

# CLASSIC MARQUE

DECEMBER 2019



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## FEATURE - THE JAGUAR MARK 9 (1958-1961)

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THE ART OF PERFORMANCE

## President's Report by Phil Prior

When you are having so much fun, Christmas comes around so quickly! Or is it more about ones age that causes the months to fly by?

Any which way the silly season is upon us and I want to wish all members a very Happy Christmas and a most safe and enjoyable New Year in 2020. May all your Jaguar dreams come true.

It seems appropriate that I should in this column focus on the club year ahead. Looking back over the past year it is hard to imagine that 2020 could be any more enjoyable and fulfilling than the last. But there are always new horizons, new experiences, new friendships and NEW JAGUARS that can all come together making 2020 another exceptional year for our club.

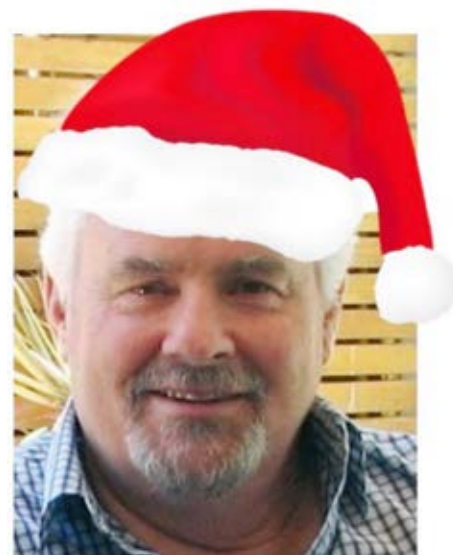
As I have often stressed, in my opinion when we focus on the principle that it is people, our members that make a great club. People accepting each other, people getting along despite our differences, people contributing to the life of the club and making a contribution no matter how small that contribution might seem to be.

One of my biggest disappointments this year is that in a club our size we seem unable to find one person willing to put their hand up for the position of Club Secretary. Let's hope that the New Year inspires someone to take up the challenge. It is not a big job and we have many people who could do this job and find it very rewarding.

Here is a little story to take into the New Year. This is a story about four people named Everybody, Somebody, Anybody and Nobody.

*"There was an important job to be done and Everybody was sure that Somebody would do it. Anybody could have done it, but Nobody did it. Somebody got angry about that, because it was Everybody's job. Everybody thought Anybody could do it, but Nobody realized that Everybody wouldn't do it. It ended up that Everybody blamed Somebody when Nobody did what Anybody could have done."*

**Philip  
JDCSA President**



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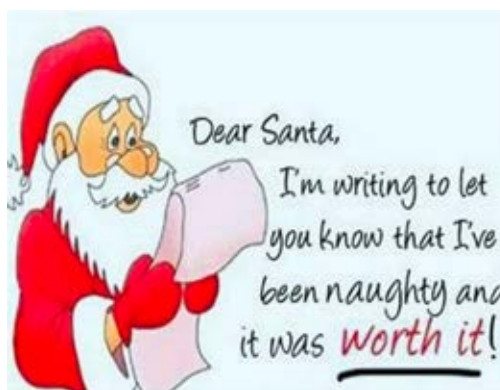
### Front Cover:

*Original 1958 advertisement for the Jaguar Mark IX.*

### Rear Cover:

*Robin & Deidre Ide - 1960 Mark IX Jaguar*

 @sajaguarclub



# Events Calendar - December



*The Executive of the Jaguar Drivers Club  
of South Australia wish all Members a very  
Merry Christmas and a Happy,  
Healthy 2020*



**Tuesday 3rd December**

**JDCSA Christmas Dinner and General Meeting - 6:00 PM - 10:00 PM**

Police Association Building, Carrington Street, Adelaide.

**Wednesday 4th to Saturday 7th December**

**Shannons Adelaide Rally** The event runs over four days across the Adelaide Hills, McLaren Vale and Fleurieu Peninsula, as well as within the metropolitan area. More info - <https://www.adelaiderrally.com.au/>

**Sunday 8th December - 10:00am to 4:00pm**

**E, F & GT Register Christmas Lunch at The Peninsula, Links Lady Bay, Normanville**

RSVP was required by 17th October 2019. More details contact: Tom Herraman. Email: [etyp@jdcsa.com.au](mailto:etyp@jdcsa.com.au)

**Sunday 8th December - from 11:30am**

**XK, Mark 7, 8, 9 Register Christmas Lunch - 91 Verralls Road Springton.**

RSVP by 29 November

**Sunday 8th December - 12.00pm to 3:00pm**

**Mount Osmond Carvery**

If you are coming, contact Marg Or Me on 0417802510 or 82743228 or [gemathom@bigpond.com](mailto:gemathom@bigpond.com).

**Wednesday 11th December**

**XJ, Mk10, 420G Register Meeting**

Shannons Clubrooms, 663 South Rd, Clarence Park. Contact: Bob Charman, T: (08) 8248 4111

**Saturday 14th December 6:00pm - 10:30pm**

**XJ, Mk10, 420G Christmas Dinner**

Cruising Yacht Club of South Australia, Lady Gowrie Drive, North Haven. Contact: Bob Charman, T: (08) 8248 4111

**Sunday 15th December 5:00pm - 10:00pm**

**Compact Register Christmas Twilight Picnic**

Everyone is invited to attend. Just turn up. Oaklands Park Reserve, 237 Oaklands Road, Oaklands Park.

BYO everything for a picnic. (If the temperature is forecast for 36 or over the picnic is cancelled).

**Sunday December 24th - 10:00 AM - 12:00 PM**

**Cars & Coffee at Mannum.**

Held on the last Sunday of every month in the carpark by the ferry. A free event for all car enthusiasts

For further info contact Peter 0427818030

**Tuesday 21st January 2020**

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

**Editor: Graham Franklin M: 0490074671 Email: [editor@jdcsa.com.au](mailto:editor@jdcsa.com.au)**

**Merry Christmas to all fellow club members and families, and I hope everyone has a wonderful year ahead.**

The Club and Registers are holding various Christmas functions during December. These events will be covered in the next edition of CM which will be February.

In this Edition, thanks to Angela Rogers, we have been able to include more photographs of Jag Day. Some wonderful photos.

We have continued with our ongoing feature of various Jaguar and Daimler marques, this time a brief history on the "Ceremonial" Mark IX Jaguar.

