

# CLASSIC MARQUE

JUNE 2020



## FEATURE - JAGUAR E-type (1961–1975)



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# Club Torque - President's Column

## Presidents Column – June 2020

Well, we are half way through the year, but hopefully more than half way through this COVID-19 crisis.

I am pleased to be able to report that so far as I am aware, as a club there have been no new infections reported since my last report. This is good news and I encourage everyone to not grow complacent and be safe.

We are still unable to approve any official JDCSA activity or events at this time, but clearly individuals can take advantage of some of the restrictions having been lifted. So get the Jag out and enjoy a drive in the regions, support local businesses as much as possible.

**Annual membership renewals are due by June 30, and you should have received your renewal notices by email by now . . . . if not be sure to check your spam box, it may have gone there and be awaiting your attention.**

Log Books will need to be handled the old fashioned way. So once you have renewed your club membership, those who have vehicles on Club Registration will need to send your Log Books in by post for stamping and processing. Please enclose a stamped, addressed envelope for the return of the log Book/s. Remember if your Log Book is not updated and stamped your vehicle is deemed unregistered and big fines can apply.

Be assured your Executive Committee is keeping on top of Club issues whilst we

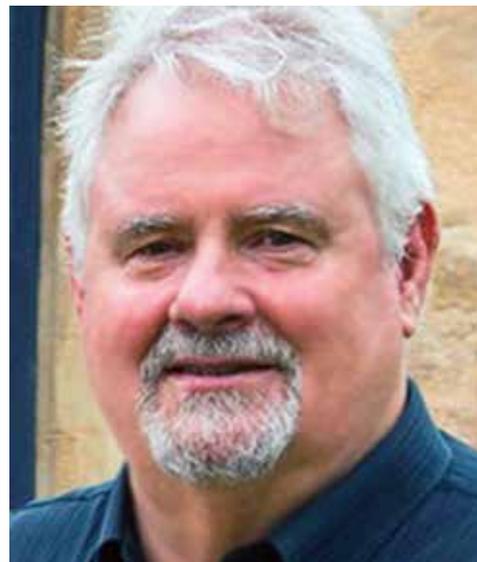
are still in this restricted environment and we will seek to keep you fully informed. Our next meeting via ZOOM is scheduled for Tuesday, June 16.

I want to make a special mention of the great job being done by our Classic Marquee Editor, Graham Franklin. At this time the magazine is so very important and provides us with at least some links and contacts within the club. Thank you Graham for a job well done. Likewise our Register Secretaries are seeking to stay in touch via various means and I thank them for their efforts. Equally I have been made aware of members contacting each other to stay in touch and offer support. We will come through this stronger than ever, I believe.

Our Annual Jag Day is booked for October Sunday 18, at Civic Park Modbury. Although there is still some concerns about us being able to hold this event this year I remain very hopeful and if possible could well provide us with an ideal event to make a big comeback as a club. So stay positive and keep your Jag engines running. With all the spare time we have had, the Jags should look magnificent for this event.

If members are on Facebook, I encourage you to join up on our "JDCSA Members" page. This is another opportunity to stay in touch and interact with other members.

**Philip (President)**



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## Front Cover:

*Simon Jungfer, 1963 Metallic Silver E-type (S1) 3.8 litre Manual*

## Rear Cover:

*Jaguar Drivers Car Club of SA E-type 40th Anniversary*



@sajaguarclub

## NOTICE Log book renewals for the Club Registration Scheme are DUE SOON

You will soon receive an email asking you to renew your financial Membership with JDCSA on line.

Once you have done this, your Logbook can be updated for another year, so mail your Logbook(s) to JDCSA, PO Box 6020, Halifax St, Adelaide, 5000, including a stamped, self addressed envelope.

You must not drive your car until your Logbook has been updated for 2020/2021, and failure to comply could result in significant fines.

**If you need any further info, call Dave Burton on 0417566225**

# Events Calendar - On Hold

Tuesday 23rd June

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

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

## Happy Birthday Craig

Craig Cowling (non-member), contacted the JDCSA (Tom Herraman) asking if we could help him out as he was having a birthday and was hoping to hire his dream car for a day, a V12 E-type Roadster.

Unfortunately the club couldn't help with hire cars, but member Bob Charman stepped forward to give Craig an amazing experience to help him celebrate.

Well done Bob for your generosity. (Also a big thank you to Tom). ■

*Photo: Craig driving Bob's Jaguar on a lovely sunny Sunday. Happy birthday Craig!*



## Ex Bib Stillwill 1950 XK120 OTS For Sale

Australian delivered Ex Bib Stillwell Jaguar XK120, competition specification, matching numbers, coming from 42 years of ownership, is now for sale.

This early XK 120 was campaigned early on in its life and its first outing was at Rob Roy in Victoria on January 29th 1951 where it beat three other XK120 and set a new class record.

Still retaining its original 3.4 litre, matching engine, this superb old car is in what can only be described as well-used but well-loved condition.

For more info. [Classic Throttle Shop](#) ■



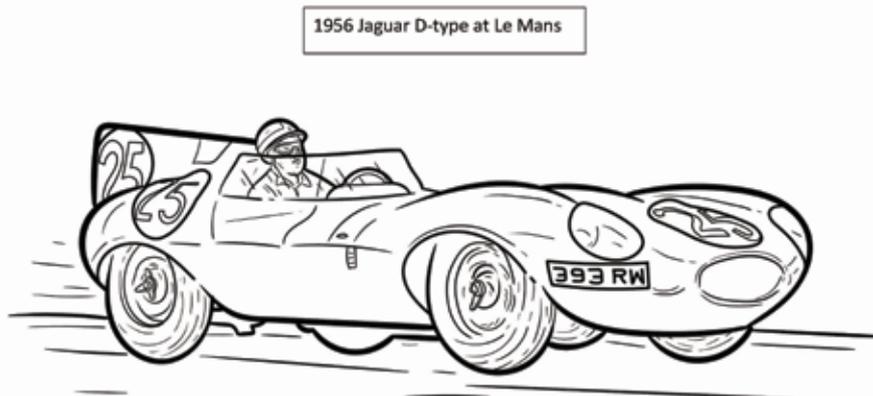
## Coronavirus Colouring Sheet

**From the Jaguar Daimler Heritage Trust**

On 30 April 1956 Jaguar finished the build of Long-nose D-type (393 RW), chassis number XKD605

While we're staying at home to keep safe and to support the NHS, colouring sheets are available for Jaguar enthusiasts of all ages. If you'd like an email copy, please contact [enquiries@jaguarheritage.com](mailto:enquiries@jaguarheritage.com)

Thank you Fuzzy Duck Creative for the colouring sheets. For more info [Coronavirus Colouring Sheet](#) ■



Coronavirus colouring Sheet

Created for Jaguar Daimler Heritage Trust by Fuzzy Duck Creative

May 2020

# Club Torque - Editor's Column

## Editorial by Graham Franklin.

This edition of the magazine continues to take on a slightly different look due to the Coronavirus. Because of the shutdown we have no Register Reports, no Minutes, and no club or Register events to report on.

However, thanks to club members we have a number of Jaguar stories to read including one from our Librarian Tom

Brindle, as well as John Ledbrook's (NSW), prize winning article that won the 2020 Paul Skilleter Trophy and the Andrew Whyte Editorial Award.

I was saddened to hear of the recent passing of long-term club member Maxine Baverstock. Her son, Bryan, has kindly provided a story about his Jaguar owning parents, and we thank him very much. It is not easy to cover a lifetime in just a few pages.

Included in this addition is a feature on the legendary E-type (1961-1975). A big thank you to Aaron Smith who provided a complimentary article about his experience restoring a E-type Jaguar.

Additionally, there is a Jaguar "Trivia Quiz" that you may find challenging. And there is a prize to be won for the winner!!!

**Cheers!**

## Next Year is the 60th Anniversary for the E-type.



Jaguar's E-type is one of the most popular, recognizable, important, and iconic cars ever produced. It's a car that Enzo Ferrari himself once dubbed the most beautiful car in the world.

And while styling is objective, you'd be hard-pressed to find anyone who doesn't like the E-type. Add to that a prominent motorsports history and it's no surprise that folks flock to this Jaguar even today.

Thus, our E-type/F-Type/Grand Tourer Register has something extra special for the car's 60th anniversary in 2021.

Planning is underway, and there is a call out for any club member who would like to join the organising committee. If you can help, please contact Tom Herraman at: [etype@jdcsa.com.au](mailto:etype@jdcsa.com.au). ■

## Car Care During Lockdown

*Courtesy of Maurice de Morton From the Jaguar Daimler Heritage Trust Twitter feed.*

By starting your car up once a week you not only help the battery but also your engine. Once running, it allows engine oil to be pumped around the vital engine parts to keep them lubricated. A running engine also helps circulate coolant.

But don't just run it for a minute or so. You need to run it for long enough to

get fully up to temperature. Lots of cold starts can end up with excess fuel being flushed down the bores and diluting the oil. Running it hot will make sure the fuel burns off.

You need to get the cooling system fully up to temperature. If the car has electric cooling fans run it until these cut in and out a couple of times. Turn the heater to the HOT position so hot coolant goes everywhere.

If your car has air-conditioning, make sure this runs for a while as well as the gas in the system actually acts as a lubricant as well.

Even if you can not take the car out on the road, try and drive it up and down your drive at the very least as this will make sure the grease in the bearings moves around and keeps the gearbox/transmission working properly. ■

## 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 June 2020 magazine:

- Paul & Denis Bateman: 1973 Triumph Stag 3L Convertible-Tourer
- Raffaele & Angela Villarosa: 1994 Jaguar XJS V12 Coupe

- Don & Jo Crouch: 1970 Jaguar E-type 4.2L Series 2 2x2
- Andrew Pickard & Annette Gross: 1962 Jaguar Mark II 3.8L Saloon
- Con & Bec Saris: 1985 Jaguar XJ6 S3 4.2L Sedan
- Alister Mitchell: 1986 Jaguar XJSC 5.3L Cabriolet

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

- Nora & Robin Paech: 1988 Jaguar XJS-5.3L V12 Convertible

- Shirley & Roland Muscat: 1976 Jaguar XJS 5.3L V12 Sedan

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

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

**Daphne Charman  
Membership Secretary.**

# Vale- Lyall and Maxine Baverstock

**Editor - Lyall and Maxine Baverstock were members of our car club for more than 30 years. Their son Bryan, has kindly written the following words. Thank you Bryan. We are all very sorry for your loss.**

My Parents (Lyall and Maxine Baverstock) were members of the JDCSA for some 30 odd years. Before I mention details of the current MK11 locked away in the shed, it is worth mentioning details about my parents.

Both my parents were born during the 1930's during the Depression, both came from large families - Dad being the eldest of 10 while Mum was the eldest of 7 (my Grandfather was looking for boys to assist and eventually take over the farm at Balaklava but the first 4 were girls so they had the job of any farm hand like milking cows, making the butter etc during these harsh times which included extended droughts and dying livestock).

Money was tight during the Depression with lots of unemployment, the main staple on the farm and for anyone living in the country, was underground mutton - Dad was even selling skins for a couple 'bob' to make ends meet and to support his large family.

When my parents married (very young) in December 1955 they had very little - they couldn't afford much rent so we all (parents plus 2 sons) lived in a caravan on the family property at Balaklava for a



couple of years before eventually moving to another farm just down the road. Even during these trying times both my parents strove to improve and support the family and owning a quality car like a Jaguar was far from their thinking at the time. Dad did though have a love of motorbikes and cars from an early age and started with bikes while in his young teens riding between Kapunda (where he spent his early years) to Balaklava (where he eventually worked at the Butter factory).

Dad's first major purchase was a late 40's Triumph Speed twin (500cc) motorbike, then progressing to a 48 Chev ute while living on the farm north of Balaklava, and eventually upgrading to a (very rare even now) 1948 Hillman convertible (photo attached taken on the farm when Dad was about 21/22 at the time).

As Dad's jobs changed we moved to many different towns across South Australia, money improved, cars were upgraded - Dad was always saying he wanted a quality car one day (even mentioning a Jaguar). I remember Mum was always telling him off as the current Chev, Hillman, Vauxhall, Valiant and the like would do for us.

When we lived at Gawler, Dad would take us to the car races at Mallala to watch the classics race (in those days they were basically current models! - EH Holdens, Falcons, MK11 Jaguars and the like) and he was always supporting the Jaguar fraternity when they raced.

It was in 1969 that we ended up down at Mt Gambier due to another change in Dad's career (State representative for Esso this time) which meant Dad was always out on the road. This was a blessing for him as he was always on the look out for cars for sale and an opportunity to upgrade (VC Valiant x2, HT Holden, VW, Austin, VG Valiant Pacer 2-door - all at the same time and there was only 4 of us!).



*Lyall (in his early 20's) with his rare 1948 Hillman convertible*

## Vale- Lyall and Maxine Baverstock (cont)



*Lyall's first Jaguar, 2.4 Litre MkII manual with overdrive*

Eventually Dad got his way and to our surprise he turned up at home one day with another car - an early '60s Jaguar MK11 2.4 manual 4-speed with electric overdrive, Cotswold blue, which added to our collection. Dad was so pleased that he had eventually 'made it'.... but Mum was so livid that it took about 6 months to entice her to go for a drive in the car!!!

Dad loved this car for work and for play (even for towing our speedboat) but eventually sold it as the money went towards buying their first business back in Adelaide (they decided to move back to Adelaide to follow my brother and I - my older brother went to Sturt teachers college whilst I was studying at Flinders Uni, whilst also working).

It was during this time back in Adelaide that Dad got the chance to see more Jags on the road, pop along to car displays, visit car showrooms and just drool over the quality of the Jags. It was obvious Dad wanted another Jag and it had to be another MK11 but this time it had to be the ultimate '3.8' - so he placed an ad in the paper 'Wanted Jaguar MK11 3.8'. A chap responded and we ended up with a 1962 Gunmetal Grey, Dark red interior 3.8 Jaguar. This was in pretty poor condition - body was good but with torn interior, run down engine, steel wheels and faded paint.

