a meeting in January.
- Our next Register meeting will be at the Bartley Hotel on Wednesday 8th February, 2023.

Bob Charman
Register Secretary



XJ, Mk10, 420G Register New Year's Breakfast Sunday 22nd January 2023: 9.00am - 11.00am

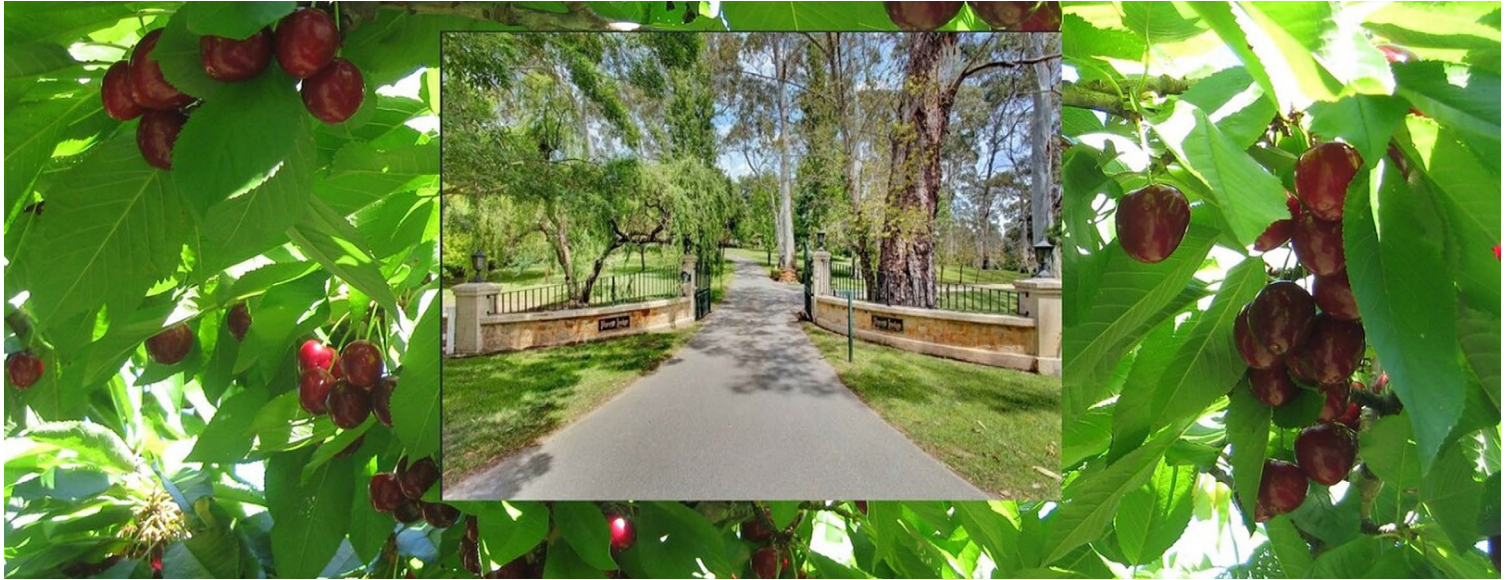
Kick off the new year with our annual breakfast at the Birkenhead Tavern, 3/7 Riverview St, Birkenhead.

This event is open to ALL members and we love to see the car park full of Jaguars / Daimlers.

For catering purposes please register on TidyHQ. [Please Goto: XJ, Mk10, 420G Breakfast](#)

Any questions please phone Bob Charman on 0421 482 007

Upcoming Events



E, F & GT Register Christmas Barbecue Sunday 11th December 2022: 12.00 noon

All members of the E, F & GT Register are invited to the annual Christmas barbecue to be held at Verdun. Member, Geoff Mockford, has graciously offered his splendid property for us to enjoy an afternoon under the trees. There is room for everyone to bring picnic tables and chairs.

A barbecue and salads will be provided by the Register. I request members bring a dessert to share.

For catering purposes please register on TidyHQ. **Please Goto: [E, F & GT Register Christmas BBQ](#)**

For further information please contact Suzanne Jarvis on 0478 717 775



S.A. JAG DAY 18th DECEMBER

Due to bad weather, SA Jag Day had to be postponed again. Let's hope it is Third time lucky.

This year is a special occasion as we will be celebrating 100 years of Jaguar.