We have included coverage of most of the events held in November as well reports from the Register Secretaries and Committee members.

**Cheers  
Graham!**

## Letters to the Editor

Hello Graham,

Thank you for your email to welcome my son, Antony, and me to the Jaguar Drivers Club. Although I don't currently own a Jaguar, I have owned 2 in the past and I am a returning member to the club after an absence of some years.

I have previously owned a mid 1970's XJ6 Series 2 and a 1990 Daimler (XJ40), both of which I bought with my heart rather than my head. They were possibly not the best vehicles to buy at the time but I loved them all the same.

So after an absence of many years I am now in a position to consider owning a Jaguar again. I have my heart set on an XK8; XKR or XK, preferably an early X150 model, but that is not set in stone.

I intend to make this purchase a more considered and careful exercise (hence the involvement of Antony to keep me under control) and would appreciate any advice and/or assistance club members could give me as I search for the car.

Many Thanks  
**David Brewer**

## New Members

There have been no applications for membership for the month of December, 2019 and our next publication will be for the month of February, 2020.

The October membership applications were not published in that magazine as the Membership Secretary missed the scheduled

date! Subsequently, those applicants were added to the November magazine and will be ratified in 2020. Apologies to all concerned.

**Daphne Charman**  
**Membership Secretary**

## Club Notices

### CLASSIC MARQUE

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

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

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

### GENERAL MEETING ROSTER 2019/20

December	Exec Committee
February	SS, IV, V Register
March	Multivalve Register
April	XK, 7, 8, 9 Register
May	E, F, GT Register
June	Compact Register

# Introducing Our New Members

**Editors' note: We asked our new members a little bit about themselves and their passion for cars, Jaguars in particular. Here is a response from one of our new members.**

## Barina to BMW

I've always had a love of cars as far back as I can remember. I've had the ABC of cars, Alfa's, BMW, and Citroen. I've also had the XYZ: Fiat, Ford, Golf, Holden, Jaguar, Karmann Ghia, Leyland Mini, Mazda, Mercedes, Morris Mini, Mitsubishi, Subaru, Toyota, VW, Valiant and Vauxhall.

When Helen and I started going out together, she was never sure which new, old car I would turn up in.

Jaguar has always been special to me for some reason. In my early twenties I test drove a couple of E-type Jaguars (around \$18,000) but they weren't quite right, either cosmetically or the fear of rust behind that beautiful new paint job.

I did end up buying a Mark 2 Jaguar though and the next time I saw an E-type for sale it was something like \$40,000.

Years later I bought an XJ6 Series 3, still always thinking an E-type would be the pinnacle of car ownership.

An opportunity presented itself recently with the proceeds of my Mothers estate arriving and the decision of what to do with the money. Well a fully restored local car fit the bill perfectly and after taking lots of brave pills a deal was done.

## 1969 Jaguar E-Type FHC

Retirement might just have to wait a few more years. Thanks to Aaron Smith and his restoration work, I now own a 1969 E-type Series 2 with triple weber carburettors. I've be buying more cars than I've sold over the last few years and the photo represents my current stable of classic cars (the 450sl is currently on the market to make room).

I'm so thrilled to be a member of this club, to have the opportunity to see so many great examples of Jaguars and to meet so many wonderful people.

## PS: Funny Story

My female friend and I were driving home topless from a party on the Gold Coast, when we drove into heavy rain.

We were both looking like drowned rats by the time I got the targa roof on the Fiat X1/9. If I had just driven a bit further before stopping we would have hardly got wet at all, as within 50 metres we were meet with a starry clear night sky for the rest of the drive.

## Evan Denning & Helen Cadman.

*Editor: Having lived in the tropics for many years I know exactly what Evan is talking about re the rain. You can be driving down the road in a rainstorm and next thing, like a line across the road, it is bone dry and sunny.*

*Thank you very much for your story Evan.*



# Stolen Jaguar Cars & GPS Trackers

**Editor -The following is a not too uncommon story. (Its worth reading).**

*Man threatened with knife has Jaguar stolen in Glasgow robbery. The incident happened around 11am on Saturday on London Road near to Abercromby Street.*

*The 30-year-old man was threatened with a knife whilst sitting in his car, a blue Jaguar XF, which the suspect later stole.*

*The robber is described as white and of a muscular build wearing a black baseball cap and dark coloured jacket.*

*Police Constable Emma Laurie said: "The victim was left shaken by this incident and we are working to establish the circumstances leading up to the robbery.*

*"Anyone with information can call Police Scotland on 101, quoting incident 1481 of 26 October, or Crimestoppers anonymously on 0800 555 111."*

## Options.

What can one do in these circumstances to try and recover the stolen car? A fitted car-alarm wont be much help in this situation.

However with modern GPS technology and a smart phone, it is now possible to remotely stop & disable the car.

A GPS tracking device for car owners is an affordable tool for anti-theft, location monitoring, safety and piece-of-mind.

The tracking device utilizes GPS signals and can advise the location of the car on a smart phone app, via Google Maps Best of all, most of these Trackers have the ability to disable the fuel or ignition system, even when the car is in motion.

Alternatively the starter motor can be disabled so that the next time the vehicle is stationary and being attempted to start, the starter motor will not operate.

In other situations the GPS tracking device can be set to notify the owner if the car is moving from it's parked location. Examples include the car being stolen, towed, or being used by someone else with a key to the vehicle.

This notification feature is available via a function called "geofence" which is available for most GPS car trackers.

A geofence is an invisible perimeter set around your parked car. The car tracker will then alert you when the car moves outside that set area.

Remote disable can also be an added security function to prevent the car from being stolen in the first place.



