

CLASSIC MARQUE

OCTOBER 2021



CELEBRATING 60 YEARS OF THE E-TYPE (1971-2021)

THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA

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Jaguar Drivers Club of SA - Presidents Report

Presidents Report October 2021

As incoming President, I would like to acknowledge your support in accepting my nomination as club President. It was reassuring to see that the majority of executive positions have again been filled by existing incumbents. Continuity in key positions is important for it retains past knowledge of club business. Don't get me wrong I am not averse to change.

It would be remiss of me not to thank retiring members of the executive and to welcome onboard your new Vice President Michael Pringle. Michael brings considerable experience with car club matters having recently resigned as president of the Daimler and Lanchester club of Victoria. Also joining the executive are Alan Baker and Alan Bartram taking on the role of E Type and GT secretary and Brenton Hobbs as secretary for the SS and Daimler register. The compact register remains in search of a secretary, volunteers most welcome. The position of Public Officer for the club has also changed with Tim White handing the banner to Secretary Steve Weeks and the club representative for ACJC to Phil Prior.

I thought it appropriate to again emphasize the important work being done by our Register Secretaries. They play a very important part in grass roots functions such as organizing register functions and ensuring their members are travelling OK. I do encourage club members from other registers to make an effort and attend other register functions they are not affiliated with. Attending other registers

helps ensure we as a club exercise Club Objectives to ensure fellowship and avoid a silo style club mentality.

I must again remind members that have not had their log book endorsed they are now driving an unregistered vehicle for which the club does not accept responsibility; Be Warned.

Our next major event is Jag Day to be held at Civic Park opposite Tea Tree Plaza Modbury. Planning is complete with a working group meeting at the park last Thursday, 23rd. Good News! Shannons have agreed to make available their Super -Rig for the day and we have been given the Green Light to park it on the oval; it weighs in at 27 Ton.

Again, our Sponsors have committed to supporting this event. Please remember to support our Sponsors who have given generously. Sponsors are invited to join us for the day. On this note I encourage members to support our charity drive "Cat & Cans".

In closing I remind members to observe the COVID restrictions and please ensure that you have your mobile phone with you to QR code attendance. The code will be checked on arrival and vehicles can't proceed until logged-in. Provision will be made for those who don't own a smart phone. QR barcodes will be positioned around the park for those arriving by foot. You are reminded it is your responsibility to register your attendance.

**Safe motoring,
Fred Butcher**



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Front Cover:

60th E-Type Celebration, Torrens Parade Ground SA 2021

Rear Cover:

Katherine Zeta Jones, long time Jaguar owner with her Series II E-Type



@sajaguarclub

Reminder - Guest Speaker For October

We are pleased to announce that our guest speaker for our October General Meeting will be a Mr Bob Jones who will give a talk on Archaeology.

After completing a traineeship with a South Australian dairy company and qualifying in industrial microbiology in 1975, Bob embarked on a 40-year corporate career, working in both local and overseas operations and general management roles.

In 2010 he decided it was time to further his long held deep interest in

archaeology. He returned to Flinders University in 2010 and completed both Bachelor and Masters degrees, majoring in Australian indigenous archaeology.

Currently Bob is at the midpoint of a part time PhD, investigating aboriginal earth mound structures on the Murray River floodplain near Renmark in the Riverland.

These structures are associated with the large scale cooking of bulrush roots dating from 5000 years ago & are potentially



associated with the development of a seasonal food production strategy and the broadening of diets to support local Aboriginal groups during a period of adverse climate change. ■

Events Calendar *(Register events are open to all members - not car specific)*

Tuesday 5th of October 2021 - 7.30pm.

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

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

Thursday 7th of October 2021: Multivalve Register Lunchtime Run through the Adelaide Hills. 9.30am to 3.00pm

Meeting at the Marion Hotel on Marion Road at 9.30am for a 9.45am start.

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

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

Tuesday evening, 12th of October 2021: Compact Register Dinner & Meeting. 6.00pm to 9.00pm

Mile End Hotel, 30 Henley Beach Road from 6.00pm. We are hoping to elect a new register secretary at this event.

More details contact Jo Orford Ph 0411824791 or register at: [Compact Register Meeting](#)

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

Wednesday evening, 13th of October 2021: XJ, Mk10, 420G Register Meeting - 6:00 pm - 8.30 pm

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

Please contact Bob Charman. Email: xj420g@jdcса.com.au or register at: [XJ Mk10 420G Register Meeting](#)

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

15th - 17th of October 2021: XK, Mk 7, 8, 9 - Run to the Riverland Weekend

Centre of operations will be based in the town of Loxton. More information TBA

Please contact Steve Weeks on 0414 952 416 or valsteve47@outlook.com or register at: [XK Riverland Weekend](#)

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

Sunday 17th October: "Charity Classic Car Muster" on the Tarlee Oval from 11:00am

Please register your interest by contacting:- Garry Wellington OAM E-mail: Garry.wellington@bigpond.com or

Ph: 0417 855 548 Prior to **10th October 2021 (SEE PAGE 50)**

Wednesday evening, 20th of October 2021: SS, MkIV & MkV Register Meeting. 7.30pm

To be held at Bruce Fletchers Home. Further details TBA

More Information please contact Brenton Hobb: bmhobbs@bigpond.com

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

Thursday evening, 21st of October 2021: E-Type, GT and F-Type Register Meeting. 7.30pm - 9.30pm

Further details to be provided by email. To register please goto: [E-Type, F-Type & GT Register Meeting](#)

For information please contact Alan Baker at: ambaker@iname.com or Alan Bartram at: adbartram@bigpond.com

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

Sunday 24th of October 2021: SA JAG DAY - 10.00 am - 3.00 pm.

Civic Park Modbury, 995 North East Road, Modbury SA 5092, Australia

See page 8-9

Tuesday 2nd of November 2021 - 7.30pm

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

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

Friday 5th of November: Climb to the Eagle 2021 - 8.00am. Victoria Park/Pakapakanthi (Park 16), Wakefield Road.

There are four different stages of the 2021 Climb to the Eagle 1. Opening run (Vehicle Registration), 2. Morning tea with a guest speaker, 3. Extended run 4. Lunch. There are tickets for each.

For more information go to: [Climb to the Eagle 2021](#)

Sunday 7th of November: XJS Appreciation Run. 8.30 am - 2.00pm

Meet at Nick Scali Carpark Marion Road, travel through Adelaide Hills to Mick O'Shea's Irish Pub for Lunch.

Please note COVID-19 requirements: Members need to register that they will be attending. Go to: [XJS Appreciation Run](#)

Sunday 7th of November: Sports Car Sunday: Waite Oval - 15:30 to 18:30

Sportscar Sunday is a car event held every 6 months at one of the best locations in Adelaide, on the Waite Oval.

Members who wish to attend should register their cars to secure parking, as spaces are limited to 300 cars,

For more information: <https://www.sportscarsunday.com/>

Editorial by Graham Franklin.

There have been an absence of Australian Magazine/Web reviews of Jaguar cars of late, but now with the 2022 model year releases, we have been bombarded with them. Included are four; I-Pace; E-Pace; F-Pace and F-Pace SVR. They have been heavily redacted, but for those interested, the full review can be either read on line or by acquiring the relevant Magazine.

Included is a feature on the 60 years of the E-Type. I know other Jaguar owners may feel a bit left out, but the [March 2021 Classic Marque](#) previously covered all the 2021 anniversaries. They included:

- SS 100 - Celebrating 85 Years
 - Mark VII - Celebrating 70 years
 - C-Type - Celebrating 70 years
 - Mark X - Celebrating 60 Years
 - E-Type - Celebrating 60 Years
 - XJ13 - Celebrating 55 Years
 - 240, 340, 420 - Celebrating 55 Years
 - E-Type S3 & V12 Engine - 50 years
 - XJ40 - Celebrating 35 years
 - XK8/XKR (X100) - 25 years
 - X-Type - Celebrating 20 Years
 - XK/XKR (X150) - 15 years
- At 'JAG Day' we hope to have a parade of the majority of these anniversary models.

We have included coverage of recent Register events including 'The Bend Classic' display and track cruise and the XK, Mk's 7, 8 & 9 September Lunch Run.

There are some interesting overseas and local auction results including a [Mark II tool kit that sold for \\$2,000](#) at the recent Shannons auction. Yes - it's not a typo.

Plus, there is the latest news from Jaguar and other news from around the traps. Thank you to everyone that provided stories and photographs.

SEE YOU ALL AT JAG DAY!!!!

Cheers

***** Due to a change in Web providers our club is having problems with E-mails not being delivered to our inbox. If you are sending an E-mail to the Editor, please send to: graham.franklin68@yahoo.com. Also, if YOUR EMAIL to a committee members bounces back or is rejected - please resend to jdcsa@mail.tidyhq.com**

Tasmanian National Rally Cancelled

The Australian Council of Jaguar Clubs (ACJC) as Patron of the National Rally in conjunction with the Jaguar Car Club of Tasmania met on Wednesday 22nd September to discuss the upcoming Rally to be held in Tasmania. Regrettably due to the expansive COVID situation we have had to cancel the rally again.

The financial and volunteer risk is simply too great given the extenuating circumstances we are facing. The continuing large new cases in both NSW and Victoria (which one has to travel through to get to the Ferry) and that the Delta strain which will most likely

make its way into QLD, SA & WA over the next few months coupled with some 25,000 expats due to be repatriated back to Australia all create an enormous risk for us.

Australian Government modelling requires an 80% fully vaccinated population so that the hospital systems around the country can cope with the additional intake. Remembering that the vaccination does not stop one from getting COVID but minimises the risk of dying from it.

However, there is some good news in relation to a Tasmanian State Rally event

to be held at the same time in Hobart. The Tasmanian secretariat would welcome affiliate member enquiries to attend this event and they can assist with touring suggestions pre or post the State Rally. More information will be distributed over the next few weeks

For more information, please contact your ACJC delegate or myself. (Email: casuti3@bigpond.com).

Regards
Tim White
Chairman, ACJC

Border Runs With Victoria Cancelled/Postponed

Following on from the postponement of the Mount Gambier E Type Spring Run - 60th Diamond Anniversary Event that was to be held in September; the XK, Mk 7, 8, 9 Border run to Halls Gap planned for mid-October has been cancelled.

Similarly, the SS, Mk IV, Mk V 47th Border Run Weekend to Hamilton Victoria planned for the end of October has also been cancelled.

The Victorian "roadmap" out of COVID-19 indicates that Melbourne will remain in lock-down until at least

26th of this month and then restricted to a 25km radius from home as well as other severe restrictions on events, gatherings, dining and retail etc. It is also forecast that South Australians will not be permitted to travel to Victoria for some time after Nov/Dec. For Victorian and SA members that planned to attend these events, it is a big disappointment.

In the case of the Mount Gambier E-Type 60th Diamond Anniversary Event, it has been postponed until 29th April - 2nd May 2022. No changes to the itinerary.

The XK, Mk 7, 8, 9 Register has reorganized a run on to the Riverland, following in the steps of the recently successful XJ Register Run. It will be held on the same dates (15th-18th of October 2021) as the planned Halls Gap Run.

Graham Franklin
Events Coordinator

New Members - Lara and Gary Farr

Lara Farr - Our love for our E-Type Jaguar began in quite an unusual way.

The House Next Door

We moved into our new house at Goolwa two years ago. As we were loving the area, we decided to stay there until retirement.

We kept looking out our kitchen window down to the house next door, dreaming of the day it would come onto the market so that we could purchase it and essentially extend our own property.

What we didn't know was that there was something very special being housed in the garage in a 'Barn-State'.

After seeing a real estate agent leaving the property, my husband asked our neighbour if they were interested in selling their house to us?

What Was In The Shed?

The owners agreed to sell the house to us after we agreed to purchase it at the price they wanted. However, they told us the purchase of the house couldn't be finalised until the old car in the garage that had been sitting around since 1984 got sold.

Everything looked rosy until a couple of weeks later when we asked how the sale of the car was going? This made my husband and I begin to feel anxious



because the owners didn't want a deposit for the property, they just told us we needed to trust them on their word and we could go ahead with the purchase when the car in the garage was sold.

Being an older couple, I was interested in assisting them to sell the car on Carsales or Gumtree to hurry the process along. After speaking to them, and recognising the car in the garage that nobody seemed to want, was actually a classic 1969

beauty. Yes, that's right - a green E-Type Series 2 Jaguar that had been sitting in a 'Barn Find' state all these years - just waiting for someone to restore it, right under our noses.

Fatal Attraction

Well, with a little encouragement my husband was prepared to look at it. Of course, objecting initially, because at the moment we have a 1977 XC Falcon at



New Members - Lara and Gary Farr

South Coast Custom in Victor Harbour getting restored. So, to take on another project before one was even finished wasn't going to be an easy sell for me to do on my husband.

If it wasn't for the fact that we couldn't purchase the house until the car was sold, we would never have ended up owning this gorgeous piece of British history.

Gary initially said that he would just sell the car, after all it's in a "Barn-Find" state. But after looking over it for some time while the property purchase got finalised, and falling in love with its shape and style, I'm thrilled to say it's a keeper and when the Falcon is restored the E-Type will be next.

Lara Farr

Editor- A great story. Thank you. I hope you very much enjoy the time with our club. The E-Type & GT Register members have loads of knowledge and experience that may be of some help in the future.



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 October, 2021 magazine:

- Lara & Gary Farr: 1971 Jaguar E-Type 6 Cylinder Coupe.
- Kim Justice & Karen Watkins: 1973 Jaguar XJR 6 Cylinder Sedan.
- Geoffrey Richards & Jarrad Rogers: 1975 Jaguar XJ6 S2 6 Cylinder Sedan.

- Steve Hutchison & Helen Galdes: 1973 Jaguar E-Type V12 OT Tourer.

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

- Greg Souter: 1987 Jaguar XJS-C 5.3L Cabriolet.
- Stephen Noble: 2013 Jaguar XKR 5L Coupe.
- Steven Meins: 1964 Jaguar S-Type 3.8L Sedan.
- Andrew Toomes: 1981 Daimler Sovereign 4.2L Sedan.

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

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

Daphne Charman
Membership Secretary

Jaguar Drivers Club of South Australia

SA JAGUAR DAY

Sunday 24th October 2021

11.00am—3.00pm

Civic Park Modbury



Food and Drinks Available

All Jaguar and Daimler cars welcome.

Participating cars to be in place by 10.30am

and must stay in place until 3.00pm

FREE ADMISSION

Support our **GATS and GANS** food drive.

Please load the boot of your Jaguar with non-perishable food items. The Salvation Army will be on site to collect from you as you enter the park. Cash donations will be also accepted.

SA 'JAG DAY' - October 24th

This month (Sunday 24th October) we have SA JAG DAY and our CATS & CANS Charity Food Drive.

Pre-registration is not required but you will need to use the on-site QR Code check-in on arrival.

There will be a coffee stall, Kiwanis BBQ and Strawberries Galore onsite. Members are encouraged to use these vendors (rather than the shopping centre), as they have taken the step to support our event, and like all small businesses and charities effected by COVID-19, they all need our support.

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

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

Club Members who own non-Jaguar/Daimler cars are most welcome. Your cars will be parked together.



SA JAG DAY- Sunday 24th October

is also the JDCSA Annual Charity Day in support of the Salvation Army.

Please fill your boot with non perishable food items.