We are hoping for a nice day weather wise and a great day in all as we put our club and our cars on public display.

So please join us for SA JAG DAY and our CATS & CANS Charity Food Drive.

Cars can begin arriving any time after 9.00 am but need to be in position by 10.30 am. For safety reasons cars will have to remain in position until 3.00 pm. (If you cannot arrive on time or have to leave earlier, please speak to the gentlemen/women on the gate and they can show you where to park).

No need to Register, just turn up. For more information please Goto: [S.A. JAG DAY 18th DECEMBER](#)



Compact Register - "Mark 2 Appreciation Run" Sunday 8th January 2023: 9.00am - 3.00pm

So here is the challenge to all Jaguar Mk2, 240, 340 and Daimler 250 owners! Are you up to the Challenge? Lets see if we can beat the "XJS Appreciation Run," held 12 months ago they had 18 XJS cars in attendance.

Organised on behalf of the Compact Register and open to all Compact & JDCSA members to attend.

Meet at Burnside Town Hall. Depart 9.15am for a leisurely drive to Tenafeate Creek Winery, One Tree Hill Road, Yattalunga. 11.00 am - 2.00pm. We will enjoy three hours of wine tasting and grazing on the delights of the Tenafeate Creek Winery.

Set food menu . . . includes; dukka dip, bruschetta, cheese platters, and as much pizzas as you can eat.

Payment at Registration required . . . \$40 pp by Friday 30th Dec. 2022. To Register Please Goto: [Compact Register Run](#)

For further information please contact Philip Prior 0402 670 654 or Graham Franklin 0490 074 671



E, F & GT Register Meeting. Thursday, 16th February, 2023: 7.00pm

The first Register meeting of the year is to be held at the property of Jeremy Cordeau, Glen Osmond. The collection has occupied the last 40 years of Jeremy's life and covers cars mostly English and European cars.

The garage is also full of other collections, history etc. Please see TidyHq for parking details.

Members are asked to please bring a plate of supper to share and wine may be consumed on site.

This meeting will be limited to 40 people and members must pre-register. Please Goto: [E, F & GT Register Meeting 2023](#)

For further information please contact Suzanne Jarvis on 0478 717 775

Driving the manual XJ12 coupe

JAGUAR WORLD

DECEMBER 2022 THE WORLD'S BEST-SELLING INDEPENDENT JAGUAR MAGAZINE

Uprated F-Type

Is this modified V6 better than the V8?

Original S3 E-Type survivor

WORKSHOP
GEARBOX STRIPDOWN
F-PACE BRAKES

DECEMBER 2022 £5.99
KelseyMedia 9 772058 441050

XJR-S XK8 Final Edition

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

- ◇ **Ultimate XJR-S:** They sample the TWR JaguarSport tweaked 6-litre coupe with further improvements by specialist KWE.
- ◇ **E-Type Survivor:** An unusually original Series 3 which comes with an interesting history and spent a large part of its life in boxes.
- ◇ **Double Six Manual:** Sampling a car which was never made but could so easily have been a winner - a four-speed Daimler Double-Six coupe.
- ◇ **Uprated F-Type:** Subtle changes and an unwavering vision make a big difference to this supercharged V6.
- ◇ **Final XK8:** Remembering the ultimate incarnation of the X100 generation cars in the shape of the run-out final Edition 4.2-S.
- ◇ **Royal Jaguars:** Celebrating the monarchy's association with Jaguar from the 1980s to that much loved X-Type estate.
- ◇ **Buying the XJR:** All you need to know when shopping for the first of the M5-chasing supercharged V8 saloons.
- ◇ **Modern Workshop:** Replacing the front brakes on an F-Pace proves an easy DIY task.
- ◇ **Classic Workshop:** Stripping down the four-speed E-Type gearbox
- ◇ **From the Archives:** From 50 years ago, here's a reminder of a time when Jaguar production was impeded by industrial relations rather than semiconductor shortages. The photo was taken in September 1972 to illustrate a news item on the end of a ten-week strike at Browns Lane. ■

From the archives

Snapshots from 100 years of Jaguar

From 50 years ago, here's a reminder of a time when Jaguar production was impeded by industrial relations rather than semiconductor shortages, the shot being taken to illustrate a news item on the end of a ten-week strike at Browns Lane.