It was around this time it was decided we should join the JDCSA for support, for fellowship and to meet with other like-minded people who appreciated the quality of Jags. Both parents and I joined the Club but unfortunately, it was also around this time that Dad had a few health issues and driving was no longer high on his agenda so Mum and I became the chauffeurs - that was fine by me as I got to drive the Jag on a regular basis.

Both my parents loved the Jag spending many hours (and money!) improving the condition of the car - new paint, new Connelly leather interior with new carpets, rebuilt engine, also fitting original Dunlop chrome wires. The Jag was first displayed at a JDCSA display at Glenelg in the poor condition (as bought back in the early 80's) and as time went by it was displayed in better condition each time (but also unfortunately each time the car was displayed in better condition, Dad's health was deteriorating).

I'll take a step back here - Dad's whole life (and when I say Dad I also mean Mum as they both grew up together from a very young age, lived together, worked together and spent all their leisure and quality time together for some 62 years of marriage) was focussed on work, family (extended family at that) and pleasure. They both loved the Jag - regularly bringing it out of the shed to polish, pamper (to show off when we had friends over for a BBQ) and to drive, but they also had other passions in life - fishing (we had a holiday house at Fisherman Bay), touring around Australia (twice), working at Aboriginal missions in Central Australia on a regular basis, looking after two grandsons but another big passion for Dad was all things National Service.

*(Continued page 8)*



*Lyall and Maxine's 3.8 Litre MkII (prior to restoration)*

## Vale - Lyall and Maxine Baverstock (cont)



*Lyall on the far left. The photo was taken during National Service Training in 1958. Lyall was a founding member that set up the SA Branch of the National Service Association and was a former State Vice President and Life Member.*

Both my parents were proud owners of the Jag but Dad was also a proud National Serviceman and was one of the founding members to set up the State Branch of the National Service Association here in SA. He was a serving member and eventually became State Vice President and Life Member and spent most of his spare time supporting other National Service personnel.

It was because of his involvement in the Association, and his health was deteriorating (due to suffering with cancer for 14+ years) that the Jag was eventually pushed to the back of the shed and covered. It became too big a task to look after even though I was around to assist him with the Jag - the last time I had my parents out to enjoy it was the 2018 Jag Day down on Brighton Road.

At that stage both my Parent's were in ill health - Dad particularly ('bloody cancer' - it even got my older brother years earlier which also affected my parent's health and well-being!).

Both my parents enjoyed days out in the Jag, putting it on display, meeting and chatting with JDCSA members and even using it at friends weddings (me as the chauffeur).

Dad passed away July 2018, Mum passed away January 2020 - Mum has now passed the baton for the Jag to me to continue the work of looking after and to enjoy the Jag. I'll ensure the cobwebs are cleared from the exhaust and the paint, wires and engine are all polished and the car is pampered just like Mum and Dad would have looked after it years earlier. I am retired but very busy down at Hindmarsh Island but expect to have many more years in me yet, so I hope to have plenty of time to enjoy the car as my parents did. ■

**Bryan Baverstock**



*Lyall and Maxine's 3.8 Litre Gunmetal Grey MkII. Photo taken after restoration. (Hard to believe it is the same car).*

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# E-type Jaguar (1961-1975)



If you think you can buy a Jaguar and forget it, forget it.

Don't buy a Jaguar XK-E unless you really love automobiles. For this different breed of cat is a highly-tuned, high performance sports car, with a racing heritage born on the world's toughest courses. Yet if you love automobiles, giving your Jaguar the care it deserves is not only no trouble—it's a labour of love.

For 1965, the Jaguar XK-E is equipped with a new, more powerful version of the

race-proven XK engine. For even quicker response and acceleration, a four-speed synchromesh gearbox that handles as smooth as friendly kitten; newly designed, more comfortable bucket seats. Other features: four-wheeled disc brakes (driver-proven for hundreds of millions of miles) for safe stops at high speeds. Independent suspension on all four wheels to iron out roads and straighten corners; monocoque body construction (like the airframe of a jet) for added strength without extra weight; positive

rack and pinion steering. In short, this new XK-E is a driver's car.

See and drive the Jaguar XK-E at your dealer's. Coupe \$5,725 [P.O.E.]. Roadster \$200 less. [If you're going to Europe, money-saving overseas delivery can be easily arranged.]

Jaguar: A different breed of cat.

1965 Jaguar XK-E Advertisement Road & Track February 1965

# E-type Jaguar (1961-1975)

The combination of beauty, high performance, and competitive pricing established the E-type as an icon of the motoring world.

## Design

If a single object can be said to have changed the world's view of Britain, then it was the E-type Jaguar.

After the company's success at the Le Mans 24 hr motor race through the 1950s, Jaguar's defunct racing department was given the brief to use the D-type style and construction, to build a road-going sports car to replace the XK150.

Jaguar designer Malcolm Sayer achieved something unique with the E-type, and even now the car remains a symbol of motorings finest hour.

The E-type Jaguar featured monocoque construction, in which the body, its floor pan and chassis formed a single light and rigid structure. This combined with 4 wheel disc brakes, rack-and-pinion steering and independent front and rear suspension, distinguished the car and created industry wide changes.

## Engine

The E-type was initially powered by a 3.8-litre six-cylinder engine sourced from the XK150S. Fed by triple SU carburettors, the in-line unit survived a three-year stint under that long bonnet before being replaced by the larger 4.2-litre version in October 1964.

That engine powered the E-type until a 5.3-litre twelve-cylinder was squeezed between the rails in 1971.



*E-type Debut at the 1961 Geneva Motor Show*

## Launch

With a claimed top speed of 150mph, the Series 1 was introduced, initially for export only, in March 1961. At its launch at the Geneva Auto Salon, the E-type not only stole the show but every headline.

However, Jaguar nearly only had one E-type on display. Sir William Lyons, ordered a second to Geneva only days before the show. This meant a last minute dash from Coventry to Geneva in an E-type Roadster by Norman Dewis, Jaguar's now renowned test driver.

It was assumed that there would only be 400 E-types made and therefore the moulds for the presses were made of timber and plaster. At the launch William Lyons had 2,000 orders, most from the USA.

## Series 1(1961-1968)

The E Type was first designed as a Roadster. Sir William did not encourage or want a Coupe until he saw it. The Coupe required a complete redesign of the rear of the car. Because of this, the under-panel rear areas of the Coupe and the Roadster are very different.

In the early days the coupe's roof was handmade and it is likely that no two early coupes have identical roofs. These early E Types were truly hand made.

Earlier built cars utilised external bonnet latches and had a flat floor design. After that, the floors were dished to provide more leg room, and the twin bonnet latches moved to inside the car. Early roadsters also have lead bag shot in the roof linings to stop drumming at speed.

3.8-litre cars have leather-upholstered bucket seats, an aluminium-trimmed centre instrument panel and console (changed to vinyl and leather in 1963), and a Moss four-speed gearbox that lacks synchromesh on first gear ("Moss box").

4.2-litre cars had more comfortable seats, improved brakes and electrical systems and an all-synchromesh four-speed gearbox. The 4.2-litre cars also had a badge on the boot proclaiming "Jaguar 4.2 Litre E-type" (3.8 cars have a simple "Jaguar" badge). Optional extras included chrome wire wheels and a detachable hard top for the OTS.

A 2+2 version was added in 1966, with the option of automatic transmission. The body was 9 in (229 mm) longer and the roof angles were different.



*Sir William Lyons with his crowning glory. At the launch in 1961, Sir William had 2,000 orders, most from the USA. The New York Motor Show resulted in an average of one E-type selling every hour during the duration of the Show.*

*(continued page 12)*

# E-type Jaguar (1961-1975)



*The body shells and front sub-frames were built-up separately, and while the main body structures went down one assembly line, bonnets went on their own line for detail assembly. The bonnet is a beautifully crafted piece of engineering, rigid in construction with gorgeous lines that forms one-third of the whole car.*

## Series 1 ½ (1967-1968)

In 1967, Jaguar launched an updated model which came to be known as the Series 1 ½. This model was only in production for a single year.

It brought the new unfaired headlight design that subsequently featured on the S2. Improved brakes were also among the updates.

## Series 2 (1968-1971)

The Series 2 introduced a number of design changes, largely due to U.S. Safety mandates.

These cars have a wrap-around rear bumper, larger front indicators and tail lights re-positioned below the bumpers, and an enlarged grille and twin electric fans to aid cooling.

Additional changes included a steering lock which moved the ignition switch to the steering column, replacing the dashboard mounted ignition and push button starter; the symmetrical array of metal toggle switches replaced with plastic rockers, and a collapsible steering column to absorb impact in the event of an accident.

New seats allowed the fitment of head restraints, as required by U.S. law

beginning in 1969. The engine is easily identified visually by the change from smooth polished cam covers to a more industrial “ribbed” appearance. Air conditioning and power steering were available as factory options.

## Series 3 (1971-1974)

The Series 3 was introduced in 1971, with the new 5.3 L Jaguar V12 engine, up-rated brakes, and power steering.

The short wheelbase FHC body style was discontinued, with the Series 3 available only as a convertible and 2+2 coupé. Options available included automatic transmission, wire wheels and air conditioning.

The newly used longer wheelbase now offered significantly more room in all directions. The Series 3 is easily identifiable by the large cross-slatted front grille, flared wheel arches, wider tyres, four exhaust tips and a badge on the rear that proclaims it to be a V12.

Cars for the US market were fitted with large projecting rubber bumper over-riders. In 1973 these were on the front and in 1974 they were fitted to both the front and rear to meet local 5 mph (8 km/h) impact regulations. Those fitted on European models were smaller.

## Lightweight models

Twelve (12) E-types were produced in ‘lightweight’ form, with racing in mind. These rare models command a high price today.

The original plan had been to build 18, so in 2014 Jaguar decided to complete the job and created the remaining six to the exact same specs as the 1960’s versions.

*(continued page 15)*



*Bob Tullius and his Group 44 USA team wins 12 of 17 races in SCCA B Production Series and in doing so wins the 1975 National Championship in his Jaguar V12 XK-E. The championship-winning E-type is now a popular display at the Jaguar Daimler Heritage Trust.*

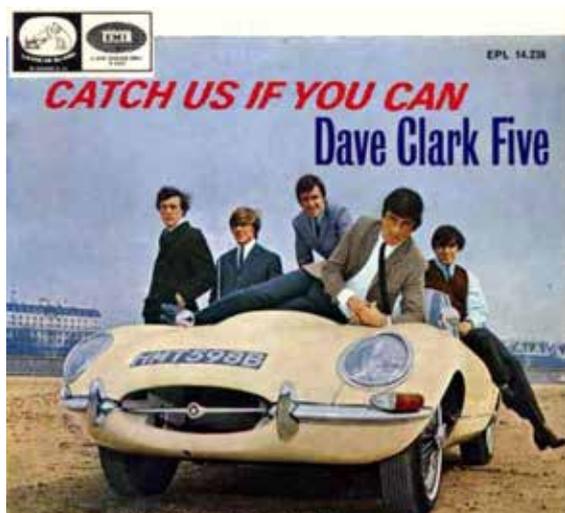
# E-types and Celebrities



*Charlton Heston in his 66 XK-E Series 1*



*Roy Orbison collecting his 1968 Jaguar E Type, Series 1.5, Old English White OTS from the factory at Brown's Lane*



*Dave Clark's E-type. The record cover ranked no.5 in "The World's Greatest Car Album Covers". (Three of them had to walk home!)*



*Robbie Williams has several Jaguars including a 3.8 litre E-type, a Modern S-Type and this 1975 Series 3*



*Sir Elton has owned several Jaguars. He sold this red 1987 E-type at a charity auction in 2001 for £80,000*

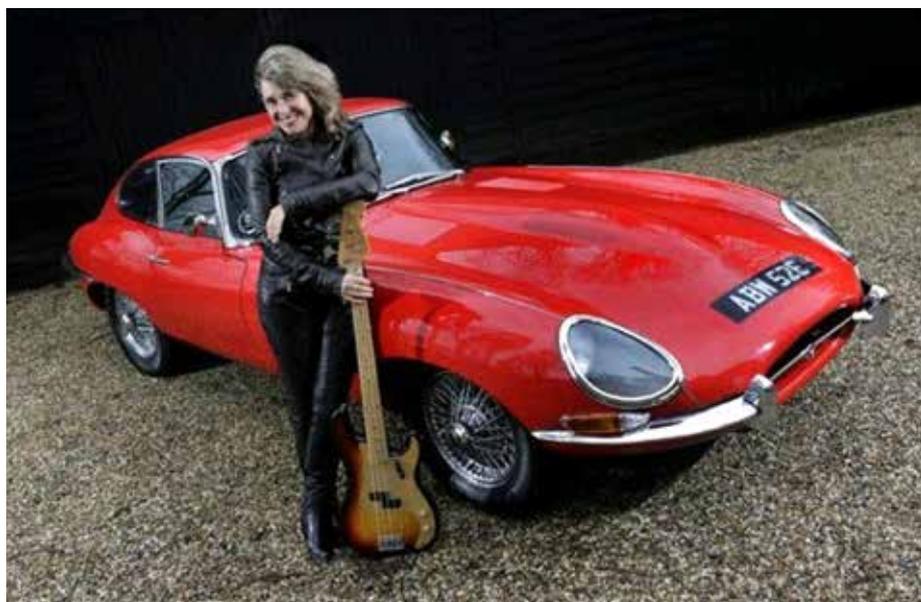
# E-types and Celebrities



*Dean Martin in his 1968 Willow Green XK-E Series 2 arriving at NBC Studios in 1968*



*Tina Turner and her personalised number plated silver 1973 Series 3 XK-E convertible. Note the smaller bumper guards with optional rubber strips and the silver canopy hardtop. Also an earlier photo with her Series 1 XJ6 that was a gift from Sammy Davis Jr*



*Suzy Quatro with her Series 1 E-type. The original rock chick topped the charts with "Can The Can" and "48 Crash" in 1973 and "Devil Gate Drive" in 1974*



*George Harrison, 1964 custom-built E-type including its own record player (Philips Auto-Mignon AG2101)*