The Salvos will be there to collect from you as you enter the oval.



A Salvation Army Truck will be positioned in the car park at the entrance to the oval to collect your cans and non-perishable goods.

The Shannons Super-Rig will be in attendance.

It is a spectacular site when the Super-Rig opens leaving a huge footprint, 27 metres long, 10 metres wide and 6 metres high transforming into a Super Automotive Expo for motoring enthusiasts, families

and children alike. Make sure you visit the Shannons Super-Rig while you are there.

So, bring the Jaguar/Daimler/SS Car and the family and whatever else you need to make it a great day out.

Graham Franklin
Events Coordinator



This Car Alone Caused A Temporary Spike In The UK Birthrate

On the '61 E-Type, traffic stopping sex appeal made sense then. And Hagerty Insurance makes sense now. After all, bespoke coverage from the only company in the U.K. that specialises in classic car insurance, well, that never gets old.



Hagerty Classic Car Insurance | 0844 824 1136 | hagertyinsurance.co.uk

Celebrating 60 Years of The E-Type

Design

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

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

Engine

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

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

Launch

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

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

Series 1 (1961-1968)

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

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

Earlier built cars utilised external bonnet latches and had a flat floor design. After that, the floors were dished to provide more leg room, and the twin bonnet latches moved to inside the car.

Early roadsters also have lead bag shot in the roof linings to stop drumming at speed.

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

4.2-litre cars had more comfortable seats, improved brakes and electrical systems and an all-synchromesh four-speed gearbox.

The 4.2-litre cars also had a badge on the boot proclaiming "Jaguar 4.2 Litre E-type" (3.8 cars have a simple "Jaguar" badge). Optional extras included chrome wire wheels and a detachable hard top for the OTS.

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

Series 1 ½ (1967-1968)

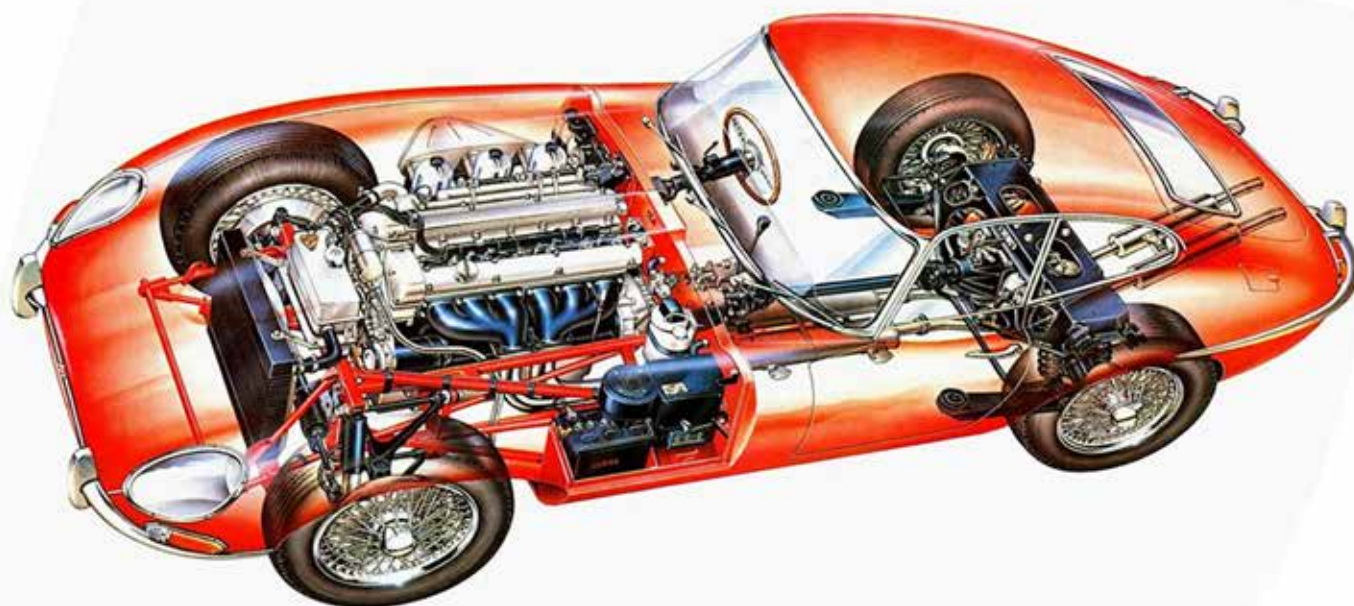
In 1967, Jaguar launched an updated model which came to be known as the Series 1 ½. This model was only in production for a single year. It brought the new unfaired headlight design that subsequently featured on the S2. Improved brakes were also among the updates.

Series 2 (1968-1971)

The Series 2 introduced a number of design changes, largely due to U.S. Safety mandates. These cars have a wrap-around rear bumper, larger front indicators and tail lights re-positioned below the bumpers, and an enlarged grille and twin electric fans to aid cooling.

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

New seats allowed the fitment of head restraints, as required by U.S. law beginning in 1969. The engine is easily identified visually by the "ribbed" cam covers. Air conditioning and power steering were available as factory options.



1961 Jaguar E-Type Fixed Head Cutaway

Celebrating 60 Years of The E-Type

Series 3 (1971-1974)

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

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

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

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

Lightweight Models

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

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

Motorsport

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

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

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

Reviews

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

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

Production

72,507 cars were produced between 1961 and 1975.

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

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

Collectability

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

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

New York Museum of Modern Art

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

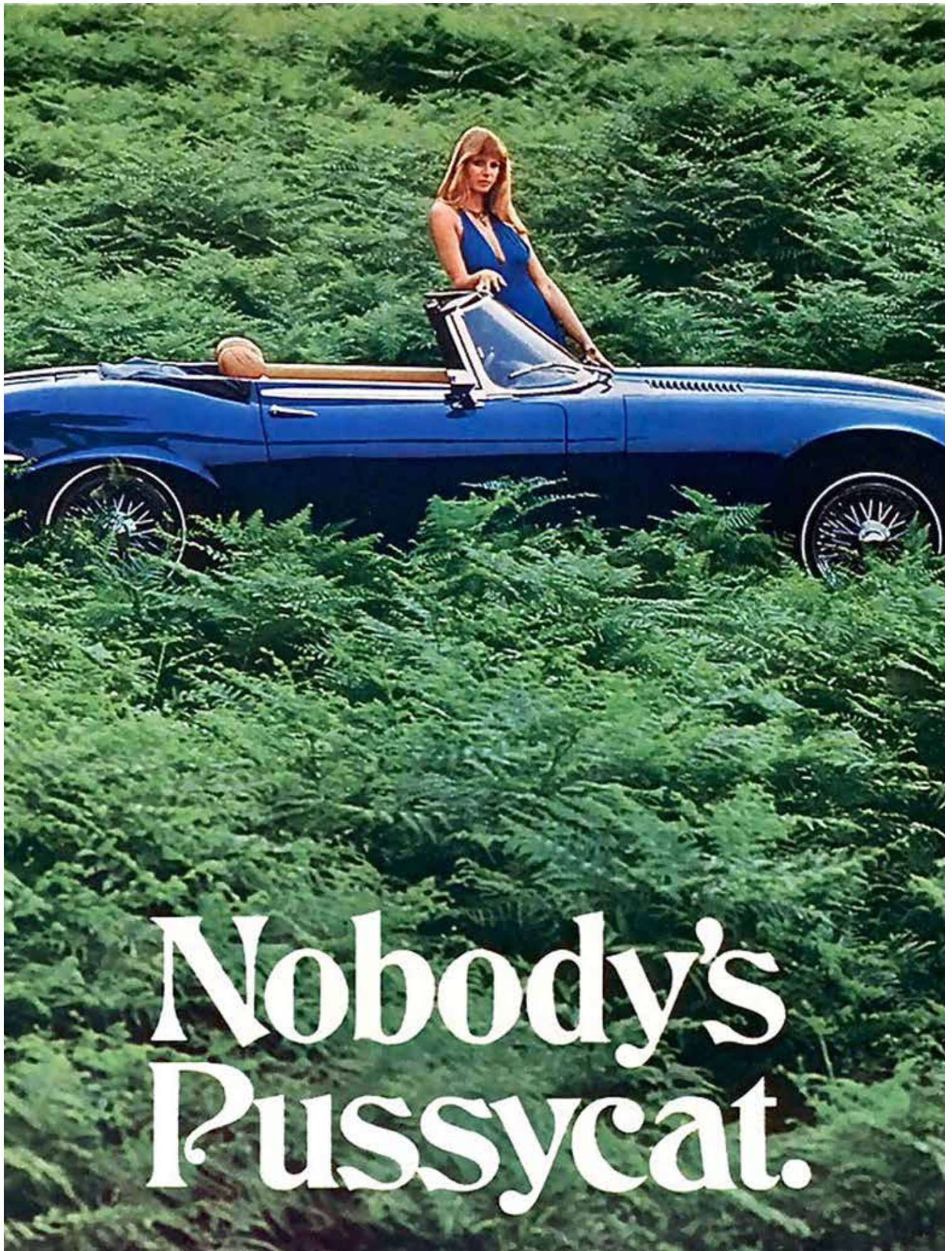
End of the Line

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

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



1974 Jaguar E-type Series 3 V12 OTS. The Last E-type Built HDU 555N



Nobody's Pussycat.

60 Facts About The E-Type

To celebrate the E-Type's anniversary, for 60 days the Jaguar Daimler Heritage Trust listed on its website 60 facts about the E-Type. (Not all facts have been included due to space).

Fact 1: The E-type was launched at the Geneva Motor Show on 15 March 1961.



Fact 2: 9600 HP, the first E-type FHC, was unveiled to the press at the Parc des Eaux Vives, Geneva. This caused a sensation with people pushing for demonstration rides, the police were called to keep order.



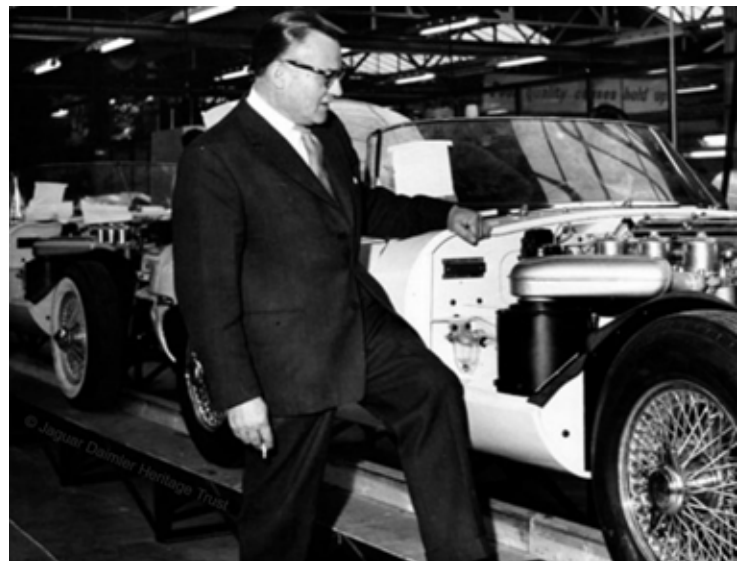
Fact 3: Demand was so high that Sir William Lyons phoned the factory and told Norman Dewis to drive 77 RW, the first E-type Roadster, to Geneva. He drove through the night arriving in Geneva 11 hours later just in time to get ready for the demonstration drives.



Fact 4: The third E-type at Geneva in March 1961 was the launch car on the stand in the Motor Show - E-Type FHC, chassis 885005. The car is still in Switzerland in the ownership of a Swiss collector.



Fact 5: The engineering team behind the E-Type was led by Jaguar Chief Engineer, William Heynes, with Malcolm Sayer working on the body design and Bob Knight on the Independent Rear Suspension (IRS) setup.



Fact 6: When it was launched in March 1961, the E-Type was the world's fastest production car.



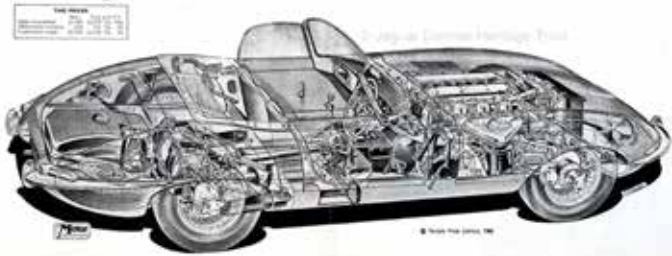
60 Facts About The E-Type

Fact 7: By the end of Geneva Motor Show the Company had taken orders for 500 E-Types and 9600 HP and 77 RW were returned to Coventry by which time they had covered a total of 3,400 miles.



Fact 8: At launch, the E-Type Series 1 coupé cost £2,196 but by 1963, with a reduction in Purchase Tax, this had come down to £1,913. When launched the E-type was half the price of an Aston Martin and a third of the price of a Ferrari. In 1961 the average working weekly wage was £15...so still not cheap.

	Basic	Total with P.T.
Open two-seater	£1,480	£2,097 15s. 10d.
Detachable hardtop	£54	£76 10s. 0d.
Fixed-head coupé	£1,550	£2,196 19s. 2d.



Fact 9: The E-Types were launched with the 3,781cc XK engine with triple 2 inches SU carburettors. This was the same version engine that had featured in the very last iteration of the Jaguar XK150S sports car from 1958 to 1960.



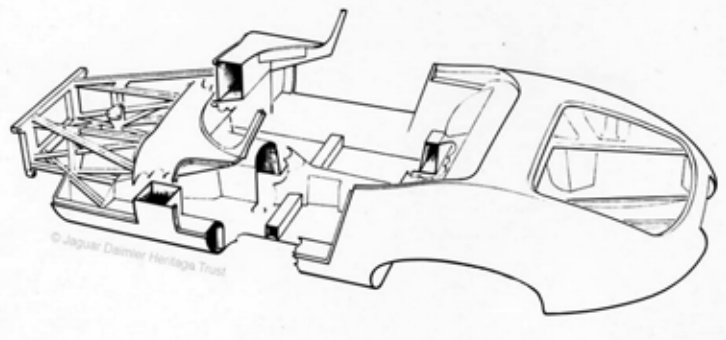
Fact 10: Jaguar's PR Manager and Public Relations Officer Bill Rankin is credited with having created the initial aura surrounding the launch of the E-Type which continued long after Geneva.



Fact 11: The E-Type encapsulated the spirit of the "Swinging Sixties" - liberation, innovation and style. It attracted celebrity owners from Sid James to Princess Grace of Monaco.

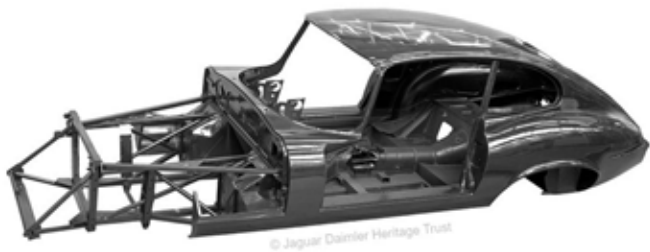


Fact 12: The E-Type structure was completely unlike any of its predecessors, weighing in at 225 kg less than the XK150 it replaced.



