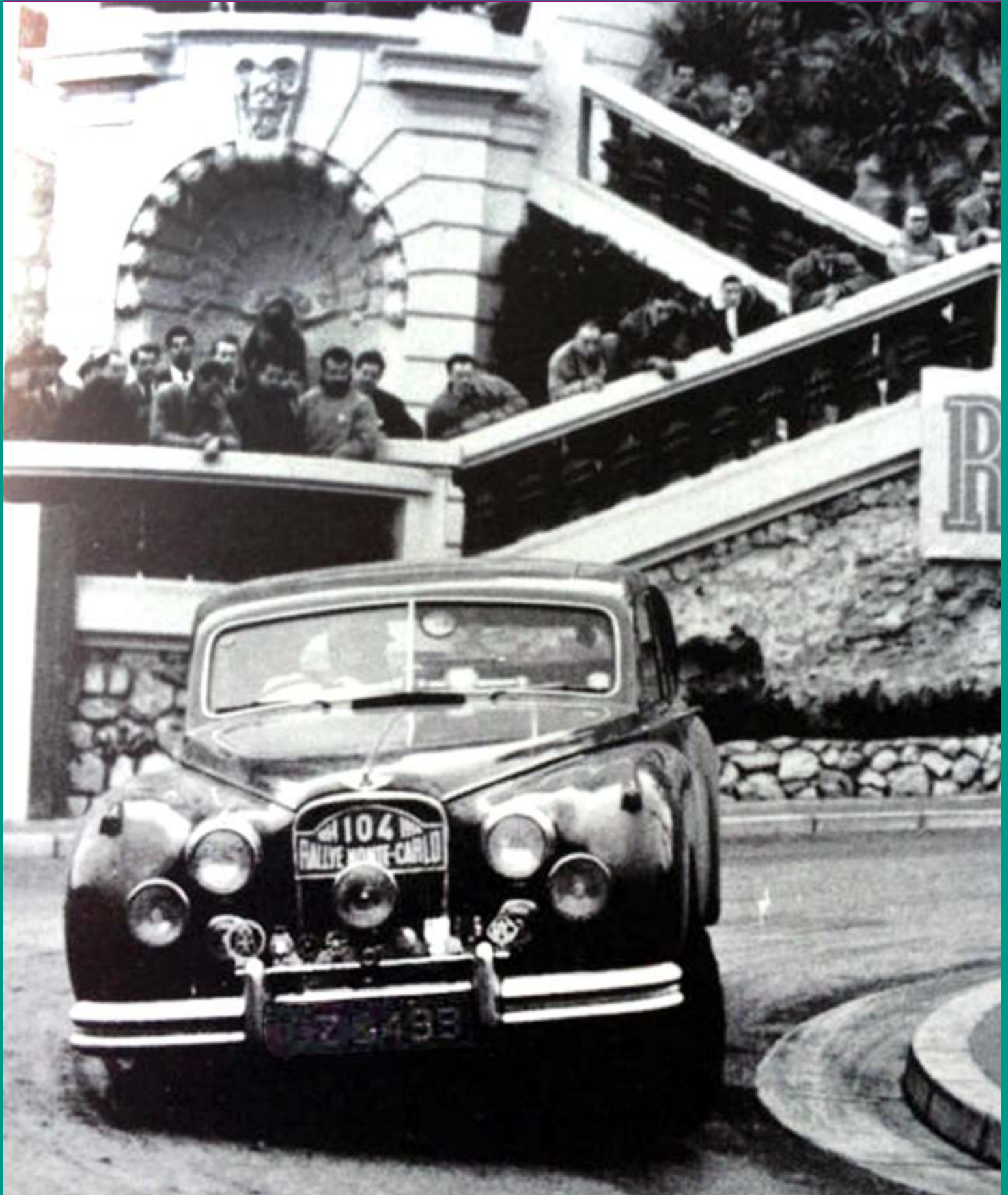


CLASSIC MARQUE

NOVEMBER 2020



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THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA

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President's Column - November 2020

It has been a very busy few months as we have enjoyed getting out and about again and with the weather being more welcoming. With Christmas just 7 weeks or so away I think 2020 will be one year most of us will be happy to have behind us.

As I have attended many of the events over the last couple of months there has been one very pleasing observation. We have always stressed the importance of members feeling free to join in all the activities of the club regardless of which Register of member is responsible for the organisation. Whereas this has been widely understood it has been impressive to see the mixture of people participating and even the mixture of Jaguar models turning up to different events. A number of people have commented to me lately about this and it is very pleasing to see.

At the XJC, XJS run to Berri recently I commented at our first meal together on the Friday evening that I estimated that it was likely that everyone attending

probably had never met at least half of those attending before. It was a great weekend and many new friendships formed. (See the Report on Page 31)

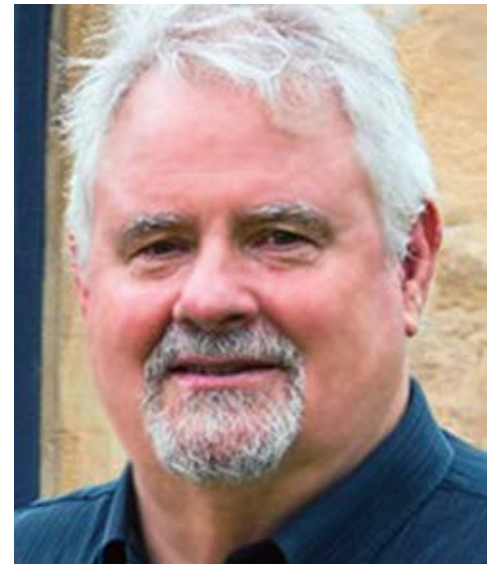
I intend during the remainder of my term as President in 2021 to seek to see this inclusive and welcoming attitude continue and even improve further. More about that in the new year.

I do not think we can thank our Register Secretaries enough for the work they do for the club in what has been a difficult year. So once again . . . a big thank-you to them all.

As I write I notice there are just 5 places still available for our Christmas Meeting at The Maylands Hotel on December Tuesday 1st. If you wish to attend go to TidyHQ and get your TICKET. – A big thank you Arcadia and Jim for their organisation of this event.

Cheers for now.....

Philip



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Front Cover:

Irishman Ronnie Adams in his privately entered Mk VII (OZ 9499) during the 1954 Monte Carlo Rally. This drive got him promoted to the works team in 1955 & 56.

Rear Cover:

Original Jaguar advert for the newly released Mark VII, together with the famous Grace - Space - Pace slogan introduced by Sir William in 1950.



Jaguar Drivers Club of South Australia

GENERAL CHRISTMAS MEETING & DINNER

Maylands Hotel, 67 Phillis Street
Tuesday 1st December, 2020 — 7.00pm
Entertainment by Linda McCarthy
Two course meal at \$40.00 p/p

Registration — GET YOUR TICKET [HERE](#)

"Lets end a difficult year with a celebration!"

Events Calendar

"All events are subject to COVID-19 restrictions and any future changes"

Tuesday 3rd of November - 7.30pm

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

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

Saturday 7th of November: XJ Mk10 420G Register. Trip to Kangaroo Island Day Trip.

For more information please contact Bob Charman. Phone: (08) 8248 4111 or Email: xj420g@jdcsa.com.au

Wednesday 11th of November: XJ, Mk10, 420G Register Meeting- 06:00 PM - 10:00 PM

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

For more information please contact Bob Charman. Phone: (08) 8248 4111 or Email: xj420g@jdcsa.com.au

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

Sunday 15th of November: XJ, Mk10, 420G - Clayton Bay Run - 09:00 AM - 03:00 PM (Sorry - All Tickets Sold)

Meet at the Marion Hotel, Marion Road, Mitchell Park at 9.00am for a 9.30am departure to Clayton Bay.

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

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

Friday 20th of November: E-Type, F-Type, & Grand Tourer Register Run to Encounter Bay (Tentative)

Full details to be emailed out. Tentatively booked to be at Evan Dennings house at Encounter Bay. (See page 47)

For more information contact Tom Herraman. Email: etype@jdcsa.com.au

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

Tuesday 24th of November

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

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

S.S., Mk IV, Mk V November Register Meeting:

Exact Date, Location and Time to be confirmed. Full details to be emailed out.

For more information please contact: Bob Kretschmer, T: (08) 8357 8233 or Email: kretch@internode.on.net

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

Adelaide Rally 25-28 November 2020

For more information go to: <https://www.adelaiderrally.com.au/adelaide-rally>

Thursday 26th of November: Multivalve Register - Christmas Lunch Run to Sevenhill - 09:30 AM - 03:00 PM

Meet at Krispy Kreme, Port Wakefield Road at 9.30am to Tanunda Bakery and then Sevenhill Hotel for lunch. (See page 30)

For more information please contact Peter Buck. Email: Peter.buck51@bigpond.com

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

Tuesday 1st of December - 7.30pm.

JDCSA General Meeting & Dinner. Maylands Hotel (See page 3 for more details)

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

Saturday 12th of December: XJ, Mk10, 420G Register - Christmas Dinner and Show - 6:00 PM - 11:00 PM

At Glenelg Golf Club, James Melrose Rd. Novar Gardens. (Sorry - All tickets sold).

For more information please contact Bob Charman. Phone: (08) 8248 4111 or Email: xj420g@jdcsa.com.au

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

Sunday 20th of December 2020: Compact Register Twilight Picnic - 6:30 PM - 10:00 PM

Details TBA. For more information please contact Angela & David Rogers. Email: compacts@jdcsa.com.au

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

Editorial by Graham Franklin.

Although no JAG Day, October saw lots of opportunities for members to get together with a number of Club and Register events. Thank you very much to Register Secretaries for the coverage of these events.

On the NEWS front, what a month it has been with Jaguar Land Rover announcing three new up-dated Jaguar models, the XE, XF and F-Pace for 2021. There is also a rumour about an electric

sports car, given that Jaguar has recently filed a patent for a mysterious hypercar design. There have also been lots of other news releases from JLR - from the proposed use of recycled plastic to noise cancellation technology.

Members have also said to me how much they enjoyed reading Ron Gaudion's story last month. Part-two will appear in the December edition of CM.

In this edition, there is a feature on the grand old Mark VII that was launched

70 years ago. Again, another Jaguar driven by monarchy as well as the race-track and rallying, including the famous Monte Carlo Rally. Mk VII's are still very popular in classic car races, particularly in the UK.

Thank you to three members who have provided complimentary stories about their Mark VII's including new members Don and Gillian Pritchard, John Williams and Life Member David Siedel.

Cheers

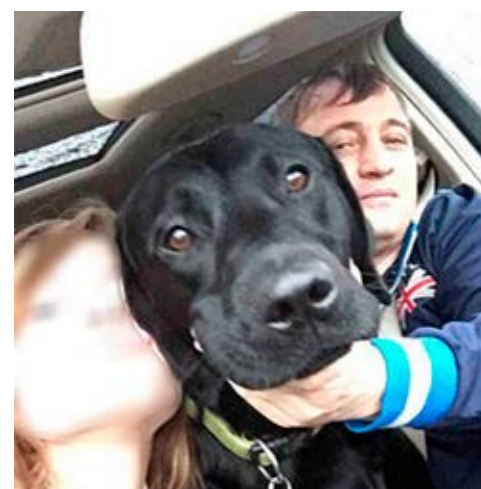
UK - Russian Walks in Front of a Jaguar

An inquest has heard that a billionaire oligarch, whose business partner is behind bars in Russia, was mysteriously killed when he stepped into the path of a Jaguar near his Surrey home. However, his friends fear Putin could be involved.

Dmitry Obretetskiy was walking his dog Oscar, when he was knocked down near his home in leafy Oxshott, Surrey. It was unclear why the successful 39-year-old crossed the road in front of the Jaguar, but it was thought he may have been trying to regain control of Oscar, or simply misjudged the timings, the court heard.

The father-of-three was thrown off the bonnet of the luxury Jaguar and into the path of an unsuspecting BMW travelling in the opposite direction. The coroner concluded that Dmitry had died in a road traffic collision after suffering a traumatic brain injury and polytrauma.

But friends fear that Russian President Vladimir Putin could be behind his death, highlighting that 3 other Russian businessmen that lived in nearby suburbs have also died in suspicious circumstances, included one Russian oligarch that was run over by a car whilst he was jogging. ■



Dmitry with his dog Oscar. Dmitry was killed after stepping in front of a luxury Jaguar.

Replica Carmaker Closes - Dispute With JLR

Suffolk Sportscars was dedicated to the building of visually exact reproductions of old Jaguar cars including SS100's and Jaguar C-type's. The firm has now gone into liquidation, in-part due to the threat of legal action by JLR.

Suffolk Sportscars, based in Pettistree, England, owed just over £850,000 when it appointed liquidators in August 2020.

According to its website the cars were available either fully made or as 'kit cars' for the customer to assemble themselves.

However, Jaguar Land Rover threatened to take the company to court over copyright infringement - which in part led to its collapse.