**A Jaguar E-Type has been returned to its owner, 46 years after it was stolen.**

*The car was originally stolen from outside Ivan Schneider's Manhattan apartment finished in grey and with 6000 miles on the odometer. Last month however, U.S. Customs and Border Protection agents found the vehicle at the Port of Los Angeles on a cargo ship destined for the Netherlands.*

*Not only was the car repainted white, the Jaguar has now travelled 28,000 miles. However it is believed the car is worth significantly more now than when it was originally purchased.*

*The owner, who is now 82-years-old, plans on restoring the car back to its original factory condition.*

For example, if leaving your car at airport parking or in a home garage when on holidays. Firstly park your car, then press the appropriate button on the mobile phone app, and now your car cannot be started until you enable the ignition again (using the app on your phone). ■

**More information is available on the internet by typing in GPS Car Tracker.**



## \$200,000 Jaguar Hacked and Stolen

*A Jaguar XFR has reportedly been 'hacked' in Auckland, New Zealand. A man sauntered into a car dealership in New Zealand's largest city and stole a Jaguar XFR, worth nearly \$200,000.*

*This unidentified thief did not have the key, which was locked safely away inside the dealership, nor was the car unlocked when it was taken. The car was stolen, it has been concluded, using an electronic device used to hack the lock system.*

*Such devices, which fake the signal of a wireless key fob allow the thief to enter the car and start the engine, are apparently easy to procure on the internet. Approximately 6,000 cars in London are stolen annually using these techniques.*

*Keyless cars are considered to be particularly vulnerable. Attackers are able to exploit the vulnerability by discovering the unique algorithm that verifies the key.*

*By electronically listening/recording the electronic exchange between the fob and the immobiliser system, thieves can crack the algorithm and falsify the signal between the fob and the car's immobiliser system and then drive off with the car.*

*This article originally appeared at [scmagazineus.com](http://scmagazineus.com)*

## THE SUN UK - JUNE 2019

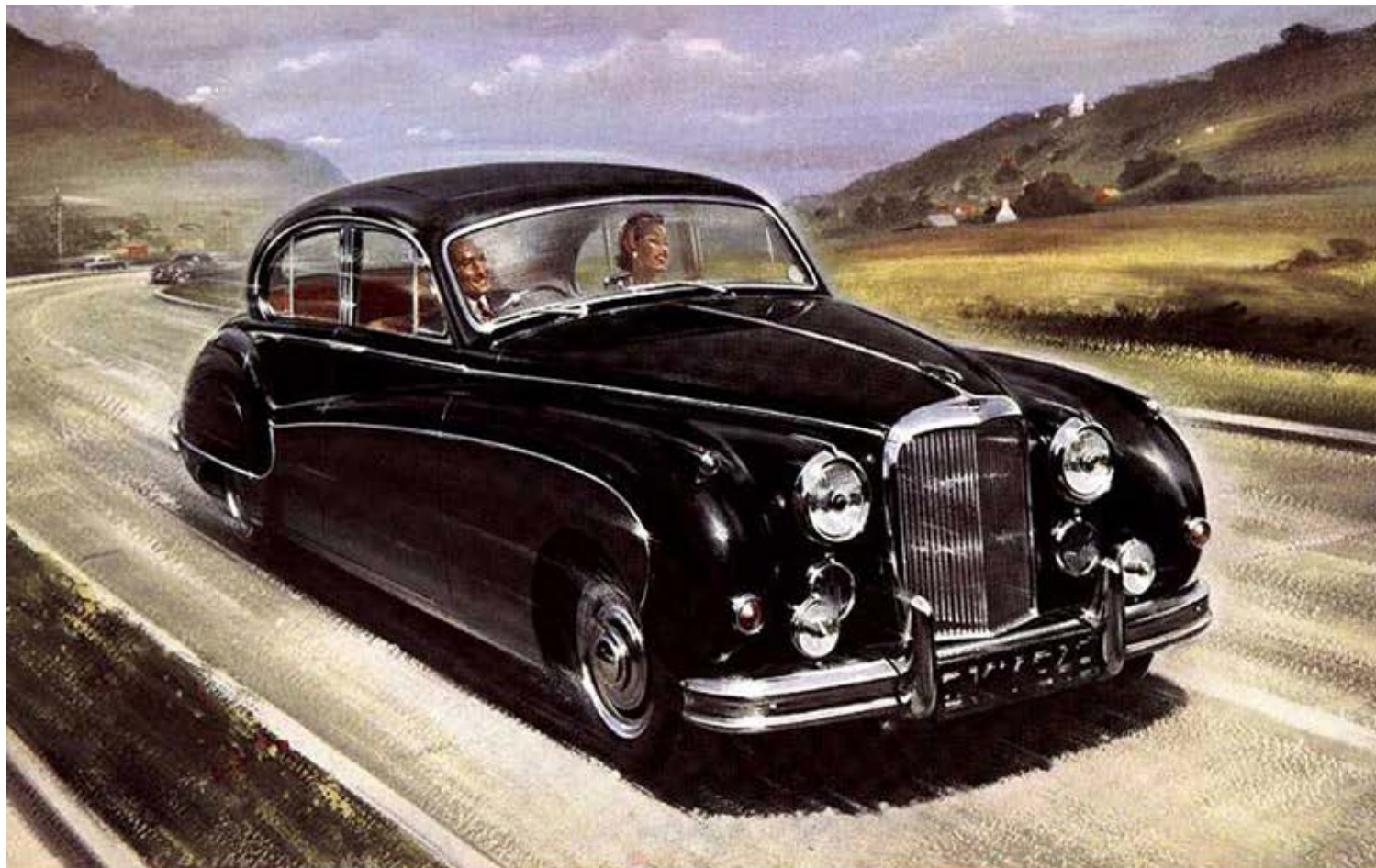
*Former Man United and England star, Owen Hargreaves has had his black £50,000 Jaguar nicked after thieves poked a fishing rod through the letter-box opening in his front door to snatch his car keys and then stole the car.*

*The car's tracking system enabled police to locate the vehicle and recover the car a day later in Luton.*

*A source told The Sun: 'It was the catch of the day for them'. 'They put a fishing rod through the letterbox and hooked the car keys from a table in the hallway'.*

*"High value cars like this are often stolen to order and are normally shipped to Africa, where they are sold on with the connivance of corrupt customs officers. "In this instance it is lucky the Jaguar was found in Luton and not vanished forever in Lagos."*

# The Mark IX - 1958-1961



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*Original Bryson Industries Advert.  
Note the price for the Mark 2*

*Doug & Sue Harrison, 1960 Old English White 3.8 litre Mark IX*



# The Mark IX - 1958-1961

Although construction of the Mark IX commenced in late 1958, it appears that the big saloon didn't hit the Australian showrooms until 1959 (60 years ago). Many sales adverts for the Mark II included the Mark IX and visa-versa.

## Production

10,009 cars were produced between 1958 and 1961:

## Design

The early versions were identical in exterior appearance to the Mark VIII except for the addition of a chrome "Mk IX" badge to the boot lid. Later versions had a larger tail-lamp assembly with the addition of an amber section for traffic indication, visually similar to the tail-lights of the Jaguar Mark 2.