## E-types and Celebrities

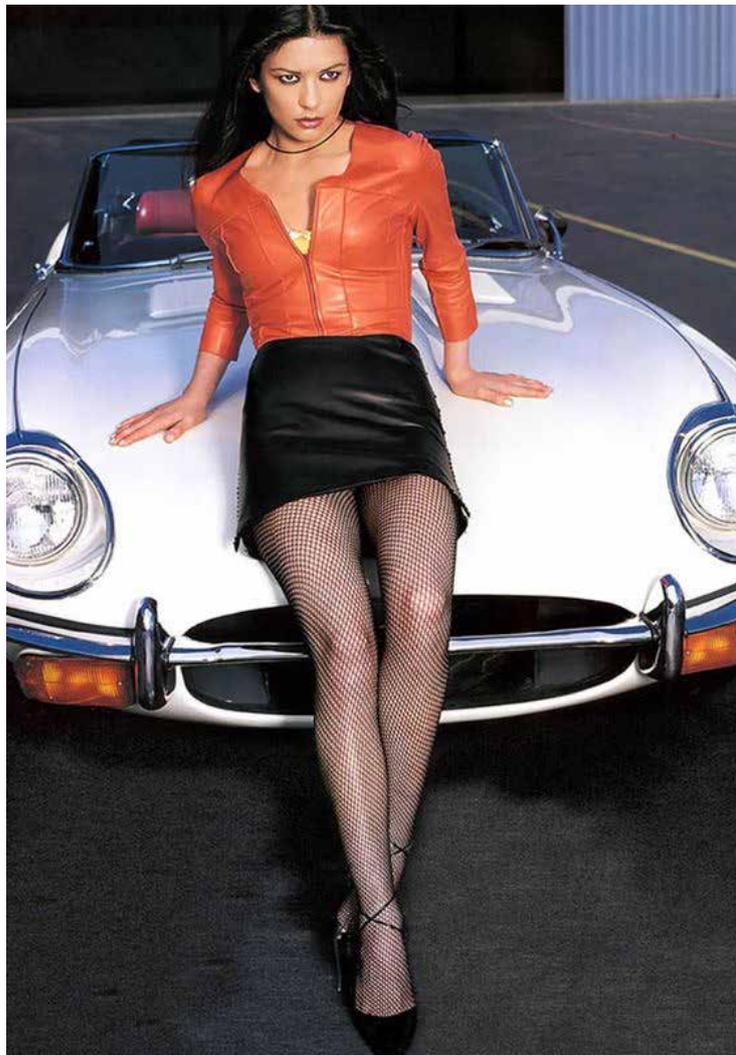


*The late Princess Grace and Prince Rainier in their Series 3 E-type roadster. (They owned a number of Jaguars)*



*Butter yellow 1965 Jaguar E-type as seen in "How to Steal a Million" with Audrey Hepburn and Peter O'Toole*

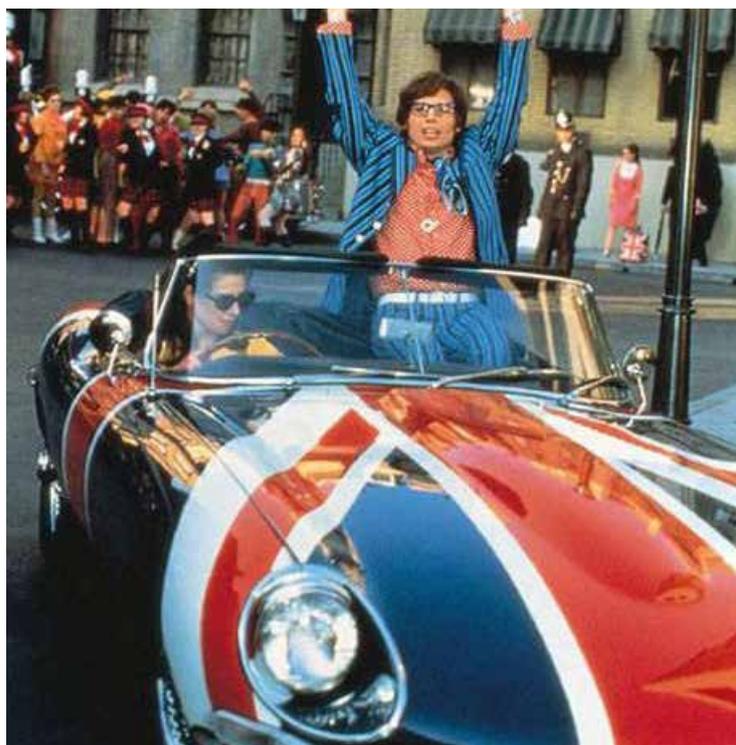
# E-types and Celebrities



Actress Catherine Zeta Jones with her Series 2 E-type. She is often seen driving her fathers (Dai's) 4.2 litre AJ-V8 supercharged XJR



Browns Lane Factory, May 1968. Tony Curtis collecting his 1968 custom-built British Racing Green XK-E Series 1.5 OTS



Actors Elizabeth Hurley and Mike Myers in a 1961 Series 1 E-type (also known as the Shaguar) as used in the "Austin Powers" film series. Go to [Austin Powers - Yeah baby yeah!!!](#)



Not sure what cars Kim Basinger owns. This photo was taken as part of a "Silk Stocking" video advert. Black stockings, desert sun and a 1992 E-type S3 roadster. Go to [Kim Basinger - Jaguar](#)

# E-type Jaguar (1961-1975)

*(continued from page 12)*

## Motorsport

With official, and sometimes unofficial, help from the factory, the E-type was continually developed and modified for racing from almost the first week that the first production car left the factory. Although the E-type never enjoyed success to the extent that the C-type or D-type did, they did finish fourth and fifth at the 1962 Le Mans 24 Hours.

They were raced in this period by such greats as Jackie Stewart, Graham Hill, Bruce McLaren and of course Bob Jane in Australia and Bob Tullius in the USA.

E-types continue to be raced all over the world, in club events and the like.

*For information on the E-type's early racing days, lightweights, semi-lightweights, factory specials, the Le Mans cars, the Modsports era, and the replica lightweight racing phenomena, go to the recently released book "E-type Factory & Private Competition Cars" by Peter Griffiths" - (see page 41).*

## Reviews

The first examples were not ideal in respect to seating comfort. Heel and toe operation of the brake and accelerator was difficult if not impossible.

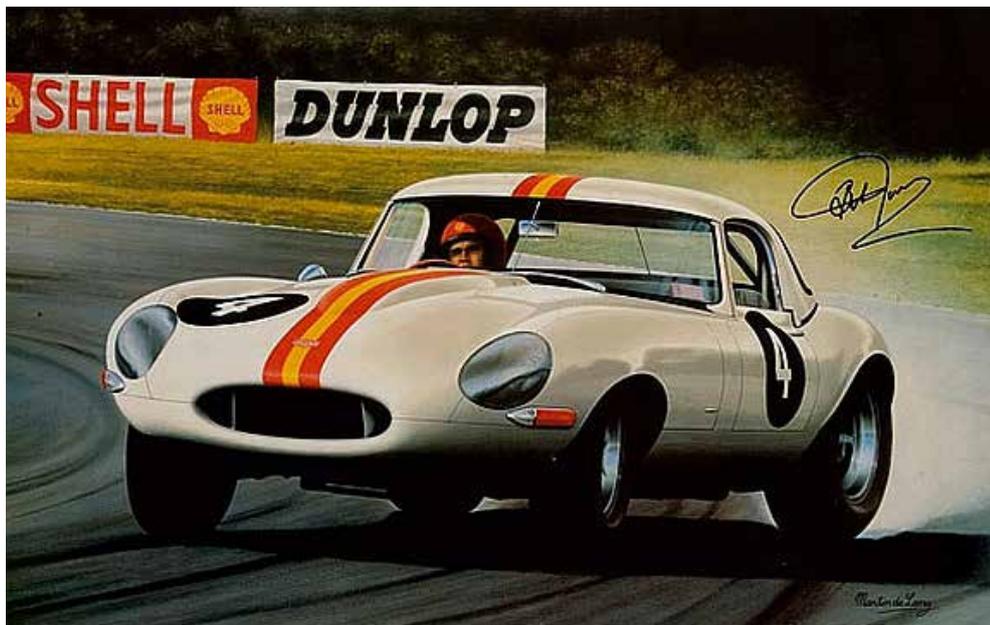
However, almost any minor criticisms of creature comforts were completely overwhelmed by the car's handling and performance.

## Production

72,507 cars were produced between 1961 and 1975.

- Series 1 - 38,412
- Series 2 - 18,808
- Series 3 - 15,287

Out of the total number of E-type's built, only 4,750 or 6% were RHD roadsters.



**Bob Jane on his way to winning the 1963 Australian GT Championship at the wheel of his lightweight E-type. Bob Jane sold the E-type in 1980 to Perth collector Peter Briggs for \$76,000. Briggs sold it in 1999 for \$ 800,000. The car sold for \$ 9.61 million in 2017.**

## Collectability

Jaguar car clubs have members in more than 50 countries, including America where 60 per cent of the E-types were once sold.

Of the 70,000+ cars built between 1961 and 1974, it is estimated that around 50,000 are still on the roads (or in collections).

As the cost to restore an E-type continues to rise, so does the sale price of the restored vehicle. This in turn continues to push up the value of all E-type models. The early 'flat-floor' RHD cars are rare and considered more valuable.

## New York Museum of Modern Art

One of the first cultural institutions to recognise the E-type's wider importance, MOMA acquired a 1963 roadster in 1996. At the time, it was only the third car to make it into the hallowed halls.

## End of the Line

The last special edition, black Jaguar E-type, went down the assembly line in September 1974.

Ironically, the actual press announcement of the demise of the E-type didn't come until February 1975. This was apparently in order to help dealers sell existing stocks together with the fact that it's replacement (XJ-S) was still not ready for launch. It was best to keep the E-type 'alive' for as long as possible. ■

*Editor - for a lot more information on the E-type (or any Jaguar model), our club library has literally hundreds of books available for loan including the latest edition of "Jaguar E-type: A Celebration of the World's Favourite '60s Icon" by Nigel Thorley - (see page 41).*



**Jaguar Drivers Car Club of SA - E-type 50th Anniversary**

# Home Hobby Restoration (by Aaron Smith)

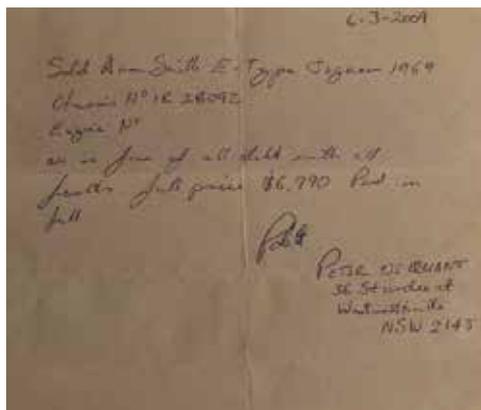
## 1969 E TYPE JAGUAR SERIES 2 FHC HOME HOBBY RESTORATION BY AARON SMITH

After being lucky enough to enter my father's (Richard Smith) E type into the Classic Adelaide, I decided that at some stage I had to own one. So I put my 1970 V6 GT Capri on the market. I managed to sell it pretty quickly which gave me a small amount of money to purchase an E Type.

### The Purchase

Looking on eBay one night I found a very rusty 1969 E Type for \$6990. It turned out that I was the only bidder on the in-line auction. The next step was to get it home. My wife and I drove to Wentworthville in NSW to pick it up.

It was stored in an old shed in a backyard and had weeds growing through it. Seeing it in real life was a bit of a shock.



But now I owned, I guess you could say, half an E-type Jaguar.



The E type was sold new in New York in 1969, and looked like it had been driven straight from the showroom into a swamp.



I don't know much of the history of the car except it arrived in Australia in 1991 and the person I had purchased it from had picked it up from a deceased estate.



### Next step - to bring it back to life.

I printed off a catalogue from The Hutson Motor Co. in the UK. I then went through it and ordered all the replacement panels for the rusty parts that were available, including a complete new floor.

While waiting for the shipment to arrive, I stripped what was left of the car to a bare shell.

Then I made a frame and bolted the tub to the floor to keep it square and started the tedious process of drilling out spot welds to remove the rusty panels.



Over the next few years, with no real qualifications or experience in building a car from scratch, except watching what was going in the garage at home when growing up, I slowly put the car back together.



Each after-market panel had to be tech screwed in place first before welding. This is because I found most of the panels didn't fit properly and had to be slightly modified.

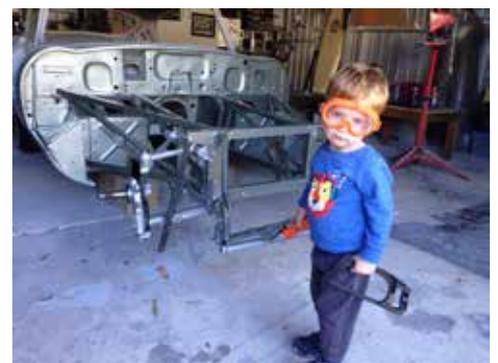
# Home Hobby Restoration (cont)



It took about six months to get it right and make it fit properly. I used strips of lead and made patterns from the good side of the bonnet. I then used these to get the shape correct on the damaged side. With a lot of cutting, hammering and shrinking it came up better than expected.



I also had to make new rolled edges for both of the front fenders as they were rusted away. Once the bonnet was fitted, I then pulled the car apart and sprayed the inside and undersides of doors, bonnet and rear hatch.



It was now starting to look like a car again and it was time to spray the underside and put the differential back in.

The bonnet was the next project, this was the hardest part as it's the focus point of the E type and so it had to be perfect.

# Home Hobby Restoration (cont)

With most of the hard work done it was time to get it ready for painting. Before this could happen I had to put the engine and gearbox back in.



The engine was rebuilt by Bill from Charlick Engine Service, and I purchased a brand new 5 speed gear box.



With a bit of help from the Haynes Owner's Workshop Manual, I rebuilt all of the front end. I had the braking system overhauled, bought 4 brand new brake discs and made all new brake and fuel lines.