Liquidator Johannes Ruppung said: "There was a combination of factors. One is that there was an action regarding copyright infringement brought by

Jaguar Land Rover. They were trying to fight it but they effectively just ran out of cash through a combination of that and COVID-19."

However, JLR are not the first car maker to take on this replica issue. Daimler AG have long taken a tough and quite aggressive approach to vehicle replicas. Builders of replica Mercedes 300SL Gullwing have been taken to task by the



Suffolk SS100 replica in Old English White and a C-type replica built to works specification. During its 25 years of trading Suffolk Sportscars created almost 400 new replicas.

German Company including replicas that do not even incorporate a Mercedes logo or trademark of the Company.

Ferrari have also taken issue with several businesses producing replicas of models such as the Daytona and GTO, based on the argument that it can devalue the now highly prized original examples. ■



Introducing Our New Members

1951 Mk VII Story by Don and Gillian Pritchard

In the late eighties, when money was no object, I was looking at restoring an "old" car. I had owned English cars in my younger days, (a mini and a couple of MGs) and Land Rovers later in life.

Through an employee, I found a 1951 Mk 7 Jaguar in a garage at Watervale. It had been a home for several rodents for what seemed many years. The body was in reasonable condition; however, the interior needed some serious work. The car was for sale at \$5,000 which was far more than it was worth, but had "sentimental value", or so I was told.

I was informed that its history went back to 1952 when the Wendts family (Wendts Jewellers), imported it from the UK and then later sold it to the grandfather of the current owner in 1964. It had been in two families for nearly 40 years.

(continued page 7))



Introducing Our New Members (cont)

I contacted a friend, Graham Goode (Goode Restoration) in Clare, who offered to bring it to Clare on a car trailer and then the fun started. Totally stripped back to bare metal, the chassis was powder coated and every nut and bolt etc was pulled apart and brought back to new.

The motor went to Gawler, the interior (Connelly leather) was done locally, the bodywork was completed in Clare and the woodwork went to a guy in Flagstaff Hill and so on.

The only “non-original” parts include a stereo in the right glove box (CD stacker in the boot) and a plug for the Engel Fridge in the boot, after all, one must have cold champers when out in the Jag!. By 1994 we had the car on the road and its maiden voyage was a trip to Echuca



to catch up with Victorian friends, back in the days when we were allowed to socialise with Victorians!

Very little work has been necessary since until recently when a good friend (and JDCSA member), Peter Cox here in Crystal Brook made sure that the old girl stopped as well as it went! Many days were spent rebuilding the brakes ensured this.

Some new tyres and it should be ready for many more enjoyable outings. Gillian and I look forward to meeting JDCSA members and talking Jags!

**Cheers
Don & Gillian**

Editor. What an immaculate looking car. Thank you Don and Gillian for a great and timely story .

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 November, 2020 magazine:

- Noela Adi & Laurence Leonard: 1986 Jaguar XJ6 4.2L Sedan
- Kevin Connor & Paul Skidmore: 1988 Jaguar XJ (XJ40) 3.59 litre Sedan

- Margaret & Donald Bursill: 1977 Jaguar XJ12 5.3 litre Sedan
- Mehran Pooyafar & Jennifer Virag: 1950 Jaguar Mark V Sedan
- Stephen Smith: 1999 Jaguar XJ (XJ40) Sedan

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

- Stewart (Wayne) & Janet Barnett: 1977 Jaguar XJS 5.3L 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.**

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JLR to Build Interiors From Recycled Plastic Waste

Goodbye to feature wood interiors!

JLR will begin manufacturing its interiors from wholly recycled material, in a bid to make the brand more sustainable.

Jaguar's next generation of cars will feature trims and floor mats made from a nylon product known as Econyl fibre, which comprises recycled industrial plastic, fabric offcuts from clothing manufacturers, and used fishing nets. The material which came onto the market in 2011 and is already prevalent in the fashion industry.

Aquafil – The brand producing the fibre reportedly collects as much as 40,000 tonnes of waste every year, saving 280,000 barrels of crude oil and preventing the release of 26,400 tons of carbon into the atmosphere.

“Our designers and engineers are committed to developing the next generation of sustainable materials that will feature on future Jaguar and Land Rover models. We place a great deal of focus on the creation of new sustainable materials, using the latest,

most innovative techniques and textiles,” said JLR’s Senior Engineer of Interior Systems, Adrian Iles.

“Minimising waste, re-using materials and reducing carbon emissions sits at the heart of our Destination Zero mission. This pioneering materials research is one of the key ways we’ll achieve this and is an integral part of our design offering to our customers.” ■



The material known as Econyl fibre is made from industrial plastics, fabric off-cuts from clothing manufacturers, and used fishing nets.

JLR Ramps Up Car Production Following Global Sales Lift

Britain's biggest car maker, Jaguar Land Rover, has confirmed it has ramped-up vehicle production at its UK factories on the back of increasing orders worldwide.

JLR cut around 1,100 agency jobs earlier this year as coronavirus forced car giants to operate with reduced staff numbers and after it hit global demand for new vehicles.

However, JLR says it has now restored a two-shift pattern at its UK plants in Solihull and Halewood car factories as well as the engine plant in Wolverhampton.

The move comes as the company reported a 53.3 per cent spike in sales in the three months ending September when compared to the previous quarter. In total, JLR shifted 113,569 vehicles between July and September.

Demand for its latest range of mild-hybrid and plug-in hybrid models is also

up, as motorists look for alternatives to diesel engines, which JLR has historically been dependent on. Felix Brautigam, JLR's chief commercial officer, said: "COVID-19 and second lockdowns

continue to impact the global auto industry but we are pleased to see sales recovering across our markets." ■



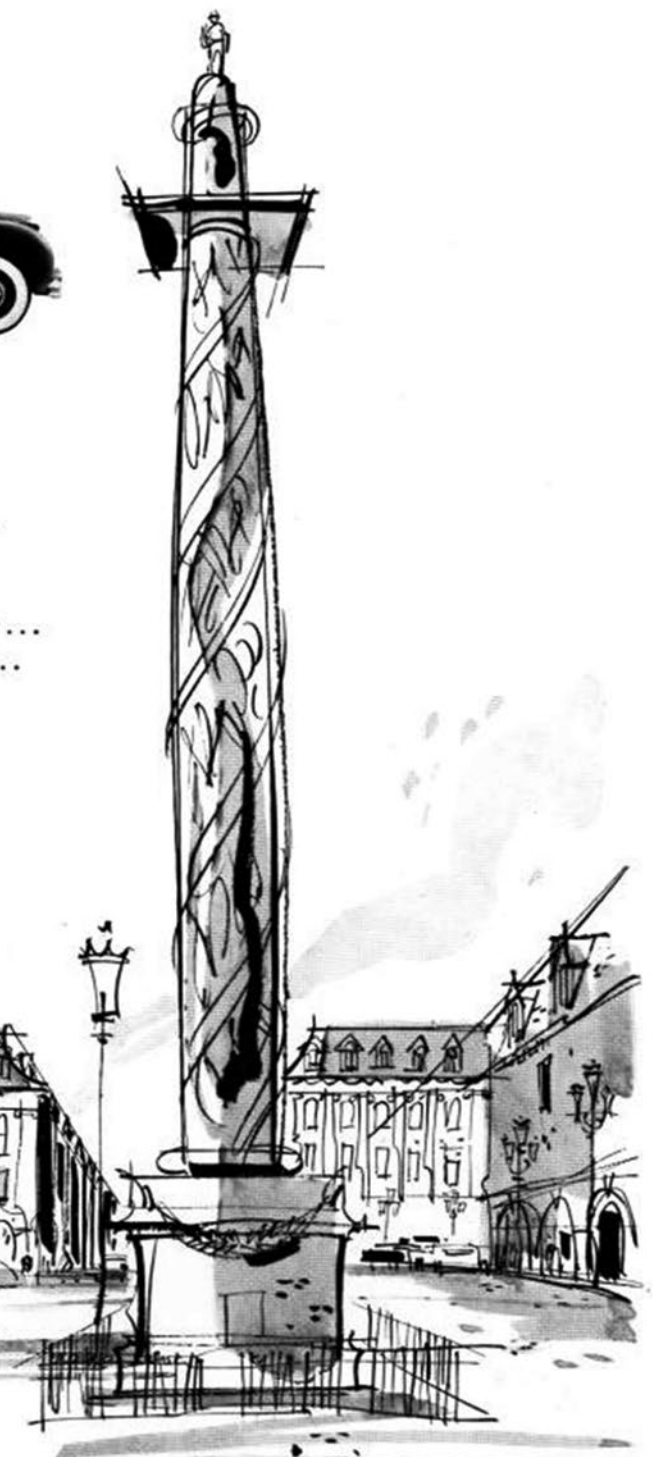
While all of its factories have returned, outputs have been hampered by coronavirus measures slowing outputs and reducing the number of staff allowed on site at any one time.



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In the 1950s, if you were an upper-crust European and wanted a large luxury sedan, but didn't want or couldn't hack the price of a Rolls or Bentley, you likely bought a Jaguar Mark VII. The big Jag was a good pick: rounded, voluptuous body design highlighted by a fair amount of chrome and bright metal trim, lots of wood and leather inside, a plenty powerful XK engine. It looked the part, and drove to match.

Mark VII Jaguar - Celebrating 70 years (1950-2020)

The 1950 Earls Court Motor Show saw the unveiling of the Mark VII saloon and once again Lyons 'stole the show'.

Americans took to the Mark VII and some US\$30m worth of orders were taken within months of the car's introduction.

Design

The styling and size were aimed at the export market. Around 80% of production went to export which also included the Australia market.

Although the new model was the successor to the Mark V, it was called the Mark VII because there was already a Bentley Mark 6 on the market.

The Mark VII chassis came from the Jaguar Mark V and the wheelbase

remained the same at 10 feet (3,048 mm). The new model's body looked more streamlined, with integrated headlights and mudguards, a two-piece windscreen, and longer rear overhang. As on the Mark V, the rear wheels were partially covered by removable spats.

Engine

Whereas the Mark V had a prewar pushrod engine originally developed by the Standard Motor Company, the Mark VII was powered by the newly developed 3.5 litre XK engine first seen in production form in the 1948 XK120.

The 3442 cc DOHC straight-six provided 160 bhp (119.3 kW), the same as in the XK120, and the saloon's claimed top speed was over 100 mph (160 km/h).

When the car was being developed, Jaguar thought it would find most of its customers overseas, mainly because UK car tax at that time penalised buyers of larger-engined cars. However, it went into production just as Britain's postwar economic austerity began to ease, and in 1951 the car's enthusiastic reception in both the British and American markets prompted Jaguar to relocate production to larger premises to the Browns Lane plant, built for wartime production.

Automatic

In 1952, the Mark VII became the first Jaguar with automatic transmission when the Borg-Warner two-speed automatic was offered as an option.

(continued page 12)



1950 Earls Court Motor Show

The Mk VII Jaguar was unveiled at the September 1950 car show at Earls Court, London. With its revolutionary XK motor and advanced styling, it was the star of the show. It was also far cheaper than vehicles of similar size and quality. The Mark VII was an enormous financial export success for Sir William Lyons with some US\$30m worth of orders taken within months of the car's launch in the USA.

Mark VII Jaguar - Celebrating 70 years (cont)



1951 Mark VII advertisement for the Jaguar dealership on Park Avenue boulevard, New York City. Note the integrated auxiliary lamps located below the main headlights

1953 Upgrade

The Big Cat's first significant upgrade came in 1953 when telescopic shock absorbers replaced lever action units and the optional two-speed automatic became a three-speed auto and was soon being fitted to four out of every five Mark VII's they built.

By the time the model was upgraded to M specification in August 1954, 20,908 had been produced.

Mark VII M (1954-1956)

The Mark VII M was launched at the British International Motor Show in October 1954.

Distinguishing the Mark VII M from its predecessor, circular grilles over the horns were installed below the headlights in place of the former integrated auxiliary lamps, which were moved slightly further apart and up-rated and mounted on the bumper. New headlamps were given "Le Mans" type diffuser glasses.

Both bumpers now wrapped further around the sides of the car and new large tail lamps with built-in reflectors now incorporated direction indicators with flasher-type traffic indicators replaced semaphore arms. Seats were now full length and incorporated Dunlopillo.

Larger torsion bars were fitted to the front suspension.

Although the engine continued with the same capacity and 8:1 compression ratio, the introduction of new high-lift cams increased the amount of power to 190 bhp (141.7 kW), giving the car a claimed top speed of 104 mph (167 km/h).

The four-speed manual gearbox remained the standard fitting but was now constant mesh and fitted with closer ratios, while the Borg Warner automatic, hitherto available only on exported Mark VII's, now became optional for British buyers.