Mechanically however the new car was upgraded with the larger 3.8 litre engine and recirculating ball power steering that allowed the steering to be geared up to 3.5 turns lock-to-lock as against the 4.5 turns for the Mark VII and VIII models.

Most importantly the Mark IX was the first production Jaguar to provide four-wheel servo-assisted Dunlop disc brakes as standard equipment.

A four-speed manual system transmission was standard. Options included overdrive and a Borg Warner three-speed automatic box.

The "sunshine roof" became a standard for the UK market. The interior was luxurious, with extensive use of leather, burled walnut and deep pile carpet.

A range of single and duo-tone paint schemes was offered.

## Performance

A car with automatic transmission tested by the British magazine "The Motor" had a top speed of 114.4 mph (184.1 km/h).

## Racing

The Mark IX's power and good brakes makes it a common choice for classic car circuit racing such as at the Goodwood Circuit's Revival meetings.

## Market

The Mark IX was popular as a ceremonial car for state dignitaries. The British Queen Mother had a Jaguar Mark VII which was progressively upgraded to the Mark IX.

The Nigerian government bought 40 Mark IXs, painted in the Nigerian state colours of green and white. The large Jaguars of the 1950s were sufficiently popular in western Africa that "Jagwah" survives as a colloquialism for "smart man-about-town".

## Value For Money

In the luxury car market, the Jaguar Mk IX was competitively priced, selling for £1995 with manual gearbox, £2063 (UK) with overdrive, and £2163 (UK) with automatic transmission, which was less than half the price of similar competitors.

## Production

Production ended in 1961 when the Mark X was introduced. ■



## The Mark IX - 1958-1961



*Doug & Sue Harrison, 1960 Old English White 3.8 litre Mark IX*

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## Compact Register Event - Pindarie Winery

The Compact Register hosted a wide variety of Jaguars who travelled to Pindarie Winery in the Barossa in early November.

A beautifully restored winery with old buildings and a magnificent view of the valley greeted us upon arrival.

Some of us enjoyed tasting the beautiful

Pindarie Wines whilst others just savoured the view. Lunch was share platters to begin and tasty chicken or beef pies and salad, all complimented with fine wines.

Not much car conversation but lots of chatter, laughs and fellowship amongst everyone.

We know that nearly every car took a different route home with lots of exploring of the Barossa Valley and surrounding areas. A great day out and an opportunity for us to stretch the Jag's legs. ■

**David and Angela Rogers**  
JDCA Compact Register



# XK, Mk 7, 8, 9 Border Run to Mount Gambier

**XK, Mk 7, 8, 9 Border Run to Mount Gambier, 30th anniversary 21-24 October 2019, hosted by the Jaguar Drivers Club SA.**

This year the annual run involved 9 cars from SA, 9 cars from Vic and one car from NSW.

## SA Contingent

JDCSA members who took part included Robin & Deidre Ide, Peter & Ros Holland, Rod & Peg Davis, Richard & Carla Smith, Peter & Judy Goodale, John & Lindsey Williams, Graeme & Fiona Schultz, Wendy & Onslow Billinghamurst, and Julian & Moira Lugg.

## The Start

On the Monday the group of SA vehicles met early at Taillem Bend for the drive to Mt Gambier. The trip was very smooth and on arrival at The Barn we met with the rest of the group for drinks and a light meal.

## The Cars

The vehicles on the run included 3 XK120s, 1 XK140, 5 XK150s, 1 Mk7, 1 Mk9, 3 XKR, 2 XFs, 1 Daimler XJ40, 1 XJ6, and a Toyota.

## Historical Drives

On Tuesday morning we travelled about 40km to the historic Leake Brothers' shearing shed at Glencoe. Thanks to Stephen Maxwell from the Historical Society for his presentation



*Meeting on arrival at "The Barn" Mt Gambier for drinks & nibbles.*

at the Woolshed. Following Glencoe we travelled to Yallum Park historic homestead about 7km west of Penola.

There we divided into two groups of about twenty people each for the guided tour of the house and the opportunity to walk around the garden of many exotic trees with labels, being planted in the 1880s when the main house was built.

We enjoyed a locally prepared, light lunch in the garden.

Yallum Park is unique, in that it has never been restored and it is a family home.

After lunch some visited the wineries of the nearby Coonawarra region or Petticoat Lane in Penola.

## Social Gatherings

In the evening a bus was organised to take us from The Barn into Mount Gambier for a 'pub' meal at Jens hotel.

On Wednesday morning we visited the club rooms of the Mount Gambier Veteran and Vintage Car Club where we had some car talk over morning tea.

We then drove about 25km to Tantanoola Caves where we had a cave tour and light lunch. After lunch there was time to do your own thing. Some took the opportunity to visit friends or visit other attractions.

That evening we enjoyed a dinner at The Barn and recognised our 30 years of Border Runs.

Rob and Lois Nixon were acknowledged for travelling the furthest distance from northern NSW.

Many members of the group left early the next morning for the travel home.

The run was almost trouble free with only 1 puncture, and 1 power steering hose leak. Jaguars certainly are reliable vehicles!

Congratulations go to Robin and Deidre Ide on their outstanding organisation of a very enjoyable Border Run. The Victorians are organising next year's event. ■

**Julian Lugg**



*Historic shearing shed at Glencoe. Members attended a presentation at the Woolshed.*

## XK, Mk 7, 8, 9 Border Run to Mount Gambier



*Jaguars at Yallum Park Historic Homestead located approximately 7km west of Penola.*



*Jaguars formed up at the "Barn" Mt Gambier.*



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# Catch a Jaguar "Taxi" Around Nurburgring Race Track



**Jaguar has launched an all-electric RACE eTAXI service at the legendary Nürburgring Nordschleife Track with its I-PACE performance SUV.**

Professional drivers will take passengers around the world's most famous and demanding circuit in the all-wheel-drive zero-emissions model.

The car joins the XE SV Project 8 sports saloon on the "Race Taxi" fleet, offering paying punters a choice of electric or supercharged V8 power.

For just **€149 (about \$250 Australian dollars)**, you can ride shotgun as a professional driver tackles the race track behind the wheel of the I-Pace. That's 13 miles and 73 corners in a car that can travel at up to 124 mph (200 km/h) in a straight line, but doesn't produce any exhaust emissions.

The I-Pace, which has won a raft of awards since its introduction last year, including 2019 World Car of the Year, uses a 90-kWh battery to power its brace of electric motors.