The photo is dated September 1972 and the cars leaving the plant are wearing narrow-whitewall tyres, side repeater indicators and square number plate brackets, suggesting a destination across the Atlantic. The transporter is another British Leyland product, the AEC Mandator which was

famous for running AEC's own ambitious but ultimately ill-fated V8 diesel engine. Said to offer a sports car soundtrack, it was reckoned to be so powerful that fully loaded articles were often able to pass the pedestrian family cars of the day on the motorways in an era before 50mph speed limiters.



100% PURE
CLASSIC
JAGUARS

SS1 AIRLINE ROADTRIP
AN ELEGANT SALOON TOUR OF
THE ENGLISH COTSWOLDS



CLASSIC JAGUAR

FATHER AND SON X300s

FRATERNAL MANUAL
TRANSMISSION SALOONS
COMPARED



ROYAL CONNECTIONS
HOUSEHOLD JAGUARS



DYMOCK ARCHIVE
JIM CLARK'S D-TYPE



TECH TOPICS
WINTER PREPARATION

PLUS MARKETWATCH • V12E-TYPE RUNNING REPORT



The latest edition of Classic Jaguar includes the following stories:

- ◇ **Cover Story** – A tale of two X300's: Father and son saloons compared. Later model classic saloons are quite rare in manual form. They have six of them in the one family.
- ◇ **Royal Jaguars (and Daimlers)**: They research the vehicles in Royal ownership.
- ◇ **On Tour in an SS1 Airline**: They sneak it out of the JDHT collection and swan around the Cotswolds. Not many get to drive an 87 year old car, and not just around the block.
- ◇ **Jim Clark's D-Type TKF 9**: Over 5 pages they examine the cars relevance to the World Champions career.
- ◇ **A Brand New Mk2 Travels to India Part 2**: This amazing period adventure concludes in India.
- ◇ **Auto-mobilia**: They reveal the art of Alan Fearnley, internationally recognised as one the finest motoring artists working today.
- ◇ **Secrets Of Winter Storage**: There is a lot more to putting a car away for the off season than driving it into the garage and turning off the ignition. They share their in-depth knowledge of the subject.
- ◇ **Storyline**: SS in the early war years, fact-based fiction.
- ◇ **Book Review**: Herridge & Sons published a book so definitive about the C, D & Lightweight E-types that Jaguar Classic Workshops use it as a reference source.
- ◇ **On Track**: A pictorial visit to the Silverstone Classic.
- ◇ **The Royal Fleet that accompanied the new Queen and Duke of Edinburgh when they toured New Zealand in 1954, The front line of cars are all Daimlers.** ■



“Coffee & Cars” In and Around S.A.

1st Sunday

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

2nd Sunday

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

3rd Sunday

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

4th Sunday

- ◇ **Mile End** “Coffee N Chrome” - 8.00am to 10.30am, Homemaker Centre, Mile End.
- ◇ **Cars & Coffee Bridgewater** - Held at the Bridgewater Inn car park. 8.00am to 10.30am,

Last Sunday of Each Month

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



A number of celebrities own or have owned the modern S-Type including American actress Courteney Cox (2000, X200 4.0 litre V8 update)

Results of Shannons November Auction

2022 Shannons Spring Timed Online Auction (Tuesday 15 November 2022)



1961 Daimler Majestic Major Limousine, 4.6L V8 Auto. Former funeral mourning car. **No Reserve (Est. \$20-\$30,000). Sold \$11,500**



1964 Mark II 2.4 Manual O/D. Repainted & re trimmed in red leather. Nothing major needed. (Est \$25-\$35,000). **Sold \$30,000**



1962 Mark II 3.8. Auto replaced by a four-speed manual O/D. Engine rebuilt. Repaint and interior retrim. (Est \$25-\$35k). **Sold \$27,000**



1995 XJR 4.0 Supercharged Saloon. Long-term ownership. Rated as one of the nicest XJR's in Australia. (Est \$25-\$35k). **Sold \$37,250**



1976 XJ-C 4.2 Coupe. Australian-delivered. Detailed restoration before being sold to current owner in 2004. (Est \$50-\$70k). **Sold \$52,666**



1958 Daimler Majestic Saloon. 6-cylinder, 3794cc auto. Older restoration - former trophy winner. (Est \$20-\$30k). **Passed In**



1968 E-Type 4.2 Series 1.5 Roadster. Recipient of an older restoration, Duco is beginning to show its age. (Est \$80-\$100k). **Sold \$118,500**



1974 E-type V12 S3 Roadster. Australian delivered Auto. Original colour. Supplied with a hardtop. (Est \$160-\$200k). **Sold \$165,000**

Results of NEC Silverstone Auctions (UK)

Some of the Jaguars that sold at the UK NEC Classic Motor Show Sale (12 November 2022)



1964 Mk2 3.8-Litre manual saloon. Converted to Auto. Previous £39,000 restoration. Ex-South African car. Sold £32,062 (A\$57,000).