Running low on funds I decided to have a crack at spraying the car myself, with a bit of practice painting the internals, I thought how hard can it be.



Once the car was sprayed, I then ran new wiring looms with a bit of help from the old man, we managed to get everything working.



The final part was the interior. Using what was salvageable from the original interior, I made templates, the rest I copied from pictures in magazines. The only part of the interior that wasn't hand made at home were the front seats, these were re-trimmed by the Southern Trim Shop.



I even learned how to sew and hand stitched the rear wheel arch covers (I'd never do that again though it was extremely mind numbing)



Last thing to do was to get the RHD conversion engineered. Once the engineer was happy, the car passed the road worthy inspection and finally was on the road.

Regretfully, after 12 months I decided to sell it as I needed a car with back seats for the kids. **Evan Denning** is the new owner.

I have now purchased a Series 3 Australian delivered Coupe which I found in a barn on a cow farm in Maitland NSW. It's a one owner car with 57,000 miles and full service history. It was unfortunately damaged in the early 80's and requires a full restoration. ■

*Editor. Unbelievable restoration and story Aaron. 9 years of blood sweat and tears. With what you have learned, we cannot wait for your next restoration story. Thank you.*



*This immaculate 1969 Series 2 E-type started out as a rusty wreck. After a 9 year restoration project by Aaron Smith, the results speak for themselves. Rust repairs, replacement panels, conversion to RHD, mechanical's refurbished, suspension, brakes, new 5 speed gearbox, new paint work and interior, all redone in his home garage.*

## Shannon's Show & Shine 2020 Competition

Club member **Evan Denning** has entered the Shannon's Show & Shine 2020 Competition to pay tribute to the great work Aaron Smith did in rescuing this rusty wreck and turning it into the car it is today.

The competition will also allow Evan to raise some funds for the club (if the car wins any awards).

Click on the link and vote for this car. [2020 Shannons Club Online Show & Shine](#)

There is some stiff competition but this car is polling quite well at the moment thanks to Aaron's amazing work. ■



*Aaron Smith's car is now owned by Evan Denning. It is entered in Shannons Show & Shine*

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# JLR Seeking Government Aid Package



**Jaguar Land Rover is seeking aid to help weather the collapse in car sales brought about by the pandemic.**

The UK's largest auto manufacturer is in talks to borrow more than 1 billion pounds (\$1.9 billion) through the UK's emergency coronavirus lending program.

JLR is of great importance to the UK, employing 38,000 people directly and thousands more through the supply chain.

JLR has said that its retail sales for the quarter ending March 31 fell by more than 30 per cent, to 110,000 vehicles. However returning demand in China

has encouraged the company to resume production.

Most carmakers are burning through large amounts of cash every day, primarily because of the cost of maintaining and running their operations.

In terms of the next one to two years, modelling shows that car sales are on a downward trend around the world and that demand is not going to come back to pre-pandemic levels.

The Governor of the Bank of England has had talks with JLR about the concept of the Government taking an equity stake. (As the French and German governments already do in their car makers). This is

considered the preferable option, as it allows the taxpayer to gain any upside from the Government investment.

For the overall health of the economy, and particularly the regions where these factories are based, the UK Government probably has no choice but to help JLR out.

The company is also an important flagship for the Tata empire's auto making operation. The view of analysts is that Tata Motors is worth nothing without JLR. ■

## Jaguar I-Pace's One-Make Race Series To End

The I-Pace eTrophy Series won't return alongside Formula E, thanks to the coronavirus.

After just two seasons, the Jaguar I-Pace eTrophy Series will call it quits after this season following a review of current

plans amid the coronavirus pandemic.

Jaguar Racing has said that it remains committed to its Formula E team. Right now, Formula E remains on an indefinite hiatus as the World sorts out life amid the spread of COVID-19.

The eTrophy Series may not even resume at all this year if Formula E doesn't return. Nevertheless Jaguar gained a lot of technical knowledge from the series that made its way to the production I-Pace.

However from a publicity angle, the support series garnered a lot of attention as the cars ran on the same circuits as Formula E's e-Prix races all over the World. This in turn was a boost to sales, and the public loved it. For an informative video go to:

[Jaguar I-PACE - From Race To Road](#) ■



# A Dream Come True (by Tom Brindle)

## MY 1967 JAGUAR MARK II - A DREAM COME TRUE!!

### The First Encounter

I was about 10 years old when we had a family holiday to Southport (UK) and then travel on to Blackpool to see the Illuminations, that the fun started in my quest to eventually own a Jaguar.

On the Southport Beach it was okay to drive your car on to it and enjoy the day there until the tide rolled in. It was not unusual for cars to get bogged though in the soft sand and there was usually an ex war amphibian vehicle around that would patrol the beach and tow you out if you did get bogged. Alternatively people on the beach would band together and help push you out.

The car next to where Dad had parked his car had slowly sunk into the sand over the period of the afternoon and subsequently it became bogged. It was all hands-on deck to push the car out. I got into a position at the front of the car to help push near the grill and I can still remember ( my wife Marj is a bit surprised I can remember that far back based on my present form, but I assure you that the memory is deeply embedded – thank goodness!!) seeing this shiny leaping “cat” right in front of

my eyes and hearing the sound of the wonderful engine and I said to myself “I must get one of these when I get older”.

### Fast Forward 28 Years

It was 38 years later and having migrated to Australia in 1964 with my Mum and Dad and two sisters, that my dream was finally realised in 1997 with the private purchase of a Sherwood green, 1967 Mark 2 Jaguar 3.4 litre with a manual gear box with overdrive. I can still remember (I really can!!) it was raining when Marj and I picked up the car near Adelaide and it was our first introduction to the wonderful wiper blades “dance” that takes place when they are switched off.

I had joined the Club earlier that year and I was assisted greatly in my endeavours to find a Mark 2 by a lot of members in the Compact Register, and in particular at that time **Roger Wallis** (Register Secretary) and **Steve Corbally**. I was also greatly helped by **Geoff Mockford** who checked out the car and addressed a few issues the Mark 2 had at the time. The car was subsequently serviced by Geoff for a long period of time.

Joining the Car Club was a wonderful decision to make and has made the experience with owning the car that much more enjoyable.

### The Old Engine Overheating Problem!

On one of the Car Runs the engine started to overheat and I thought it best to pull over and let it cool down. Marj was a bit concerned that we would miss lunch, but as it turned out, Roger Wallis was behind us and stopped to see if he could help. Well to cut a long story short, Roger towed us to the lunch venue okay, but on this day he was driving his 1967 Holden HR, so it was a bit embarrassing being towed by a Holden under the circumstances, and of course everyone just happened to be in the carpark to watch us arrive!!

Any way I took it easy going home and we got home in one piece. The cylinder head was reconditioned and it turned out to be a blessing in disguise as it gave the engine a new lease of life as well as so much more power.

### The Old Flat Battery Problem!

My experience with having a flat battery was memorable. We had friends visiting from overseas and after dinner at home we said we could take them for a drive in the Jag. Well, I had the car perched at the top of our fairly steep driveway, but I had inadvertently left the inside lights and tail lights on. We all got into the car and I pressed the button to start the engine (see



*Photograph taken at the Annual British Classic Tour held at Victor Harbor*

# A Dream Come True (cont)

even 1967 Jags have press button starts !!) and that dreadful sound of the engine turning over too slowly to get it started confronted us. Anyway undaunted, I was not going to let this spoil the evening run, I jump started it in reverse gear!! Well not the best gear to choose, but I had no option (no jumper leads) and after a series of hops down the driveway the engine roared into life!! Needless to say, the car's occupants were somewhat shaken up, but it was soon forgotten as they enjoyed the ride so much!!

I was recognised in the Club's special annual "poem" for this feat. This "poem" was read out at the Club's Annual Dinner that year for all to hear. Esteemed long time Club member, Ray Smithers use to compose the "poems" each year, describing "special" experiences members had with their Jag, which as a member("victim"), you would prefer to forget about and not want anyone to know about. The "poems" were a work of art and we really enjoyed them.

## The Reliable Mark II

A testament to the reliability of the Mark II that I experienced, came a few years ago.

We registered to go on the Wollongong National Rally and do the post Rally tour and decided we would take the XJ40. A



*Photograph taken at a club event at McLaren's on the Lake*

few days before we were to leave for the trip the Xj40 petrol pump decided to play up. This is not an easy repair, because in the late model versions of XJ40's the pump sits inside the petrol tank. A quick chat with Geoff Mockford and the decision was made to take the Mark 2 as the best solution given that we had only a few days before it was necessary to leave. Geoff was kind enough to service the Mark 2 and check it over at very short notice. Well, the car went all the way there, completed the post Rally Tour and got us home without any problems.

## The Old Navigation Problem

I added extra mileage on that trip by inadvertently coming home via the Sydney Harbour Tunnel. As some club members will know that my navigational prowess has further diminished over the ensuing years and I cannot rely on Marj as she will often drift off to sleep, so not a lot of help with navigation there (she says that she is "just resting her eyes !!").

I had originally purchased a GPS to help me out, but the Mark 2 is so original, the car is still positively earthed, therefore rendering my use of it not possible at the time. We travelled home in convoy with the late **Noel Orford and his wife Jo** and they were in their beautiful green Daimler V8 250. We stayed overnight at Tooleybuc. It was a lovely trip home and wonderful to see the two cars together and we received lots of admiring glances.

Travelling in convoy with other Club Members is a great thing to do, especially on long trips, and makes the trip much more enjoyable and memorable.

## Trivia

To finish off, and to just stir the pot a bit, I just wanted to raise the long-standing query of which way the red plastic (white colour for very early models) side light tell-tales should be positioned on the front of the Mark 2. Mine has the slope facing towards the back of the car. I think the slope should face the front?? ■

**Tom & Marj Brindle**

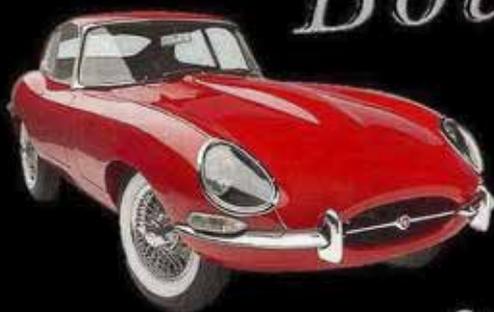
*Editor - Tom has been the Clubs Librarian since 2004. Thank you Tom for your loyal support. Also thank you Tom and Marj very much for a wonderful story.*



*Photographic taken at the Annual British Classic Tour at Victor Harbor*

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# Living With “Regal Red” - Our XK150

*Editor - As noted in April Classic Marque, John Ledbrook (NSW), with his article called "Living with Regal Red" won the 2020 Paul Skilleter Trophy awarded for the best article published in an affiliated ACJC club magazine. John also won the 2020 Andrew Whyte Award as chosen by Les Hughes for the best club article published in the "Jaguar Magazine". Jaguar Drivers Club Australia and John Ledbrook has given permission for our magazine to reprint this article. We thank them. Please enjoy a very good read.*

## LIVING WITH “REGAL RED” OUR XK 150

FIFTY YEARS, MANY ADVENTURES AND FOUR CHILDREN LATER

STORY BY JOHN LEDBROOK | PHOTOS SUPPLIED BY JOHN AND FRIENDS

Do we, or don't we? The deadline to register for the Perth National Rally had all but passed when we decided that we would give it a go! A few phone calls and emails and we were in. Now, the work begins to get car and passengers ready for a 5,500-mile drive. Liz: “Where are my clothes going to fit?” Umm, the concept of us being on our second honeymoon wasn't received with the enthusiasm I had anticipated... An extract from John's article in the July 2012 AJD about their trip across the Nullarbor and back. Ed

### Regal Red

The die was cast for me at a young age with my family's involvement in cars. My father had a keen interest in cars over his lifetime and did most of his own repairs, including rebuilding an engine and converting a Chevrolet car to a Ute very early on. I don't know if he had heard about this being done elsewhere or if he was the original “Ute” man!

Dad learnt, the hard way, to be careful of what he said around his sons. He had brought home a car to use as spares for our family car. My brother and I asked him what he wanted the car for and he said he was going to “wreck” it. We thought we would help him out with this project so we wrecked the car for him whilst he was at work. We used hammers, an axe and a crowbar, smashed windows, headlights and broke off the spark plugs and generally demolished what was a going car. I never, ever heard my dad swear but he must have been close that day when he returned home!

My first experience with Jaguars was when a tradesman I was working with invited me to go to a property between Bourke and Louth on a Queen's Birthday long weekend. He had a Mk V that had an XK engine fitted to it and I had several hours behind the wheel over that



*John and Liz at the 2019 50th Anniversary National Rally*

long weekend. That could have been the catalyst for my Jaguar connectivity.

When I started my apprenticeship an FJ Holden was my means of getting around. The next car was a Peugeot 403. I enjoyed the 403, it was the type of car a young driver could not get into much trouble with.

For entertainment over the weekends a drive down Parramatta Road, calling into Geoghans Sports Cars was always something to look forward to. I can remember seeing a white 150 S there and it had black crinkle paint on the cam covers and SU carburetors. It looked very nice. I had no knowledge of what an ‘S’

model meant then, I just knew I liked it.

On one of those drives I spotted an XK150 in John Thompson's Performance Cars. This was a year or so after seeing the 150 in Geoghans. I asked for a test drive and that was it, I was hooked and have been now for fifty years.

A deposit was put down on the 22nd of June 1969 and I called back later in the week to pick the car up. On the deposit docket was a proviso that the car was subject to a ‘performance test’ upon being picked up. More about that later.

I now had two cars, the 403 and the XK. Not long after I sold the 403 and the

## Living With “Regal Red” - Our XK150 (cont)



*Regal Red Gracing the town of Chiltern at the 2019 National Rally*

150 was my daily transport. I was still an apprentice and attending TAFE once a week. In my final two years I had to change Colleges as my original College did not run the course that year. The

new TAFE carpark was only for teachers. The students had to park on the road. I did not like this so I parked in the staff carpark. I got away with that for close to the whole year until they worked out

that the Jag in the carpark belonged to an apprentice. Damn!!