Suez Fuel Crisis

In 1956, with the advent of the British anticipated fuel rationing, and "bubble cars" appearing on the streets. Jaguar switched focus to their smaller saloons. The Mark I 2.4 litre had been introduced in 1955 and therefore none of its increasingly powerful but fuel-thirsty successors would match the production volumes of the original Jaguar Mark VII. Before it was superseded by the Mark VIII, over 30,000 (30,969) Mk VII's and Mk VII M's were produced.

Racing and Rallying

Though a large car, the Mark VII was raced extensively and successfully. It was the touring car racer of choice back in the day, having been raced by, among others, Stirling Moss and later F1 champion Mike Hawthorne. Mark VII's were never beaten in the Silverstone Daily Express one-hour Trophy Production Touring Car race, winning 5 years running. The Mark VII also proved to be a very effective rally car.

(continued page 13)



European advertisement for 1954 Mark VII M. It can be distinguished from its predecessor by the circular grilles installed below the headlights and auxiliary lamps mounted on the bumper which now wraps further around the sides of the car. Also visible are flasher type traffic indicators that replaced semaphore arms previously located between the doors.

Mark VII Jaguar - Celebrating 70 years (cont)

Success included:

- ◇ NASCAR Dayton Speed Trials, 1952: Tom McCahill Mk VII - won the Sedan class at 100.9 mph record.
- ◇ RAC Rally, 1952: Mk VII fastest in class (Tommy Wisdom)
- ◇ Monte Carlo Rally, 1952: Mk VII in 4th (Rene Cotton), 6th (Jean Herurtaux), 15th (Wadham/Waring).
- ◇ Tulip Rally, 1952: Mk VII (PNW 7) in 2nd (Ian Appleyard & Pat Lyons)
- ◇ Silverstone (race), 1952: Mk VII (LWK 343) in 1st (Stirling Moss), 4th (Bertie Bradnack)
- ◇ Jabbeke, Belgium (speed record), 1953: Mk VII (LWK 343) (Norman Dewis), 121.704 mph
- ◇ Monte Carlo Rally, 1953: Mk VII (PNW 7) in 2nd (Ian Appleyard & Pat Lyons), Mk V in 5th (Cecil Vard), Mk VII in 8th (Donald Bennett)
- ◇ Silverstone (race), 1953: Mk VII (LWK 343) in 1st (Stirling Moss)
- ◇ Round Britain Rally, 1954: Mk VII in 1st (E. R. Parsons)
- ◇ Silverstone (race), 1954: Mk VII in 1st (Ian Appleyard), 2nd (Tony Rolt), 3rd (Stirling Moss), 5th (Ronnie Adams)



SUM 7: MK VII M Jaguar during the 1955 Monte Carlo Rally, driven by Ian Appleyard & Pat Lyons before blowing a Welch plug. They managed to fix it and finished to help claim the Team Trophy. Note the twin demisters fitted to both front screens with rubber suckers. Ian Appleyard previously won in this same car at Silverstone in 1954.

- ◇ Silverstone (race), 1955: Mk VII in 1st (LWK 343) (Mike Hawthorne), 2nd (PWK 700) (Jimmy Stewart), 3rd (PWK 701) (Des Titterington)
- ◇ Monte Carlo Rally, 1956: Mk VII in 1st (PWK 700) (Ronnie Adams)
- ◇ Silverstone (race), 1956: Mk VII in 1st (OVC 69) (Ivor Bueb), 4th (Paul Frere)

In August 1956, at Road America, in Elkhart Lake, Wisconsin, Paul Goldsmith's Mark VII won the 100-mile NASCAR Grand National race for cars up to 3500 cc.

In 1954 Jaguar built a lightweight Mark VII M which, although intended for racing, never participated in contemporary events. Road-registered KRW 621, it had magnesium body panels, D-type engine, Dunlop disc brakes and modified suspension. (See page 44).

Collectability

The last Mark VII to leave the production line was a LHD 'M' series car built in July 1957.

The Mk VII shape with upgrades and detail changes lasted 10 years and was an important modern limousine to offer alongside the compact Jaguars.

Of the 47,000 Mark VII/VIII/IX Jaguars made, a surprising number have survived, especially in Australia. More than a few have served as wedding hire cars.

Fully-restored Mark VII's in excellent order have increased in value since the late 1990s but are still unlikely to cost much more than \$35,000.

That contrasts with the money being paid in rust-ravaged Britain where similar vehicles command \$60-\$70,000. ■



LWK 343: Mk VII Jaguar prepared for the 1952 Monte Carlo rally and fitted with a makeshift radiator blind to maintain engine temperature in the freezing conditions. This Jaguar also won at Silverstone in the same year in the hands of Stirling Moss, and was used the following year to gain a speed record (121.704mph) at Jabbeke, in Belgium, in the hands of Jaguar test driver Norman Dewis. Moss again won in this car at Silverstone in 1953, and in 1955 Mike Hawthorne led home a trio of Mk VII Jaguars to win at Silverstone in this very car.

Royal Jaguar Mk VII

Her Majesty Queen Elizabeth, the Queen Mother took delivery of a Mark VIIM in 1955 and kept it for her private motoring until 1973.

The car started off as a standard auto MkVII in black with red upholstery. However, whilst it was being built at Browns Lane, she visited Hoopers the Coach-builders in London, to see a body they were building for her on a DK400 Daimler Chassis. Whilst there she also saw a Bentley finished in a special metallic version of the Royal colour Claret and trimmed in a very attractive grey interior. She then announced that she would like her Jaguar done the same.

Jaguar then had to do another car, finished in primer, with no upholstery, for Hoopers to paint and trim.

According to **Lofty England**, Hoopers work cost more than the cost of the actual car, but added that the interior used in the later MkVIII's was very much like the Queen Mother's MkVII.

At that time, Princess Margaret was not married, and was living with her mother at Clarence House, and she too drove the MkVII after it had been delivered.

At one stage the Queen Mother advised that she found the steering a bit heavy so Jaguar fitted power steering in her car



The Queen Mother, seen here being chauffeur driven in her MkVII to attend a concert in 1957.

and at the same time fitted a MkVIII one-piece windscreen and radiator grille. As time went on, the car was updated with other features from the Mark VIII/IX models including improved lighting and all-round disc brakes.

It is understood that the Queen Mother loved the car as she kept it for 17 years until 1972 when she bought a one-of-Jaguar XJ Vanden Plas V12. (Vanden Plas specifications were only built on

Daimlers). The Queen Mother kept the 1973 XJ12 right up until her death in 2002.

Her MkVII came back to Jaguar in 1973 and is now part of the Jaguar Daimler Heritage Trust. ■

Editor - Information for this story was gathered from a February 1986 edition of Australian Jaguar Magazine and the Jaguar/Daimler Heritage Trust.



The Queen Mother took delivery of this Mark VII in 1955 and kept it for her private motoring for 17 years. The Jaguar was finished in a special metallic version of the Royal colour Claret. After noting that she found the steering a bit heavy, power steering was fitted, and overtime her MkVII was progressively updated with other features from the Mark VIII/IX models. The car is now on display at the Jaguar Heritage Trust.

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JAGUAR

1956 - Jaguar Mk VII Wins Monte Carlo Rally

Jaguars performance in the most famous of all rallies, the "Monte" were consistently outstanding during the nineteen-fifties.

Monte Carlo Rally

The Monte Carlo Rally is the oldest rally car race in the world, and still continues today.

In 2020, being run in January, the pre-COVID-19 Rally went ahead as normal for the 88th time with 30 cars travelling a total distance of 1,500 km (935 miles).

However, in the 1950s the rally involved over 300 competitors travelling more than 2,000 miles over rough terrain and snow-covered alps. **Winning the Monte Carlo Rally in the 1950's was a big deal.**

The cars started at various points around Europe and following 'concentration' routes of around 2,000 miles to bring them to Chambery in Southern France. An average speed of 50 kmh had to be maintained throughout with competitors dealing with delays caused by anything from snowstorms to fog. The cars had to maintain the same average speeds over loose surface roads across the alps before reaching Monaco. There the leading 100 cars took part in a handicap time trial around the grand prix course and further



PNW 700 on its way to win the 1956 Monte Carlo Rally. Most of the Jaguar Works team drivers consisted of talented Irish amateurs. Winning the Monte Carlo Rally was no easy feat and out of the 351 cars that started, only 233 finished the gruelling 1956 rally.

navigation and breaking tests down the Col de Turini and other mountain passes to decide the final results.

Early 1950's

In 1951 Irishman Cecil Vard finished third in his Mk V Jaguar and in 1952 French-crewed Mk VII's finished 4th (Rene Cotton) and 6th (Jean Heurtaux). **Only 18 cars finished the 1952 race.**

Then in 1953, Ian Appleyard with his wife Patricia "Pat" Lyons, in their Mk VII (PNW 7) **finished second, a single point behind the eventual winner.** Cecil Vard finished 5th in his now obsolete Mk V with Jaguars (MkVII's) finishing in 8th, 11th and 15th to claim the Charles Faroux Cup Team Award for Jaguar.

Adams and Vard finished 6th and 8th respectively in 1954 driving their own privately entered Mark VII's.

In 1955, Jaguar again won the Team Award but failed to secure an outright win, and it was beginning to look as though Jaguar cars were destined to be the bridesmaids of Monte Carlo.

Following the horrific Mercedes Benz crash at Le Mans in 1955 and with the death of John Lyons at the same time, Jaguar decided to wind down its involvement in motorsport.

Monte Carlo 1956

However, Jaguar did proceed with a two car works team in 1956 with PNW 700 (Adams) and LWK 343 (Vard).

The cars started at Glasgow and battled icy roads down to the first checkpoint. The ice eventually cleared giving an easier run through England and France. Disaster struck the Vard car (LWK 343) when it was hit by another vehicle, and the delays to repair the Mk VII cost them hundreds of penalty points.



The second works Jaguar driven by Irishmen Cecil Vard, Arthur Jolley and Jimmy Millard in the ex Stirling Moss LWK 343, the same Mk VII that he used to success in British Touring Car racing. Unfortunately their 1956 chance of a win ended when they were hit by another car.

1956 - Jaguar Mk VII Wins Monte Carlo Rally (cont)



The winning dark green MkVII driven by experienced Irishmen Frank Bigger (left), Ronnie Adams and Derek Johnston (right). Seen here with five Team-trophies. The team also won £1,200 in prize money. The rally was cancelled in 1957 due to the Suez fuel crisis.

PWK 700 had better luck, reaching Monte Carlo without any penalty and only dropping a second to the fastest Porsche on the half mile braking test. On the very last day the Jaguar went into the lead.

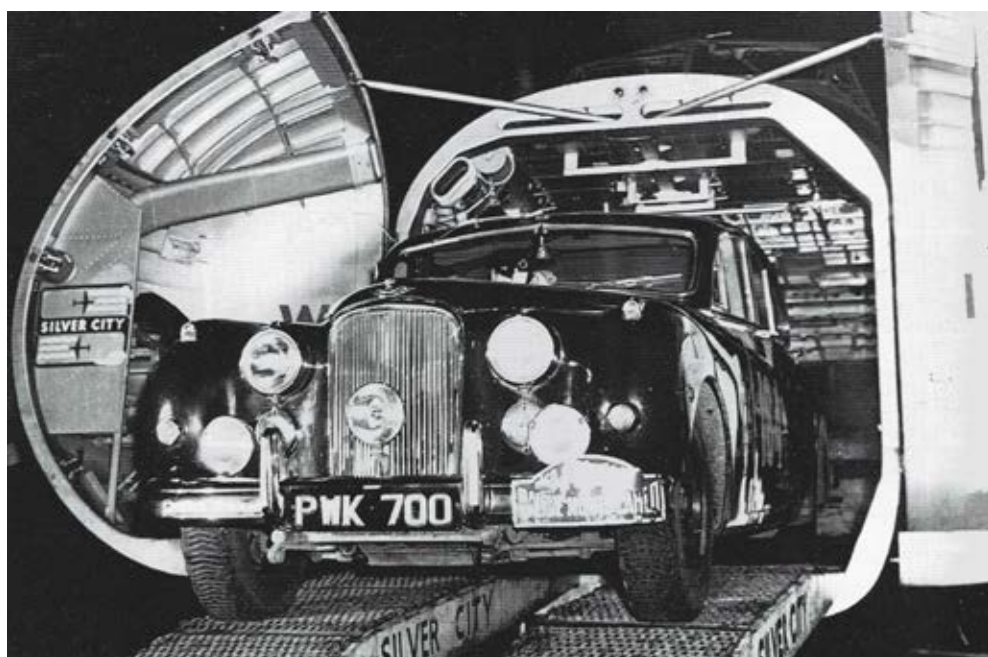
The final test was on a demanding 250-mile course through the mountains and over the rain swept Col de Turini with strict minimum and maximum speeds to be observed. When the results were announced that night they were confirmed as winners with a 3-point lead over the second placed Mercedes.

The following day, Prince Rainier presented the works team with no less than five trophies and £1,200 in prize money. The drivers then started a week of press and radio interviews and television appearances after the team and car were flown back to England.