1965 Daimler 2½-Litre V8 saloon. Superbly presented. Low mileage. One of the best we have ever seen. Sold £32,625 (A\$58,000).



1978 XJ 5.3C V12 Auto Coupé. Mechanically good but bodywork in need of a little TLC. Sold £12,375 (A\$22,000).



1988 XJ-S 5.3 V12 Auto convertible. Only 18,900 miles. As-new in every respect. Sold £24,995 (A\$44,500).



1977 XJ 4.2C Auto Coupé. 18,541 miles from new. Ex New Zealand car. Over £10,000 spent in 2021. Sold £51,750 (A\$92,000).



1963 MkX manual saloon. Jaguar's widest car has meant that expensive restorations are not common. Sold £11,650 (A\$21,000).



1974 E-Type S3 V12 manual. Older restoration + mechanical refresh. Current owner for 32 years. 39,446 miles. Sold £64,125 (A\$114,000).



1972 E-Type S3 V12 Auto roadster. Ex USA LHD. Partial restoration. Very smart example. 61,548 miles. Sold £61,875 (A\$111,000).

Results of NEC Silverstone Auctions (UK)

Some of the Jaguars that sold at the UK NEC Classic Motor Show Sale (12 November 2022)



1952 Mk VII Manual Saloon. Rare early Mk VII RHD. Matching numbers, four owners from new. Concours condition. Sold £41,900 (A\$74,500).



1965 E-Type S1 4.2-Litre manual roadster. Faithfully rebuilt as a 'Semi-lightweight'. Sold £133,050 (A\$237,000).



1971 E-Type S3 V12 Manual Roadster RHD. Older restoration that's recently been refreshed. Sold £84,375 (A\$150,000).



1950 XK120 Roadster. From long-term ownership, now gently restored. Interior has been retrimmed. Sold £59,625 (A\$106,000)



1989 XJ-S 5.3 V12 Auto convertible. 100 miles from new. As values of 1960s Jaguars push E-Types and Mk2s further out of reach, the XJ-S is quickly gaining favour and this 100-mile unregistered convertible was as good as you'll get. Estimated at £50,000 to £60,000 at the UK NEC Silverstone Auctions' sale the car was pushed to an eventual hammer price of £131,625 - setting a new record for the XJ-S in the process. Sold £131,625 (A\$234,000).



1973 E-Type 5.3 litre V12 Manual 2+2 Coupé. A UK-supplied Series 3 from long-term ownership with many years of it resting in a corner. Serious potential, just awaiting its awakening. If you thought you'd missed the boat on the E-type, this Series 3 coupe looked like a clever way to get on to the ladder. Parked up for 'minor repairs' some 20 years ago, the car offered the combination of V12 and manual box. Offered at no reserve. Sold £22,500 (A\$40,000).

The Gran Turismo Collection Goes Under The Hammer

Let's say you won the Powerball, and you suddenly had the net worth of a small nation. What kinds of cars would you buy?

Since everyone likely reading this is a gearhead, you probably don't need a lot of help coming up with a list. But if you're looking for a cheat sheet on how to assemble a stable that's eclectic, tasteful, and extremely high dollar? Look no further than the Gran Turismo collection, a fantastic menagerie of vehicles that the folks at RM Sothebys took to the block this November.

First up, let's take a look at the Jaguars. The less-rare of the pair was a 1993 Jaguar XJ220 S, which looked striking in its bold orange finish. Even as a fan of the XJ220, and someone who follows what they sell for, I'd never seen an orange example — and there's a good reason for that. Because according to the listing, this was the only one produced. Making it even more desirably is the fact that it was one of just five built — for the 24 Hours of Le Mans homologation standards.