Not long after buying the XK I met up with a girl whom I had known since the age of eleven. Liz and I had both been members of our local swimming club. She was now a Uni student. I offered her a lift home from the railway station and we have been together ever since.

Liz was studying for a BA Dip Ed majoring in Maths at Sydney University. Before we married I was carrying out repairs which involved the overdrive so the engine was out and car was undergoing a general going over.

Liz would be around on the weekends helping where she could. Putting the carburetors back together was a job she took on. I think Mechanical Engineering may have been a good course for her, she is always there for me to discuss maintenance on the car with. Poor woman, she knows more about this car than a lot of men know about theirs and can comfortably recite word for word all the relevant facts about the car!



*The subject of conversation on the 2013 Post Rally Tour at Bathurst*

## Living With Regal Red - Our XK150 (cont)

One hard learned lesson occurred whilst assembling the gearbox was to “check” for the gear selections before you install the engine. On the 150 the engine gearbox/overdrive comes out as one unit, and goes back into the car as one. I had to remove it all again to correctly assemble the gearbox.

The car featured in our wedding in 1971, as the Bridesmaid’s car, and then we drove it to Queensland on our Honeymoon. We overnighed in our car after we attended a Parade through Cessnock with the MG club and other JDCA members. We took the seats out and placed blankets and pillows on the floor and slept there for the night. I am amazed my wife is still with me!!!

Sometime later we moved to Forbes where Liz was employed at Red Bend College as a Maths teacher driving the XK to school every day. Red Bend was an all boys’ school then and Liz was fresh out of Uni. Imagine a young teacher in a miniskirt with long legs and long honey blonde hair arriving at school in a red Jag. Years later, one of the boy’s mothers confessed to Liz that “half the boys were in love with her and the other half were in love with her car!”

Long and short memorable drives are plentiful. The longest drive without sleep was when I returned home from the Solomon Islands. I had driven to Brisbane and left the car with relatives. When we returned to Brisbane I had a few hours sleep and was on the road at 4am. I drove to Sydney to visit a friend who had been taken to Hospital while I was away. I arrived in Sydney in time for visiting and a quick bite to eat then back in the car for the drive back to Forbes, arriving home around midnight. Strangely I felt invigorated, awake and relaxed.

On one occasion I had a contract to inspect and report on Liquid Petroleum Gas installations in schools in western NSW. Instead of taking a work vehicle I thought it would be good to take the XK for a country drive. The kids in some of those remote schools loved seeing the car and waved when I arrived and left. Some of the roads were not tarred and at one school after travelling some distance on dirt the principal of the school asked



*Our daughter on her wedding day*

me if I was lost and informed me that the Redex trial had finished some years before!

Researching the history of the car I discovered that it was the first Right Hand Drive (RHD) Fixed Head Coupe (FHC) 3.8 S manufactured on Monday 4th August in 1960. Our car was the 33rd of one hundred and fifteen XKs manufactured in this configuration. Biscuit was the colour of the interior trim and Regal Red was the exterior. It was dispatched from the factory on 22nd January 1960 and was bought by Mr John Bodie of London. The Retail Dealer was Harold Radford and Co. of Kensington, whose plaque is attached to the right hand side sill face and is clearly visible when the door is open.

John Bodie wanted a fully optioned car. He ordered his car to be factory fitted with a boot rack, badge bar and the centre dash panel to be upholstered in red leather instead of the standard grey leather finish. Also a map tray was fitted under the dash on the left hand side. In addition the car also had period racing mirrors installed on top of the mudguards.

As well as being retailers of new cars Harold Radford & Co. of South Kensington SW7 also had a bespoke coach building business. They fitted a Motorola radio into the car and possibly custom made rubberized leather bound

floor mats with ‘Spot the Dot’ fixings to the floor. Fitted on top of the front guards was a bulbous light, with a red and white lens on opposite sides of the glass lens. The switch for these lights was fitted just under the dash on the ‘A’ pillar. I believe all of the above items were Factory fitted. I have been told that these lights were fitted on cars likely to be parked in fog areas, so oncoming traffic could determine the position of the car. This car was based in London. On the dash, next to the glove box on the left hand side is a multi-directional map light which could have been fitted by any of the car’s previous owners.

Our car had some personalized treatment from Harold Radford in the colour selection of ‘Regal Red’ as well as the fitment of extras. The exterior colour, “Regal Red” was a special order paint finish. Regal Red being manufactured by ICI Belco and is believed to be a colour used by Rolls Royce. This car was the only XK (120, 140 or 150) to be painted Regal Red, which is a metallic paint.

The original Registration booklet records the change in ownership from John Bodie to D E and J Levy, the second owners who employed John Brodie, a Surveyor, in their property development firm. The ownership then passed to Ian Spry for a sum of £600.

On August 14th 1963 Clayton’s Cars issued a notice to Thomas Cook and Sons

## Living With Regal Red - Our XK150 (cont)

Ltd., Shipping and Forwarding Agents of London, stating that “this car is in excellent condition with the exception of a small dent on the offside and near side front overriders. The car was insured for £850 and shipped from London to Melbourne on the “Port Brisbane” to Consignee Sprys, Riverina Transport Co in Griffith, NSW, Australia.

During his ownership Ian Spry had an accident in the 150 damaging the front guard and the car was sent to Brysons in Melbourne for repair. The repair presented a small problem in that they could not match the paintwork as Regal Red was a non-standard colour and could not be matched with paints available in Australia at that time so ‘Carmen Red’ was selected and the car remained in that hue for the next thirty odd years until a total respray was carried out during my ownership in the late nineties when it

was returned to its original colour of Regal Red.

Whilst in the ownership of Ian Spry, Ian’s father returned home from a trip overseas, with a Phillips, 12 volt record player to fit into the XK which played 45 RPM records. I have not seen the player installed but have seen photos of a 150 with one installed. I have the record player and have heard it play a record on the work bench. The player is a positive earth and is not suitable for the car now as I have changed the earth to negative. I wonder if it was played whilst driving or was it only used on picnics.

Ian Spry owned the car until 1966 when he sold it to the new owner in Albury, NSW. No other recorded history is known of the car until June 22nd 1969, when I, purchased it from John Thompson Performance Cars.

Our car has undergone various repairs and alterations over the years but remains basically in standard mechanical condition. Brian Pleash and Terry Hilton need special mention here for their expertise and patience in the restoration of this car. Paint, carpet and trim have all been replaced and minor alterations have been carried out. I mentioned before when I picked the car up that it was subject to a performance test. Years later I found out that the problem with the lack of performance occurred after driving in the rain or going through a car wash. The problem was that the gutter that extends around the firewall and down the sides of the engine bay, actually stopped above the air cleaner and water could drain directly into the air cleaner. I have extended that gutter and it now drains past the air cleaner.

After fifty years of owning and driving our XK 150 S we still enjoy using the car. These days, driving our car anywhere, will always raise comments from bystanders. Recently in a service station at Lithgow on our way to the Mountain Rally, an elderly man who was a passenger in a car, walked over, on walking sticks, to ask about the 150. The female service station attendant commented that our car was the best she had seen all day and a man who pulled up behind us when waiting for the Wiseman’s Ferry got out of his car and came over to us and commented that cars like ours could only be seen in museums or showrooms these days. He was very happy to see the car on the road and being used.

Our four children have only known the XK being there all their lives. It is part of the family. Once my eldest daughter had a speech to prepare and present to her English class. She certainly got their attention when she stood up and declared, “My dad is having an affair and it’s been going on now for over fifteen years.” Things calmed down after a while when the truth about “the lady in red” was revealed!

Our youngest daughter wanted to use the XK as her wedding car with me as her chauffeur. A lot of time was spent detailing the car and driving it to the Hunter Valley where she was being married. After we got her into it in her



*Participating in the 2019 Mountain Rally*

## Living With Regal Red - Our XK150 (cont)

wedding dress it looked like a white puff ball had exploded in the cabin. Luckily we only had to drive on a quiet country road to the church in a vineyard. Changing gears was interesting. I could not see the gearstick, everything was covered in white material. A great moment to share with my daughter on her wedding day.

The Mountain Rally has always been a favourite event for us to compete in, Liz enjoys navigating and I enjoy the roads that you usually never explore. Contrary to speculation, I do not compete purely for the delicious soups, cake and sandwiches made by community groups in rural locations.

I have also competed in Rallies organized by the Classic Rally Club and on one occasion my grandson navigated for the weekend. I hope he does not read this as it was the first and only time we have been lost! We did however, win the prize for the best presented car on that Rally.

We are very fortunate that, in the last 50 years the question of selling the 150 has never arisen. It is considered part of the family, our eldest daughter thinks it should be hers, our son is 6ft.6 and

cannot fit in it, so what will become of it? We are not sure. Perhaps, maybe in another 10 years, we might have to think about a modern Jag.

Being members of the Australian Jaguar Drivers Club and lately, the Jaguar Drivers' Club of Canberra has greatly increased the enjoyment of owning our car and the special friendships and amazing people we have met over fifty years from all walks of life and places near and far. To have kept our car for so long would not have been possible without the association with like-minded friends.

We have travelled to all states in Australia in our car, twice to National Rallies in WA, once in 1984 and again in 2012. The first National Rally we attended was in Cowra in 1972 and we have attended many Rallies since then. Liz enjoys our drives in the car as much as I do. After travelling to Perth in 2012 and returning home some eighteen days later, we pulled into the garage and she looked at me and said, "Let's go again." We are planning to go to Perth again in 2020. ■

Post Script: My internet research has led me to finding the original owner of our car. He is amazed that his car has survived and that I have found him alive and well and approaching ninety years old. In his emails to me he has confirmed the details regarding the car when he purchased it. John Bodie also told me that the luggage rack was fitted as the suitcases used in those days were rigid and difficult to fit in the boot. He remembers on one trip to Italy arriving at his destination to find that his luggage had gone, removed in a village that he had passed through by very crafty villains. John always finishes his emails with the notation: 'Hope you are looking after my car'.

Liz is now keen to visit John in England and photograph the two owners together. After fifty years of ownership what other surprises will we find? This car keeps on giving and leading us to adventures in all directions.



*Competing with my grandson in the 2013 Alpine Classic Rally*

# Advertorial - PPC

Financial supporters of our magazine were invited to provide an advertorial for inclusion in future editions of Classic Marque. Rob Harrington-Johnson from PPC has kindly provided the following.



My involvement with Jags goes back to the 1960's. As Rhodesian (Zimbabwe) Traffic Cop we drove Wolseley's and the 3.8 Mk 2 jag was Highway patrol. If the big radio aerial on the boot was bent horizontal then we were doing 100MPH (160k). One funny story; we were tailing a car on the open road with two little kids in the back looking out the rear window. The car kept going faster and faster until we eventually pulled it over for seriously exceeding the speed limit. We were met by one furious father. Those little buggers were shouting at me "go faster Dad he's catching you" not realising they were watching a police car. We let him off!



*If the big radio aerial on the boot was bent horizontal then we were doing 100MPH*

My own Jag ownership was a 1978 Jag XJS 6 Cyl which I owned for about 4 years in Hong Kong. Had to sell it as the kids got too big for the back seats. Bad mistake, wish I kept it.

**PPC Co. (Permanent Painted Coatings) is a niche market company specialising in car restorations and car care with an emphasis on rust.**

Over the 23 years the company has been operating, (17 under present ownership), we have had various product lines. The Company slogan is "Products That Work" and that has been the mantra we've worked with, and it has been successful.

Our product range starts with the USA Eastwood products, which incorporates paints that can be used in all areas around the car, and the Eastwood tool range, which help to make the maintenance and manufacture of parts and bits possible in your own home workshop.



**DO THE JOB RIGHT.**

# Advertorial - PPC (cont)



Bill Hirsch, another USA based company, started its life when Bill could not get a particular colour for his Packard engine, he approached an aircraft manufacturer who would only make up a minimum of 20 litres. He sold the remaining litres to other members in the Packard Club. From this Bill developed a rust paint named "(The Miracle Rust Paint)", a very good rust paint, when cured it is as hard as nails and so tough you can hammer it. Used correctly and it will stop rust permanently.

From the UK we source Bilt Hamber, they product a large range of Car care products as well as rust inhibitors and rust removers in water based or gel

formulations. Auto foams, Auto washes, polishes, wheel washes, etc.

In addition, from the US, we bring in Leatherique, a one stop product for rejuvenating, cleaning, fixing cracks if need be, and re-dyeing leather or vinyl to its original glory. This product is also the base for the very popular canvas dye to restore canvas.

Within Australia, we manufacture our own product lines, of paints Tuff Stuff, Rust prevention in the form of SW2



Coating, Solvents, Paint Strippers and Marine Clean (de greaser cleaner) and Metal Ready (metal zinc phosphate etch) for preparation of surfaces before painting.



**PRODUCTS THAT WORK**

Should you have any questions, we are very happy to answer them. Please phone 02 9999 0122 or go to our website [www.ppcco.com.au](http://www.ppcco.com.au) ■

## Leatherique

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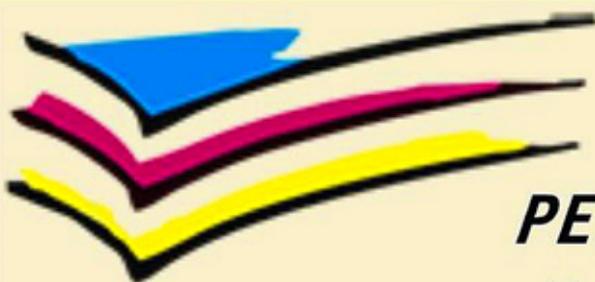
Established in 1988 by Michael Finnis, the business soon established itself as Adelaide's leading seller of classic and unique motor vehicles. Today Ben Finnis is at the helm and the business continues to be a leader in the sales of all types of classic and unique motor vehicles.