If you don't fancy strapping yourself into an I-Pace, though, you can choose to spend a much more substantial **€249 (about \$400)** to sit in the passenger seat of the **XE SV Project 8 Jaguar**.

Based on the XE sedan, it features a 5.0-liter supercharged V8, as well as a stripped-out cabin. Officially it'll hit 200 mph (322 km/h).

That car, which is much more of a rarity, set a lap time of seven minutes and 21 seconds back in 2017. That made it the fastest sedan ever to lap the track, until Jaguar returned earlier this year. The company shaved about three seconds from the lap time, making it a whole seven seconds faster than the next-best sedan - the Mercedes-AMG GT 63 4 Door. ■



*Photo taken of the 5.0 litre V8 (s/c) XE SV Project 8 Jaguar by Stewart McGavin in Adelaide (see story "Art of Performance" page 36). In an identical car to this, you can ride around the Nürburgring racetrack for approx. \$400.00 a lap.*

*The 441kw (600hp) supercharged car is capable of 200 mph and 0-100kmh in 3.4s. The Project 8 is the most powerful road legal Jaguar in history. Total production is limited to 300 cars worldwide where they are hand-assembled at the SVO Technical Centre in Warwickshire, England. There is a choice between a two-seat Track Pack version or a road biased four seater, both only available in left hand drive.*

## What is the Nürburgring Nordschleife Race Track?

The Nürburgring was built in the 1920s around the village and medieval castle of Nürburg in the Eifel mountains, Germany.

The north loop is 21km (13 miles) long, 73 corners, and has more than 300 metres (1,000 feet) of elevation change from its lowest to highest points.

Jackie Stewart nicknamed the track "The Green Hell" as it has a reputation for being among the world's most unforgiving race circuits.

While it is unusual for deaths to occur during sanctioned races, there are many accidents and several deaths each year during public sessions. It is common for the track to be closed several times a day for cleanup, repair, and medical intervention.

While track management does not publish any official figures, Jeremy Clarkson noted in Top Gear in 2004 that "over the years this track has claimed over 200 lives".

# XJ, Mk10, 420G Register Weekend To The South East

## XJ Mk10 420G Register Weekend to the South East on 25th October, 2019

On Friday the 25th October, 34 members of the Club headed to Robe and Naracoorte for the start of a wonderful weekend.

After booking into the Guichen Bay Motel and a quick look around the main street of the town, Geoff Thomas and Trevor Norley decided they couldn't wait till 5.00pm for happy hour, so they started it an hour early! Everyone joined in until 6.00pm when we walked down to the Caledonian Hotel for the happy hour there with a great sax and clarinet player providing some entertainment.

So, by 7.00pm we were in a good mood for the evening meal.

On Saturday morning we headed off (after a hearty breakfast) to Penola and Naracoorte.

When we got to Naracoorte, we headed straight for the Victoria Caves for a very enlightening tour of the stalagmites and stalactites and the odd fossil or two. We had a couple of old fossils of our own still suffering from the night before.

The late afternoon happy hour was spent on the lawns in between the units at the William MacIntosh Motor Inn. The food



and wine came out from everywhere until we had to make our way into the Restaurant, where they had their happy hour of Cocktails two for one offer from 6pm and then a fabulous dinner meal beautifully presented.

I think you will have gathered by now, that the whole weekend was a very happy and successful trip. The driving route was well planned by Don Tyrrell for the whole trip and was greatly appreciated by all.

A couple of members continued on to Mount Gambier after our trip and we believe that all other members and cars arrived home safely and are looking forward to our next trip away.

A big thanks to all to all who contributed and participated in this event. ■

**Bob Charman**

**XJ, Mark 10, 420G  
Register Secretary Trevor Norley**



# XJ, Mk10, 420G Register Weekend To The South East



# John Blanden's Climb to the Eagle - November 1

## 35th Annual "John Blanden's Climb to the Eagle & Southern GP"

While the Adelaide Grand Prix days are of the past, the magic memories remain. One of the most popular of the fringe events was the Climb to the Eagle held traditionally on the Friday morning preceding the Grand Prix.

The event commenced in 1985 and during the 11 Grand Prix years it attracted the likes of Formula 1 World Champions Jaun Mamuel Fangio, Sir Jack Brabham, John Surtees, Denny Hulme, Phil Hill as well as Stirling Moss and other champions.

Among the cars that have taken place are some of the world's most valuable and rare sports and racing cars.

To commemorate those 11 years of the Grand Prix in Adelaide, the Climb to the Eagle continues to be run annually on the anniversary of the last Grand



*Jaguar on the left - Evan Spartarlis, 1997 Sapphire Blue 3.2 Litre XJ X300. Evan has now participated in all but one of the 35 "Climbs to the Eagle".*

Prix Climb and in memory of Adelaide's great Grand Prix Carnival. In 2004 the name was changed to the "John Blanden Climb to the Eagle" in recognition of John's work in creating this event.

This years event attracted over 200 cars starting from Victoria Park along Glen

Osmond Road to Eagle on the Hill and then onto Hahndorf. This year also included an optional Grand Parade drive through the Adelaide Hills to Victor Harbour. ■



## Jaguar National Rally 2020

Perth 27<sup>th</sup> – 30<sup>th</sup> March

South West 30<sup>th</sup> March – 4<sup>th</sup> April



Registration for the 51<sup>st</sup> Jaguar National Rally are now open.

The Rally will be held in two phases commencing in Perth where the Rally headquarters will be at the Joondalup Resort about 25km north of Perth. Phase two will be based in the South West Region where the headquarters moves to the Abbey Beach Resort on the shores of Geographe Bay.

An informal 'meet and greet' evening will be held at the club rooms of the Jaguar Car Club of WA on Thursday 26<sup>th</sup> March 2020, all delegates are welcome.

Registration can be made as normal for those attending all Rally events (full registration) or for those only able to attend some events then a partial registration is an option (casual registration).

Registration can be made by a 'Single' or by a 'Couple' for either full or casual registration options.

The Rally website provides full details of the Rally programme together with links to accommodation and other venues. View details of all activities, make your selections and book and pay online.

Helpful hints are also provided for those who will be driving to the West or freighting their car over.