Even with the great publicity, Jaguar refused to change their mind about ending full works involvement in rallying. Privateers in their Mk 7's entered the 1957 race but due to the Suez crisis and

petrol rationing, fuel coupons were not issued for rallying and the January race was cancelled. With the launch of the 3.4 Mk 1 a month later in February 1957, large Jaguars were of no further interest

to rally drivers, and although the rallying Mk VII's gave way to the smaller saloons, they left their mark in the motoring history books with the only Jaguar to win the Monte Carlo Rally. ■



After its win in 1956 the Mk VII was flown back to Coventry in a Silver City Bristol Freighter. Jaguar arranged to get the team and car back as quickly as possible to maximise publicity. At the time, winning Monte Carlo was almost as important to Jaguar as winning Le Mans.

Jaguar Mk VII - The Case For and Against by John Williams

So often a father's influence is to blame for one's abiding interests. As a little tacker I learnt to draw sitting on my father's knee looking at him sketching, often a rakish car with wire wheels and long, long bonnet in the style of English automotive illustrator Gordon Crosby.

He in turn was brought up at Foleshill Vicarage and saw test cars coming past from the SS car factory at Foleshill. He became an automotive and aircraft engineer and I drew buildings for a living and in my spare time collected cars with long bonnets.

The Mark VII as we all know is an unloved child, however it is the first Jaguar designed. 'What!' I hear some murmuring, yes but... The MkV used the chassis designed for the MkVII with a modified prewar SS body and engine and the 120 used both the MkVII chassis and its engine. The MkVII's late arrival on the show stands was due to some extent to production delays because Rolls Royce motor company got the jump on William Lyons for tooling up and pressing panels for their new model at Press Steel Company, Cowley. The E type boys should bow reverence to the MkVII for providing them with that glorious engine and even the V12 crowd because as we see in the early photos during V12 development it is just two Siamese MkVII engines.

Ponderous it may look, but it won many a cup for the factory with consecutive wins 52, 53, 54, 55 & 56 at the International Trophy Production Touring Car race at Silverstone with drivers Stirling Moss, Ian Appleyard, Tony Rolt, Mike Hawthorn, Jimmy Stewart, Paul Frere and Ivon Bueb. Ronnie Adams then won the Monte Carlo Rally outright in 56 and Paul Goldsmith won the Road America NASCAR race for cars up to 3500cc.

My reason for owning them (two MkVIIMs):

- a) they are cheap (sometimes people give them away);
- b) summer night driving with the roof open onto that glorious southern sky and those ultra violet dash lights caressing the dials (MkVII owners secret business)
- c) that long robust chassis floats over the ruts on the dirt roads of the southern



John's Mark VII M undergoing a body off restoration.

Jaguar Mk VII - The Case For and Against (cont)

Flinders Ranges (roads probably not unlike those of the immediate post war Monte Carlo rally)

d) glorious cam covers reminding you of that Rolls Royce Merlin engine you saw as a child in the science museum

e) they have a sort of purity that only the 'original design' tends to have before its tweaked and modified.

Reason against owning a MkVII,

a) if you decide one Sunday morning on a whim to try and take the body off, it is very very heavy and once you have managed to remove it, where do you put it, its big and heavy

b) we are all going to have to hang up the petrol bowser sometime soon, so the MkVII Jaguar and Mk1 Land Rover owners may as well be first in line.

Happy motoring.

John Williams



John's Mark VII M with the distinctive purple dashboard lights.



Two Mark VII M's peeking out of the paddock shed doors.

A Mark VII Story by David Seidel

On Avoiding Picking Up Dead Cats on Football Match Days

Mark VII in Need of a New Home

The advert in the Saturday Advertiser read “Mark VII Jaguar with part disassembled motor. Must go. Yard clean-up. Father getting edgy, son has lost interest. Price... Phone... etc”

After an enquiry and inspection, I discovered that the boot contained part of a cylinder head and carburettors lying on some old newspapers. The father had a very neat and tidy home in Thebarton and told me he wanted it gone, so I paid up with the promise that I would remove this eyesore on the following Saturday.

However, he gave me the stern warning that next Saturday footy was being played at the nearby oval, and I should arrive early as “idiots park almost on top of my driveway” and I could have a problem backing my truck and car trailer down the rear of the drive to extract the Jag. Secondly, he said he was a shift worker and would be at home when I came but would be sleeping, although his wife would be up and about. OK, all duly noted.

The Pickup

This was with my Bedford TK tipper with longer than usual Kessner car trailer attached. Shane Dunstone (early member of JDC) came along to give some assistance. When we turned down the Thebarton side street, I was truly faced with a big problem. Cars were indeed on both sides of the street and – wouldn't you know it – one Holden HR was parked very tightly on the edge of the drive.

I figured as a very clever truck driver I just might squeeze down the drive with some expert skill. Well, try as I may I could not do it. Plan B then came into play: I would try once more and if no luck would disconnect the trailer and manhandle it down the drive, then back the truck up to it. On this last try I got too close to the offending HR Holden and my trailer smashed the right-hand rear tail light clean out.

The father was right – some idiot had hogged the drive – and he deserved what he got. So, trailer off, down drive,



David's Mark VII. Rescuing broken down “cats” doesn't always go to plan.

hook up truck, winch on Jaguar with 2 flat tyres... now to get out. By the time I proceeded to slowly move down the drive towards the street, the now partially awake dad was out of bed. I told him he was right, and some thoughtless idiot had over-parked his drive but serve him right, I got his back-tail light.

Now fully awake, the reply came very swiftly with a degree of anger and disbelief as he informed me that it was his car which he had parked there with the intention of moving it when I arrived, thus giving me more room to manoeuvre. His wife had previously told me that his Holden was his pride and joy. Words failed me.

After offering to pay for the damage, I got in the truck and proceeded towards the street with the whole ensemble. We folded the two cast iron driveway gates inwards as far as possible before making a very tight turn out into the street. Bang! Slash! Whang! – one of the rear wings on the trailer hooked on one of the gates, which smashed into 16 pieces. The now totally wide-awake shift worker grabbed at the remaining piece and shook it, saying that he didn't want it anyway. Again, I did offer to pay damages.

Now successfully out into the street, away we went, shaken and somewhat stirred. Shane then reminded me that I had left my very expensive vice grips on the front fence.

Note to reader: Did I go back for them? You will have to guess!

Moral of The Story

Some cats do have nine lives. I eventually took the head off completely to discover the Jag did have a burnt valve with no piston damage, so I replaced it with a very sound head. Guess what? It ran very well.

The moral of this story is to never get between a sleepy shift worker, his pet car and his pet gate.

I dedicate this article to the late Shane Dunstone who was a very early member of the JDC and my dear friend, who died far too soon and is still greatly missed.

David Seidel
JDC Life Member

Editor- David is one of the kindest person's I have ever known. Why he ever helped me during my teenage years when my cars broke down, I will never know. I had a Mark 5, lowered with wide wheels and twin exhausts with motor bike mufflers. It used to sound like a low flying aeroplane. David lived at Hampstead and used to joke when I went to visit him that he could hear me coming all the way from ABC Collinswood Centre, several kilometres away!

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2021 XF Updated for Australian Range

For 2021 Jaguar has consolidated its XF line-up in Australia by providing only one variant of the model.

The facelifted and updated 2021 Jaguar XF range has been unveiled, with the brand announcing it will bring a single variant to local showrooms from next year.

Jaguar is only offering the new XF sedan in R-Dynamic HSE specification, which features a 2.0-litre turbo petrol four-cylinder producing 221kW and 400Nm.

Referred to as 'P300', the engine is coupled to an eight-speed torque-converter automatic transmission and all-wheel drive, helping the vehicle hit 100km/h from a standstill in a claimed 6.1 seconds.

Prior to the update, Australian buyers had a total of 17 different options available across the Jaguar XF range, with six engines, four trim levels, and two body styles to choose from.

No longer is the wagon body offered, while all six cylinder and diesel powertrains have been dropped.

However, the 2021 Jaguar XF R-Dynamic HSE is the first time the all-wheel drive has been available on the model locally, and could help to steal sales away from the dominant luxury SUV segment.

The range consolidation also marks a significant price rise for the executive

sedan, which now costs \$100,200 before on-road costs. Previously, the XF range began at \$81,388.

The 2021 XF is a major mid-life update for the vehicle, with a facelifted exterior, new interior, and upgraded technology.

Most notable is the refreshed front end, which sees new, slimmer all-LED headlights with 'double-J' daytime-running lights and directional indicators, together with a revised front grille and redesigned bumper.

Australian-delivered vehicles get the sportier R-Dynamic exterior with new 20-inch wheels, but buyers can choose to option a Black Exterior Pack, gaining a gloss black grille, intake surrounds, badging, as well as other black highlights across the body.

While the exterior changes are subtle, the interior is all-new for the XF – and echoes the interior seen on the recently updated Jaguar F-Pace SUV.

Jaguar has given a lot of attention to the cabin design, paying particular attention to materials, colour palettes, and a new 11.4-inch curved infotainment screen as the car's centrepiece.

The 'Pivi Pro' infotainment system boots up quickly thanks to a dedicated power source, while users can enjoy Apple CarPlay and Android Auto capability, dual Bluetooth connections, Spotify,

wireless smartphone charging, and a dual-SIM modem ensuring media streaming isn't interrupted by over-the-air software updates.

Together with a Meridian sound system, Jaguar has fitted the XF with active noise cancellation – a segment first, according to the brand – while an air ionisation system with PM2.5 filtration helps improve air quality inside.

Ahead of the driver is a 12.3-inch digital instrument cluster with three-dimensional map display, but the driver also benefits from new safety tech, with 360-degree cameras, a clear exit monitor (for doors opening into traffic), adaptive cruise control, and a driver condition monitor.

A ClearSight Interior Mirror can also be optioned, which can be used as either a traditional centre mirror, or can be switched to a video feed from a camera mounted at the rear of the car, if the view is obscured by passengers or luggage.

The new Jaguar XF R-Dynamic HSE is available to order now, with deliveries to begin in the first quarter of 2021.

2021 Jaguar XF Australian pricing for the XF R-Dynamic HSE P300 AWD is \$100,200 (excluding on-road costs). ■



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2021 New XE Introduces Mild-Hybrid and Tech Updates

The Jaguar XE has been updated and now includes mild-hybrid drivetrain options and an improved infotainment system.

Externally, the XE hasn't changed at all. This is mainly because it was substantially updated last year. What has changed, however, is the drivetrain. Like other cars in the JLR range, it now benefits from a mild-hybrid engine option.

A 2.0-litre turbo diesel produces 201bhp and uses a 48V mild-hybrid system. Called the i4, it offers around 20bhp more than the engine it replaces and takes combined fuel economy up to an impressive 58.5mpg. For a posh saloon with pretty deft handling, those are strong numbers.

The system uses a belt-driven starter generator that harvests energy that is usually lost when the car brakes or slows down. This is then stored in a 48V lithium-ion battery located in the boot. The energy is redeployed to assist the engine at low speeds.

If you'd prefer a petrol, two options are now available. They are made up of a

2.0-litre turbocharged unit that produces either 250bhp or 300bhp. The latter features four-wheel drive as standard. All XEs will come with an eight-speed automatic gearbox.

The other big design change is on the inside, where you'll now find the Pivo Pro infotainment system. It's being rolled out across the Jaguar range and uses a 10in touchscreen. Improvements include wireless smartphone charging and remote software updates. Other interior tweaks include a sportier-looking steering wheel and a refreshed seat design.

Although deliveries are expected to commence early next year, the final makeup of the Australian car is highly likely to be a single variant similar to that recently announced for the 2021 XE.

After the 2020 Model Year, the XE and XF Sportbrake will no longer be marketed in the US where a significant majority of luxury car buyers still seek SUVs.

To boost sales of the XE, there is talk that the XE, or a smaller variant, will become all-electric. ■



Jaguar Files Patent For Mysterious Hypercar Design

Further to our report in August that Jaguar had applied to trademark the name "Jaguar EV-TYPE", which at the time had sparked rumours that the British car manufacturer could be eyeing an electric sports car, Jaguar has now filed a patent for a mysterious hypercar design.

Images have emerged on internet forums, showing patent drawings for an unknown hypercar design, filed by Jaguar Land Rover.

The illustrations show more than a passing resemblance to the iconic Jaguar XJ220 and stillborn Jaguar C-X75, suggesting the British brand may be secretly developing a vehicle to compete with the Mercedes-AMG One and Aston Martin Valkyrie.

While no other details are known about the hypercar, Jaguar could be potentially using some of the architecture initially designed for the Jaguar C-X75 project,

cancelled in 2012 due to lagging economic conditions at the time.

Last year, former design director Ian Callum created a blueprint for a next-generation sports that would be mid-engined and have a design inspired by the

C-X75 concept. However, it is understood that Jaguar is also considering a proposal for an F-Type successor that retains its front-engined layout. ■



A patent filing in China has raised questions about Jaguar planning a new hypercar model.