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*JDCSA acknowledges the valuable and generous support of Embroidery SA*

# The Making of a Jaguar Cinematic Video

**Jaguar F-PACE gives new-generation Canon EOS system camera its first high-performance work-out. (Story Courtesy of Jaguar UK).**

- ◇ Jaguar has partnered with Canon to make the first film using their new 5.9K EOS C500 Mark II camera, capturing the dynamic performance of the award-winning F-PACE.
- ◇ A bespoke F-PACE fitted with mobile camera crane and next-generation camera captured dramatic footage of F-PACE and F-PACE SVR
- ◇ Compact and versatile Full Frame camera is powered by Canon's new DIGIC DV 7 processor and supports 5.9K recording
- ◇ Travelling at its 283km/h (176mph) top speed, the F-PACE SVR would cover only 1.31m of ground in the time taken for the advanced Canon EOS C500 Mark II to capture a single frame

Jaguar has teamed up with Canon Europe to capture the F-PACE in cinematic 5.9K clarity using the latest camera technology. Dynamic footage of Jaguar's performance SUV was captured during the professional debut of the new Canon EOS C500 Mark II camera.

The film captures the F-PACE range – including the 550PS, V8 supercharged SVR model – and its breadth of luxury and performance. The F-PACE SVR showcased its dynamic ability, courtesy of its specially tuned chassis, on the twisting hairpin bends of Velefique, southern Spain. The powerful SVR accelerates from 0-100km/h in 4.3 seconds (0-60mph in 4.1 seconds).



Jaguar worked with Canon to build the ultimate camera vehicle for the shoot. The crew rigged an F-PACE with a highly advanced Russian Arm, a remote controlled camera crane, fitted with Canon's new EOS camera. The vehicle was covered in a purposeful matte black body wrap to minimise reflections in the subject vehicles during filming.

Andy Hunt Cooke, Jaguar Global Brand Communications, said "Filming a technologically advanced and powerful SUV like F-PACE calls for a state-of-the-art camera system. It's a privilege for Jaguar to be the first car manufacturer to put the new-generation Cinema EOS System to the test and this film really captures the dynamic character and luxurious interior of the award-winning F-PACE performance SUV."

Just as the professional-quality camera can be fine-tuned to suit a variety of complex filming tasks, customers can also personalise the driving experience of F-PACE using Jaguar's Configurable Dynamics. The intuitive technology allows drivers to tailor the vehicle set-

up to suit their personal preference by choosing Normal or Sports settings for the suspension, throttle response, gearbox and steering.

F-PACE features double-wishbone front and Integral Link rear suspension to provide dynamic handling and comfort; attributes which helped the camera rig maintain its composure on the twisting mountain roads.

The Advanced Electronic Image Stabilisation of the Canon EOS C500 Mark II and Dual Pixel Auto Focus functionality ensured both SUVs remained perfectly in focus throughout, with the camera suspended from the highly manoeuvrable arm of the crane system.

**The new camera shoots 5.9K quality footage at up to 60 frames per second.**

When travelling at its 283km/h (176mph) top speed, the F-PACE SVR covers 78.7 metres every second, which means the performance SUV would travel only 1.31m in the time taken for the advanced new camera to capture a single frame.

## Useful links:

Watch the Jaguar F-PACE and the new Canon EOS System camera behind the scenes film here: [Making of the F-PACE Video](#)

To watch the completed video go to: [Jaguar F-PACE](#)

While you are at it, watch Jaguar racing driver Célia Martin in an F-PACE SVR doing a hot lap around Nürburgring. [Celia Martin at Nurburgring](#). ■



# XJ-S Trans-Am Race Winning Car for Sale (USA)

This Jaguar dominated the American 1978 Trans-Am season, and now it's ready to add racing history to someone's collection.

A vintage racecar is always an easy way to spruce up a collection, but finding such a car with race-winning provenance is a bigger challenge. That's exactly where cars like this 1978 Jaguar XJ-S in Trans-Am racing spec come into play offering the opportunity for continued competition whether that be in vintage racing or concours car shows, and this

car has a history of being a winner!

Jaguar approached the Virginia-based Group 44 racing team with the intention of making the XJ-S a winning machine. The private race team obliged and Jaguar was paid back in spades, with Bob Tullius and the XJ-S race car winning the Driver's Championship in Trans-Am Category 1 class in 1977.

That Trans-Am car began the evolution from the first XJ-S Trans-Am racer that led to this menacing 1978 championship winning Jaguar.

The season started with a ninth-place class finish at Sears Point, but all other races had this car on the podium including seven straight victories to finish the season.

Despite such a dominating performance, this Jaguar XJ-S was retired after the 1978 season and it was parked until it was sold to a collector in 2007.

Under the hood this XJ-S racecar uses a 5.3-liter V12 topped with six Weber carbs and tuned to 580 horsepower, more than twice the hp output that the XJ-S had in stock configuration. Those fat Goodyear tyres are beautifully tucked under the fenders and massive exhaust pipes poking out of each side, but for the most part, the racecar's body looks as classy as its production counterpart.

Having been registered with the FIVA and mechanically restored back in 2007, this 1978 Jaguar XJ-S is ready to win races or awards!

The car is being offered for sale through California-based Canepa. Their asking price is US \$595,000 (\$892,500 Aus).

[1978 Jaguar XJS Group 44 Trans-Am](#)

To watch the documentary on Bob Tullius go to: [Group 44 XJ-S](#).

If you would like to watch a very good video on how Canepa prepares their cars for sale go to: [Canepa Difference](#) ■

## 1978 Trans-Am Series

| Round | Date   | Circuit  | Winning driver (TA1)   | Winning vehicle (TA1)              |
|-------|--------|--|--|------------------------------------|
| 1     | May-21 |  Sears Point    |  <a href="#">Gene Bothello</a>  | <a href="#">Chevrolet Corvette</a> |
| 2     | Jun-04 |  Westwood       |  <a href="#">Nick Engels</a>  | <a href="#">Chevrolet Corvette</a> |
| 3     | Jun-11 |  Portland       |  <a href="#">Bob Matkowitch</a>   | <a href="#">Chevrolet Corvette</a> |
| 4     | Jun-25 |  Mont-Tremblant |  <a href="#">Bob Tullius</a>  | <a href="#">Jaguar XJS</a>         |
| 5     | Jul-08 |  Watkins Glen† |  <a href="#">Brian Fuerstenau</a><br> <a href="#">Bob Tullius</a> | <a href="#">Jaguar XJS</a>         |
| 6     | Aug-13 |  Brainerd     |  <a href="#">Bob Tullius</a>  | <a href="#">Jaguar XJS</a>         |
| 7     | Aug-19 |  Mosport      |  <a href="#">Bob Tullius</a>  | <a href="#">Jaguar XJS</a>         |
| 8     | Sep-04 |  Road America |  <a href="#">Bob Tullius</a>  | <a href="#">Jaguar XJS</a>         |
| 9     | Oct-08 |  Laguna Seca  |  <a href="#">Bob Tullius</a>  | <a href="#">Jaguar XJS</a>         |
| 10    | Nov-05 |  Mexico City  |  <a href="#">Bob Tullius</a>  | <a href="#">Jaguar XJS</a>         |



*Winner of both the 1978 Trans-Am Category 1 Drivers and Manufacturers Championship, campaigned by legend Bob Tullius and his Group 44 team.*

# XJ-S Trans-Am Race Winning Car for Sale (USA)



*This historic Jaguar XJ-S racing car has been superably prepared for sale. If you would like to see how Canepa prepares their cars for sale go to [Canepa Difference](#)*



*Despite being heavier and having less engine displacement than most of its competitors, Bob Tullius and the Jaguar saw the checkered flag 7 times in a row tying Mark Donohue for the most consecutive Trans-Am wins. The program was aimed to boost the corporate image of British Leyland, not the Jaguar marque as such, but Jaguars 1978 Manufacturers win over Chevrolet was sweet.*



*For more photographs go to [1978 Jaguar XJS Group 44 Trans-Am](#)*



# Jaguar InControl Driver Assistance

InControl includes standard and optional driving assistance features to help a driver make the most of your Jaguar, delivering the safest possible drive wherever you choose to go.

## AUTONOMOUS EMERGENCY BRAKING



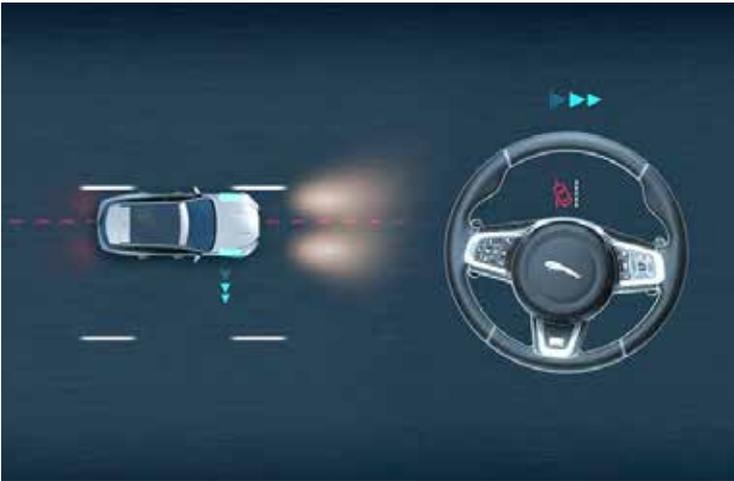
The Autonomous Emergency Braking system ensures the vehicle is always ready to react to sudden hazards, reducing potential collisions.

## LANE DEPARTURE WARNING



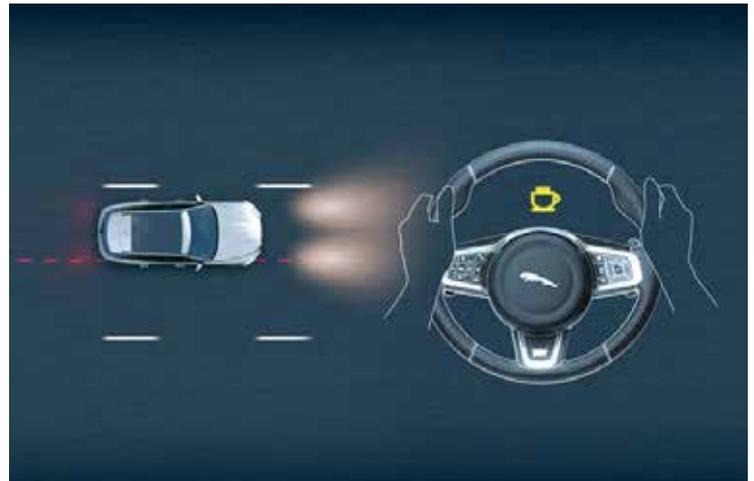
Senses when your car is unintentionally drifting out of your lane, and notifies you with a visual alert and a gentle vibration of the steering wheel.

## LANE KEEP ASSIST



If you should unintentionally drift on the motorway, your Jaguar will alert you to the problem and steer you safely back into your lane.

## DRIVER CONDITION MONITOR



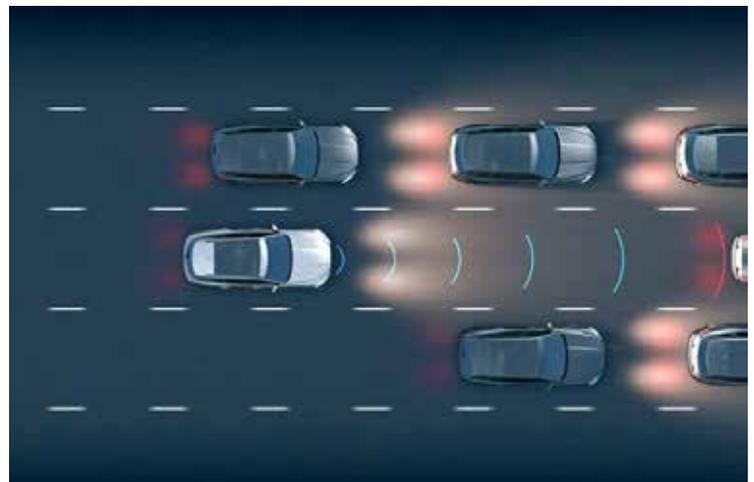
Driver Condition Monitor detects if you're starting to feel drowsy and gives you an early warning when you need to take a break.

## TRAFFIC SIGN RECOGNITION



Traffic Sign Recognition displays changes in the speed limit and other road signs in the instrument panel.

## ADAPTIVE CRUISE CONTROL WITH QUEUE ASSIST



Set your cruising speed, and a distance to maintain from vehicles in front, so your vehicle adapts to slowing traffic automatically.