60 Facts About The E-Type

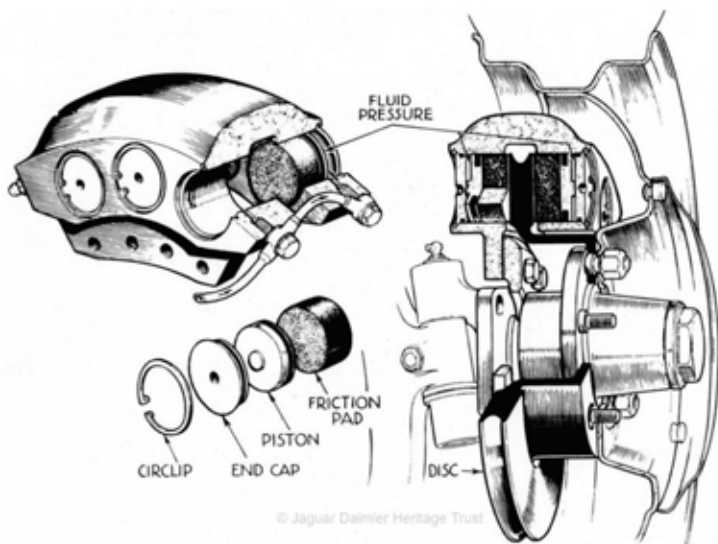
Fact 13: The E-Type was designed as a roadster but Bob Blake, a body fabricator came up with fixed head coupe. When Lyons saw this he said "Did you do this, Blake?"... It's good... We'll make it."



Fact 14: Brand identity and badging on the early E-Type's was minimal. The only badge on the front of the car was a round 'Growler' with a red sunray background inserted in the centre of the motif bar that spanned the bonnet air intake. The only badge on the boot lid said 'Jaguar'. Nowhere on the car was 'E-Type' mentioned nor details of the engine size.



Fact 15: E-Types were equipped with Dunlop disc brakes on all four wheels with separate hydraulic circuits front and rear - a rarity in the early 1960s.



Fact 17: Enzo Ferrari is quoted as having said the E-Type is "the most beautiful car in the world".



Fact 18: Even though the E-Type was designed for everyday use rather than as a racing car, it was very successful in racing throughout the 1960s and 1970s.



Fact 19: Exactly a month after the E-Type was unveiled to the public, on 15 April 1961, two showroom specification cars were entered in a 25-lap race at Oulton Park. Graham Hill took the chequered flag on the E-Type's maiden outing.



Fact 20: Four E-Types were sent to the US for the New York Motor Show in April. By the end of the Motor Show, Jaguar North America had taken orders worth \$30 Million (£11 M), most of that for E-Types.

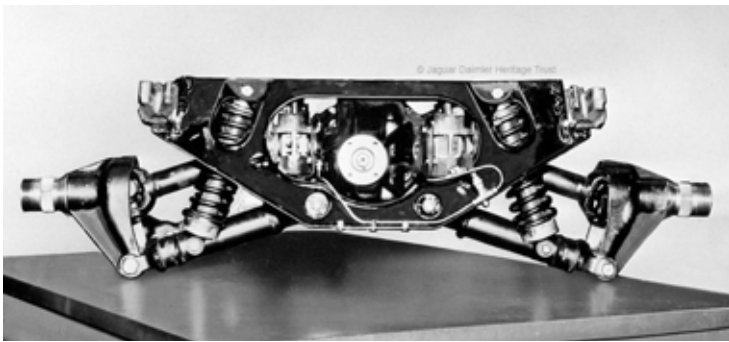


60 Facts About The E-Type

Fact 24: E2A was the 2nd prototype which was developed from the D-Type (the first being E1A which no longer exists) to race at Le Mans. Again designed by Malcolm Sayer. The finished car weighed 953 kg. (73 kg heavier than a D-Type).



Fact 26: E2A was used as the test bed for improving the front suspension and for developing the completely new Independent Rear Suspension developed by Bob Knight.



Fact 27: In 1962 Peter Lumsden & Peter Sargent competed at Le Mans at the wheel of Sargent's E-Type 898 BYR (chassis 850009), one of the earliest E-types from the production line. They finished 5th one place behind the Cunningham/Salvadori E-Type built in the Jaguar Competition Dept.



Fact 28: Between 1963-1964 Jaguar produced twelve Lightweight E-Types to compete in serious racing. One of these cars included the 1963 Australian GT Championship car owned and raced by Bob Jane.



Fact 29: The Lightweight E-Type's monocoques, outer body panels and fitted hardtops were manufactured from aluminium, so that they were 113 kg lighter than the steel bodied E-type.



Fact 34: On 11 October 1964, during a 1,000 km race on the Montlhéry circuit near Paris, Peter Lindner's 'Low-Drag' Lwt E-Type lost control in the wet and collided with another race car. Both drivers and 3 officials were killed. His lightweight 4868 WK was impounded by French authorities and locked away in storage. It was restored in the late 2000s to become the well-known Lindner-Nöcker Lightweight.



60 Facts About The E-Type

Fact 39: From 1961 to 1964, Jaguar made 7,671 3.8 litre E-Type Series 1 coupés, of which 1,799 had right-hand drive, and 1,559 were sold in the home market where the coupé was more popular than the open two-seater.

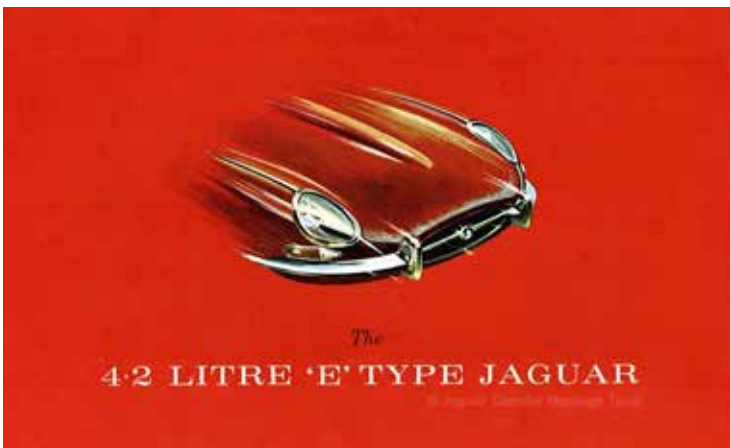


Fact 40: On 9 October 1964 Jaguar launched the 4.2 litre version of the E-Type replacing the 3.8 litre engine, still fed by triple 2" SU carburettors. The power output remained about the same, but torque increased to 283 lb ft at 4,000 rpm allowing the E-type to pull better in the middle rev ranges.



NEW 4.2 LITRE 'E' TYPE MODELS

Fact 42: Many E-Type enthusiasts think the 4.2L Series 1 is the best version – it retains the purity of the original car with its faired in headlights. The 4.2L engine and Jaguar all-synchromesh gearbox made the car more fun to drive. The better brakes improved stopping power. The improved seating made it more comfortable for long distance driving. All of these upgrades made it a more refined, more civilised car.



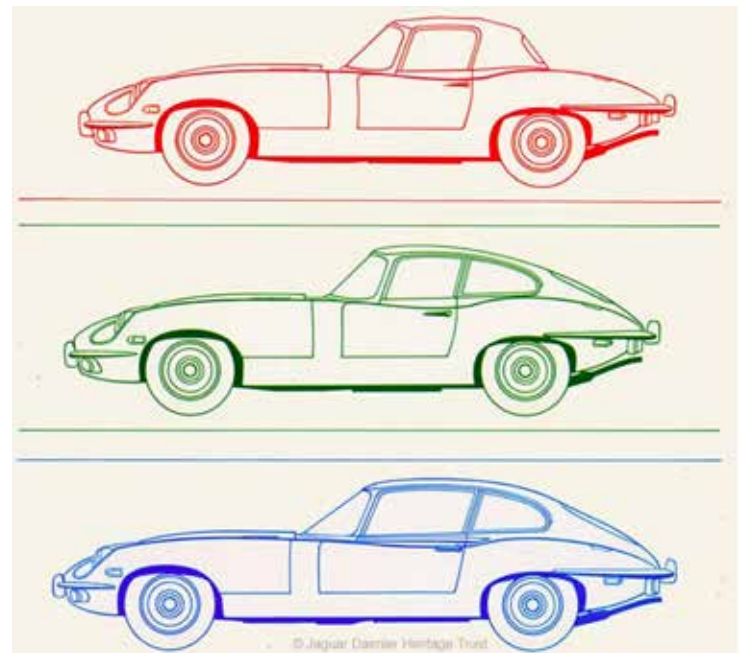
The 4.2 LITRE 'E' TYPE JAGUAR

Fact 43: The 2+2 version of the E-Type was launched in September 1965.

The rear seats in the 2+2 could just about accommodate two small children – or maybe one adult seated sideways. When the rear seats weren't occupied, the upper portion of the seat backs could be swivelled forward to increase luggage space to accommodate the often quoted 'two sets of golf clubs'.



Fact 44: The Series 2 was built from August 1968 to October 1970 and it was offered in three body styles: open two seater (OTS), fixed-head coupé (FHC) and two plus two coupé (2+2).



Fact 46: The V12 engine for the E-Type Series 3, was designed and developed by Walter Hassan and Harry Mundy. Unlike the four-cam V12 engine that was used in the XJ13, this was a twin-cam configuration which was more compact, much lighter and easier to produce.



60 Facts About The E-Type

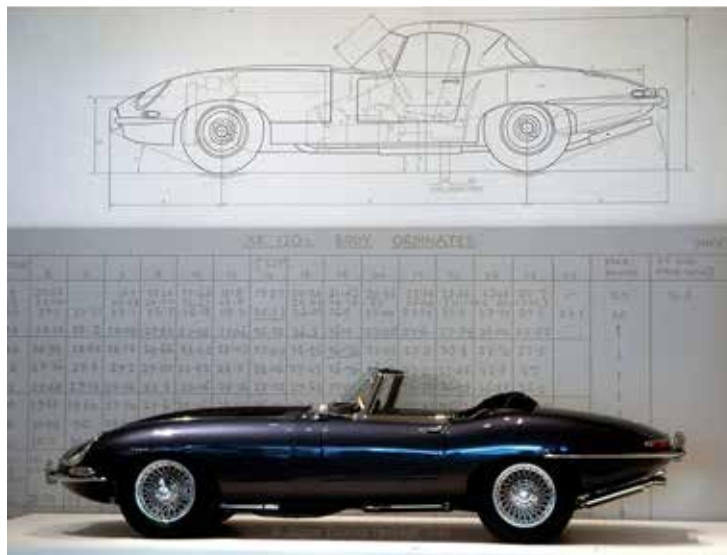
Fact 47: A 1971 Jaguar V12 E-Type built by Fred Cliffe and later highly modified by Jaguar Racing specialist, Rob Beere, achieved the title of the 'World's Fastest E-Type'. In 2001 it achieved an E-type speed record of 184 mph (296.12 km/h). It can sprint from a standstill to 150 mph (242 km/h) in around eight seconds.



Fact 48: The E-Type achieved racing success in its Series 3 form in the USA, when Bob Tullius' Group 44 won the 1975 SCCA Championships.



Fact 54: The Museum of Modern Art in New York added an E-Type as a permanent exhibit in 1996.



Fact 57: According to the Coventry Evening Telegraph 16 March 1961, French actor Jacques Charrier was the first person to buy an E-Type.



Fact 58: From 1961 to 1974 72,512 E-Types were built.



Fact 60: The Last E-Type, chassis number 1S2872, was built on 12 June 1974, and retained by Jaguar cars, registered as HDU 555N. Ownership was transferred to the Jaguar Daimler Heritage Trust in September 1983. ■



Members Cars: Lachlan Peter (E-Type Series 3)

40 Years Ago

I first became interested in E-types while attending hill-climbs in Scotland in around 1980. My mates had iconic cars like Triumph's, Lotus, Aston Martins, but none appealed to me until I saw an E-type roadster.

I then spent much time travelling over Britain trying to find a good condition E-type and eventually purchased my 1974 Series 3 V12 in early 1982 near the Dartford tunnel near London.

Race with a Ferrari

At one time I had a race against a mate who purchased a new Ferrari 308 Spider. We raced from Aberdeen in Scotland to Cork in Ireland.

He didn't gain much distance on me through the winding roads on the Scottish east coast between Aberdeen and Dundee, but when we hit the M8 from Edinburgh to Glasgow, with 20-30mph higher top speed, he admitted defeat when we arrived at the ferry near Glasgow.



Off to Australia

In 1983 I took the car to Owens Jaguar in London to get it converted to wire wheels and then shipped it to Australia, with a landed cost of around \$18,000.

To register it in Australia, Regency Park required me to run HR rated tyres but insurance companies would not provide

insurance for cars with those tyres – a real quandary.

I also could not register the car with wire type sun visors, but because sun visors were not a legal requirement, I have not had sun visors on the car since that time, which is a real annoyance when the sun is low.



Members Cars: Lachlan Peter (E-Type Series 3)

Webers x Twelve

In Britain I also purchased a performance pack for the car consisting of twelve 40-IDF downdraft Webers, and when I arrived back in Australia, I removed the Stromberg's and installed the performance kit.

Regularly travelling the Broken Hill road I could easily red-line the engine in top gear, which showed as 170 mph on the clock. This however dropped the fuel consumption from around 23 mpg to around 4 mpg. Successive tune-ups by supposedly great mechanics meant this performance declined gradually over the years.

After running the engine without air-filters for many years (insufficient room under the bonnet with the Webers) I had the engine rebuilt completely and replaced the Webers with the original Stromberg's to get classic car registration.

My first attendance at a club E-type run created a stir when firstly a fuel leak resulted in flames coming from my bonnet and secondly, due to the power of the twelve Webers, by just touching the accelerator I laid an unintentional 'rap' on [Chris Waldock's](#) front lawn.



Restoration and Hibernation

After taking many years for the engine and body restoration I picked up my now fully restored E-type in early 2008 just weeks before I left for overseas for the next 11 years, and as I returned to Australia only in summer, that left no opportunity to drive an open top car in the heat of January.

I am now back in Australia permanently and am relishing the opportunity to

quietly drive around the hills in my roadster at a modest 40 to 50 mph instead of a hair raising 170mph that I did in my 20's. In February I will have owned my E-type for 40 years.

Lachlan & Lesley Peter

Editor- Thank you for the very interesting story and history of this lovely preserved Jaguar. (Lachlan recently received a certificate in recognition of 20 years Continuous Membership of the JDCSA).



Members Cars: Paul & Julia Harrland (E-Type Series 2)

Fatal Attraction

In 1997 I had a work transfer from Adelaide to Brisbane and on arrival I decided to make the most of the balmy weather and buy a Porsche 911SC convertible.

While searching in vain for a good Porsche I noticed an advert for an E Type in Unique cars magazine. I had never been interested in Jaguars but had a look anyway, and during the test drive found it was more pleasant to drive than a Porsche, definitely smoother and quieter, and performance was similar.

So, I was hooked! The E Type is still with me now back in Adelaide and I have never regretted buying it.

Paul Harrland

Editor - Thank you Paul very much for the words and photographs. Another lovely club Jaguar.



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Phil Smart - Still Loves His Jaguars

Editor - The following story is thanks to, two very good friends of old, Phil Smart and Les Hughes. It appeared in Edition 184 of Jaguar Australia and reprinted with kind permission. Words by Les Hughes and updated by Phil Smart with pictures by Gavin King, Phil Smart and Jag Mag Archive.