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F-Pace Gets a Plug-In Hybrid Model

Jaguar has given the F-Pace a fresh makeover and introduced a plug-in hybrid model to its popular SUV range.

For Australia, there will be just five models for 2021, reduced from 17 in the current line-up. All variants of the new F-PACE will feature the R-Dynamic package, offering a more aggressive styling package. Wheel-size is now a minimum of 19 inches, all lighting is LED, the lower body sides are in contrasted hues and the cabin has a darker and higher-tech ambience.

The updated exterior design starts with a larger grille featuring a heritage-inspired leaper logo, flanked by a pair of larger air intakes. The sportier new look is joined by a reworked bonnet with a wider power bulge and 10mm thinner, more advanced LED headlight clusters with 'double J' daytime running lights to create a fresh front-end look.

Buyers will get a choice of three powertrains: the 2.0-litre turbo petrol four-cylinder 'P250'; a 3.0-litre turbo petrol inline six-cylinder 'P400'; or a 3.0-litre turbo diesel inline six-cylinder 'D300'. Both six-cylinder 'Ingenium'

engines come with a 48-volt mild-hybrid system, which uses a small electric motor to support the engine, helping to reduce fuel consumption and improve emissions. In addition, all engines are fitted to an eight-speed automatic transmission, and all-wheel drive is now standard across the F-PACE range.

The interior has seen a more extensive update, with the focus being the new 11.4-inch curved-glass infotainment screen that uses JLR's new Pivi Pro system, which has a cleaner design and faster response than before. Other

changes include a new drive selector, new door casings, seats with wider cushions, and wellness technologies, such as a cabin air ionisation system that improves air quality.

"When you look at the new F-Pace, you'll see far more than a traditional mid-cycle refresh" said Julian Thompson, head of Jaguar design. We've done a fantastic job with the team to create something really, really special, particularly with the F-Pace which is a car we hold really close to our hearts." ■



Vintage Jaguar Used in Upcoming BBC Drama

Lily James exudes 1930s glamour in a pinstripe dress and beret as she drives a convertible MK IV Jaguar while filming BBC's "The Pursuit of Love".

The actress, 31, plays the fearless, lovelorn Linda Radlett in the adaptation of Nancy Mitford's 1954 novel. As filming got under way, Lily was seen driving through the iconic Royal Crescent in London in a grey vintage convertible Jaguar.

The comedy is a three-parter that follows the adventures and misadventures of the two women as they hunt for the ideal husband across Europe between the wars. With the changing times, their choices put them at odds as they question freedom, love, sex, and the human heart.

Filming on the series initially begun early this year but had to be postponed due to COVID-19.

The three-part mini-series will be shown next year on the BBC. ■



The actress gives the thumbs up as she is being shown how to drive the Jaguar.

2021 Jaguar E-Pace spied on the Nurburgring

The Jaguar E-Pace was spied lapping the Nürburgring covered in camouflage from front to back. Jaguar released the first E-Pace as a 2018 model year, so we're fast approaching what will be the model's first light refresh.

Things don't appear to be drastically changing from an external design perspective. The same shapes, cutouts and vents are all visible on the rear fascia and hatch. Even the slick taillights look largely the same as the E-Pace that's on sale now.

If there's going to be some change in this crossover, we suspect it'll be up front where the coverings change from skin-tight camo print to pieces of fabric that completely disguise what's underneath. Two cutouts in the fabric are visible on the side air intakes, presumably allowing air to pass through to keep the E-Pace's vitals cool on the Nürburgring. Possible changes include a new grille and front bumper design, most likely mimicking the lightly massaged F-Pace front end design.

Seeing that Jaguar spent most of its time upgrading the F-Pace's interior, there's a good chance Jaguar is doing the same with the E-Pace. It's definitely the area that requires the most attention, especially now that the F-Pace's interior is so handsome.

Powertrain options shouldn't depart much from what you can buy now. If anything, the E-Pace will gain a mild-hybrid powertrain option, which could

be what Jaguar is stress testing on the Nürburgring.

Jaguar still hasn't announced the 2021 E-Pace, so this model could be the refresh. If they're not as far along as we guess, it'll certainly end up being the 2022 E-Pace. Either way, an improved E-Pace isn't that far out. ■

Story thanks to Autoevolution and Autoblog.



Jaguar's Iconic V8 to Continue

Jaguar's flagship SUVs, limos and sports cars will continue to be powered by supercharged petrol V8s. This is despite the fact that Ford are closing its Bridgend factory that makes the iconic AJ-V8 who's history dates back to the naturally-aspirated V8's fitted to the XJ 308 back in 1997.

The engines will now be built in-house at JLR's plant in Wolverhampton with the production line, equipment and some of the Ford workforce, will transfer over to the JLR plant.

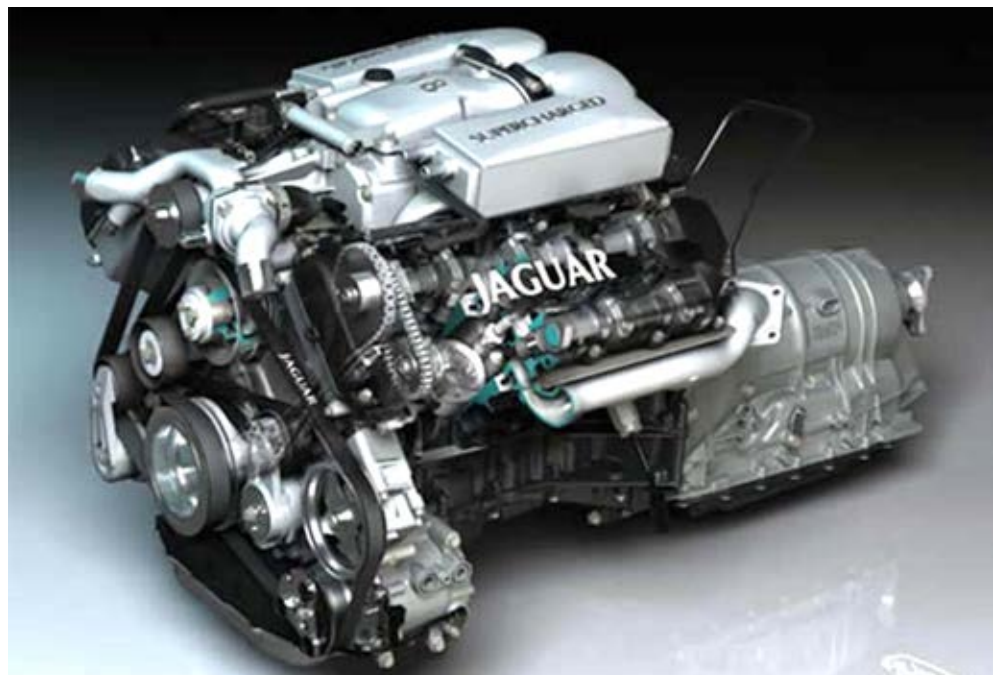
To aid the transition, Ford is thought to have built-up a surplus of V8s to sustain JLR while it transfers over the production equipment.

According to *Autocar*, the V8, now in its third generation, will remain in production for between three to five years, and will be phased out once the proposed stringent EU7 emission regulations are introduced. Despite developing a new family of inline six-cylinder petrol engines, strong demand

for the current powerful petrol V8s in both the US and the Middle East was claimed to be the motivating factor for JLR taking the V8 in-house.

Australian Jaguar owners and enthusiasts can now breathe a collective sigh of relief

knowing that our beloved supercharged V8 isn't going anywhere just yet. **The undeniable fact is that there are noises that come out of a supercharged Jaguar V8 that turbos just can't match.** ■



New JLR Noise Cancellation Helps Reduce Driver Fatigue

JLR has revealed new noise cancellation technology that removes unwanted road and tyre sounds from the cabin and provides a quieter and more refined experience for drivers and passengers.

The technology, introduced on the new Jaguar F-PACE and Jaguar XF, is capable of lowering unwanted noise peaks by 10dB and overall noise levels by 3-4dB – the equivalent of turning down the in-car sound system by four ‘steps’. This significant reduction in exposure to low-frequency noises up to 300Hz can help prevent driver fatigue on longer journeys according to the National Centre for Biotechnology Information (NCBI).

Active Road Noise Cancellation uses sensors on each wheel to constantly monitor the vibrations from the road surface and calculates the opposite phase sound wave needed to remove the noise heard by the occupants. By monitoring in real-time, unexpected noises from potholes or rough surfaces can be isolated and removed. The cancellation sound is played through the in-car sound system.

Dr Steve Iley, JLR Chief Medical Officer, said: “Active Road Noise Cancellation technology not only has the potential to improve road safety but also wellbeing and quality of life for our customers. He added, “new technologies and materials are being developed to meet

the changing mobility world at JLR with today’s vehicles designed to help improve passenger wellbeing, including a Driver Condition Monitor and Cabin Air Ionisation with PM 2.5 filtration.” ■

The infographic features the Jaguar and Land Rover logos at the top right. On the left, a vertical panel titled 'F-PACE' and 'ACTIVE ROAD NOISE CANCELLATION' includes the text: 'The interior of the Jaguar F-PACE and Jaguar XF promises to be calm, quiet and refined. Now for 2020, Active Road Noise Cancellation technology ensures an even quieter cabin.' The central part of the infographic shows a side profile of a silver Jaguar F-PACE SUV. Surrounding the car are four callout boxes: 1. 'NOISE CANCELLATION' (top left) with a speaker icon and text: 'Like a pair of high-end noise cancellation headphones, the intelligent technology uses body-mounted accelerometers to assess road and tyre noise, calculating the cancellation signal needed to remove the noise heard by occupants and playing it back through the speakers.' 2. 'SENSORS DETECT PASSENGERS' (top right) with an image of a car interior and text: 'The system is able to adjust the level and position of sounds played into the cabin based on the number of passengers and their position inside the vehicle, by using the seatbelt sensors.' 3. '8' (middle left) with a large number and text: 'Channels of sensors around the vehicle which monitor road noise and vibrations.' 4. '4' (middle right) with a large number and text: 'The minimum noise reduction of four decibels is noticeable for all occupants.' At the bottom, a box titled 'QUIET AND REFINED' with an image of a car driving on a road contains the text: 'This advanced system delivers a more serene experience even reducing driver tiredness, which can be brought about by extended exposure to low-frequency sounds on long journeys.'

Beijing International Automobile Exhibition

After a long lull, the first major auto show was held during September and October. The big crowds were another sign of China’s recovery.

Due to the pandemic, all the 2020 auto shows in Europe, UK, United States and South America have been cancelled. The biannual Beijing International Automotive Exhibition or Auto China, has been held since 1990.

The Auto Show has been recognized worldwide as influential, not only in the Chinese market, but also abroad. China is the fastest and largest growing auto market in the World.

With limited foreign models making it to the show due to travel restrictions and safety, Chinese companies were able to showcase their competing models with potential buyers gawking at new luxury cars and electric vehicles.

This year’s auto show revealed some of the latest luxury cars, electric vehicles, and a flying car concept designed by Tesla’s Chinese competitor. Aside from vehicles, several car systems competed with existing technologies that car companies

have partnered with, such as Android. This year, they brought ProPilot to the show, a self-driving system. Their booth also had a designated area called Nissan Intelligent Mobility, where visitors were able to try their latest technologies using virtual reality-based simulators.

The China Daily reported that although the Chinese economy shrank in the first quarter, it has now resumed with China’s wealthy spending. **Auto sales in China are rebounding and increased by almost 9% in August to 1.73 million units.** ■



Models pose at a JLR display during a previous Auto China Exhibition



XJ, Mk10, 420G Register - Clayton Bay Run Sunday 15th Nov. 2020

SORRY - ALL SOLD OUT

XJ, Mk10, 420G Register - Clayton Bay Run Sunday 15th November 2020

Sun, 15 Nov 2020
09:00 AM - 03:00 PM

THIS MEETING REMAINS SUBJECT TO CHANGES IN COVID - 19 RESTRICTIONS

YOUR REGISTRATION BY "TICKET" IS MANDATORY FOR ATTENDANCE

[**GET TICKETS**](#)



Multivalve Register - Christmas Lunch Run - Thursday 26th November 2020

Thu, 26 Nov 2020
09:30 AM - 03:00 PM

THIS MEETING REMAINS SUBJECT TO CHANGES IN COVID - 19 RESTRICTIONS

YOUR REGISTRATION BY "TICKET" IS MANDATORY FOR ATTENDANCE

[**GET TICKETS**](#)

JDCSA Run To The Riverland

The SA (JDCSA) alternate Mildura Muster held in the Riverland SA.

Background

Mildura was the venue for the launch of the Jaguar XJC and the XJS Coupe on the Queen's Birthday weekend, 13th June 1976. This event was organised by the JDCSA as the National Concours, as an interstate XJC event. "The Mildura Muster" was scheduled for Mildura in October but was cancelled due to the fact that no XJ-C's from Victoria or NSW could attend (COVID 19 border restrictions).