# Jaguar InControl Driver Assistance

## INTELLIGENT EMERGENCY BRAKING



*Detects if a potential frontal collision with another vehicle may occur and displays a forward alert to warn the driver to brake. If the driver doesn't react, the car will deploy the brakes in order to reduce the severity of the possible impact\*.*

## BLIND SPOT ASSIST



*If your vehicle detects another vehicle in your blind spot when you begin to change lanes, Blind Spot Assist provides calculated steering torque - guiding your vehicle safely away from the approaching vehicle.*

## BLIND SPOT MONITOR



*A flashing icon in the appropriate wing mirror will alert you to obstacles in, or quickly approaching, your blind spot.*

## PARK ASSIST



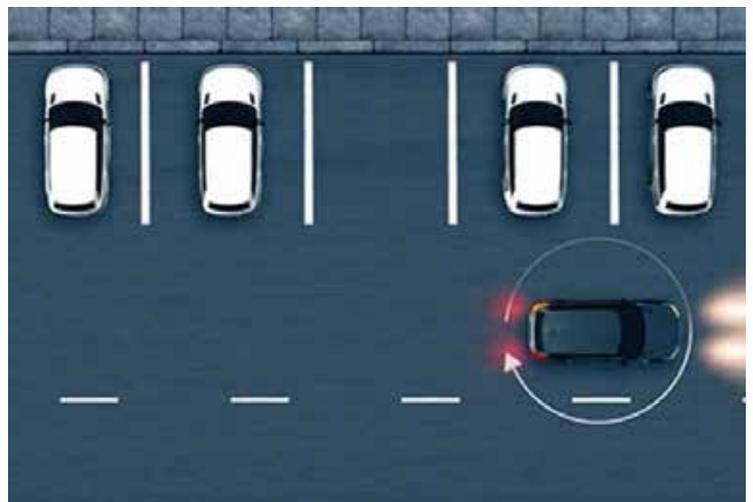
*Park Assist makes parallel and perpendicular parking easier by steering your car into or out of a parking space. Select a gear and control the speed. Graphics and notifications will guide you.*

## FRONT AND REAR PARKING



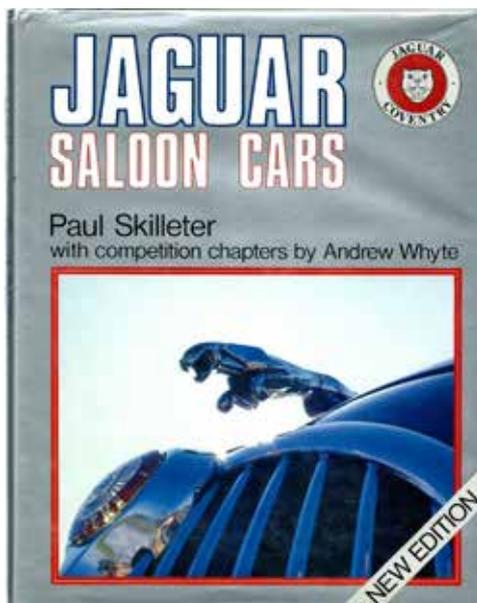
*Sensors in the front and rear bumpers are triggered when you select Reverse. The Touchscreen display and audio feedback indicate how close you are to obstacles.*

## 360° PARKING AID



*Parking aid sensors on the rear, front, and sides provide real-time audible and visual feedback to indicate how close you are to obstacles.*

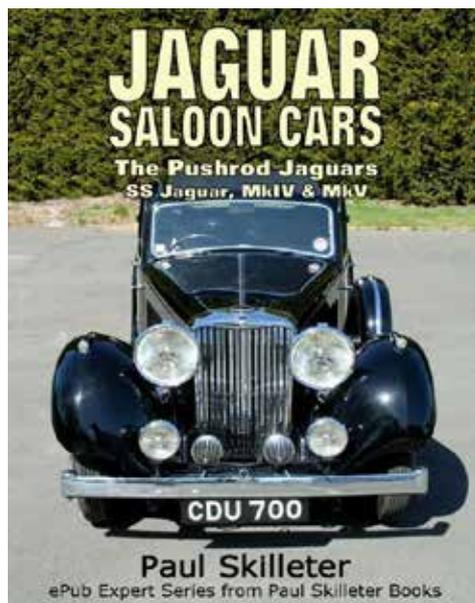
## E-BOOK - Jaguar Saloon Cars by Paul Skilleter



Most commentators consider “Jaguar Saloon Cars” by Paul Skilleter as one of the best books ever written about Jaguar saloons. The problem of course is that the second and very last edition was printed in 1988, therefore the book only covers SS and Jaguar models up to the XJ 40.

In January 1988, when Paul Skilleter introduced the second edition of Jaguar Saloon Cars (*released above as a New Edition*), he made the remark that “who knows, when in five or eight years time a third edition of Jaguar Saloons arrives, maybe we’ll be discussing four wheel drive and possibly even a true successor to the Mk 2 saloon at last. We shall see!”

Well, it is now 32 years later and although in the meantime Jaguar have indeed offered four wheel drive and various equivalents of the Mk 2 saloon (in the



forms of the X-Type and S-Type), no new edition of the book has ever appeared. This, according to Paul, has partly been due to him not being able to devote the time to a full revision, but mainly due to the commercial risk involved in printing a 650+ page book which would have an unknown sales potential in today’s world.

**Instead in 2011, Paul decided to issue parts of the book in electronic form.**

The first of these **e-books** (and so far the only one) is essentially the three chapters from “Jaguar Saloon Cars” which cover the **‘pushrod’ cars**: that is, the saloons produced from 1935 to 1951.

One reason for this choice of subject is that interest in the pushrod Jaguars has grown rapidly since the beginning of the new century, to the extent that a ‘Mk IV’

Jaguar, for instance, now commands a considerably higher price than a Bentley saloon of equivalent age and condition – a reversal of the situation when the cars were new! However, there is little in the way of reliable material about these cars available today, so this e-book will be appreciated by a new generation of owners and enthusiasts.

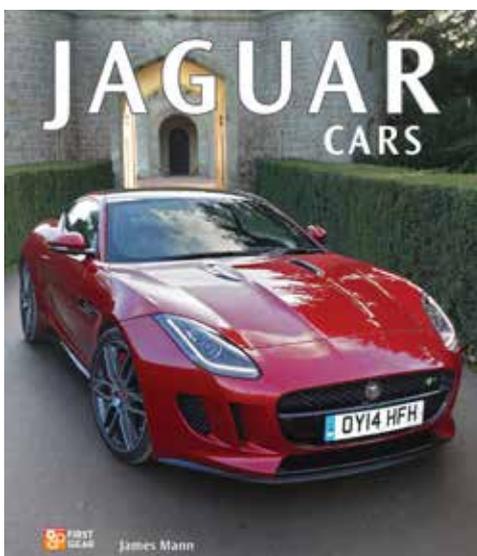
The text is largely as found in the 1988 edition, though Paul has carried out some corrections and added some useful updates based on further knowledge acquired since he gained further practical knowledge and insights through the ownership of 1936 2.5 litre and 1939 3.5 litre saloon.

Over 140 images are included, some from the original book with new ones added, many in colour.

Although available from Amazon, you do NOT need an Amazon Kindle ereader to view this book! Amazon supply free apps that you can download and then use to view any Kindle format publication on a variety of equipment including the PC, Mac, iPad, iPhone and Android phones.

**Our club is currently considering the purchase of Jaguar e-books. This ‘pushrod’ e-book is available from Amazon Australia for \$10.38.**

If you would prefer to read a book (rather than a computer screen) about your or any other pre-1988 model, the club has a copy of “Jaguar Saloon Cars” for loan. New copies are still available from Amazon for approx. \$315.00. ■



## Jaguar Cars by James Mann

As noted above, “Jaguar Saloon Cars” by Paul Skilleter covers SS and Jaguar saloons up to the XJ 40.

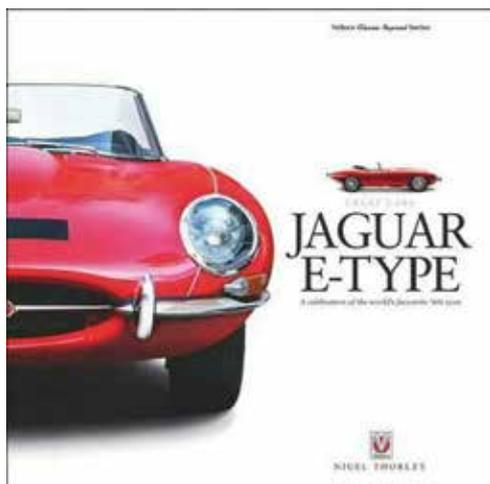
If you would like to read a book that covers all models from the original SS cars to today’s F-Type, “Jaguar Cars” by James Mann fills that gap.

Published in 2015 this book explores the complete history of SS, Jaguar and Daimler cars and features 50 of the most iconic saloon and sports models through James Mann’s stunning photography.

James Mann is one of the world’s leading car and motorcycle photographers, with more than 20 years of world experience. His work has provided stunning visuals for hundreds of books and magazines as well as being chosen to photograph the British Auto Legends stamps for the Royal Mail.

The club has a copy of this book for loan or it is available new in Australia for approx. \$35.00. ■

## Jaguar E-type by Nigel Thorley



### Jaguar E-type: A Celebration of the World's Favourite '60s Icon by Nigel Thorley.

This latest edition walks you through the year-by-year history and development of the E-type including anecdotes along the way. 24 pages have been added in this edition to celebrate the E-types 50th

anniversary, and for racing fans there are pages and pages of history and photos.

Authored by one of the world's Jaguar authorities, Nigel Thorley, it covers every variation in the model line-up. This is not an easy thing to do as Jaguar was renowned for blending changes as it ran out of parts. The images are beautifully reproduced and are both historic and especially taken for the publication.

The book guides one through all coupe and roadster iterations of the three E-type series along with the heartbreaking mods imposed by US health and safety regs that gradually muddled the car's purity of line and choked its top-end power.

To tempt those clutching an earlier edition, this latest update tacks on a raft of extras. The author strikes an appealing balance with 184 pages and 264 photographs and illustrations. The book gives an honest appraisal of

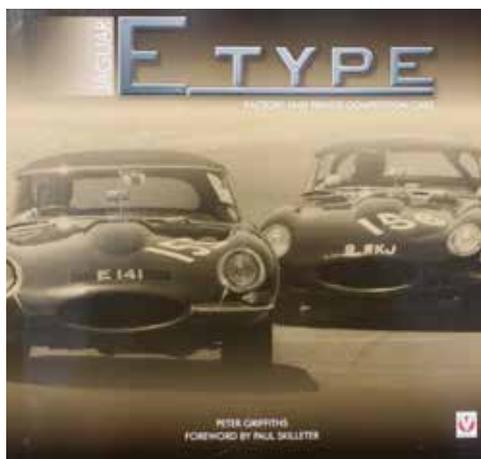
the E-type's development, the original design's good points, as well as its bad, the improvements and all the important changes along the way.

There has never been a car quite like the Jaguar E-type, and there may never be again. With the price of E-types continuously soaring at an extraordinary rate, you might be either fascinated by what makes the model so special and desirable - or maybe you want to investigate the models in depth with a view to investing in one. In either case this book will be invaluable to you.

The club has a copy of this book for loan and it is available new in Australia for approx. \$85.00. ■

*(Be careful that any copy you purchase is the latest edition as earlier editions are still available for sale).*

## E-type Factory & Private Competition Cars by Peter Griffiths



With official, and sometimes unofficial, help from the factory, the E-type was continually developed and modified for racing from almost the first week that the first production car left the factory.

This book features period photographs and stories from the E-type's early racing days, describes how the cars evolved, and gives details of the lightweights, semi-lightweights, factory specials, the Le Mans cars, the Modsports era, and the replica lightweight racing phenomena.

Jaguar historians will love this, because outside of its glossy, photo-heavy hardback format, it's essentially a series of records detailing the fate of every single racing Jaguar E-type (over 450 listed).

The sheer number of cars involved means a densely-presented amount of data, but it's fascinating nonetheless. The amount of identification history, and mechanical specifications of particular cars is staggering.

The detailed appendices include lists of cars and drivers, book and magazine references. As the only book in its field to cover every aspect of the E-type's competitive history from 1961 until the present day, the author redresses the balance to detail the 95% of cars usually overlooked.

The tracing of many of the original cars via their number plates shows the level of detail and research that's gone into it. What sets this book apart is that it's about racing E-types as a whole, not

just Lightweights, or those driven by superstar drivers. Bob Jane's lightweight car is obviously covered, but so are a number of other Australian racing E-types including the ex-Guy Bedington car which has been in Australia for many years and was the first V12 of any sort to race. To say that this book is comprehensive is something of an understatement.

The fact that this book has been endorsed by Paul Skilleter is testament enough to the quality of this publication. In his foreword, Paul states "This is a book on E-types unlike any other!"

Club members will find this book an invaluable source of material. There are good books, and then there are really good books. This book definitely falls in the latter category.

The club has a copy of this hardcover book for loan and can be purchased in Australia for approx. \$60.00. ■

# Around the Market - Upcoming Auction

2020 Shannons Autumn Timed Online Auction (Results won't be known until 03 June)



*Jaguar Fibreglass Leaper Mould. 2400mm x 550mm. \$300-\$500. No Reserve*



*1936 SS Jaguar 1 1/2 Litre Saloon (Australian delivered - partial restoration) \$15,000-\$20,000. No Reserve*



*1948 Jaguar MKIV 1 1/2 Litre Saloon. Dove Grey, burgundy leather, restored but ready for further refurbishment. \$25,000 - \$30,000*



*1950 Jaguar MKV. Modified with Holden 6-cylinder engine & manual transmission. \$22,000 - \$28,000*



*1953 Jaguar XK120 SE Roadster (ex LHD). Concours quality restoration in 1989. Long-term owner. \$90,000-\$110,000*



*1956 Jaguar XK140 Fixed Head Coupe. Original Brysons delivery, long-term ownership, full engine rebuild. \$80,000-\$95,000.*

# Around the Market - Upcoming Auction

2020 Shannons Autumn Timed Online Auction (Results wont be known until 03 June)



*1960 Jaguar MKII 3.8 fitted with five-speed manual, airconditioning, power steering, electric windows & seats. \$40,000 - \$50,000*



*1965 Jaguar S-Type 3.8 Saloon. Metallic grey, two owners in the last 34 years, upgraded for modern use. 43,800 miles. \$15,000 - \$20,000*



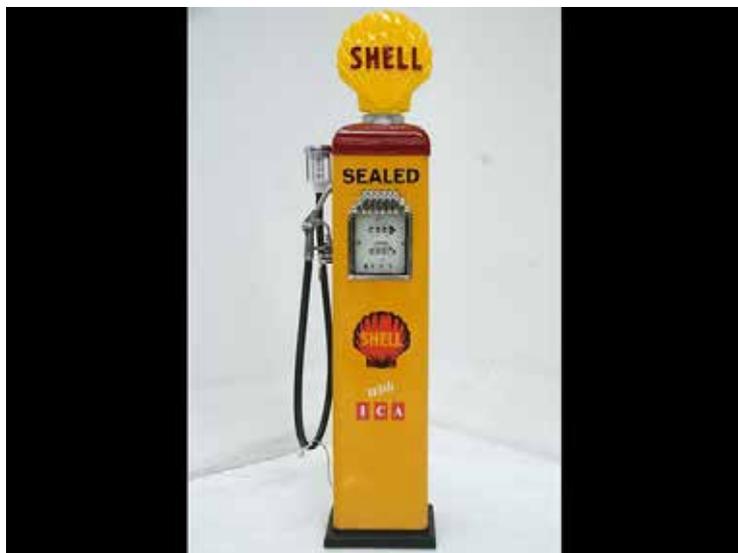
*1970 E-type 4.2 Series 2 Coupe. Upgraded with sunroof and power steering, engine rebuild, long-term owner. \$80,000-\$100,000*



*1983 Jaguar XJ-S HE Coupe. Rebuilt by Jaguar specialist, Fitted with later '88 interior. \$16,000-\$22,000*



*1986 Jaguar XJS-C V12 Cabriolet. Australian delivered, extensive refurbishment including engine rebuild. \$20,000-\$25,000*



*Petrol Bowser - Gilbarco CM in Shell Livery with Reproduction Globe (cosmetically restored). \$3,500 - \$4,500. No Reserve.*

# Coffee and Cars In and Around South Australia

## 1st Sunday

- Barossa Valley "Cars and Coffee" - 8.00am to 10.30am, 18-26 Tanunda Road Nuriootpa.
- Blackwood "Cars and Coffee" - 8.00am to 10.00am, Woolworths Carpark, Blackwood.
- Gepps Cross "Coffee and Classics" - 8.30am to 10.30am, Gepps Cross Homemaker Centre.
- Murray Bridge "Coffee and Cars" - 8.00am to 10.00am, Coles Carpark, Murray Bridge.
- McLaren Vale "Coffee n Cars in the Vale" - 8.00am to 10.30am, Central Shopping Centre, Main Road.