When One Lightweight is Not Enough

Car No. 1 - 'CUT 7'

Phil Smart loves his Jaguars. The Foundation President of The Jaguar Driver's Club of South Australia, who has lived in Brisbane for many decades, has built an impressive collection of Jaguars, and that included a 'semi-lightweight' Low Drag bodied E-Type mirroring **Dick Protheroe's** famous ex-factory-built racer registered 'CUT 7'.

Phil's 'CUT 7' Replica was made by **Rod Tempero** in New Zealand. **Tempero** are famous worldwide for their C type and D type bodies that they have been building since the early 80's. Rod built the car in the mid-eighties for his personal competition use.

After campaigning it for several years he sold it on and it ended up in Melbourne where **V&A Spiteri Jaguar** did a lot of work on it while it was a competition car for one of their clients. Phil bought the car off **Andrew Spiteri** around 2010 and used it on and off the track in Queensland for several years while he was having two other Lightweights built.



Dick Protheroe's LWT racing E type registered 'CUT 7' off in the lake at Oulton Park UK. Jaguar created just this one Low Drag car from scratch, it utilised a light gauge steel shell and was purchased by Dick Protheroe, a personal friend of Sir William Lyons in 1963. (Dick, a scary but fair driver, was killed in a Ferrari 330P at Oulton Park 1966).

Phil sent 'CUT 7' down to **Gavin King's Concours Sportscar Restoration** to widen the rear end and put period LWE wheels on it. Up until then it was sporting D-Type wheels.

Concours Sportscar Restoration, located north of Sydney, has also built many fabulous faithful C-Type replicas, most of which are now scattered around the world.

Desire Still Not Satisfied

However, the 'CUT 7' Replica Low Drag E-Type utilised a standard steel shell

with alloy panels, but Phil still had an itch he needed to scratch.

Phil is a man with a clear mind. Firstly, he wanted an all-aluminium car the same as the twelve 1960s Lightweight E-Types. However, the recreation was to be built on the one-off all aluminium Low Drag Coupé, specifically the **Peter Lindner/Peter Nocker** car, but incorporate specific up-grades and improvements to enable this car to be used as a road car rather than the all-out race car that the originals were designed to be.

The second Lightweight was to be a FiA (Fédération Internationale de l'Automobile) compliant pure competition car, complete with a LWT aluminium block 3.8 litre Crosthwaite & Gardiner race engine.

History - 'Low Drag' LWT E-Type

If you are wondering what a 'Low Drag' E-Type is, it was the beautiful body modification created by Jaguar aerodynamacist **Malcolm Sayer** in an effort to make E-Types slipperier through the air in taking on the Ferrari 250 GT in particular. Sayer created the C, D and E-Types, plus the sculpture-like XJ13 based on air flow.

He took a Ferrari Berlinetta and the **Coombs** E-Type Roadster with its hardtop attached, and put them both into the MIRA wind tunnel. He found that air drag on the Ferrari was 10½% worse than his Low Drag E-Type and



Rod Tempero built a Replica 'CUT 7' that Phil bought and raced. Both Andrew Spiteri and Gavin King undertook upgrade work on 'CUT 7'. Seen here with his new Gavin King Low Drag LWT Lindner/Nocker Replica road car taking to the track at Wakefield Park.

Phil Smart Still Loves His Jaguars



The Lindner/Nocker Lightweight as it was after the aerodynamic body was fitted in 1963 and prior to its huge accident that killed Peter Lindner. When new, the car was a 'standard' lightweight E-Type and the 5th of 12 built.

7½% better than the E-Type with a standard hardtop fitted.

The effort to build genuine all-aluminium Lightweight E-Types was not begun by Jaguar until late in 1962. The alloy shell weighed 250 lbs less than a standard steel body. Jaguar created just one Low Drag car from scratch, but it utilised a light gauge steel shell and was purchased by **Dick Protheroe** after languishing in the Competition Department. It became well known by Protheroe's traditional registration 'CUT 7'.

The **Lindner/Nocker** all aluminium car, the 5th of only 12 built, was sent back to Jaguar to have an identical Low Drag body grafted onto it in place of the previously

removable hard top. It was owned by German **Peter Lindner** who was tragically killed in the car when it was hit from behind while leaving the pits at Montlhéry near Paris in October 1963. The other driver and three marshals were also killed and the wreckage of the E-Type was impounded for ten years by the French authorities.

It was restored a number of times, but Classic Motor Cars UK (CMC) finally put it right by remarkably repairing every panel of the original body.

Starting From Scratch

The body of Phil Smart's Low Drag Coupé was created by **Gavin King** totally from scratch in aluminium, and is as true to

form as the original as possible. Gavin flew to the UK to witness the unveiling of the restored original Lindner/Nocker car at Goodwood in 2011 and took hundreds of photographs of what was the only other Sayer designed Low Drag E-Type Lightweight built in the period - it was also was the only Low Drag with a factory aluminium body.

For this very special project *Concours Sportscar Restoration* (CSR) imported from an aircraft manufacturer in the U.S. a specific grade of aluminium sheeting and also the correct rivets.

The body structure was built up on CSR's specially built alignment jig using the factory E-Type dimensions.



A work of art, not just a car in the making. The correct period rivets were used, and along with specific aluminium sheeting imported from the U.S. They provided a final result to please the most fastidious of inspections.

Phil Smart Still Loves His Jaguars

The front frames were built new, but upgraded to handle extra stress. Additional strengthening and upgrades were also strategically incorporated into the structure to avoid fatigue - something Jaguar was not concerned about in the original car.

Unique Body Panels

The bonnet used on the Low Drag is quite different to a production E-Type bonnet, as is the rest of the outer body including rear guards, doors, boot lid and roof.

There is also a host of unique features incorporated into the Low Drag body from the boot floor, the firewall to the transmission tunnel and the inner rear quarter panels. New unique door frames and Perspex windows, and the special Low Drag front/rear windscreens included.

Mercedes Benz Pearl Beige was the colour Phil chose - and it looks spectacular.

Extensive Engine Modifications

It was decided early on to base the engine on an E-Type 4.2 litre cast iron block. A little-known fact is the original Lindner/ Nocker car also used a cast iron block (albeit 3.8) rather than an alloy block which was used in the other Lightweight E-Types.

Additional torque was the aim, driveability and smoothness would be the preference over all out horsepower.

A custom long rod and short piston combination was designed, and perhaps it is a design not seen before because it was to be used in conjunction with a specially fabricated Crosthwaite & Gardiner (UK) aluminium wide-angle head. Each piston is different, and is designed to fit each combustion chamber, provide the 11.0:1 compression, and has valve pockets to provide adequate clearance to the huge valves used in the wide-angle head.

Correct dry sump lubrication is used, exactly as it was in the twelve Lightweight E-Types of the day. A correct Lightweight E-Type inlet manifold was fitted with clever 'Weber look-alike' fuel injection throttle bodies. The ignition system is distributor-less and has one coil pack per cylinder. The injection and ignition are all controlled through a Haltech computer.

The exhaust uses correct Lightweight E-Type manifolds, but the piping was designed and handmade in-house (as were the unique injection ram tubes) following an extensive dyno development programme being undertaken.

After running the engine in, on the dyno, more testing was performed to arrive at the most efficient combination and user-friendly power delivery. Peak power was seen at 409 hp, but altering cam timing, ignition settings, fuel settings, ram tube



What a thrilling sight this is in the Concours Sportscar Restoration workshops near Newcastle north of Sydney. Phil Smart's new Low Drag all-aluminium bodied Lightweight E-Type with its paint applied and wide-angle 4.2 litre XK engine fitted and his Lightweight race-car in the background. Gavin King and his team garnered a huge amount of information before beginning these projects.

Phil Smart Still Loves His Jaguars

design and exhaust design arrived at a very smooth torque curve which saw the engine develop 391 hp at 6000 rpm and 365 ft-lbs of torque at 5200 rpm.

Additional testing of the completed car on the chassis dyno, and changes to muffler and tailpipe design, saw 336 rear wheel HP at 6100 rpm and 1210 ft-lbs of torque!

An E-Type Fabs all alloy 5-speed gearbox was fitted utilising tried and proven T5 internals.

Suspension & Mechanicals

The front suspension from a donor E-Type was dismantled, checked, zinc plated and then rebuilt with new poly bushes, ball joints, eccentric camber-castor top fulcrum shaft as per the factory cars, up-rated torsion bars, GAZ adjustable shock absorbers and a bigger front sway bar. CSR fitted a brand-new quick ratio steering rack solidly mounted to the front frames. The donor steering column was restored.

The donor rear suspension was dismantled, checked, bead blasted and painted. All new bearings, universal joints and up-rated bushes were fitted. GAZ adjustable shocks, with adjustable



The dedication and skills gone into these new Jaguars is nothing short of astounding.



A thing of beauty - the stunning CSR replica Lindner/Nocker Lightweight E-Type created by Gavin King and his highly skilled team.

Phil Smart Still Loves His Jaguars

spring platforms and up-rated coil springs, were added. Up-rated trailing arms and cradle mounts, plus a larger sway bar, were also installed.

New peg drive hubs were fitted front and rear. The original Limited Slip Differential (LSD) centre was replaced with a Quaife torque biasing differential, and a 3.54 final drive ratio chosen to give relaxing touring legs.

Wheels are correct 15" replica peg drive cast magnesium units, six-inch front and eight-inch at the rear. They are shod with period Avon rubber - 225/65 x 15" front and 245/60 x 15" rear.

A Few Home Comforts

Air-conditioning was always a part of the build specification, but it was to prove difficult because the remaining space in the engine bay, after the dry sump tank and plumbing were installed, meant some very creative bracketry and pulleys were needed to make it fit, along with the alternator and alloy water pump.

The evaporator and blower motors were mounted in the boot under the rear parcel tray, and feed the cabin with cold air from the rear. Another challenge was seat belts.

Safety & Internals

The build specification called for fully retractable harnesses, but anchor points were the first challenge. A tubular sub-structure, designed and integrated when building the body was arrived at, so that helicopter retractable seat belts could be



Car No. 3. Phil's FiA compliant LWT race car complete with purpose built fuel injected Crosthwaite & Gardiner (UK) aluminium block and wide angle head.

adapted and fitted. The result is fantastic. There are also strengthened mounting points within the body to clip five-point harnesses into the car for track days. Replica Lightweight E-Type seats were created; here another challenge was faced. Phil's build specification incorporated head rests, and again, designed and built-in house, this was achieved. Brand new electronic Smiths instruments are used but still look faithful to 1963 units. The trim in the car was nothing short of astounding.

Many hours of custom work went into upholstery and fitting out the Low Drag Coupé to a level which rivals a brand-new luxury car. Sound and heat

insulation is used throughout. Inside the boot is installed an all-alloy fuel tank of Lightweight E-Type specification, but two fuel pumps are fitted and a surge tank to provide a recirculating fuel supply to the fuel injection system.

Phil's other all-aluminium E-Type race car was still being built so they took the road car for a shake-down and hand-over to Phil. This was completed at Wakefield Park outside remote Goulburn. Appropriately, Phil also brought down his 'Low Drag CUT 7' to sit alongside his new car. As we mentioned, only two Sayer Low Drag Racing E-Types were created in the 1960s, and now Phil Smart has his tribute Jaguars!



Car No 3. Gavin King's replica lightweight 3.8 litre E-Type race car that he also built for Phil. However, the story regarding the construction and testing of this car is a story for another day.

Phil Smart Still Loves His Jaguars

Test Time & Suspension Tuning

“The initial shakedown, the process of putting testing miles on any newly built or restored car, is vitally important, but also a challenge,” according to Gavin. “With cars destined for the Concours D’Elegance arena, driving must be kept to an absolute minimum to retain the ‘as new’ freshness required to win concours events.

With the extreme performance capabilities Phil’s Low Drag possesses, testing on the road is useful, but there is no way those capabilities could be reached on the road. So, Brad Tilley, past Australian Historic Touring Car Champion, and front runner in the Touring Car Masters series, met us at Wakefield Park for a two-day testing programme with a briefing of setting up the car to be a neutral handling car which won’t ‘bite’ when pushed hard.

With alterations to rear springs, shock settings, ride height and wheel alignment all easily possible, we made changes based on Brad’s feedback.

The result is a car which enabled Brad to record a best lap time of 1:09.8. From there, further miles on the road came up, plus a comfortable road setting which Phil can alter within five minutes for planned track days.

Brad has driven a wide range of historic racing cars. He found the torque of the Low Drag “amazing”, and couldn’t believe how easy it was to drive, setting lap times of 1:10 with ease, lap after lap.



Two happy men - Gavin King and Phil Smart.

His summation: “This car is only one second off my Group NC Touring car lap record here, and it’s a road registered six cylinder with full interior, air conditioning, no roll cage, and is a car that can be driven by anyone to the shops!”

Car No.3

With the road car finished, Gavin King completed the replica lightweight 3.8 litre E-Type race car complete with purpose built aluminium block and wide-angle head. However, the story regarding the construction and testing of this car has been left for another day.

Because Phil now had three E-Types, ‘CUT 7’ was reluctantly sold. Phil stated that ‘CUT 7’ was a ripper of a car and he

had a lot of fun in it, but he primarily bought it so he could race something while the two Gavin King Lightweights were being built. The sold car went back to Melbourne where he understands it continues to have an active competition life.

Phil uses the road car as his daily work car, and he couldn’t be happier. As for the race car, that also gets lots of use, primarily racing around Wakefield Park.

There will be strong demand for CSR built Low Drag Lightweight E-Types from home and abroad. It is thrilling to see such fine craftsmanship on our doorstep. ■



Phil has owned Jaguars since he was 17 when he was driving around in his black Mark V. He has owned many others since but is content at the moment with his two lightweight E-Types and his reliable Mark X.

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Jaguar XF Featured in New James Bond Film



In 'No Time To Die', the film's opening chase is through Italy with James Bond in the DB5 being pursued by Jaguar XF's, which seem to be the car of choice for professional guns for hire. (Photo -Jaguar)

The new James Bond movie 'No Time To Die' has just been released in the UK and Jaguar has jumped on the marketing bandwagon by releasing a promotional video.

Along with having three XF's making their debut in the movie, Jaguar's latest video features an XF saloon driven by Jaguar Racing's Formula E driver 'Mitch Evans, who has unwittingly dropped his tickets meant for the screening before entering the vehicle. Free runner and Parkour athlete Lynn Jung finds these tickets and begins a 6-mile chase after 'Mitch' jumping and somersaulting her way after the Santorini Black XF, in order to hand over the tickets so that he doesn't miss the iconic movie.

Jaguar has also added some sweeteners for Jaguar and hardcore 007 fans in the form of a few familiar cars seen throughout the chase. These include a bullet-holed XF from 'No Time to Die' as well as other notable Jaguar models that appeared in past films, including the C-X75 from 'Spectre' (2015) and the XKR Convertible from 'Die Another Day' (2002). To see the video goto: [James Bond XF Promo](#) ■

JLR Ends Volkswagen Fight Over Luxury Utility Vehicles

JLR has settled patent fights it lodged with the U.S. against Volkswagen AG and its brands over a feature used in luxury utility vehicles that simplifies off-road driving for affluent but inexperienced drivers.

The settlements came about a week before JLR was to begin a trial in which it was seeking to block imports to the U.S. of VW's Porsche's Cayenne; Lamborghini's

Urus; Audi's Q8, Q7, Q5, A6 Allroad and e-tron vehicles; and VW's Tiguan vehicles that JLRL claimed used its patented 'Terrain Response Technology' without permission.