So that our club did not miss out entirely an alternative event to celebrate the XJC and the XJS 45th year Anniversary was held in the Riverland.

The Start

A large group of the weekend attendees met up at Virginia Nursery for coffee Friday am before heading to Waikerie.

A few cars following, we won't say who, missed a turn and went in the wrong direction. Eventually we all met up at the Viewpoint Cafe at Waikerie for lunch. A great spot over-looking the river.

This started a trend for the weekend.



View Point Cafe Waikerie for lunch. Hard to believe, but a few cars got lost on the way!

Drive a little way and stop for something to eat. Drive a little more and stop for something to eat. Drive a little more ... etc.

Friday Night - The good old days

The Berri Hotel was our base and our Friday evening meal our first formal

meet up. About 40 people attended a special night. As it turned out there were three members of the club who attended the 1976 Mildura National Concours event for the Australian launch of the XJ-C and the XJ-S.

(Continued page 37)



Friday night at the Berri Hotel where a few stories from the past were told.

JDCSA Run To The Riverland (cont)



Breakfast at The Lakes Bakery Cafe that looks out over Lake Bonney. Lovely spot. No sure why most of us sat inside.



Bannrock Station and Wetlands for lunch. Some more Jaguars came up for the day to join us. .

JDCSA Run To The Riverland (cont)



Andrew & Milly Costi, 1976 Regency Red Daimler Sovereign XJ-C



Fred Butcher, 1977 Green Sand Daimler Sovereign XJ-C



John Flanigan 1977 Yellow 4.2 litre XJ-C



Timothy Telfer, 1985 Red 3.6 litre XJ-SC Cabriole



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



Alister Mitchell, 1986 Green 5.3 litre XJ-SC Manual Cabriole

JDCSA Run To The Riverland (cont)



Rodney Lovell, 1986 Bordeaux Red 5.3 litre XJ-SC Cabriolet



Graeme & Betty Moore, 2008 Black XFR 4.2 litre V8 (S/C)



John Braams & Barry Sexton, 1976 White 4.2 litre XJ6 (S2)



Evan & Andrea Spatarlis, 1997 Sapphire Blue 3.2 Litre XJ X300



David & Annette Magee, 1996 Ice Blue 4 litre XJ X300 Auto



Peter & Ros Holland, 1994 Maroon 3.6 litre XJ40,

JDCSA Run To The Riverland (cont)



Andrew Tessari, 1975 White 4.2 litre XJ6 (S2)



Bryan & Anne O'Shaughness, 1988 Burgundy 5.3 litre V12 XJ-S



Phillip & Suzanne Prior, 1992 Kingfisher Blue 4.0 litre XJS



Ivan and Janine Cooke, 1984 Blue 5.3 litre V12 XJ-S HE



Allan & Fleur Carthew, 1965 Burgundy 3.4 litre S-Type



Locally owned Bronze V12 XJ-S coupe parked next to Roland Donders who joined us for the day in his 1983 Blue 5.3 litre V12 XJ-S HE

JDCSA Run To The Riverland (cont)



On the way back home from Bannrock Station we arranged a photo shoot at Kingston On Murray. Unfortunately, there was no tower or tall building to take a nice overhead photo to capture all the cars. The two XJ-C's were in the foreground.



Sunday saw us set up a "Cars and Coffee" event in front of the Renmark Hotel. Another great establishment with a street front Cafe and Restaurant. Several local Jaguar owners also met up with us for the morning.

JDCSA Run To The Riverland (cont)

So it was time to turn the clock back a little and share some interesting stories about the event, how it got to be organised by the JDCSA, which was a young club that had only been formed in 1973. To persuade the sponsorship of Leyland and to actually agree to the event being the official launch of these cars was no mean feat.

An interesting story regarding the XJ-C car was shared for the first time ever. A story that will remain with those in attendance.

Saturday Run - to find more food

Saturday saw us head off for a run, firstly to the Lakeside Cafe at Lake Bonney. Again a beautiful place to enjoy morning coffee. Then on to Bannrock Station and Wetlands for lunch. A few more cars came up for the day to join us. On the way home we arranged a photo shoot at Kingston On Murray.

Saturday Night- Do your own thing

The Mallee Fowl Restaurant at Monash was a great choice for some of the group to enjoy a meal on Saturday evening with a very entertaining host. He assured the President Phil that the "Skippy" he ordered was a fresh road kill from that same morning.

Other Members who decided not to clock up any more kilometres on their cars either ate at the Hotel or a nearby Chinese restaurant for a banquet meal.



A modified XJ-S V12 manual with a nicely prepared engine bay, joined us for the day

"Coffee and Cars"

Sunday saw us set up a Cars and Coffee event in front of the Renmark Hotel. Another great establishment with a street front Cafe and Restaurant.

The local car club was invited to join us and several local Jaguar owners did meet with us, including three very nice XJ-S coupes, an XJ-C, a lovely S-Type and a very tidy X-Type.

Huge Local Car Collection

On the way home from cars and coffee, some of the group went to one of the sheds owned by club member John Flanigan to inspect some of the 600+

cars that he owns. Unfortunately, due to room, some of his cars including Jaguars were out in the open - which will undoubtable have a predictable outcome unless John is able to find more storage space. One of his Jaguars included a very nice supercharged X300 XJR.

Sunday Night - More food

Our final evening meal on Sunday back at the Berri Hotel was a fitting finale for the weekend before our drive home on Monday. Some people who came in for dinner later than others and ordered meals that were identical to those who ordered first, ended up with their meals first causing some consternation. A similar situation occurred with sweets. In the end it didn't matter and created a few laughs for those not effected.

Full of food and alcohol we all finally went to bed.

All Good Things Come to an End

All agreed it was a great weekend. It was also a great opportunity for a different collection of Jaguars to get together.

We were very lucky with the weather which was glorious, 22-24 degrees, Riverland sunshine and a great location to hold such an event. We will have to do it more often, even if we end up putting on a few kilos. ■



A line up of Jaguars at "Cars and Coffee" in front of the Renmark Hotel. There were over 20 cars present with a mixture of Jaguars including four XJ-SC's and three XJ-C's.

Compact Register Run to Strathalbyn & Langhorne Creek

After a brisk start to the day at Crafers, we travelled along the freeway, some quicker than others, to our first stop at Gilbert Motor Museum in Strathalbyn. Everyone had the choice of Museum, Coffee shops and/ or Antique stores.

Gilbert's have a wide range of cars, motorcycles and memorabilia that is run by volunteers. They were so happy to see us and talk about the history of the Museum and its collection. It is well worth the visit.

Our next stop was Collectable Classics where we were greeted by Graham who was happy to show us around and talk about the cars that were for sale. We wondered around amongst the cars and bikes dreaming about what we could add to our collections.

Once reality hit and we had the obligatory photo shot, it was back in the cars for our final destination and some lunch. Bremerton Winery at Langhorne Creek was our watering hole and what a fantastic spot it is. Pizzas, cheese platter washed down with a glass of wine. Dessert and coffee for those that could fit it in.

Sixteen Jaguars in various models, some with pace but all with grace carried us through the country side for what was an enjoyable day out.

David and Angela Rogers



There were spectacular cars & bikes on display including two Jaguars by Rob and Vicki Loffler.



Rob & Vicki Loffler, 1950 Fire Engine Red 3.5 litre XK120 Convertible



Collectable Classics had some lovely cars on sale including a lovely 2.5 Mark IV, for what most considered was very reasonably priced.

Compact Register Run to Strathalbyn & Langhorne Creek



XK, Mk 7, 8 and 9 Register Run to Springton

We began the day with a breakfast stop at Kelsey Cottage where some 20 members enjoyed fresh scones & cream in the rather fresh Adelaide Hills weather.

It was good to see so many bring their cars out for the day. We then drove to the Springton home of Julian & Moira where we had our Register meeting and a great

afternoon relaxing and catching up after 6 months since our last meeting.

Steve Weeks



Photo L-R: Julian Lugg, 1952 Black 3.5 litre XK120 Open Two-Seater (OTS); Onslow & Wendy Billingham, 1958 3.8 Litre XK150 (FHC); Rob & Vicki Loffler, 1950 Fire Engine Red 3.5 litre XK120 OTS; Peter Goodale, 1956 Old English White XK140 (DHC).

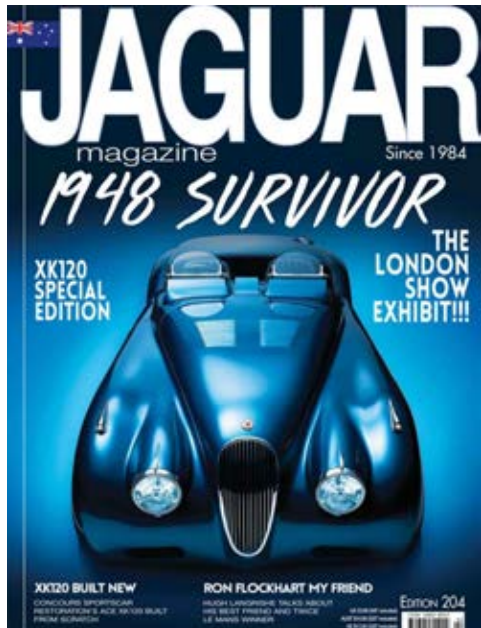


Peter & Ros Holland, 1955 Ivory Daimler Conquest New Drophead Coupe

XK, Mk 7, 8 and 9 Register Run to Springton



JDCSA Secretary and Register Secretary, Steve Weeks giving a "Sermon" to the troops



This Australian Jaguar Magazine has the following stories:

- ◇ **The First XK120 Survives:** There have been rumours that the first XK120 ever, the 1948 London Show car, exists, but most devotees have agreed that it was used by Jaguar and eventually cut up in 1958. That is not correct - it does live and is pristine!!!!
- ◇ **XF 2021:** The latest model has been released and has been totally refreshed inside and out.
- ◇ **F-Pace updated too:** Jaguars best selling model has had a mid-life refresh including hybrid power.
- ◇ **The first XJ6:** This 2.8 litre car was the very first XJ6 ever registered in the world and has a story to tell.

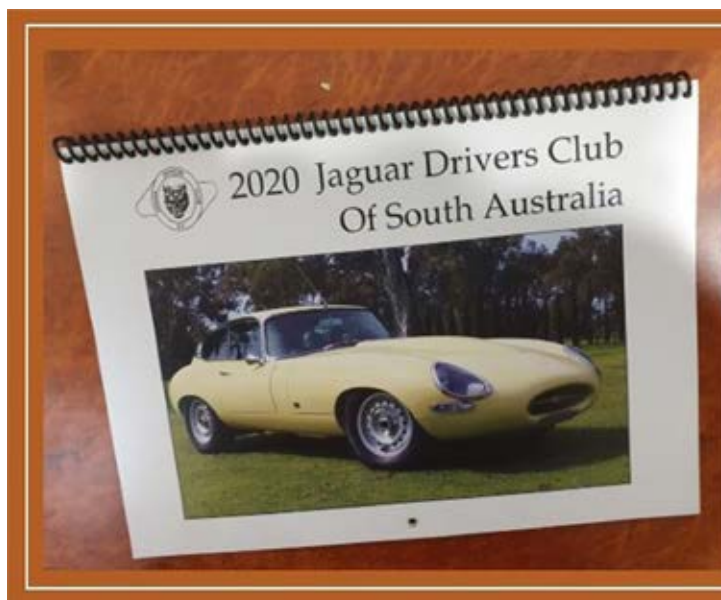
- ◇ **A brand new XK120:** Built by Concours Sportscar Restoration, the car pays tribute to Ecurie Ecosse's most successful XK120 racer.
- ◇ **Jaguar Infotainment Upgrade:** If your Jaguar has a screen on the dash you can now up-grade it to Jaguar's newest model specification and we show you how to do that.
- ◇ **Ron Flockhart:** He won Le Mans twice for Jaguar but was killed in Melbourne. His best friend tells us about Ron and his life.
- ◇ **Bryan White Tribute:** Their tribute to a friend and a free spirit when it came to his cars. ■

Classic Jaguar Magazine (Oct- Nov 2020)

The October/November edition has feature stories on the following:

- ◇ **Buying Affordable Classic:** They take a look at some of the older Jaguars that can be bought with a budget of £5000 or less. So, here's a question for you all. What's the best classic Jaguar YOU'VE bought on a tight budget?
- ◇ **Accelerating the Brand:** Sam Skelton brings us an exclusive insight into the development of the 'blown' Jaguar.
- ◇ **XK120 Experienced:** They get up close with a 1950 OTS, an early steel-bodied survivor with a low mileage.
- ◇ **Jaguar 340:** Mark Antwis introduces his handsome 340 saloon, a low-mileage restoration project that he snapped up at auction.