## 2nd Sunday

- Golden Grove - "Northside Coffee & Classics", 8.00am to 10.30am, Grove Shopping Centre.
- Port Noarlunga "Cars on the Coast" - 8.00am to 10.00am, Becks Bakehouse 25
- Victor Harbour - "Cars and Coffee" 8am to 10.30am, McDonald
- Mt Barker - "Cars and Coffee" - 8.00am to 10.00am
- Gawler - "Machines & Caffeine" - 8.00am to 10.00am, Lane Gawler.

## 3rd Sunday

- Happy Valley - 8.00am to 10.00am, Happy Valley Shopping Centre, Kenihans Road.
- Unley - 7.30am to 10.00am, Unley Shopping Centre, Unley Road.
- Modbury "Pancake & Chrome", 7.30am to 10.30am, The Pancake Kitchen, Modbury.
- Angle Vale "Super Sunday Get Together", 8.00am to 10.30am, Angle Vale Shopping Centre, Heaslip Road.

## 4th Sunday

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

## Last Sunday of Each Month

- Mannum "Cars & Coffee on the River"- 10.00am to 12 noon, Carpark by the Ferry, Mannum
- Port Pirie "Cars and Coffee" - from 10.00am, Dominos Pizza Shop 2/10 Main Road, Port Pirie.

Currently On Hold



Jay Leno's Garage

# Ralph Lauren 1955 XK-D - \$2,600.00

D- types are fetching around \$8 million dollars these days. If you can't afford one, you could always own one of these.

## PRODUCT DETAILS

Few designers have epitomised style more than Ralph Lauren – a true fashion legend. From the sporty polo shirt – to black tie gowns and homewares, Ralph Lauren understands how we wish to live.

Ralph Lauren Home is now one of the most desirable lifestyle brands in the world because of the attention to detail, the little touches that anticipate all of your needs, in the finest materials that are not only durable but feel good to hold, Ralph Lauren Home epitomises modern luxury.

Ralph Lauren's model cars, might very well be the ultimate desk accessory. This superb model Jaguar has been hand crafted utilising CAD data created by scanning an original car in every detail. The resulting prototype has undergone strict scrutiny by Jaguar to ensure complete accuracy.

If something this beautiful and sleek doesn't inspire you to adhere to the adage of working hard and playing hard, it's difficult to know what will.

### Jaguar XKD 1955 features:

- Designed in the USA.
- Crafted from 75% PU, 10% stainless steel, 5% aluminium and 5% paints.
- Hand crafted utilising CAD data, with

the original car scanned.

- Prototype has undergone strict scrutiny by Jaguar.
- Embossed with the Jaguar insignia on the case.
- RL initials on every corner .

Dimensions: 32.7cm (l) x 12.9cm (h) x 14.9cm (w). Product Number: 442558

Would make an outstanding gift. Beautifully gift boxed by Ralph Lauren.

Available from several suppliers including 'Peters of Kensington', Sydney, for \$2,600.00 (In Stock).



# JAGUAR XJC

## “Mildura Muster”

October, 9–12, 2020

### The Jaguar XJC—‘Then and Now’

The story of the Jaguar XJC is relatively well known.

The XJC is a two door version of the XJ6 four door saloon. When Sir William Lyons began styling exercises for the new XJ models in the mid 1960’s, it was obvious that he had notions of a two door coupe in mind for eventual production. Many of these early styling mock-ups were based on the coupe theme in various shapes, forms and sizes, and the XJC was the last Jaguar car to be designed by Sir William Lyons.

In the UK, Europe, South Africa, New Zealand and Australia they were offered in four versions: Jaguar XJ4.2C, Jaguar XJ5.3C, Daimler Sovereign and the Daimler Double Six.

*Sadly the production of the XJC was all too short. After commencement in 1975 the last of these great vehicles rolled off the line in November 1977 the last of them being sold as 1978 models.*

Paradoxically this has helped the XJC to become the rare collectible classic it is today, although prices have never reached the dizzy heights achieved by the E Type. It remains one of, if not the best value for money amongst classic cars available today. Prices have shown real appreciation with the best cars in Australia achieving prices in the \$50,000 plus range.



The Jaguar XJC at the German motor show October 1973

### The Jaguar XJC in Australia

The number of XJCs which were imported by Jaguar in Australia was only a small percentage of the total production figures. Taking into account that quite a few of the original 241 cars imported are unaccounted for, the total number of XJCs in Australia has been supplemented over the years by privately imported coupes. So that today it is estimated that approximately 300 coupes live in Australia.

Australia is the home of some rare XJCs, for example: the very unique and beautiful 1969 Series I XJC prototype. One of the

genuine Broadspeed Racing Coupes was resident in Sydney for some years, but has since returned to the UK. For more detailed information on the XJC in Australia you can visit the dedicated web site.—[www.xjc.com.au](http://www.xjc.com.au)

### JDCSA and the Jaguar XJC

AS many of the older, or should I more politely refer to them as original members of the JDCSA will be able to tell you, our very young club at that time, played a significant part in the Australian launch and initial promotion of the Jaguar XJC at Mildura in 1976.

The occasion was the National Jaguar Concours, as it was called in those days, later to be called the Jaguar National Rally. The JDCSA was invited to host the national event on the Queen’s Birthday weekend, 13th June 1976. An extract written by Paul Evison, for our clubs publication “The First Ten Years” is enlightening.....

*“The preparation for the Concours began in 1975 with the formation of a large sub-committee of three. The next step as to organise extensive sponsorship and in this regard South Australia was indeed fortunate to have Mr. Don Smith as State Manager of Leyland Australia. He was supportive, enthusiastic and more importantly very generous. A lavish glossy brochure was approved and paid for by Leyland and the publicity began. In addition the company agreed to provide all printing, the transportation of rare vehicles and to launch the long awaited XJS and XJC at the concours.”*

The National Concours was officially opened by the Lord Mayor of Mildura and the XJS and the XJC cars were officially unveiled by the General Manager of Leyland, Mr. Frank Andrew. I was not a member of the club at that time but I suspect it was a “coming of age” event for the young South Australian Club.



The unveiling of the Jaguar XJC in Mildura, June 1976. The person with his back to the camera is Phil Smart, inaugural President of the JDCSA

[JAGUAR XJC ‘Mildura Muster’ Brochure](#)

# Jaguar Quiz

*For a bit of fun we have included the following quiz to test ones 'Jaguar' knowledge (37 Questions).*

*Send your answers to [graham.franklin68@yahoo.com](mailto:graham.franklin68@yahoo.com)*

*The first correct entry will receive the choice of a Jaguar book recently reviewed in Classic Marque (To max value of \$90.00)*

|    |  |  |
|----|--|--|
| 1  | What was Sir William Lyons' 1950s advertising slogan?  |  |
| 2  | How far will the Jaguar I-Pace travel on a single charge (official WLTP range)                     |  |
| 3  | Which Jaguar features the longest dimension?   |  |
| 4  | What year was the Jaguar XKR175 sold which commemorated the company's 75th anniversary?            |  |
| 5  | In the James Bond 'Die Another Day' film, what model of Jaguar did the villain drive?              |  |
| 6  | What engine did the 2008 Jaguar S-Type R have?   |  |
| 7  | Which manufacturer owned the Jaguar brand from 1990-2008?  |  |
| 8  | What was the claimed top speed of the Jaguar XJ220 supercar?                                       |  |
| 9  | The Jaguar Mark X was produced during which period?  |  |
| 10 | The 2016 Jaguar XF S has what colour brake callipers?  |  |
| 11 | What was the claimed maximum speed of the E-type when it was launched in 1961?                     |  |
| 12 | How many E-types were intended to be originally constructed?                                       |  |
| 13 | What year did the E-type gain a 4.2 litre engine   |  |
| 14 | Who designed the body of the E-type?   |  |
| 15 | Where was lead bag-shot used in early model E-types?   |  |
| 16 | Were there more 2.4 Litre or 3.4 Litre Mark 1 Jaguars built?                                       |  |
| 17 | How many times did Jaguars win the Australian Touring Car Championship?                            |  |
| 18 | Name the winning drivers to the above Question?  |  |
| 19 | The modern S-TYPE was designed by ..... ?  |  |
| 20 | The modern S-TYPE "Facelift" model was designed by ..... ?   |  |
| 21 | What weighs more, a F-Pace or an E-Pace?.  |  |
| 22 | What was the first production Jaguar to provide four-wheel disc brakes as standard equipment?      |  |
| 23 | What motor show was the Jaguar XK120 launched?   |  |
| 24 | XK120, registered as NUB 120, won what Rally?  |  |
| 25 | Who received delivery of the very first 3 ½ litre SS100 (Chassis no: 39001)?                       |  |
| 26 | What Jaguar won outright victory in the 1956 Monte Carlo Rally?.                                   |  |
| 27 | Who designed the cylinder-head for the Jaguar's 5.3-litre V12 "HE" engine?                         |  |
| 28 | How many SS 90's were built (excluding the prototype)?   |  |
| 29 | The SP250 was launched under what name in April 1959 at the New York Motor Show?                   |  |
| 30 | In 1972, the option of a long-wheelbase version of the XJ providing how much increase in leg room? |  |
| 31 | The Series 3 XJ involved the input of what renowned Italian design house?                          |  |
| 32 | The Broadspeed XJ12C was raced by what Australian F1 racer?  |  |
| 33 | The biggest change to the "refreshed" F-Type are what?   |  |
| 34 | What production Jaguar saloon was the first to be fitted with hydraulic brakes?                    |  |
| 35 | Who designed the XK Engine?  |  |
| 36 | What year did Bob Jane win the Australian GT Championship in his lightweight E-type?               |  |
| 37 | To the above question. How much did Bob Jane sell the car for, and in what year?                   |  |



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**Find out what your home is worth FREE!**

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

## VALE - DON LANE (1937-2020)

Many members will know Don from early day involvement with the Jaguar Drivers Club of Victoria, when he owned an immaculate Mark II.

Don was a lovely guy who worked for Bryson Industries. In the end, he closed down the spare parts section in Sydney before locking the doors for the final time.

Don then worked as an executive for Volvo and moved to Bowral.

Our thoughts are with his family. One of the nicest guys you would ever meet!



## Club Notices

### GENERAL MEETING ROSTER 2019/20

|           |                      |
|-----------|----------------------|
| June      | Cancelled            |
| July      | XJ, Mk 10, 420G ?    |
| August    | SS, IV, V Register ? |
| September | Multivalve Register? |
| October   | XK, 7, 8, 9 Register |
| November  | E, F, GT Register    |

### CLASSIC MARQUE

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

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

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

# Club Directory

## JDCSA - Club Directory 2019 -2020

### Club Postal Address:

PO Box 6020, Halifax Street, Adelaide SA 5000

### Club Web Site / Email

Web: [www.jdcса.com.au](http://www.jdcса.com.au)

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

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

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

## Your Committee

### President: Philip Prior

Mobile: 0402 670 654.

Email: [philipprior@bigpond.com](mailto:philipprior@bigpond.com)

### Vice President: Fred Butcher

Mobile: 0428 272 863

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

### Treasurer: Heather Buck

Mobile: 0432 549 086

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

### Secretary: Tim White

Mobile: 0419 809 021

Email: [casuti@bigpond.com](mailto:casuti@bigpond.com)

### Editor Classic Marque: Graham Franklin

Mobile: 0490 074 671

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

### Membership Secretary: Daphne Charman

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

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

### Events Coordinators: Arcadia & Jim Komaromi

Mobile: 0421 185 168 Email: [events@jdcса.com.au](mailto:events@jdcса.com.au)

### Web Master: Tom Herraman

Mobile: 0423 214 644 Email: [info@jdcса.com.au](mailto:info@jdcса.com.au)

### Club Patron Mr Peter Holland

Phone: (08) 8271 0048

## Club Services / Club Representatives

### Technical Officer: Geoff Mockford

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

### Regalia: Ron Palmer

Mobile: 0418 855 597 Email: [ron@palmersadelaide.com](mailto:ron@palmersadelaide.com)

### Librarian Tom Brindle

Phone (08) 8387 0051

### Log Books David Burton

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

### Australian Council of Jaguar Clubs (ACJC)

Club Representative: Tim White

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

### Federation of Historic Motoring Clubs (FHMC)

Club Representative: David Burton Mobile: 0417 566 225

### Marque Sports Car Association (MSCA)

Club Representative: Barry Kitts (08) 8391 1759

### All British Day

Club Representative: Alan Bartram 0418 818 950

### Inspectors - Club Registration

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

## Register Secretaries

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

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

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

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

Steve Weeks: 0414 952 416

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

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

Angela & David Rogers

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

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

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

Bob Charman Phone: (08) 8248 4111

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

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

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

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

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

Peter Buck Mobile: 0421 061 883

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