The dispute was over an invention in which a simple turn of a knob instructs the vehicle systems to adapt to different terrains. **It's a key feature in Jaguar's F-Pace and Land Rover's Discovery.**

Jaguar had potential to win over \$200 million a year in licensing income from its patent-infringement lawsuit.

JLR first sued VW's Bentley in 2018 over the upscale Bentayga with that trial expected next year. ■

Information for this story from Automotive News.

Jaguar Sponsored Demons Win Extraordinary Grand Final

After years of heartache, the cruel irony of playing a grand final in Perth, and relinquishing an early lead to be left on the brink of defeat, Melbourne fans were afforded 20 minutes in the final quarter for reality to sink in.

The curse of North Smith had been lifted. The Demons had been exorcised. Melbourne had claimed their 13th VFL/AFL premiership; their first since a time before colour television, before decimal currency, before most of their supporters can remember.

Jaguar Australia is a co-principal partner of the Melbourne Football Club, keeping the car-maker's name on the back of players' guernseys for the last three seasons.

Jaguar in Australia took a gamble back in 2019 to be a major sponsor of the Football Club. 2019 was not a good year for the Demons, losing their first three games of the season and never recovering to finish a disappointing 17th on the ladder, second from the bottom.

In 2020 they finishing ninth, winning nine games and losing eight.

Despite the disappointment and lack of success, in September 2020 Jaguar Australia reaffirmed its sponsorship with the AFL team for 2021.

Now 2021 has seen a historic success and the team's first premiership in 57 years. Well, done Jaguar - and congratulations to the 'Demons'. ■

Information for this story from various sources including 'The Age'.



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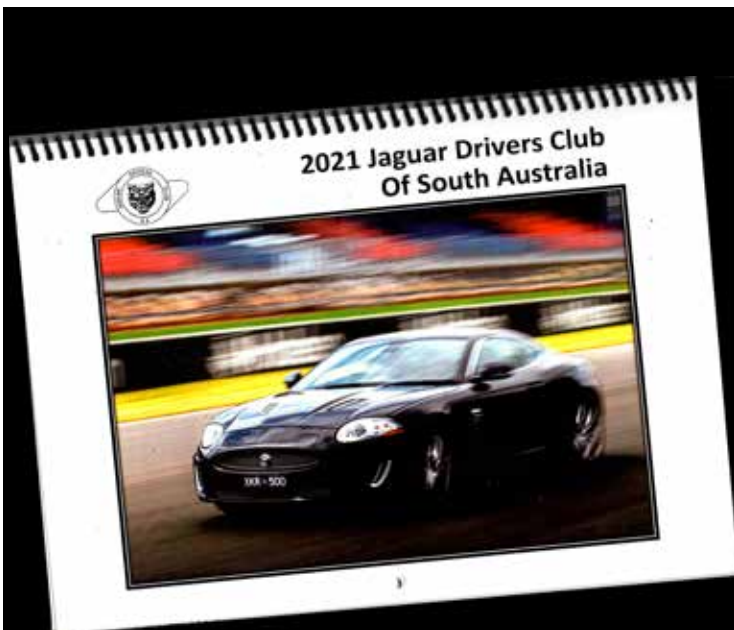
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JDCSA Club Calendar



2022 Club Calendar

Members are invited to submit photos of their car for inclusion in the Club Calendar for 2022

Please send good resolution photos in landscape format to:

Di Adamson:
di.adamson1@gmail.com

I-PACE to Ferry World Leaders at UN Climate Summit

JLR has announced, and the UK Cabinet Office has confirmed, that the automaker will provide a fleet of electric cars to transport world leaders at the 2021 United Nations Climate Change Conference, aka the COP26, in Glasgow from October 31 to November 12.

If you're wondering why it's known as COP26, COP stands for Conference of the Parties, and it's the 26th UN climate change conference. The COP26 is a make-or-break summit to formulate an actionable worldwide plan to slow global warming.

The COP26 summit will bring parties together to accelerate action toward the goals of the Paris Agreement and the UN Framework Convention on Climate Change.

Summit delegates will travel to and from the venue in the I-PACE performance SUV.

JLR CEO Thierry Bolloré said "We are delighted to partner with COP26 and provide a fleet of all-electric vehicles, including Jaguar I-PACE performance SUVs, to deliver zero-emission transport at the summit".

Jaguar provided similar services at the G7 summit, held in Cornwall this summer.

Jaguar Land Rover aims to achieve zero tailpipe emissions by 2036, and net zero emissions across its supply chain, products, and operations by 2039. ■

Information for this story from Electrek, an American news website dedicated to electric transportation and sustainable energy.



Jaguar C-Type Continuation

JAGUAR has launched a "C-Type" Continuation model.

In the February 2021 edition of Classic Marque we covered the announcement that Jaguar would be restarting production of a strictly limited run of the 1953 disc-brake specification C-Type, 70 years since its launch onto the world's racetracks.

The first example was unveiled at the Concours of Elegance at Hampton Court Palace on 3 September 2021.

According to reporters who attended a sneak preview, the C-type Continuation looked even more amazing in the metal. Sitting on gleaming chrome wire wheels, the attention to detail on the Continuation was said to be remarkable – everything from the Lucas electrics fuse-box cover to the unusual brackets originally fitted on the brake fluid reservoir have been faithfully recreated.

This one, however, is a decidedly modern version; it's the first Jaguar Classic car to use 3D CAD to digitally reproduce a model.

This continuation is also based on the 1953 model, with a few updates that make sense for drivers of today like a smaller steering wheel, a new rear cross-



Jaguar isn't content with honouring the past, so it's continuing it with its famous C-Type

member, a removable bolt-in roll hoop, and a fire extinguisher.

Up to 16 (eight were planned originally) of the Continuation C-Type will be available for sale with racing disc brakes, and while the pricing has not been disclosed, this will most certainly fall into the if-you-have-to-ask-you-can't-afford-it category.

Each hand-built version of the C-Type is a result of painstaking attention to detail. The paint process of the Continuation alone is said to take a week to complete, and buyers can choose from either

leather seat options and 12 exterior colours like Suede Green, Cream, Pastel Blue, and British Racing Green.

Since 2014 Jaguar began the Continuation endeavour by resuscitating the Lightweight E-type, then they brought back the XKSS, the D-type and now finally the C-type, which built up its racing legacy from the Mille Miglia to the Targa Florio and LeMans. ■

Information for this story from 'TheDrive', an internet-based destination for news, reviews and guides about automotive culture.

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'Motor Magazine' Australia- Review Jaguar I-Pace EV400S

MOTOR
POWER PERFORMANCE PASSION



The September 2021 edition of Motor Magazine included a review of the updated I-Pace EV400 S. It has been redacted from over 1,300 words to under 600. Motor Magazine is available from local Newsagents or online subscription.

Updated for 2021

The I-Pace has received some tweaks, mainly to do with infotainment, home charging solutions, and additional exterior styling options. We have the cheapest of the identically powered three—variant range, the S, on test, which starts at \$127,620 - a chunky \$4760 increase for this model year.

Cost Comparison

That means when you compare the I-Pace against traditional rivals like the Audi SQ5 TFSI (\$101,136), BMW X3 M40i (\$113,900), and Mercedes-AMG GLC 43 (\$120,600) it's already at a bit of a price disadvantage. However, none of those listed can match the I-Pace in terms of power.

Handling & Performance

The high-speed stability is fantastic, with the I-Pace staying planted and confident through fast sweeping bends as the speedo climbs unrelentingly toward corner exit.

Wet weather and low grip conditions is where the I-Pace excels. The electronic stability control (ESC) has been nicely calibrated and deploys torque vectoring via the braking system, slowing wheels as needed to help pull you into bends.

Given our car was riding on optional 22-inch wheels, the I-Pace's ride is surprisingly supple. The air-suspension

avoids low frequency heaving even in its comfort setting. Body control is taut but unperturbed by nasty mid-corner bumps.

The most disconcerting part of the driving experience is the lack of sound, which leaves you underestimating exactly how fast you are travelling as the I-Pace leaps from one bend to the other. Top speed is limited to 200km/h.

The Inside

It makes for a great daily driver with an interior that is trimmed generously with leather, aluminium and other high-end materials. Updated for 2021 is the dual 10 and five-inch upper and lower touchscreens for infotainment and climate controls. A 12-inch fully digital instrument cluster is clean, simple, and well-executed. The entire infotainment system has been refreshed to more closely mimic the design found on modern smartphones.

The front seats have a bucket design with good lateral support for both the upper and lower body. Despite the remarkably thin back, which aids the already ample rear legroom, the front pews don't sacrifice much in the way of noticeable comfort in the process.

The inside of the I-Pace is a great place to spend time, with the huge optional fixed panoramic roof giving the entire interior a light and airy feel. The standard Meridian sound system is also a quality item, with surprisingly clean reproduction even on lossy music file formats.

A surprising benefit of the electric powertrain is that it allowed JLR's designers and engineers to push the I-Pace's wheels as far to the fore and aft of the car as possible. This not only means rear occupants are catered for with ample legroom, but it pushes the driver forward in the car, giving you impressive vision and visual engagement, and helping you to better position this large car on the way into a corner.

Home Charging

In a boon for those charging at home (which will be nigh-on 100% of owners), the onboard three-phase AC system has been upgraded to 11kWh from 7kWh, cutting complete charging time from 13 hours to 8.6, and now adds 53km of range per hour.

Conclusion

There are plenty of compelling reasons to want to add an I-Pace to your shortlist of new car options, but something to remember is that options (and there are many) will quickly transform an already premium price tag into something altogether more expensive.

The I-Pace is unlike traditional performance benchmarks in some ways, but there's a reassuring familiarity to its willingness, nay eagerness, to be grabbed by the scruff of the neck and be driven hard. It may go unnoticed by many for its subdued looks and electric drivetrain but if it's an indicator of our performance car future, things aren't all too bad after all. ■



'Motor Magazine' undertook a review on the updated I-Pace EV400 S. They 'Liked' the dynamics, utility, legroom and stated that the updated charging system is a game changer. They 'Disliked' the JLR option silliness, price hike, and felt that the friction brakes were undone.

Jaguar Drivers Club of South Australia

CHRISTMAS CRUISE

Saturday 27th of November 2021

Boarding time is 5.30pm

[CLICK HERE & BOOK NOW](#)



Last year we were forced to cancel our December Christmas Meeting due to COVID-19.

We are pleased to announce that this year we have organised something very different for our Christmas Meeting. A different date and a different venue completely.

We will be taking a Dolphin Cruise aboard the Dolphin Explorer out of Port Adelaide, on Saturday 27th November, 2021. This will be a Sunset Cruise, leaving the docks at 6.00pm sharp and returning at 9.30pm. But note boarding time is 5.30pm.

Food and beverages will be a "Sunset Cocktail" (Finger Food) and drinks available at the on-board bar. Cost will be a modest \$45.00 per head. We invite you to bring along immediate family members and are pleased to announce that **children under 12 years will be FREE**, courtesy of the club. (All adults/children must be registered on TidyHQ).

The final date for registration is 11/11/2021.

We do hope you can join us. The boat can accommodate 200 people.

Review Jaguar E-Pace R-Dynamic S P250

Editor, Jaguar Australia has provided the following summarised review by 'Driven Women Magazine'. To read the full review goto: [Fresh Look at the Jaguar E-Pace](#)

Taking a Fresh Look at the E-Pace

When 'Driven Women Magazine' reviewer 'Petrol Mum' first drove a Jaguar E-PACE three years ago, she was "enamoured with the cute details the Jag design team had incorporated into this SUV".

Now in 2021 after experiencing the "matured" range, she was pleased to see the E-PACE was "still one of the best-looking small SUVs currently on the market, and it feels special the way a Jag should".

In the 2021 E-PACE R-Dynamic S P250, those cute details are still there, like "the mother and cub walking in the corner of the windscreen and on your garage floor when you open the front doors at night and see the puddle lights".

Safety Features

She was also impressed with the full suite of advanced safety aids, like Emergency Braking, Blind Spot Assist, Adaptive

Cruise Control, Lane Keep Assist, and Rear Collision Monitor. The 360 Rear view Camera with front and rear sensors was also a standout, which Petrol Mum said "is excellent and gives you the ability to select cameras from around the E-PACE to see a 3D view".

Smooth, Powerful Performance

Powered by a 2.0 litre, four-cylinder turbocharged petrol engine producing an impressive 184kW and 365Nm of torque, the E-Pace is capable of going from 0-100km in 7.5 seconds and features a top speed of 229km/h.

The engine is paired with a smooth 9-speed automatic gearbox and all-wheel drive, and with four drive modes to choose from - Eco, Comfort, Dynamic and AdSR. But Petrol Mum remarks, "the ride is nice regardless of the drive mode selected."

Beautifully Refreshed Interior

Inside, she found a cabin with a refreshed look with the 11.4" infotainment touchscreen a notable update. The grained leather sports seats "look and

smell the part and are comfortable thanks to the 12-way power adjustment including 4-way lumbar control. I really liked the embossed Jaguar on the headrests, the look of the door trims and the stitched materials across the dash. To top the cabin off the E-PACE has a suede cloth headlining that really is beautiful to look at and touch". For a small SUV, Petrol Mum appreciated the range of storage cubbies in the E-PACE "that have thoughtful details built into them".

After a week spent getting to know the E-PACE inside and out, Petrol Mum concluded, "The Jaguar E-PACE is a high-end small SUV that is really nice to drive and be driven in and the fact that it looks so good and has many cute features is just an added bonus." ■

'Driven Women Magazine' is the only motoring magazine of its kind in the world that focuses on women and motoring culture. Helen, Driven Women Magazine's Founder and Editor, is a Sydney-based mother and wife who started the magazine in 2017 The magazine is an independent publication, privately owned and self-funded.



F-Pace P400hp R-Dynamic SE Product Review

Editor- The following review of the F-Pace P400 was carried out for ProductReview.com. au. It has been redacted from just over 2,600 words to just under 500 words. To read the full review or watch the 18-minute video goto: [Product Review Jaguar F-Pace](#)

Starting with build, the reviewer said the quality is next level. "From the bottom of the doors, through to the control to put the transmission into park - it uses some of the highest-grade materials found at this price point. The Jaguar oozes luxury from the quality of its leather seats to its button presses and accuracy in stitching and embroidery." He was taken with the attention to detail, including "Jaguar logos in the seats, door sills, in the headlights and embossed into the air vent controls". On the exterior he felt the weighted doors and flawless paint all add to the perception of a well-built car. Those who deeply appreciate detail "will be thoroughly impressed and satisfied with this English SUV".

Value for Money

The F-Pace SE is priced from \$98,654 before on-roads, which will get you a bit more standard equipment and more importantly, this 400hp motor.

Our car had a number of options on it, including the 22 inch wheel and Pirelli tyre package, panoramic sunroof,

Meridian sound system and the 'Activity Watch Key'. The total price including options and on-roads was \$117,498.

In addition to the premium materials and high standard of build quality employed, you're certainly going to feel like you're driving in a car well worth the price.