- ◇ **E-Type Evolution:** They examine the history of the E-Type and its development through all three generations.
- ◇ **The Way We Were:** Stephen Gregory takes a trip down memory lane, recalling his family's various Jaguars.
- ◇ **Ducan Hamilton:** To mark the centenary of his birth, they take a look at the life and times of this racing great.
- ◇ **E-Type Seat Assembly:** They visit a motor trimmer to see what's involved in creating an authentic new seat.
- ◇ **Racing Collectibles:** They take a look at some of the sought after automobilia from the TWR years. ■



Club Calendar 2021

Members are invited to submit photos of their car for inclusion in the Club Calendar for 2021.

Please send good resolution photos in landscape format to:

Di Adamson: di.adamson1@gmail.com

Jaguar World (October 2020)

The October edition includes feature stories on the following:

- ◇ **XKR-S vs Face SVR:** Both very different cars powered by the same 550PS version of the supercharged 5.0-litre V8. But which is the best application of this formidable motor, a sports coupe or SUV
- ◇ **XJ-S 6.5 litre V12:** They look at a highly but discreetly modified XJ-S that started life as a 1988 3.6 coupe but is now powered by a modified V12 engine and a discreet Chausseur bodykit, transforming it into the car the XJR-S could have been.
- ◇ **Restored Mark 1:** Supplied new to the US, this Mark 1 3.4 saloon was imported back to the UK in the nineties, restored and converted to RHD, but has once again been restored and is America bound.
- ◇ **XK 120:** Find out about the early Grand Prix career had by this XK120 in the Channel Islands after it was originally exported to Jersey and took part in the 1952 Jersey Grand Prix.

- ◇ **X300 XJ6 vs E38 BMW 7-Series:** Although both these luxury saloons arrived in 1994, at around the same time, both are very different in design and character. They decided to find out which is the better buy today.
- ◇ **E-type Series 2:** They take a dream drive of an E-type Series 2 of Classic & Sportscar Centre across the Yorkshire Moors, from Pickering to Whitby.

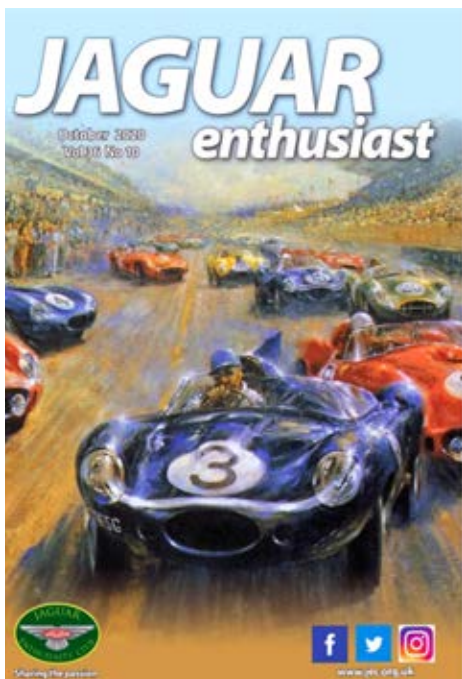
Technical

- Second of a 3-part series follow a Jaguar specialist as he dismantles, assesses and repairs an accident-damaged 2014 XF.
- Whether an XJ-S hood requires lubricant?
- Overhauling and modifying a four speed automatic gearbox.
- Outlines some of the steps that can be taken when checking the ignition system components to help start an engine.
- Tom Krefetz: They talk to the Californian President and founder of 'Classic Showcase' that employs a staff of talented craftsman that perform



- complete and proper restorations of cars to Jaguar concours standards.
- They look at new products including the correct style of brake callipers for the E-Type. ■

Jaguar Enthusiast (October 2020)



Front Cover: Celebrating automobilia relating to Ecurie Ecosse.

The Jaguar Enthusiast magazine is produced by the Jaguar Enthusiasts' Club, the largest Jaguar club in the World.

The magazine is produced monthly and the cost is included in the price of the National JEC Membership. Each month they have stories from each of their "Registers". In the October edition: -

- **Pushrod:** The 1.5 litre Jaguar was a crucially important model, explains Paul Skilleter.
- **F-type:** Information about changing the oil and filters in the ZF gearbox used in F-Type models.
- **XJS:** Numerous technical issues and problems discussed/solved
- **Modern S-type:** Technical issues regarding S-Type transmissions
- **XK:** A unique XK 150 estate conversion.
- **XK (modern):** Replacing window waste seals using EPDM rubber.
- **XF:** Numerous technical issues and problems discussed/solved including use of air gun to remove locking nuts.
- **X-type:** Changing the automatic gearbox fluid on a 3.0 litre X-Type

- **XJ (Series 1/2/3):** Discuss various XJ conversions and body-kits.
- **XE:** AdBlue error log issues on a diesel XE.
- **X-350:** Member discusses long term ownership and knowledge gained.
- **SUV Model Section:** An F-Pace ownership experience in buying and running a second hand F-Pace
- **E-type:** Member continues the 5th part of his long running story of his E-type restoration.
- **X-351:** Members experience with XJ variants.
- **Mark 7 - 420G:** Various technical issues discussed.
- **Compact:** A devote talks about his passion for Jaguars and about his hero Mike Hawthorn who died in a Mark 1 Jaguar.
- **XJ (1986-2002):** Rescuing an XJ40 Part 2. ■

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, opposite Ultra Tune.

Port Noarlunga "Cars on the Coast" - 8.00am to 10.00am, Becks Bakehouse, 25 Clarke Street Port Noarlunga.

Victor Harbor - "Cars and Coffee" 8am to 10.30am, McDonalds, Hindmarsh Road Victor Harbor.

Mt Barker - "Cars and Coffee" - 8.00am to 10.00am, Homemaker Centre, 6 Dutton Road, Mt Barker.

Gawler - "Machines & Caffeine" - 8.00am to 10.30am, Hudson Coffee, Commercial Lane Gawler.

3rd Sunday

Happy Valley "Chrome in the Valley" - 8.00am to 10.00am, Happy Valley Shopping Centre, Kenihans Road.

Unley "Coffee and Cars" - from 7.30am, Unley Shopping Centre, Unley Road.

Modbury Triangle 'Pancake & Chrome', 7.30am to 10.30am, The Pancake Kitchen, Modbury.

Angle Vale "Super Sunday Get Together", 8.00am to 10.30am, Angle Vale Shopping Centre, Heaslip Road.

4th Sunday

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

Last Sunday of Each Month

Mannum "Cars & Coffee on the River"- 10.00am to 12 noon, Carpark by the Ferry, Mannum



The one-and-only lightweight Mk VII (KRW 621). Driven by Rowan Atkinson at the three-day Goodwood Revival Festival, September 2000.

Classified Adverts



FOR SALE: 1948 Mark 4 Saloon

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

Price: \$52,250 ONO

Contact Joanne Mawett on 0419 866 637



FOR SALE: 1976 XJ-S Factory Manual

- ◇ Very rare, one of only 354 factory manual cars built.
- ◇ One owner last 33 years. Has been in storage for 16 years.
- ◇ New V12 engine at 75,000 miles. Only 119,000 miles.
- ◇ Complete with service history, owners manual, Jaguar service manual and Jaguar parts manual.

Price: All Offers Considered.

**Contact John Norrington 0414 395 456
(after 6:30pm) for further information and pictures.**



FOR SALE: 1998 XJ 308 4.0L Sport

- ◇ Very well maintained, strong V8 Engine
- ◇ Lovely to Drive - only 155,000 kilometres
- ◇ More Photos available

Price: \$12,000 ONO (reduced)

Contact Richard Chuck on 0408 313 848



FOR SALE: Mark II Manuals & Handbooks

- ◇ Jaguar factory service manual.
- ◇ Genuine Jaguar spare parts manual.
- ◇ Genuine Jaguar handbook & Jaguar drivers handbook, all to suit Mk 2, 2.4, 3.4, 3.8, 240 & 340 models.
- ◇ All books are in excellent condition.

Price: Negotiable.

Please contact Brian Toomer on 0414 418 298.

Number Plates For Sale

- ◇ One owner Jubilee South Australian rare number plates
366 J.

Price: Negotiable

**Contact Aiden Dutton on 0429 966 234
or Email: aidendutton@hotmail.com**



FOR SALE: 1951 Mark 7

- ◇ Commenced restoration but can no longer continue.
- ◇ I am a motor body builder by trade. The body and chassis have been sand blasted and etched.
- ◇ Rust in the lower quarter panels and roof have been repaired. Sill panels Replaced.
- ◇ There many spares - 4 doors; 4 front mudguards; 2 bonnets; 2 boots plus others.

Price: Negotiable.

Please contact John Lueders on 0405 605 566

Register Minutes (Multivalve)

Multivalve



Meet Fourth Tuesday of the odd Calendar Month

Minutes of meeting held on Tuesday 29th September 2020 at the Kensington Hotel, Regent Street, Kensington

Attendees

Barry & Hazel Brown, Peter & Heather Buck, Walter & Beryl Bullock, Fred Butcher, John Castle, Daphne & Bob Charman, Jim & Arcadia Komaromi, Judy Langdon & Ray Smithers, Graeme & Betty Moore, Jo Orford, Ron & Claire Palmer, Geoff & Margaret Thomas.

Apologies

Tony Human & Gabriela Orford, Bill Brown & Margaret Piper, Steve and Cecilia Schubert, Peter and Trish Clarke, Tom & Marj Brindle, Lesley & John Clarke.

Minutes of Previous Meeting

Agreed.

Matters Arising from Previous Minutes

No matters arising.

Club Business

- The next general meeting is Tuesday 6th October at the Police Club.
- SA Jag Day is cancelled, too hard with COVID-19 rules, etc.
- XK, Mk7,8,9 Register run to Springton, 13th October, plenty of spots still available.
- XJ, Mk10 & 420G – Register meeting Wednesday 14th October at the Bartley Tavern, 6:00pm for dinner followed by meeting.
- Compact Register run to Strathalbyn & Langhorne Creek, Sunday 18th October. Meet at Crafers Park 9:30am.
- XJ Register day run through Adelaide Hills, Tuesday 27th October. Meet at

Tea Tree Gully Hotel car park, leave 9:30am

- XJ Register run to Clayton Bay to Dave Bicknell's place on Sunday 15th November. Meet at Marion Hotel 9:00am for 9:30 departure.
- Club Christmas Dinner, Maylands Hotel, Tuesday 1st December, 7:00pm to 11:00. Dinner subsidised by the Club – 10 tickets left.
- XJ Christmas extravaganza, Glenelg Golf Club, Saturday 12th December, sold out, but there is a waiting list – contact Bob Charman.

All these events MUST be booked through TidyHQ and are subject to Covid-19 rules.

Register Business

- We had a great run to Murray Bridge via Mt. Barker last Thursday. Thanks to Barry Brown for mapping that run out following the old Princes Highway.
- Register Christmas lunch run to the Sevenhill Hotel via Tanunda possibly on Thursday 26th November (the same run as last year as it was a good one). Confirmation to follow in the next week or so pending Club Covid-19 approval.
- Di Adamson is still looking for photos of cars for next year's calendar.

Car Talk

- Barry Brown: 2010 XF 62,000kms, purring along beautifully.
- Jim Komaromi: 2007 S-type 132,000kms, running well but needs replacement remote control. Peter Buck to send him details of a recommended locksmith.
- Bob Charman: All cars going well.
- Walter Bullock: XJ40 running well after a long sleep – enjoyed Thursday's run but it got wet.....
- Ray Smithers: 2010 X-type 80,000kms, running well. One front reflector disappeared or fell out - \$98 for replacement, trade price.
- Ron Palmer: 2014 XF, 72,500kms, running perfectly.
- Graeme Moore: 2009 XF, 75,000kms, best car he has ever had.

- Geoff Thomas: 1976 XJ6 Series II, will be famous as it has been chosen to appear in a television advertisement.
- John Castle: S-type, all good, nothing to report.
- Peter Buck: X308, running well, minor passenger side wing mirror problem.
- Fred Butcher: SP250 and V8-250 going well. Took part in Bay to Birdwood, excellent day, well organised. Disappointing turnout by the Club – less than 10 members.
- Jo Orford: XKR, running well although has occasional incontinence problems, coolant refilled and now seems okay.

Any Other Business

- No National Rally in 2021, Tasmania postponed to 2022.
- All British Day 2021 cancelled.
- National Rally in 2023 will be in South Australia.
- JDCSA 50th anniversary in 2023. Bob Charman to speak to Peter Holland re commemorative book.
- Multivalve Australia Day BBQ to be held at Peter & Heather's as last year, but dependent on weather.

Next Meeting

Christmas lunch run – details TBA.

Meeting closed at 8:30pm with thanks to members for turning out in such poor weather.

Register Secretary
Peter Buck



Register Minutes (XK, Mk 7, 8, 9)

XK, Mk 7, 8, 9 Register



Minutes of the XK, 7, 8 & 9 Register held at the Springton home of Julian & Moira Lugg October 13th, 2020.

We began the day with a breakfast stop at Kelsey Cottage where some 20 members enjoyed fresh scones & cream in the rather fresh Adelaide Hills weather.