### Please come and have a great time with us in WA

Registration goes live in October 2019 - [www.jaguarnationalrally2020.org.au](http://www.jaguarnationalrally2020.org.au)

Enquiries: Contact Steve Cole, Deputy Director: [smajcole@bigpond.com](mailto:smajcole@bigpond.com) 0419 853 283

# Multivalve Christmas Lunch Run to Seven Hills



## Multivalve Christmas Lunch Run, 16th November 2019

The weather was kind to us and the sun shone all day.

Ten Jaguar cars met at the Caltex service station at Bolivar Gardens at 9:40am and we set off on the first leg of the run to Tanunda for coffee and cake.

We picked up two members as we sailed past in convoy on the Gawler highway and arrived in Tanunda after a really pleasant run, where four more members also joined the group.

Staff at the Tanunda bakery did a sterling job in good time serving us all and, after a convivial hour, we set off for the Sevenhill Hotel.

The scenery for this part of the run is beautiful and, after a slight detour through Kapunda (I need a new Navigator) we arrived at Sevenhill at 12.45 for lunch, where we met up with a further six more Club members.

Parking out back was spacious with plenty of room for our 17 cars on the day.

Paul, manager of the hotel gave us a warm welcome and we settled in for a great lunch, served in good time, hot and delicious, and enjoyed by all, with an excellent choice from the menu.

Most members stayed until about 3:00pm, with the last to leave at 3.40pm and no one forgot to settle up on the way out, which impressed the staff when tallied up at the end.

A good run home to end an excellent day out with no car issues and everyone very happy with the route and run to Sevenhill. ■

**Peter Buck.**  
**Multivalve Register Secretary.**



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



*I am after a longer dipstick. This one doesn't reach the oil.*



## DRIVING A JAGUAR

It's not for anyone.

## MYWAY-6 . . . .

By Philip Prior

# The Story of my Restomod Jaguar XJC

### PART 3— It all Starts to Come Together

#### The Paint Finish

Choosing the body colour was probably one of the more difficult decisions I had to make. I was well aware it was also one of the most important. It was not just the choice of colour but also the style, such as should I use a solid colour to be more period correct or get creative and go with a metallic finish?

The final decision was a BMW colour, Sepang Metallic Bronze. In hindsight I sometimes wonder if I should have used a solid colour but I am happy with the choice.



I also chose to go without the vinyl roof, a factory feature of the XJC and common for the era. In my opinion with the restyling I was doing on this car the vinyl roof needed to go.

#### The Front

Once the car was home from the paint shop I could start testing some of my styling ideas. Firstly the black mesh grill with a modern Growler badge. A custom home made chrome grill surrounds helped to finish the grill style. A new stainless steel bumper without upper, or under, over riders gave me the final clean look I wanted



#### The Rear

Fitting Series 3 tail lights and doing away with the over riders left me with the decision as to what I could do for a rear bumper. The original bumper of course was a three piece bumper with the joins covered by the over riders. I was able

to find a Series 1, one piece, bumper (Thank you Roly Donders) and after modification to the mounting points, (Thank you Andrew Costi) welding up the centre cut out for the number plate light and a re-chrome I had my (quite expensive) bumper. A Series 3 boot lid gave me the wider, slim line plinth and the original badging replaced with a single modern Jaguar badge.



#### The Door Chrome, Rubbers and Glass were a Challenge

Fitting the door rubbers was the biggest challenge of all. But perseverance paid off and we got the job done. The chrome roof guttering and the rear quarter window chrome pieces took some time to get correct as did fitting door handles and locks.



#### Cleaning up the Engine Bay

As these cars were built to take two engine types, left and right hand drive there are a myriad of redundant holes in the engine bay. So whilst in the paint shop I had 42 holes in the welded up. I wanted to get rid of as much of the clutter as possible. So all the wiring on the firewall was hidden in the scuttle area behind the firewall emerging centrally for the starter relay.



# The Restoration Page (cont)

The forward lighting wiring looms in each guard were kept inside the guard and allowed to exit further forward behind the front radiator post on both sides. The headlight wiring was routed under the radiator and Headlight relay and old fuses were replaced with modern fuses and relocated behind the radiator post on the LHS. This left the top radiator panel (from a Series 1) clean and free of all wiring.



The washer bottle found a new home under the front guard with only a filler neck (Commodore) on the inside guard.

I fitted a Commodore VT V8 alloy radiator and AU Falcon twin thermo fans for cooling. A very simple installation, the main modification required is to the lower mounting points.



## Engine Rebuild and Installation

I chose to use the engine from the parts car as I was assured it was in perfect condition. I removed the head as I intended to replace it with a Series 3 head with the larger valves. At this stage it was discovered that the block was cracked between the bores and so a full rebuild was in order. Many thanks to Geoff Mockford who undertook the rebuild and installation.

So with a full rebuild of the engine, top to bottom, with Series 3 head, light weight fly wheel, new clutch, high torque starter, Series 3 water pump, triple SU carbs and extractors mated to



a Supra Five Speed transmission, the engine was installed.

The air conditioning was rebuilt with new compressor, Series 3 dryer, new condenser, new TX Valve and new hoses.

A two inch stainless steel exhaust has been unconventionally routed through the rear cage but over the radius arm and under the half shaft. A Evan Spartalis special fitment.



## The Interior

I wanted the interior to make a statement. With late XJS seats, late Series 3 console, some customised timber in a strong burl walnut finish and a bold colour choice in the leather, I believe this objective has been achieved.

Retaining a very traditional Jaguar style interior, dominated by burl walnut and leather was the aim. I chose to use the Hydrographic process for the timber finish rather than a traditional timber veneer. The result is very satisfying.

The seats were leather finished in a bold golden colour, the door cards and centre console vinyl recoloured to match. A contrasting charcoal coloured carpet and the hood lining in a



linen type material in preference to the traditional felt. In many respects it is the interior that has given me the greatest satisfaction, possibly because it was largely done by myself and is very different to the average Jaguar Series 2 interior.



# The Restoration Page (cont)



The XJS seats with the higher back and headrest are both stylish and practical. Some adjustments to mounting points were necessary as the mounting rails are narrower and the height is lower than the standard XJC seats.



One of the great advantages of using a Series 3 Console beside the style is it facilitated the use of Series 3 window switches which are far superior to the Series 2 switches. By powering these switches individually I have achieved a much more efficient window action at the rear quarter windows. As most coupe owners will attest they can be a real pain.

## The Boot

Finished in the same carpet as the interior with vinyl side panels to match the interior door cards in preference to the original cloth trim. A practical and serviceable area just as it should be. The lighting in this photo has distorted the true colours.