Effortless Power

Out on the road, with acceleration of 0-100km/h in 5.4 seconds, the writer noted "this isn't a slow car by any means". With a 3.0L mild-hybrid, turbocharged inline six cylinder, also fitted with an electric supercharger, "it's a complex but powerful motor". With the mild-hybrid system offering instant off-the-line acceleration, the writer appreciated "the benefits of a hybrid for jumping off the start-line, without the additional weight of carrying around a large battery pack". Once underway, "the inline six powers through to 100km/h without any hint of a struggle. Power is effortless, and plentiful for the daily commute". For the reviewer, the P400 provided a rewarding and compelling driving experience, with the car's dynamic ability "phenomenal".

Classy Yet Contemporary

Inside, the writer discovered "there's been a dramatic overhaul in the name of quality and minimalism inside the

Jag". The curved centre 11.4-inch touch display is "a statement piece" featuring "an ultra-crispy, bright and well saturated display". The user experience is clean and easy to use, with a layout that makes it simple to access an array of features. "With streaks of aluminium, a lot of stitched leather and a selected use of technology," the writer said, "the Jaguar F-PACE feels classy yet contemporary.

I really do believe that both visually and in use, the F-PACE's interior design was a step up from other rivals like Audi and BMW."

Summary

Concluding his comprehensive review, the journalist said he loves the F-PACE P400 and it "can do it all, and more importantly, provide more than enough fun in the driving department". He found the P400 motor to be a true highlight, with the vehicle having plenty of road presence. A fantastic example of a luxury performance SUV, he finished by saying, "Overall, you certainly should buy an F-PACE P400 if you're in the market for a performance SUV, as it offers the old school Jaguar sports car formula, packaged into the shape of an SUV." ■

IN-DEPTH REVIEW

400HP!



F-PACE

2021/22 Jaguar F-Pace SVR P550hp Review

Editor- The following review of the F-Pace SVR was carried out by Paul Maric for CarExpert. It has been redacted from just over 2,400 words to just under 500. To read the full review or watch the 20-minute video goto: [CarExpert F-Pace SVR Review](#)

The days of V8 performance cars are numbered. That's what makes something like the F-Pace SVR so special.

For 2021/22 the family-friendly Big Cat has received a minor nip-and-tuck inside and out, headlined by a torque bump, fine-tuning of the driver controls, and the introduction of JLR's latest infotainment and connectivity features. It's worth snagging one of the last of a dying breed.

How much does the F-Pace SVR cost?

The F-Pace SVR is something of a performance bargain compared to better-known rivals, priced from \$142,170 before on-road costs. Our test vehicle had about \$10,000 worth of options, bringing the as-tested sticker to \$153,160 plus on-roads – still not bad in this segment.

Here's a look at where the Jag sits compared to its rivals. All prices exclude on-road costs:

- Alfa Romeo Stelvio Quadrifoglio: \$146,950
- BMW X3 M Competition: \$160,900
- Maserati Levante S GranSport: \$182,490
- Mercedes-AMG GLC63 S: \$175,800
- Porsche Macan GTS: \$129,800

Only the Jaguar and the Mercedes feature a V8 under the bonnet.

What is it like on the inside?

Arguably the biggest changes for 2022 come in the cabin, where Jaguar has rejigged the centre console, popped on a new steering wheel, and applied its gorgeous curved 11.4-inch 'Pivi Pro' touchscreen infotainment system.

Compared to early versions of the F-Pace, the interior looks and feels like a properly premium product. The design is clean and user-friendly, the materials and textures are upmarket and much more competitive with German products, and the higher-resolution, faster displays make the Jag feel really high-tech.

What's under the bonnet?

This is where the magic happens. Power in the F-Pace SVR comes from Jaguar's iconic 5.0-litre supercharged V8, which in 'P550' tune puts out 405kW (5500-6500rpm) and 700Nm (2000-5000rpm). Torque is up by 20Nm compared to the pre-update version.

An eight-automatic transmission drives all four wheels, including paddle shifters and a manual mode, and the V8 breathes through an active sports exhaust system.

How does the Jaguar F-Pace SVR drive?

From the moment you start it up, it sends chills down your spine and makes the hairs on the back of your neck stand up.

That 5.0-litre Jag V8 has a very distinct growl, there's no mistaking it for an AMG.

I only spent a weekend driving this thing, meaning there was a couple of commutes to work and a sunny Sunday driving through the Victorian hills in Melbourne's east having a punt up some winding B-roads.

The F-Pace SVR is fantastic across both extremes.

CarExpert's Take on the F-Pace SVR

I came away pleasantly surprised. Performance SUVs usually aren't my thing, but the Jag's looks, performance and dynamic talents are impressive without having to say... for an SUV.

That's before you factor in the unique character that comes with its blaring supercharged 5.0-litre V8, excellent infotainment, its low-for-the-segment starting price, and relative exclusivity compared to something like an AMG GLC or X3 M.

If I was shopping in the segment and price bracket, the Jaguar would be one of my top picks. Cooler and classier than a Benz or BMW, more raucous than the Alfa, and less clean and clinical than the Porsche. ■

CarExpert



E-Type 60th & XJS Display at The Bend Classic

The Jaguar E Type 60th and XJS Display & Track Drive at The Bend Classic happened on Sunday the 5th September. Thank you to everyone who came along and paraded their cars on the track. A big well done to Tom Herraman for the great live feed on Facebook. The audio was surprisingly good considering the wind. It was great to see the number of E-Type and XJ-S cars that turned up, as well as all the other Jaguar owners who also braved the weather. We must do it again. *(Apologies if the photograph of yourself or your car have not been included).*



A number of cars met at Murray Bridge and 'crashed' the "Coffee and Cars" meeting before heading off to The Bend.



E-Type/Jaguar parade around the long 7.770 km circuit. (The 2nd longest permanent race circuit in the world, behind Nürburgring)

E-Type 60th & XJS Display at The Bend Classic



The day represented extremely good value. For \$45.00, drivers had access to the venue, access to the track and an excellent meal.



E-Type 60th & XJS Display at The Bend Classic



E-Type 60th & XJS Display at The Bend Classic

*Don & Jo Crouch, 1970
Series II (2+2) E-Type*



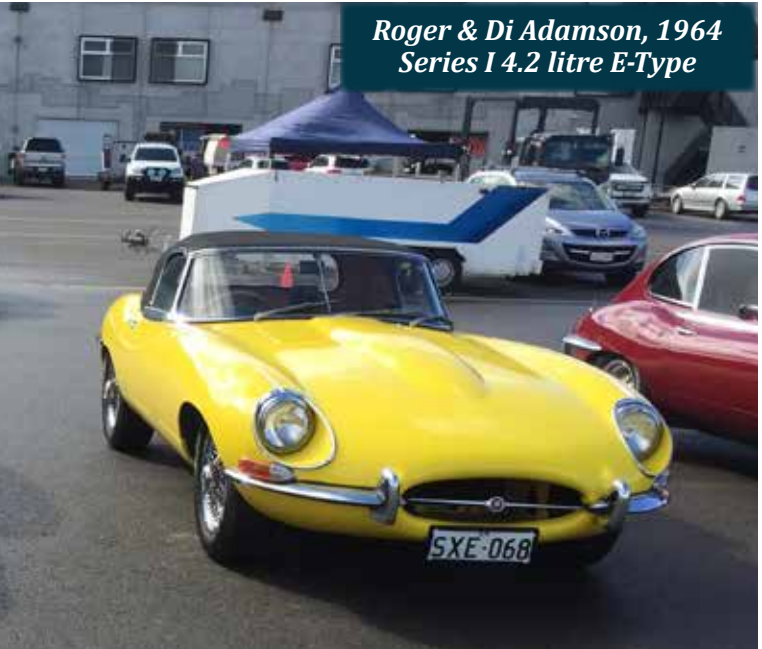
*Phillip & Nerrissa Dohnt,
1973 Series III (2+2) E-Type*



*Peter Drake & Denella Moss,
1972 Series III (2+2) E-Type*



*Roger & Di Adamson, 1964
Series I 4.2 litre E-Type*



*Peter & Trish Clarke, 1972
Manual Series III E-Type*



*Paul & Julia Harrland, 1969
Series II E-Type Roadster*



E-Type 60th & XJS Display at The Bend Classic

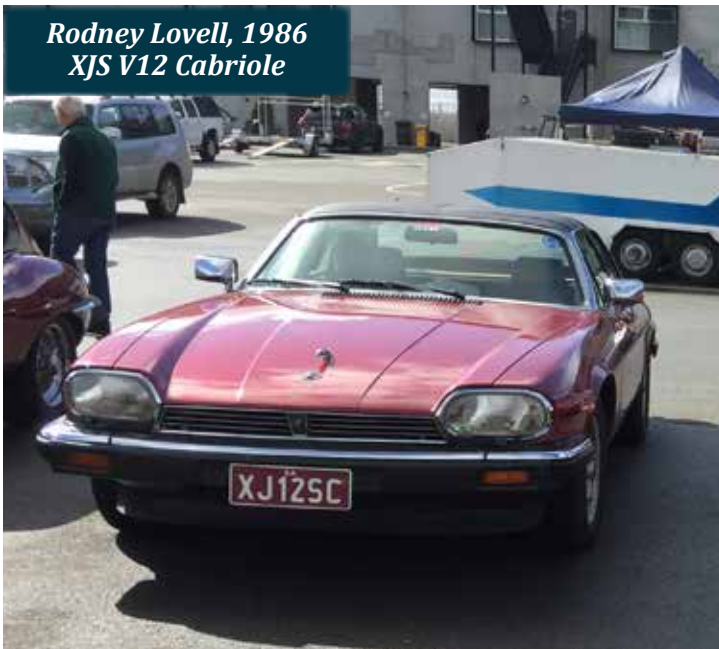
*Tom & Mardi Herraman,
1966 Series I E-Type*



*Alan & Kathryn Bartram,
1966 Series I E-Type*



*Rodney Lovell, 1986
XJS V12 Cabriole*



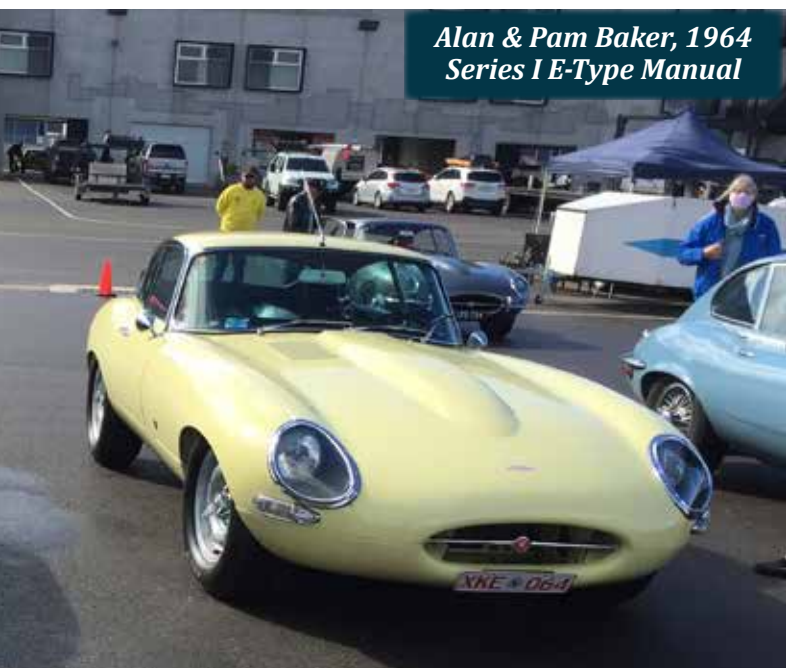
*Bryan & Anne Blair O'Shaughnessy,
1989 V12 XJ-S*



*Mark Goodwin & Heidi Koch-Terry,
1970 Series II E-Type*



*Alan & Pam Baker, 1964
Series I E-Type Manual*



E-Type 60th & XJS Display at The Bend Classic

David Benn, 1998 XK8
4.0L Convertible



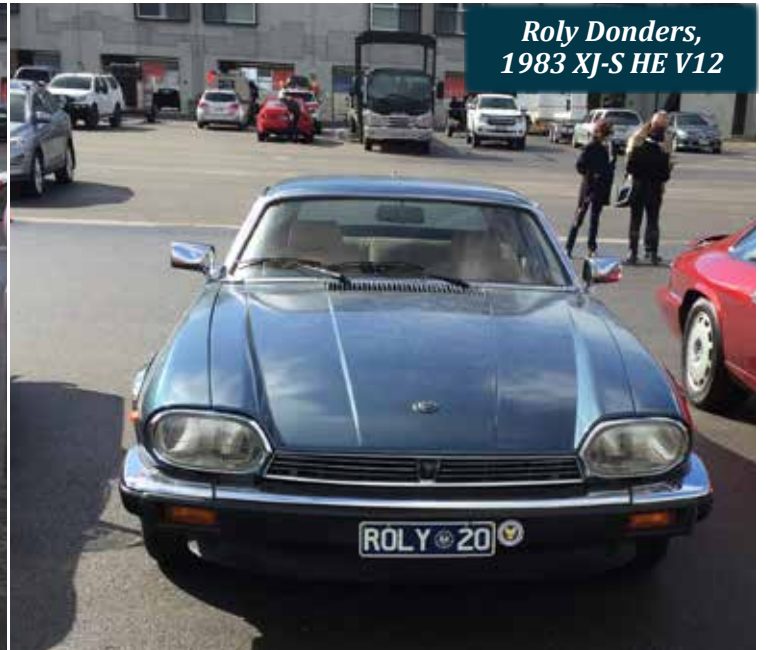
Fred Butcher, 1962 Daimler
SP 250 V8 Roadster



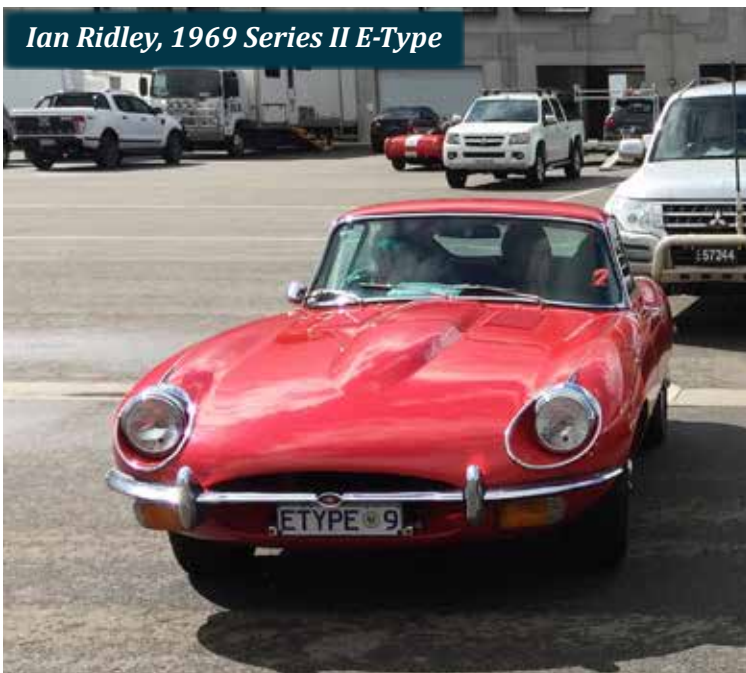
Ivan & Janine Cooke,
1984 XJ-S HE V12



Roly Donders,
1983 XJ-S HE V12



Ian Ridley, 1969 Series II E-Type



Unknown, Series I E-Type



XK – Mk's 7, 8 & 9 Register September Lunch Run

Well, we had a great day at the beautiful property of Graham & Fiona Schultz.