It was good to see so many bring their cars out for the day.

We then drove to the Springton home of Julian & Moira where we had our meeting & a great afternoon relaxing & catching up after 6 months since our last meeting.

Meeting Opened at 12.00 noon

Attendance:

Julian & Moira Lugg, Steve & Val Weeks, Onslow & Wendy Billingham, Rod & Peggy Davis, Peter & Judy Goodale, Robin & Deidre Ide, Tony & Carol Blackford, John Williams, Fred Butcher, Malcom Dewet, Robert Loffler, Peter & Ros Holland, Ossie & Rayeena Petrucco, Graeme & Fiona Schultz, Steve & Cecelia Schubert.

Apologies:

Graham & Jan Franklin, Evan Spartalis, Richard & Carla Smith, Doug & Sue Harrison, Vicki Loffler, Lindsey Williams, Michael Petrucco, Don Prichard.

Minutes of the Previous Meeting:

Minutes were accepted.

Club Business:

AGM details in CM.

Register Business:

- SA Jag Day will not happen this year, All British Day is also cancelled.
- Border Run – Covid has prevented

it this year but the Victorians would like to organize it in 2021, there was general agreement to this.

- Christmas Breakup: It was decided that an outdoor get together was preferred much the same as today, Steve to seek suitable venues for this.
- Register Secretary: Despite a frenzied surge from members to attain this position, Steve was re-elected unopposed.
- New Register Members: Since our last meeting we have had 2 new members join the Club, they are Don Pritchard & Gillian McKenzie & Peter & Sally Bell, they have both been welcomed into the Club & our Register.
- Register Activities: Steve will send out a questionnaire asking for feedback on what Register Members would like in 2021.

The meeting closed at 12.30pm.

A big thank you to Julian & Moira for their hospitality.

Steve Weeks

E, F, & GT Register Report

E Type, F Type, GT Register Meeting - Thursday 22nd of October 2020 .

Thank you to those who attended the E, F & GT October Register meeting. A big thank you to Alan Baker for opening his garage to us to see E Types and a D Type under construction. Al has made considerable headway with his D-Type and AB provided an update on his progress. Also of interest was an E-Type which has been converted to a wide body with very impressive fabrication of new panels.

E F & GT Register - 20 November 2020 meeting. Tentatively booked to be at Evan Dennings house at Encounter Bay. This is proposed to be on a Friday night so people can arrange to stay overnight.

For those who have holiday houses please consider inviting other members to stay the night.

If there is enough interest I am proposing a Saturday morning run to Goolwa, Milang & Strathablyn. Any ideas?

Please note that All British Day 2021 which was to include a 60th E-Type celebration and the SCCSA "Climb to the Eagle 2020" have been cancelled.

Adelaide Rally 25-28 November 2020 is still on. Get out and support Vin P who has entered with his son in the E-Type.

Tom Herraman



Alan Baker (far right) kindly opened up his garage and provided an update on his D-Type.

XJ, Mk 10 & 420G Register



Meet Second Wednesday of each month

Minutes of meeting held at 7.30pm on Wednesday the 14th October at the Bartley Hotel, West Lakes Shore.

Present:

Steve Arthur, David Bicknell, Tom & Marj Brindle, Walter & Beryl Bullock, Don & Elaine Cardone, Bob & Daphne Charman, Richard Chuck, Alan Davis, John & Claire Evans, Don & Toni Heartfield, Laurie Leonard, Darryl & Fay Leyton, Louis Marafioti, Chris Michael, Gary Monrad & Oggi Stojanovich, Graeme & Betty Moore, Paul Moore, Trevor Norley, Bryan & Ann O'Shaughnessy, Geoff & Margaret Thomas, Noel & Carmel Trew.

Apologies:

Steve Attard, Ray & Barb Offe, Peter & Heather Buck, Lorraine Davis, Jeannie DeYoung, Con Saris, David & Angela Nicklin, Don & Kathy Tyrrell.

Welfare:

Steve Attard in Hospital but in good spirits. Can't wait to get out to drive his new Karmen Ghia.

Previous Minutes: Carried

New Members:

The Register welcomed member Laurie Leonard to his first attendance to our Register meetings.

General Business:

1. Next meeting is AUCTION NIGHT.
2. Annual day trip to Clayton Bay – Sunday 15th November.
3. Our December meeting will be cancelled.
4. January 'Annual' breakfast at the Birkenhead tavern will be arranged.
5. Register Day Run – Tuesday 27th October. Meeting TT Gully Hotel

9.30am. Depart 10.00am – Chain of Ponds – Williamstown – Lyndoch (Morning Tea) – Tanunda – Sheoak Log – Gawler – Freeway to North Haven – Lunch at Palermo Restaurant (Owned by new Club Member) who is offering 25% of everyone's bill.

6. Kangaroo Island Day Trip – Saturday 7th November. 47 people coming.
7. XJ Register Christmas Dinner and Floor Show. Saturday 12th December at the Glenelg Golf Course. SOLD OUT.
8. 50th year Jaguar Book discussed.
9. Photos needed for club calendar – please forward to Di Adamson.
10. Club Xmas Dinner – Maylands Hotel – Tuesday the 1st December.

Car Talk

- Steve Arthur: N.T.R.
- Dave Bicknell: N.T.R.
- Tom & Marj Brindle: N.T.R.
- Walter & Beryl Bullock: N.T.R.
- Don Cardone: New radio aerial installed. From Hong Kong. Car wouldn't start after that.
- Bob & Daphne Charman: All cars running well.
- Richard Chuck: Wants to buy 3 Litre X- Type with sun roof.
- Alan Davis: N.T.R.
- John & Claire Evans: Getting the mileage up, back and forth to Hamley Bridge. Heater needs looking at on the XJ.
- Don & Toni Heartfield: Took Jag for a long run – Parafield Airport.
- Darryl & Fay Leyton: N.T.R..
- Louis Marafioti: N.T.R.
- Chris Michael: All good.
- Gary Monrad & Oggi Stojanovich: N.T.R.
- Graeme & Betty Moore: Air cond. Re-gassed. Second time in a year.
- Paul Moore: N.T.R.
- Laurie Leonard: N.T.R.

- Bryan & Ann O'Shaughnessy: Went to Riverland. Speeding ticket on way home. Son driving.
- Trevor Norley: All good.
- Geoff & Margaret Thomas: Car appeared in TV commercial for new AFL set of watches. Shaun Burgoyne was the star.
- Noel & Carmel Trew: New battery fitted to XJ.

Meeting closed 8.15pm.

Next meeting will be on WEDNESDAY the 11th November, 6.00pm for dinner followed by our Register Meeting at the Bartley Hotel, West Lakes Shore.

NOTE This is our annual AUCTION NIGHT. Please bring along anything you don't need at home to raise funds for our Christmas Dinner Show.

A fun night is always guaranteed.

BOB CHARMAN
Secretary



"I wish I could help, dad, but the only engines I know anything about are search engines."



Thirty-Five Years Ago Jaguar Won Bathurst!!!!



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



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Club Notices

GENERAL MEETING ROSTER 2020/21

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

JDCSA - General Meeting Minutes

Minutes of the JDCSA Monthly Meeting Tuesday 6th of October 2020 at The Police Club, 27 Carrington St, Adelaide, SA 5000

Chairperson: Phil Prior

Minute taker: Steve Weeks

Present : As per attendance list.

Meeting Opened 7.38pm

Phil welcomed those present & asked that all present had signed the attendance sheet. Phil also thanked the XK, 7, 8 & 9 Register for providing the supper.

Covid Protocols: Phil reminded those present that all Covid 19 rules must be observed.

Apologies:

Don Pritchard & Gillian McKenzie, Julian & Moira Lugg, Noel & Carmel Trew, Robin & Roseanne Bullock, Peter & Trish Clarke, Dave Burton, Clair Palmer, Malcom Adamson, Barry & H Brown, J Manifold, Steve & S Schubert, Wayne & R Butters

Welfare:

Bill Brown is back in hospital,

September Minutes:

Accepted

Business Arising:

The Club Calendar is close to being finished, please contact Di Adamson with photos if you wish your car to be included.

Club Calendar:

As mentioned in Business arising

Other Club Positions:

As printed in Classic Marque. Phil thanked all who had renominated.

Vice President Report:

Fred informed the meeting that All British Day was cancelled due to Covid 19 issues.

He did the Birdwood Run, very well organised but only 13 club cars attended.

Secretary Report:

No report

Treasurer Report:

No report

Membership Report:

Daphne advised that we had three new memberships in October.

Editor and Events Coordinator:

Graham said that all calendar events were in Classic Marque and on our web site. October Classic Marque is out and he thanked all for their contributions.

He is looking for articles and photos of Mark 7's as they feature in the next CM.

Log Books:

No Report

ACJC:

Tim White meeting next week via zoom, Two members are leaving the committee. Tassie National Rally postponed until 2022. 2023 will be held in SA.

There is a move for Border Runs to have ACJC support.

Events Coordinator:

No report

Regalia:

Ron highlighted some of the regalia available, only 1 umbrella left.

MSCA:

Barry Kitts, no events until November.

Library:

Tom reported that books and DVD's were available

Compact Register:

Dave reported that the next run was to Langhorne Creek. Thought that there should have been more club cars in the Bay to Birdwood run.

XJ Register:

Thanks to all who attended the last run in all 48 members attended, the hotel had to be changed at the last moment, but all went well & a great day.

The next Register Meeting will be at the Bartley Hotel, KI trip is on the 7th November, reminders will be sent out.

Run to Clayton on the 15th November with a BBQ lunch.

Christmas dinner is sold out, also there is a Register Run on 27th October Leaving from TTG at 10am with lunch at the Palermo Restaurant., North Haven.

Multivalve:

Still meeting at the Kensington Hotel for Register Meetings, the next meeting not until the new year.

Great recent run with 28 to 30 members attending.

E, F & GT:

A good Register Meeting at Beaumont Tiles, the next meeting will be held at the home of Alan Baker.

SS, Mk IV & Mk V (Pushrod):

Des Brown reported there have been no runs yet.

XK & Mk 7, 8, 9:

The next Register Run is on the 13th November, morning coffee at Kelsey Cottage with meeting at the Springton home of Julian & Moira Lugg.

General Business:

- Arcadia reported that we have 88 members booked for the December GM Christmas Dinner.
- The XJC & XJS run to the Riverland will have a mixture of cars.
- Proposal by Jo Orford that we donate to the Salvation Army as the SA Jag day is not happening, Angela Rogers proposed that \$2000 be the amount, the motion was seconded by Mary Thomas, the motion was voted in favour of by the meeting.
- Bob Charman floated the idea of a 50th Anniversary Book being produced by a publisher to commemorate the Clubs 50th year.
- Phil said that Tim White & Graham Franklin are collection stories for the 50th year celebrations, any stories should go to them.

Thank you to XK & Mk 7, 8, 9 Register for supper.

Meeting closed 8.30pm

JDCSA - Club Directory 2019 -2020

Club Postal Address:

PO Box 6020, Halifax Street, Adelaide SA 5000

Club Web Site / Email

Web: www.jdcsa.com.au

Email: info@jdcsa.com.au

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

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

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

Your Committee

President: Philip Prior

Mobile: 0402 670 654.

Email: philipprior@bigpond.com

Vice President: Fred Butcher

Mobile: 0428 272 863

Email: vicepresident@jdcsa.com.au

Treasurer: Heather Buck

Mobile: 0432 549 086

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Mobile: 0414 952 416

Email: xk789@jdcsa.com.au

Editor Classic Marque/Events Coordinator: Graham Franklin

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Email: editor@jdcsa.com.au

Membership Secretary: Daphne Charman

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

Email: membership@jdcsa.com.au

Web Master: Tom Herraman

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

Club Patron Mr Peter Holland

Phone: (08) 8271 0048

Club Services / Club Representatives

Technical Officer: Geoff Mockford

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

Regalia: Ron Palmer

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

Librarian Tom Brindle

Phone (08) 8387 0051

Log Books David Burton

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

Australian Council of Jaguar Clubs (ACJC)

Club Representative: Tim White

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

Federation of Historic Motoring Clubs (FHMC)

Club Representative: David Burton Mobile: 0417 566 225

Marque Sports Car Association (MSCA)

Club Representative: Barry Kitts: 0412 114 109

All British Day

Club Representative: Alan Bartram: 0418 818 950

Inspectors - Club Registration

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

Register Secretaries

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

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

Email: kretch@internode.on.net

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

Steve Weeks: 0414 952 416

Email: xk789@jdcsa.com.au

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

Angela & David Rogers

Email: compacts@jdcsa.com.au

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

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

Bob Charman Phone: (08) 8248 4111

Email: xj420g@jdcsa.com.au

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

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

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

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

Peter Buck Mobile: 0421 061 883

Email: Peter.buck51@bigpond.com

Register meeting dates and time are variable at present. Please check JDCSA Web site



Grace...Space...Pace

JAGUAR