**What would I do differently?** (Not that there will be a next time!)

1. I would consider retaining the original Series 2 Tail lights
2. I would use 16 inch wheels rather than the 17 inch to retain more of the traditional ride of the XJC.
3. I would consider a solid colour for body paint.

However, I am very pleased with the overall result and wish to acknowledge the following people.

**Kevin Horgan — Horgan's Auto Upholstery**

**Mel Patterson — Edwardstown Custom Body Repairs**

**Geoff Mockford — Classic & Sportscar Boutique**

**Evan Spartalis — The Sportscar Centre**

Anyone interested in more detail on this build can go to my web page for a blow by blow story and over 100 photos:

<http://www.myjaguarstory.com/my-jaguar-xjc-project.php>



# SA Jag Day (Sunday 20 October)

Continuation of the photographs of Jag Day that appeared in the November Edition of Classic Marque.



*General photographs of the many people and Jaguars on the day.*



# SA Jag Day



*Major sponsor Solitaire Automotive provided a display of new Jaguars including the 5.0 litre (s/c) F-Pace SVR.*

# SA Jag Day (The Daimler Contingent)



*Chris Stacey, 1967 Gunmetal Grey Daimler 2.5 V8 Auto*



*Brendan Rogers, 1982 Green Daimler Double Six Auto*



*Andrew Costi, 1976 Regency Red Daimler Sovereign XJC*



*Fred Butcher, 1969 Grey Daimler 250 V8*



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



*Roland Donders, 1990 Regency Red Daimler XJ40*

# SA Jag Day (The Daimler Contingent)



*Howard Parslow, 1951 Burgandy Red DB18 Special Sports*



*John & Jill Fox, 1964 Old English White Daimler 250 V8*



*Mario Sicilano, 1965 Old English White Daimler V8 Auto*



*Jack Richardson, 1967 Silver Grey Daimler Sovereign*



*Peter Holland, 1955 Ivory Daimler Conquest New Drophead Coupe*



*Fred Butcher, 1962 Red Daimler SP250 V8 Roadster*

## SA Jag Day (cont)



# SA Jag Day (cont)



# SA Jag Day (cont)



*People's Choice Award – Gary Scalamera, 1967 Red E-Type (S1)  
4.2 litre roadster - Sponsored by Sports Car Centre*



*Peter Clarke, 1972 E-Type (S3) 2+2 Radiance Red Metallica*



*Rick Luff, 2017 Dolomite Brown F-Pace*



*Tricia Clarke, 2018 Red F-Pace R Sports 3.0 Litre V6 Diesel*



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



*Chris Waldock, Blue F-Type SVR Supercharged 5.0 Litre V8*



# SA Jag Day (cont)



*Best Jaguar Mark II - Jim Rainer, 1963 Sherwood Green 3.4 litre Manual (o/d) - Sponsored by Shannon's Insurance*



*Don & Toni Heartfield, 1960 Silver Grey Mk II 3.4 Auto*



*Dave & Sally Burton, 1967 Red (4.2 litre) Mk II Manual*



*Peter Goodale, 1960 Blue Mark II 3.8 litre*



*Ray Smithers, 1968 Old English White 340 Manual (o/d)*



*Ray Thomas, 1961 Brunswich Green (4.2 litre) Mk II*

# SA Jag Day (cont)



*Best Saloon Car – Bob and Daphne Charman, 1970 Regency Red 420G 4.2 litre Auto - Sponsored by Sovereign Autos*



*Best Two Door Car – Philip Prior, 1978 Sepang Bronze XJC 4.2 litre Manual - Sponsored by Classic & Sportscar Boutique*



*David Magee, 1970 Old English White 420G*



*Rob Loffler, 1968 Olive Green 420G Auto*



*David Rogers, 1966 Old English White 3.8 litre S-Type Auto*



*Bruce Fletcher, 1965 Grey 3.8 litre S-Type Manual*



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## Compact Register Christmas Twilight Picnic

EVERYONE IS INVITED TO ATTEND

SUNDAY 15TH DECEMBER FROM 5PM

OAKLANDS PARK RESERVE,  
237 OAKLANDS ROAD OAKLANDS PARK

BYO EVERYTHING FOR A PICNIC

IF THE TEMPERATURE IS FORECAST FOR 35 OR  
OVER THE PICNIC IS CANCELLED

**MY WIFE ASKED ME WHY  
I SPOKE SO SOFTLY IN THE  
HOUSE.**

**I SAID I WAS AFRAID  
MARK ZUCKERBERG WAS  
LISTENING!**

**SHE LAUGHED.  
ALEXIA LAUGHED.  
SIRI LAUGHED.**

*Editor - I have been overwhelmed by the support I am receiving from club members to the point where I received two articles on the recent "Jaguar-Art of Performance" tour to Adelaide. I could have amalgamated the two stories, but as a courtesy to both members, I have published each article. The first by Stewart is very comprehensive and one where he has clearly spent a lot of time preparing and writing the article. The Second by Phil is a more general take on a group of club members that collectively met for the event. Both make very good reading.*

## Jaguar Art of Performance

Throughout the latter part of this year Jaguar Australia has been travelling the country with what they have called the "Jaguar Art of Performance Stadium Tour." A massive undertaking, where they have been bringing in millions of dollars worth of high performance Jaguars and booking major motor sport racetracks in each state, where keen Jaguar enthusiasts can have the opportunity to drive these magnificent cars.

In our state the event took place at The Bend Motorsport Park at Tailem Bend from Thursday 24th to Sunday the 27th of October.

I was lucky enough to secure a session on the Sunday afternoon at 2.30, so at midday I bid my long suffering wife goodbye as I headed off to "not another car show" and had a pleasant drive out to Tailem Bend.

As I approached the venue I could see a couple of XE's being thrown around the skid pans which were situated out the front of the main entrance. I got there with plenty of time to register and have a look around at the cars on display.



*Cars on display at The Bend complex included an E-type Jaguar and a Replica D type.*

I headed through to the reception area to be welcomed by the very helpful and happy Jaguar representatives. Prior to my 2.30 briefing I had time to enjoy the hospitality which included a hot and cold food buffet, extensive range of cool drinks and barista made coffee before heading out toward the track.

The track and pit area was a hive of activity with several high performance Jags tearing around the track, and others waiting for their turn.