As promised by Fiona the flowers were in full bloom and the garden setting was worthy of a wedding. Another plus was that the bad weather (that was coming) did not interfere with the day (although Graham had secured the local hall just in case).

We had a few visitors, namely Graham's neighbour who brought his Renault Alpine, a very interesting car with a known history.

Also, Melissa Ozlanski, daughter of Ron Ozlanski (XK120 FHC), attended and brought old photographs and memorabilia of Ron's. These items brought back many memories of Ron's cars and some long-forgotten club events.

*Stephan & Cecilia Schubert,
1960 XK150 coupé*

After a brief meeting followed by lunch, we enjoyed a range of goodies cooked by Fiona, including some home cooked scones with real Devonshire clotted cream.

Graham really managed to impress us with a coffee machine worthy of a Gloria Jeans Coffee shop, and the coffee was even better.

The only mishap of the day was Peter Goodale managing to throw a tread (sole off his shoe) however some quick repairs got him through the ordeal with a glue that we carried for drooping roof lining repairs!!!!!! All in all a good day with good cars and great people.

**Steve Weeks
Register Secretary)**



XK – Mk's 7, 8 & 9 Register September Lunch Run



1. Julian & Moria Lugg, 1952 XK120 Roadster;
2. Onslow & Wendy Billingham, 1958 XK150 FHC;
3. Bruno (next door neighbour) Renault Alpine;
4. Richard & Carla Smith, XJ-S

All British Day



37th ALL BRITISH DAY WILL BE BACK AT ECHUNGA – Sunday February 13th 2022

At this stage everyone is keeping their fingers crossed for a successful All British Day 2022

Entries opened on Monday 27th of October 2021 and close Monday 1st of November. Organisers have not increased entrant or spectator pricing from 2020.

Operationally they want to keep the day as close as they can to its proven successful formula whilst incorporating the necessary changes to ensure that compliance with their COVID-19 obligations.

It is anticipated that the Jaguar E Types will form a central display to celebrate the 60th Anniversary

ENTRIES ARE NOW OPEN. Goto - <https://www.allbritishday.com/>





The Oct/Nov edition of Classic Jaguar includes the following feature stories:

- ◇ **XK120 FHC Prototype:** The magazine studies how the first FHC XK was created. The story involves **Percy Dixon**, a retired Adelaide aircraft engineer who commenced the restoration until his untimely death in 2013.
- ◇ **Guyson E-Type:** They tell the story of a special bodied E-Type.

- ◇ **Modified S2 E-Type Coupe:** They examine a Series 2 coupe that was modified 50 years ago.
- ◇ **Project E-Type:** Details/photos on how to fit air-conditioning to an E-Type.
- ◇ **XK8 On Tour:** The writer takes us on a journey over the Alps in an XK8.
- ◇ **Storyline - William Walmsley:** In 1921 he and Sir William Lyons became business partners building motorcycle sidecars and later SS Cars.

- ◇ **A Limousine Road Trip:** Is a Daimler Limo the ideal vehicle to transverse Canada and the Rockies?
- ◇ **Inspecting a Series 3 XJ6:** They meet the owner of a low milage Sovereign.
- ◇ **Automobilia:** They review the artwork of Fredrick Gordon Crosby, creator of the 'Leaping Cat' that would become one of the most universally recognised motoring symbols in the world. ■



This XK120 FHC is an incredibly important and historic Jaguar being the the original 1951 Geneva Show car and the 2nd prototype LHD example produced. In 1994 it was in Adelaide under restoration until the death of owner Percy Dixon. Unfortunately, the car went to the UK in 2014.



Restoration proceeds in Adelaide

Charity Classic Car Muster: Tarlee Oval



BAROSSA VALLEY HISTORICAL VEHICLES CLUB

Invites you to our second:-

Charity Classic Car Muster

Sunday 17th October 2021

11:00am onwards

TARLEE OVAL

FREE ADMISSION

Come along and see a wide range of vehicles, dating from the 1920's to the 1980's.

- Ample free parking on the oval surrounds.
- Food and drink stalls available.
- Lucky number tickets available at low prices.

VOTE FOR YOUR FAVOURITE VEHICLE BY PLACING A GOLD COIN IN THE MONEY BOX FOR THAT VEHICLE!

All money raised will be divided equally between :-

Gilbert Valley Senior Citizens Home &
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Sponsored by: Kapunda Hardware & Auto & PENRITE OILS

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More info? or to register a Classic Vehicle prior to 10th Oct 2021 :-

Garry Wellington OAM

0417 855 548

garry.wellington@bigpond.com

Magazine - Jaguar World (October 2021)



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

◇ **One Owner E-Type Series 3:** In 1972 the owner bought a brand-new E-Type Series 3 OTS in Pale Primrose, which he still owns. The owner shares his emotional five decades with the car, including the time it was crushed by a falling wall.

◇ **Biography - Sir William Lyons:** They look back at the remarkable life and career of Jaguar's founder, Sir William Lyons, to mark the 120th anniversary of his birth.

◇ **Lyons' Cars:** Three of Sir William's personal cars still survive. They delve into the history of his former 1961 Mk X, 1968 XJ6 Series 1 and 1975 XJ12 Series 2

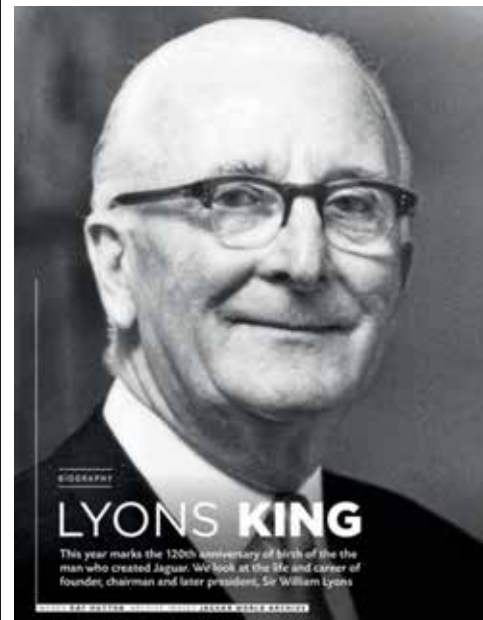
◇ **XKR100 & XJR100:** Jaguar introduced limited editions of its two supercharged models in 2001, marking the centenary of Lyons birth. Find out why, 20 years on, the XKR100 and XJR100 still remain highly desirable.

◇ **X-Type VS Mondeo:** Know what to say when critics accuse the X-Type of being a Ford Mondeo in drag. We establish what is genuine Jaguar and dismantle the myth by comparing a 2.5-litre V6 example of both.

◇ **Early XJ40 3.6:** Not only was the XJ40 Jaguar's first new saloon since 1968, it was also the company's first modern car. As such its 1986 press release in

Scotland was an important moment, but only one example from the event survives. We tell the story of this special car, the earliest-known XJ40.

◇ **XK 150 FHC:** In 2010 this 1957 XK 150 FHC was badly damaged after abuse in a banger race. Thankfully, a Jaguar enthusiast saved it from destruction and restored it to a beautiful usable example. ■



Octane Magazine - (October 2021)



The October edition of Octane features the E-Type during its 60th Anniversary year. It includes the following feature stories:

◇ **E-Type at 60:** Octane celebrates by gathering and driving a handful of the earliest and most significant early survivors, four flat-four RHD examples.

◇ **Geneva Reunion:** The three cars that put the E-Type on the map 60 years ago - now they are together again.

◇ **Top 20 E-Types:** Greatest of all and why.

◇ **E-Type Model Guide:** Detail coverage of the Series 1 through to the Series 3.

◇ **E-Type Buying Guide:** What to look out for when shopping for one.

◇ **Non-Jaguar articles include:**

- Ligier JS2 - Driving France's wildest road car.
- Bentley vs Lagonda: 1930's gentleman's cars with a unique link.
- Proyotype Lamborghini Pregunta: Behind the wheel of Paris show car.

Octane is a British car magazine, published monthly, and concentrating on classic and performance cars. ■



Coffee and Cars In and Around South Australia

1st Sunday

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

2nd Sunday

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

3rd Sunday

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

4th Sunday

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

Last Sunday of Each Month

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



Olivia Wilde, Irish-American actress and filmmaker: Photo Shoot for American Women's Magazine 'Allure' inspired by her 'new' movie RUSH, which is set in the glory days of European Formula 1 car racing. "I've thought for a long time that my body type would have worked well in the '70s," she says. "The idea that you could be a broad-shouldered, small-breasted woman and still wear really great outfits."

Around the Market - Shannons June Auction

2021 Shannons Spring Timed Online Auction (Closed 7th September)



1955 Mark VII manual. Australian delivered (Brysons Melbourne). V/G condition. Books, manuals etc. (Est. \$25,000-\$35,000) **Sold \$18,375**



1950 Mark V 3.5 litre manual. Black/Ivory. Very good condition. Fitted with air-conditioning. (Est. 30,000-\$40,000) **Sold \$25,500**



1969 E-Type S2, 4.2 litre. Ex LHD. Restored 12 years ago. Books, manuals etc. 63,410 miles. (Est. \$125,000-\$145,000). **Sold \$146,050**



1987 XJ-SC V12 cabriolet. Substantially original car. No books or service history. 145,935 kms (Est. \$15,000-\$25,000) **Sold \$29,888**



1972 Replica SS100. Hand-made in Italy (LHD) 29,773 miles. Ford mechanicals, 6cyl auto (Est. \$35,000-\$45,000). **Sold \$42,000**



Mk 1 Models: McKay, Hodgson, Geoghegan (Est. \$400-\$600) **Sold \$650**



Tool kit. Mark II (Estimate \$300-\$500) **SOLD \$2,000**



Books: 8 x Jaguar titles (Estimate \$750-\$1,000). **Sold \$750**

Overseas Auction Results - Bonhams Goodwood Revival

A 1993 Jaguar XJ220 supercar that had barely been used by its two keepers in 28 years sold for a record fee with a collector paying £460,000 for the stunning Monza Red motor.

Despite its age, the Jaguar has hardly turned a wheel since it left the factory, showing a mere 613km on the clock from new - just 381 miles driven in total.

According to Bonhams, the price paid for the 'good as new' car is a world record sum at auction for an XJ220.

The XJ220 was bought during the auction house's Goodwood Revival sale after bidding started at £300,000.

Two collectors were vying for the keys to the Jag, with exchanging bids increasing by £20,000. With sales fees thrown in, it pushed the final price paid to £460,000 - £46,000 more than anyone has ever put down for an XJ220 at auction.

But there is a catch.

Despite the world record auction price, the winning bid was some £10,000 less than what the car cost when it was ordered from new almost three decades ago.



Customer cars from 1992 had a retail price of £470,000, with only 275 made in total before production ceased in 1994.

Taking into account historic inflation, its then-new price now equates to £995,993.

This example was delivered to its first owner in Germany and immediately placed into dehumidified storage as part of an automobile collection, where it remained for the next 22 years.

The winning bid of £460,000 is not only less than what the car cost new in 1993, it's less than half its original value when taking into account 28 years of inflation - and that's before you factor in storage and maintenance costs during that period.

It makes it very difficult to justify the decision to not drive the wonderful machine in the hope its values will soar in future years. ■



Despite the winning bid being £46,000 higher than the previous auction record, it was £10,000 less than what the XJ220 cost new in the early nineties. Taking into account historic inflation, the £470,000 paid in 1993 now equates to £995,993. That's more than double that of the winning amount paid at the auction. XJ220 are still one of the best and most stunning looking supercars ever built. With XJ15's selling for US \$2.0m, XJ220's are still cheap!

Overseas Auction Results - Bonhams Goodwood Revival

Bonhams Goodwood Revival Collectors' Motor Cars and Automobilia Auction (18 Sept. 2021)



1960 XK150s 3.8 litre Coupé. Recent extensive restoration. Detailed history file. Matching numbers. Sold AU \$152,170 (£80,500)



1993 XJ220 Coupé (LHD). Supplied new to Germany. Recent mechanical overhaul. Only 385 Miles from new. Sold AU \$869,547 (£460,000)



1992 XJ13 re-creation by Proteus. Glassfibre/aluminium bodywork, 5.3-litre V12 engine, known history (Est £220-280,000) Passed in.



1956/1980s D-Type. 'XKD 570' was dismantled for parts by Jaguar. In 1980s this finned 'Shortnose' D-Type was assembled from assorted original and reproduction parts. Sold AU \$1,510,366 (£799,000).



1959 XK150SE 3.4 drophead coupé. Restored with numerous sensible upgrades including five-speed gearbox. Sold AU \$167,387 (£ 88,500)



1937 SS100 2½-litre. Chassis no. 18109. Scottish and Welsh rally participant in 1938/1939. Matching numbers. Single owner from 1938-1994. Restored 25 years ago. Sold AU \$695,638 (£368,000)



2017 Royale Coupé. Unique creation constructed using a 1989 3.6-litre XJ-S and based on a Royale Sabre kit car with hand built glassfibre body. (Estimate £75-85,000) Passed in.



1954 XK120 3.8. Restored with lightweight competition body based on the alloy-bodied 'LT' Le Mans cars. (Est £180-220,000) Passed in.

E-Type, F-Type & GT Register Report

On 16th of September the Register met at the workshop of Peter Thomas located at Lonsdale.

Peter has several projects on the go including the restoration of his XJ6 Series 1 and an E Type roadster, both still in progress. We all had an enjoyable evening with plenty of interest in Peter's Restoration Projects.

There was general discussion with an update on current happenings:

◇ The Bend Classic display, track cruise and lunch at The Bend, Tailem Bend was another great day out. Our E Types and XJS's were well represented (*see page 40*).

◇ The 60th Diamond E-Type Anniversary event with the Victorians at The Barn, Mt Gambier has been postponed to 29 April - 2 May 2022. Those who booked should have received an email update. Thank you to Di Adamson for keeping us all informed on this major event.

◇ SA Jag Day is Sunday the 24th October at Civic Park. Planning is well under way with E-Types being given pride and place in the front row as we continue to celebrate the 60th anniversary. All owners are encouraged to bring their cars and enjoy fellowship with other members.

◇ If you would like to get your car into the 2022 club calendar, please send your photos to Di Adamson.

Alan & Alan reminded that they will be looking for feedback on the variety and format of future Register events that members would find interesting and informative including technical aspects, vehicle runs, social and family activities. So please give some thought to what would interest you.

General discussion continued. Many stayed on for more chatter and drinks.

Details re October meeting TBA. ■



Register Minutes (XJ, Mk10, 420G)

XJ, Mk 10 & 420G Register



Mark 10/420G - Celebrating 60 years

Minutes of meeting held at 7.30pm on Wednesday 8th September, at the Bartley Hotel, West Lakes Shore. Held after a lovely meal at 6.00pm

Present: David Bicknell, Tom & Marj Brindle, Walter & Beryl Bullock, Peter & Heather Buck, Fred Butcher, Don & Elaine Cardone, Bob & Daphne Charman, Richard Chuck, Alan & Lorraine Davis, Jeannie De Young, Roland Donders, Graham Franklin, Don & Toni Heartfield, Darryl & Fay Leyton, David & Annette Magee, Chris Michael, Graeme & Betty Moore, Paul Moore, Trevor Norley, Bryan O'Shaughnessy, Borys Potiuch, Charlie & Mary Saliba, Evan Spartalis, Geoff & Margaret Thomas.