The other Jaguar that crossed the block was an XJR-15, a proper race car for the road. Unlike the XJ220, which used a twin-turbo V6, the XJR-15 had a 12-cylinder mill in the engine bay, which helps cement its supercar cred. That V12 is so loud that occupants have to use an aircraft-style headset to communicate while underway.

For those keeping score, both sold. The XJ220 S went for £933,125 (A\$1,670,000), while the XJR-15 commanded £972,500 (A\$1,440,000), which given how under appreciated these cars are, was encouraging to say the least.

For what it's worth, the rest of the collection was also spectacular. If I could pick — Jags excepted — one to put in my driveway, I'd probably opt for the 1971 Lamborghini Miura SV By Bertone that sold for £2,058,125 (A\$3,685,000). On the other hand, probably not as a dear friend from the Victorian JCCV, Tony Riley was killed in one of these.

The most expensive sale went to the 2022 Bugatti Chiron Super Sport 300+ that sold for £4,195,625 (A\$7,500,000).

Editor: Photos and information from RM Sothebys.



The Gran Turismo Collection of 18 cars represented 50 years of automotive history. The consigning collector searched for the best examples available at the time of purchase, often retaining the cars that were ordered new from the factory.



This 1991 6.0 litre V12 XJR-15 was the 35th of 50 built. The car was exported to Japan and joined the The Gran Turismo Collection in 2018. The car sold for A\$1.44 million.



1993 twin-turbocharged 3.5-litre V-6 engined XJ220 producing 680 hp. One of five examples built. Joined the The Gran Turismo Collection in 2018. Sold for A\$1,670,000.

Classified Adverts

FOR SALE 1967 4.2 LITRE E-TYPE 2+2 AUTO.

- ◇ Purchased by the owner in July 1975 (47 years).
- ◇ Fully registered and well maintained.
- ◇ In excellent original condition, inside and out.
- ◇ Engine No. 7E515759; Chassis No. 1E 50287 BW
- ◇ Number Plates sold separately.
- ◇ Excellent opportunity to own an E-Type

\$120,000 Negotiable

Email peacockblack35@gmail.com



FOR SALE 1965 MARK 2

- ◇ 3.4 Litre Manual. Excellent condition throughout with extensive restoration.
- ◇ Known provenance and maintained by Alan Baker, with no expense spared.
- ◇ Opalescent silver blue exterior with red leather interior. All in immaculate condition.
- ◇ Travelled less than 5000 km in last 10 years. Stored in sealed garage and has original service logbooks and extensive receipts. Looks great and runs very well.

Price: \$64,950

Email Ric on ricbierbaum@gmail.com

or call on 0400 596 225



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.

\$14,000

Contact Clint Press

E-mail: oneclintpress@hotmail.com



1997 XJ X300 3.2 Litre

The owner of the car is a neighbour of Bruce Fletcher and unfortunately he has recently passed away. The X300 has travelled just over 200,000 km, but according to Bruce, it is in exceptional condition.

The car has been regularly serviced and has new tyres.

First in first served.

\$10,000.00

Contact Bruce Fletcher for details - 0499 440 046

The car for sale is pale blue but not the car shown in photograph



Jaguar National Rally 2023



REGISTRATIONS ARE NOW OPEN!

RALLY OVERVIEW 2023

The Jaguar Drivers Club of South Australia aims to provide a very casual and affordable event where Jaguar club members from across Australia can come together and enjoy a very relaxed occasion catching up with old friends, making new friends and celebrating the Jaguar marque.

LOCATION - Hahndorf South Australia

The 2023 Jaguar National Rally will be located in Hahndorf, in the Adelaide Hills, South Australia, Hahndorf is classified as Australia's oldest surviving German settlement. People of all cultures and ages enjoy its charm and hospitality. There is so much to see and do in the beautiful Adelaide Hills.



RALLY BASE

The rally base will be located at the Haus Conference and Events Centre, incorporating, The Manna Haus and The Haus Restaurant.

Located at 38a Mount Barker Road, Hahndorf, SA

SPORTING DAY—At The BEND MOTORSPORT PARK

A great day is planned at this world class facility. Get on track or just enjoy the social occasion watching the action and socialising over lunch in the restaurant.



POST RALLY TOUR - "Southern Vales Tour" - (Tuesday 18 - Friday 21, 2023)

We are calling this event the "Southern Vales Tour" and it will be based in McLaren Vale approximately 30 Klms south of Adelaide.

The Southern Vales is a premier tourist and wine district encompassing the magnificent southern coastal and hills landscapes. Daily tours from McLaren Vale will ensure the attractions of the region are thoroughly explored and enjoyed.

NOTE: The Tour will be limited to interstate visitors only and overall numbers will be limited.



The BUTTON below will take you to a page on the JDCSA web page and give you a link to the full Rally Program details and instructions on how to Register for the Rally, the Post Rally Tour and Sporting Day at The BEND MOTORSPORT PARK.

[REGISTRATION DETAILS HERE](#)

www.jdcса.com.au/jaguar-national-rally-2023

Rally Director: Philip Prior M: 0402 670 654 E: philipprior@bigpond.com

YOU'RE INVITED TO THE
50th
Anniversary Dinner



SATURDAY, 29TH JULY, 2023

HICKINBOTHAM ROOM,
NATIONAL WINE CENTRE

PLEASE ADD THE DATE
TO YOUR CALENDAR

Adelaide 500 - 100 Years of Jaguar

As we go to press, our club has just completed the “100 years of Jaguar Display” at the Adelaide 500. Located near Gate 1, hundreds of spectators have already entered our enclosed marquee to see 30 Jaguars and two F1 race cars.

A big thank you to coordinator John Pengelly and the VALO Adelaide 500 as well as Di Adamson and all the members that made their cars available for the weekend.

On Sunday there will also be a beautiful collection of Jaguar convertibles in the Sunday December 4 drivers parade on track. More details and photos in the January edition of Classic Marquee.



Merry Christmas



*Merry Christmas.
Photo from Jaguar Forums. (The world's largest International Jaguar community). I added the hat!*



Brett Lewis
0412 843 771
Director
Sales Executive

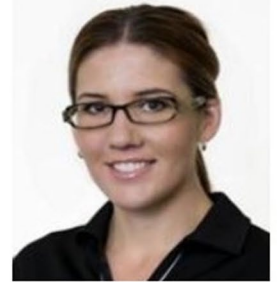


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Club Notices

GENERAL MEETING ROSTER 2022/23

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

CLASSIC MARQUE

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

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

JDCSA November 2022 General Meeting Minutes

Minutes of the Jaguar Drivers Club of South Australia Inc General Meeting held at The Junction Sports Bar on Tuesday the 8th of November 2022.

Chairperson: Fred Butcher

Meeting commenced at 7.30pm

Apologies: Tony & Gabriele Human, Graeme & Betty Moore, Peter & Ros Holland, Suzanne Jarvis & Peter Thomas, Jo Orford, Tom & Marj Brindle, Wayne & Bev Buttery, Bob & Sandy Mack, Jeanette Brown.

New Members/Visitors: The meeting welcomed Bob Moylan, who has a 1965 black S Type.

Welfare: Steve said that Rod Davis (XK140) has suffered a stroke.

Previous Minutes: Moved for acceptance by Heather Buck & seconded by Gordon Brown.

Business Arising:

50th Anniversary Book:

Tim White spoke on the progress of the book, despite 7 months away in a caravan, the main points are:

- The book will be a coffee table style, landscape, full colour of about 100 to 130 pages.
- There is a team of about 10 assisting Tim & the target is to have a "draft" for our chosen mentor/publisher soon.
- The project uses the acronym of JAGUAR. The book must be interesting to read and not just a historical document. It will include items such as club history, executive members, stories and many photos. It is intended to offer the book for sale when finished.

President's Report: Fred Butcher

Fred's report is in November Classic Marque.

Vice President's Report: Michael Pringle

Michael is still chasing sponsors for the 2023 National Rally & attended the joint XJ & Multi Valve weekend trip the Port Fairy & Halls Gap – an excellent event.

Secretary's Report: Steve Weeks

- We have received a communication from DIT on a discussion paper relating to replica vehicles, a few hard copies are available, the link can be obtained from Steve for any interested parties, the club has to respond by November 25th.
- Steve read a letter from Tony Bishop and his wife thanking the club and its members for his recent win of the

2021 Paul Skilleter Journalism Award, particularly for the help that Graham Franklin has given him.

Treasurer's Report: Heather Buck

Heather reported that all was well with club finances.