Apologies: John & Claire Evans, Louis & Nella Marafioti, Gary Monrad & Oggi Stojanovic, David & Angela Nicklin, Don & Kathy Tyrrell, and the Archbishop of Canterbury.

Previous Minutes: Carried

New Members: Lovely to see our club editor Graham Franklin with us tonight and also our O.I.C. of Mannum, Roland Donders.

Lucky Squares: Tonight's winner was Trevor Norley. He was thinking of donating the money back to the Register, but I think he is still thinking.

Welfare: Louis Marafioti rang Bob last night to say that he was responding to the treatment he has been receiving over the last 40 days. He is now able to talk and is feeling a lot better.

Bill Browne is home from hospital but will be going back again in October.

10 Year Certificates: Certificates were awarded to Graeme & Betty Moore for 10 years membership of the Jaguar Drivers Club. Membership secretary Daphne handed out the awards. Congratulations on behalf of the Register and the Club.

Last Financial Year's XJ Mk10 420g Register Activities: Week end to Burra,

Kangaroo Island Ferry and Bus Tour, Clayton B.B.Q. day, Christmas Dinner & Show, Birkenhead Tavern Breakfast, Mannum show and chrome day, Moonta show and shine (First prize for Best Club Display) Victor Harbor Classic and our Week end to Renmark.

And of course, our monthly meetings at the Bartley Hotel.

General Business

- Last night's A.G.M. at the Police Club. Fred Butcher was elected the new club President. Michael Pringle elected Vice President. All other positions remained the same. Also, the new club constitution was passed.
 - The club's annual dinner at the Glenelg Golf Course was a great day and a show of hands tonight agreed the day time luncheon was a good idea. A plaque was given to everyone commemorating the 10th year of the XKR. Bob mentioned that it was a pity that the 60th year anniversary of the Mark 10 was missed.
 - Bob suggested we look at holding our own anniversary next year to celebrate the 60th year of the Mark 10. Looking for ideas to go ahead.
 - SA Jag Day is Sunday the 24th October at Civic Park. Planning well under way.
 - Our Register's meeting for October, members were asked to think of a funny or interesting story about their car. Then our November meeting is the Register Auction night, always a lot of fun.
 - Saturday November 27th is the club Dolphin Cruise on the Port River. These trips are always a lot of fun. 5.30pm - 9.00pm.
 - XJ Dinner & Show - Glenelg Golf Course. 11th December. Tickets on sale. As of today, there are only 4 tables left, so if you haven't bought your tickets, please do so now.
 - Members were reminded that if they would like to get their cars into the club calendar, to do so A.S.A.P. and send your photos to Di Adamson.
- ### Car Talk
- David Bicknell: Series 3. Trouble with cold start. 420 needs brake work. Gertie started.
 - Tom & Marj Brindle: XJ40 all good.
 - Pete & Heather Buck: X308 going like a dream. Magic.
 - Walter & Beryl Bullock: XJ40 OK
 - Fred Butcher: Went to the bend with

the E Type and the XJS. \$49 for drive around the track. It was a wet day - very interesting. Then coffee on the river.

- Bob & Daphne Charman: XF Brake pad low warning light came on. Appears only the back as the front ones are new. The electric choke on Big Red caused a small problem. Charlie fixed it. It appears the switch in the up position is on. Learn something new every day.
 - Richard Chuck: All things going well.
 - Roland Donders: Took the XJS to the bend. Had a good run.
 - Alan & Lorraine Davis: The X Type going well. Coming up shortly - Lorraine, Walter Bullock and David Nicklin - All having a Birthday of the same day. Congratulations you all.
 - Jeannie De Young: Haven't touched the Jag for a while - still in the cupboard.
 - Graham Franklin: XJRS to the bend - lovely day. 17 x E-Types, 8 x XJ-S one XP350 and other Jaguars.
 - Don & Toni Heartfield: Series 3 No radio aerial.
 - Darryl & Fay Leyton: Have sold Derek at last.
 - David & Annette Magee: The X300 going very well.
 - Chris Michael: The Mark 10 looking forward to the 60th year anniversary get-together.
 - Graeme & Betty Moore: Ordering electric ignition for the Series 1. Must remember the switch position like Bob.
 - Trevor Norley: X type and the XJ Ser 3 took to Bethany Oval.
 - Bryan O'Shaughnessy: Took the XJS to the bend Classic. Did 7.7km Circuit.
 - Charlie & Mary Saliba: Have a X300 for sale - Red.
 - Evan Spartalis: X300 - Both front seats redone - \$2400.
 - Geoff & Margaret Thomas: Have not started the XJ for 3 months. He thinks it is still in the garage.
 - Borys Potiuch: White Jag spluttering black smoke - Bob thinks there could be something wrong with it.
 - Everyone Else: Nothing to report
- Meeting closed 8.30pm:** Our next Register meeting will be at the Bartley Hotel on Wednesday the 13th of October, 2021.
- BOB CHARMAN**
Register Secretary

Annual Award Winners

At our Annual Dinner (luncheon), held at the Glenelg Golf Club, we congratulated the Annual Award Winners and those members who received Certificates for 'Recognition of Continuous Years of Service'. (Previously covered in Last Months Classic Marque).

Members unable to attend the dinner were subsequently presented their Trophy/Award at the September AGM.

Members that were awarded 'Certificates of Recognition' for 10yr, 20yr, 30yr and 40yr continuous membership of the club were as follows::

10 Years Continuous Membership

- ◇ Louis and Nella Marafioti
- ◇ Tim and Charmaine Lynas

- ◇ Ian and Wendy Pringle
- ◇ Charlie and Mary Saliba
- ◇ Laurence O'Daly
- ◇ Amelia Eime
- ◇ Mark and Geraldine Bloustien
- ◇ Timothy and Laura Welburn
- ◇ Walter and Beryl Bullock
- ◇ Miranda Brady
- ◇ Ronald and Ethne Baker
- ◇ Andrew Bowie
- ◇ Amanda Terry
- ◇ Robert Lovelock

20 Years Continuous Membership

- ◇ Trevor and Michelle Rana
- ◇ Brenton and Mary-Anne Hobbs

- ◇ Alan and Pam Baker
- ◇ Andrew and Leanne Shouksmith
- ◇ Colin and Margaret Haese
- ◇ Ron Guppy
- ◇ Stephen Bajada
- ◇ Lachlan Peter

30 Years Continuous Membership

- ◇ Ray and Barbara Offe

40 Years Continuous Membership

- ◇ Maurie Rana (See story next page)
- ◇ Jonathan Harry (See Below)

A big congratulations to all Trophy and Award recipients. Well deserved!



Certificate of Appreciation - Tim White: In recognition of service to the club, in particular during 2020-21 as Secretary, Public Officer, ACJC Representative, TidyHQ Administrator and assistance during the COVID-19 Pandemic.



Editor's Award - Ross Rasmus: The editor selects what in his opinion is the best contribution by a club member to the magazine. Well done Ross.



Most Enthusiastic New Member - Ian Trenthwey: We have continued to see many new members join the club this year. Ian's participation with his lovely Jaguar Mk VII was noted and appreciated.

Jonathan Harry

Jonathan joined the JDCSA 40 years ago (1981) and owns a 1969 Series 1 XJ6. The car was one of the first five cars to arrive in South Australia through Bryson Industries. The car was Jonathan's Fathers car and is a short wheel base manual with Laycock overdrive.

The car is currently off the road requiring an engine rebuild. It is one of the items Jonathan intends to finalise now that he is planning retirement.

On receipt of his 40 Year Continuous Membership Certificate, Jonathan wrote to our Membership Secretary, Daphne Charman, and added that "The Committee does so much to keep the Club alive. It is a thankless task for such a hardworking voluntary group of people, and I really do appreciate it".

Editor - thank you for your kind words Jonathan and we can't wait to see one of the very first XJ6s built, back on the road again.

Maurie Rana - 40 Years Continuous Membership



Editor - The following details were kindly provided by Ray Offe, seen here presenting Maurice with his 40th Year Award.

Maurie Rana joined the Jaguar Drivers Club of SA back in February 1981.

He owns a superb and very original Lavender coloured SWB XJ Series 2 as in the picture that was on the wall of his house (now quite faded).

His car was used for club shows that were important to the XJ's or Club promotion. In fact, the XJ was in the Marion Hotel dining area on show when we held a special club event there in the 90's (the car is that fine).

Maurie with a member whose name eludes my brain (and Maurie's) were the members that spear headed the formation of the XJ, 420G (and back then) the XJ-S.

We celebrated the Register's 21st birthday at the Swan Reach Hotel while I was the organising Register Secretary in the early part of the 2000 where all the previous Register Secretaries attended to a fine show. (Photos will be in a C M around that time).

Anyway, Mauri is in his 90's now and not that good on his feet. Unfortunately, his wife Maurine passed away about 12 months ago.

His SWB XJ Series 2 Jaguar is with his son and well cared for, although Maurie's licence is no longer valid and so it is very sad that he is not able to drive the car anymore.

Mauri and Maurine were one of the clubs truly nicest members and helped usher both myself and Barbara nicely into "Club Life" with great friendship.

Ray Offe (R2)





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Club Notices

GENERAL MEETING ROSTER 2021

September	Multivalve Register
October	XK, 7, 8, 9 Register
November	E, F, GT Register
December	Compact Register

CLASSIC MARQUE

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

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

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

JDCSA - Special GM Minutes and AGM Minutes 2021

Minutes of the Jaguar Drivers Club of South Australia Inc. Special General Meeting held at the Police Club SA on Tuesday 7th of September 2021.

Meeting commenced at 7.30pm

Welcome: President Phil welcomed those present and asked for any new members or visitors of which there were None.

Apologies: Don Pritchard, John Clarke, John Evans, Geoff Wilden, Tom Herraman, Peter & Trish Clarke, Marg & Bill Brown, Wayne & Bev Buttery, Ron & Rosie Bailey.

Quorum: In accordance with the constitution Clause 21(d) a quorum was present and such resolutions must be carried by a three-quarters majority of the members present and eligible to vote.

Proposal: Phil explained that the reason for the Special Meeting was to vote on the proposed Constitutional changes that have been circulated to the membership.

Phil thanked those who have undertaken the task of reviewing the Constitution namely; Peter Holland, Fred Butcher, Tim White & Julian Lugg.

Phil then introduced Tim White who spoke on the reasons for the review and the main areas of change.

Tim White then moved a Motion of Acceptance from the floor for the proposed changes. Fred Butcher seconded the motion.

The key areas were Membership and Management Structure, Family Membership & Life Membership (which now requires 15 years of membership and not the previous 10 years)

The original draft received 14 responses, of which 92% resulted in amendments to the original draft.

The Executive Committee will consist of 4 main positions (President, Vice President, Secretary & Treasurer) with 2 positions to be filled as required plus elected Register Secretaries.

The position of Patron will now be for a 3-year period.

There was no discussion from the floor, therefore a vote was called with a unanimous vote of Yes. There were no votes against. The new Constitution was accepted.

Meeting closed at 7:45pm

Minutes of the Jaguar Drivers Club of South Australia Inc. Annual General Meeting held at the Police Club SA on Tuesday 7th of September 2021.

Phil declared the AGM open at 8.00 pm

Minutes of 2020 AGM: Accepted. No business arising.

President's Report: Phil thanked those who organised the recent Annual Lunch.

Phil then presented the Most Enthusiastic New Member Award to Ian Trethewey & called upon our Editor, Graham Franklin to present the Editors Award to Ros Rasmus. The President's Award was previously presented to Heather Buck & Club Person of the Year was presented to Graham Franklin at the Annual Lunch.

Phil asked Steve to inform the floor of the support positions:

- **Logbook Officer:** Dave Burton
- **Regalia:** Ron & Clair Palmer
- **Library:** Tom & Marj Brindle
- **Technical Officer:** Geoff Mockford
- **MSCA Rep:** Barry Kitts
- **FHMV Rep:** Dave Burton
- **Web Site/Social Media:** Tom Herraman
- **Tidy HQ Administrator:** Tim White
- **ACJC:** Philip Prior will become the new ACJC Rep replacing Tim White
- **Public Officer:** Steve Weeks

Please refer to the President's full AGM Report in Tidy HQ.

Appointment of Register Secretary's:

- **SS Pushrod :** Brenton Hobbs
- **XK Mk 7, 8 & 8:** Steve Weeks
- **E F & GT:** Alan Baker supported by Alan Bartram.
- **Compact:** Vacant. TBA
- **XJ, Mk10 & 420G:** Bob Charman
- **Multi Valve:** Peter Buck

Reports:

- **Vice President's Report:** Please refer to Vice President's AGM Report in Tidy HQ.
- **Secretary's Report:** Please refer to Secretary's AGM Report in Tidy HQ
- **Treasurer's Report:** Please refer to Treasurer's AGM report in Tidy HQ

- **Membership Secretary:** Please refer to the Membership Secretary's AGM report in Tidy HQ.

- **Editor/Events Coordinator:** Please refer to AGM Report in Tidy HQ.

- **ACJC:** Tim White said that there was a lot of uncertainty over the 2022 National Rally in Tasmania & sought a show of hand of those who were intending to go. About 20 indicated that they planned to go.

There were no other reports.

Voting of New Executive Committee

All positions were declared vacant and Peter Holland was declared the Returning Officer.

Prior to the vote Peter congratulated the outgoing Executive Committee for its efforts over the past year given the COVID-19 situation.

There were no contested vacancies, therefore Peter sought acceptance of the nominees (who all agreed) and the positions were declared filled.

The new Executive Committee positions are:

- ◇ President – Fred Butcher.
- ◇ Vice President – Michael Pringle.
- ◇ Secretary – Steve Weeks.
- ◇ Treasurer – Heather Buck.
- ◇ Membership Secretary - Daphne Charman.
- ◇ Editor/Events Coordinator – Graham Franklin.

The new President Fred Butcher then thanked all present and informed that Peter Holland will remain Club Patron for the next year.

Fred also welcomed Michael Pringle as our new Vice President.

New Business:

Peter Buck said that he is resurrecting a previous run-on 7th October with a limit of 40 tickets and there will be a Multi Valve Christmas Run on 18th November.

Peter also wished Marj Brindle Happy Birthday for today.

Meeting Closed at 9.00pm

JDCSA - Club Directory 2021 -2022

Club Postal Address:

PO Box 6020, Halifax Street, Adelaide SA 5000

Club Web Site / Email

Web: www.jdcsa.com.au

Email: jdcsa@mail.tidyhq.com

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

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Email: fmbutcher@bigpond.com

Vice President:

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Federation of Historic Motoring Clubs (FHMC)

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

Marque Sports Car Association (MSCA)

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

All British Day

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

Inspectors - Club Registration

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

Register Secretaries

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

Brenton Hobb. Email: bmhobbs@bigpond.com

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

Steve Weeks: 0414 952 416
Email: valsteve47@outlook.com

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

Vacant
Email: jdcsa@mail.tidyhq.com

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, XJS, XK8 - *Meet 3rd Thursday each month.*

Alan Baker. Email: ambaker@iname.com or
Alan Bartram. Email: adbartram@bigpond.com

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

Peter Buck Mobile: 0421 061 883
Email: Peter.buck51@bigpond.com

Register meeting dates and time are variable at present. Please check JDCSA Web site or directly with Register Secretary