Membership Secretary: Daphne Charman

Daphne reported that we have 3 new members to date (this month), one has several Jaguars & a Daimler.

Editor/Events Coordinator: Graham

Graham spoke on the many events coming up. They are all listed in Classic Marque. Decembers feature is the modern S-Type and Graham is chasing S-Type stories.

A.C.J.C. / National Rally 2023: Phil Prior:

Phil spoke on the changes regarding the ACJC & that it is not being wound up but simply changing its role to being an advisory body.

Still waiting on a decision from the Bend regarding holding a sporting event during the 2023 National Rally.

Logbooks: Bob Charman.

Bob is looking into some reporting changes with Tidy HQ to simplify the logbook process.

Regalia: No report.

M.S.C.A: Barry Kitts

Barry reported that the MSCA has no further events in 2022 & that the MSCA finished the year financially OK.

Library: Tom Brindle: No Report.

50th Anniversary Dinner: Suzanne Jarvis.

Suzanne is an apology tonight, but she has communicated to Steve that she is meeting with the Audio visual & events manager this week.

Compact Register: No report.

Jaguar Ladies Social Group: Tricia Clarke

Tricia said the next event is on November the 17th at Hahndorf, bookings are essential, the next event will be about mid-January next year.

XJ Mk10 420G Register: Bob Charman.

- There are only 8 seats left for the XJ Christmas dinner.
- The auction night at the next Register meeting, proceeds of this go towards prizes & give aways.
- The Port Fairy/Halls gap run had 40 members attend and was a great success.

- Bob spoke on club spirit, in particular that one of our club members helped a Victorian, who had drove from Melbourne for the Mark10/420G day & encountered car problems. The member not only helped him to repair the car but even provided accommodation for the night. *(The story is in Nov. Classic Marque).*

Multi-Valve: Peter Buck

The joint Border Run to Port Fairy & Halls Gap went well.

There is a change of venue for the coming Christmas run (24th November) due to the planned destination being closed.

E.F.& GT: Suzanne Jarvis

No report however all coming events are in Tidy HQ.

SS/ Pushrod: Brenton Hobbs: No Report.

XK & Marks 7 8 & 9: Steve Weeks

The Register is having a Christmas Lunch at the Springton property of Julian & Moira Lugg, this is on Saturday 26th of November.

New Business:

SA Jag Day: Fred announced that the day has been postponed yet again due to the forecast of rain over the weekend, the proposed date is now the 18th of December.

Super Car Race. Di Adamson is still looking for some suitable cars for the static display, please call her if interested.

Sign On Book: Steve said there is a sign on book at the entrance, this is for anyone, who has not registered through Tidy HQ, so that we have an accurate record of all attendees.

DIT Discussion Paper. There was a general discussion on the intent of the proposed rules for replica or individually built cars. It was agreed that we do not want to return to being "over regulated." Fred said that there were hard copies available and anyone, who is interested should contact Steve to obtain that link to the survey.

During the discussion on racing and the development of battery charging of Formula E racing cars, Moira Lugg informed us that her son is now manager of a Formula E Team, well done Michael Lugg.

Meeting Closed at 8.30 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.

*November - 2nd Tuesday due to clash with Melbourne Cup.

Your Committee

President: Fred Butcher

Mobile: 0428 272 863

Email: fmbutcher@bigpond.com

Vice President: Michael Pringle

Mobile: 0418311422 (Home) 82772717

Email: mlp7516@icloud.com

Treasurer: Heather Buck

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Log Books: Bob Charman Phone: (08) 8248 4111

Email: charmanr161@gmail.com

Club Services / Club Representatives

Club Patron: Mr Peter Holland

Phone: 0408 810 884

Jaguar Ladies Social Group:

Tricia Clarke. Email: triciaclarke_1@hotmail.com

Regalia: Graeme & Betty Moore.

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

Librarian Tom Brindle

Phone (08) 8387 0051

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

Australian Council of Jaguar Clubs (ACJC)

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

Technical Officer: Geoff Mockford

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

Inspectors - Club Registration

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

Register Secretaries

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

Brenton Hobb. Email: bmhobbs@bigpond.com

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

Steve Weeks: 0414 952 416

Email: valsteve47@outlook.com

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

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

*Merry
Christmas
and a Happy,
Healthy 2023.*