The first car I encountered as I headed out toward the racetrack was a **5.0 litre V8 supercharged XE SV Project 8**, which was number 1 of only 300 produced. The Project 8 has achieved the fastest lap ever for a Jaguar on the Nurburgring racetrack (*see page 17*). Much to my disappointment it was for display purposes only and no one was offering me the keys.

To my right there was a line-up of F types and supercharged V8 F-paces. To the left was a beautiful 4 door XJ R 575hp car which was being used by professional drivers for track demonstrations. We had the freedom to wander around all the cars, which also

included an I Pace AWD electric car being charged in the pit garages.

The format was that half of the group of 24 would head out on to racetrack and the other half over to the skid pan, and then we would swap over halfway.

Each person would have an experienced racing driver with them to help put the cars through their paces. The cars we would be driving were all road legal, standard jaguars, no roll cages, no harnesses, no dual controls, but all high performance cars capable of speeds in excess of 250km/h.

To aid in getting the maximum out of the cars, a series of cones were positioned around the track to indicate the best race line and where and when to brake.

So formalities out of the way we headed out to the track where I was fitted with a helmet and given control of a 5.0 litre V8 supercharged F-Pace with 405kW (543hp) of power and a top speed of 283km/h and 0-100km/h 4.3s.

My instructor's advice was to "put your foot down" and just listen to the roar, I didn't need to be told twice. Coming up to the first corner I started to slow prior to the braking zone and was instructed to keep accelerating.

It took a couple more corners to have the confidence in the brakes and how efficient they were at pulling up over 2,000kg of luxury SUV. On the third and



# Jaguar - Art of Performance

final lap I was starting to relax more and get used to the capabilities of the car and the track layout. After reaching 217 km/h at the end of the straight it was time to reluctantly head in to the pits.

Fortunately I was able to park the F-Pace and jump straight in to a 3 litre V6 supercharged F-Type with 280 kw ( 375hp) of power, a top speed of 275 km/h and 0-100 km/h in 4.9s.

Once again an exhilarating drive with a very different feel from the F-pace, which saw the 3 laps disappear very quickly, this time with a top speed of 223km/h. Once again back in to the pits with just a short break before being ushered to the beautiful XJ-R 575 with 425kw (575hp) of power, a top speed of 300kmh and 0-100km/h in 4.4s.

This time the beautiful 4 door luxury saloon had three passengers with a professional driver showing us how it should be done. Reaching 235km/h down the straight I decided that I wanted one of these in my driveway, unfortunately there are over 300,000 reasons why this won't be happening.

Track work finished I had time to check out the electric AWD I-Pace. At 294kw (394hp), a top speed of 200 km/h and 0-100km/h in 4.8s, this luxury car is not



*Turbocharged XE on the skid pans showing the benefit of traction control.*

just designed to do the school run and go to the shops.

Next it was off to the skid pans where we could test our driving skills in the wet in the 221 kw (296hp) turbocharged XE.

Two different courses were set up, where, under the instruction of skilled drivers, you were guided around the course of witches hats trying to throw the back end around without (unsuccessfully in my case) losing control and spinning 360 degrees.

Then it was on with the traction control for a demo of how the cars can compensate for a lead-footed driver. There were 2 different tracks to drive on, which demonstrated well the cars ability to prevent losing control in poor conditions and /or with bad driving habits.

Then it was back to the main building to have a last look at the cars before picking up a parting gift and heading home.

It was a fantastic afternoon out, and a brilliant promotion of the Jaguar marque by Jaguar Australia. Everyone involved was extremely friendly and helpful and judging by the response of all participants, everyone seemed to be having a great time.

Registrants of all ages and capabilities were catered for. Non drivers and those a little less confident in driving at speed were allowed to drive all cars within their comfort zone or were driven around the course by experienced drivers.

With the day over it was back in to my own car, where I had to remind myself that I was driving a 19 year old S-type, and was no longer on a racetrack, so it was a sedate trip home daydreaming of one day owning an XJ R 575.

**Stewart McGavin**



*Prior to heading out onto the racetrack/skid pan each group were given a safety briefing.*

# Jaguar - Art of Performance



## THE ART OF PERFORMANCE

The Art of Performance Tour takes Experience to the extreme, as you find yourself behind the wheel of some of our most dynamic vehicles currently in production.

This fantastic event by Jaguar was hosted at The Bend motorsport Park, at Tailem Bend SA. 24—27 October. A number of members participated in the event on different days either as individuals or as a group. I can only speak on behalf of the ol' farts group that attended on Saturday morning of the event.



The first thrill of the day was a couple of laps of the track in the F Type. I heard Andrew Costi boasting of 220 klms/h. down Pitt strait. Really we will never know the truth but that was the kind of speeds experienced.....exhilarating to say the least.



This was followed by two laps in the F Pace V8. This is a seriously mean machine and definitely my choice of vehicles on the day. An SUV with attitude!

It was an early start for a Saturday morning, meeting at Andrew Costi's house at 6.00am and heading off in two cars arriving nice and early at THE BEND ready for a 8.15am start.

But first, we had to check in and complete our formal registration. It was fun watching Evan when he was handed a dreaded iPad to complete his registration . . . . Cleverly, he pretended to not know how to drive one of these computer gadgets so one of the lovely young hostesses had to hold his hand and help out. Good move Evan!

Coffee and croissants was served for breakfast while we waited for the start. After being briefed on what to do and what not to do we were divided into pairs and allocated a driver whose task it was to help us avoid stacking one the new F Types. We all managed to avoid this embarrassment by the way.



A "Hot Lap" with one of the driving instructors was an option. I found myself in an XJ, that performed beautifully with a lazy 240 klm/h on pit strait. I must say it was very impressive for a big luxury saloon.

We all had the opportunity to play on the wet skid pan in an XE. A lot of fun and showed up some deficiencies in our driving reflexes and expertise. Whilst the superior stability technology of the F Pace and the new I Pace, were demonstrated on the cube ramp.

A light lunch was served before it was time to return to reality.

An amazing day out and I am sure the others who attended on other days will agree a great demonstration of the amazing performance and design of the modern Jaguar.



We also met in person the most extreme performance Jaguar ever. The XE SV PROJECT 8.

Philip Prior

# Launch of the SS120 - Finch Restorations

*Editor - Again, I am very pleased by the support I am receiving from club members, and again I have received two articles on the launch of the SS120. I didn't amalgamate the two stories and I have published each article as is. It is interesting to read the different take and emphasis that each writer has taken in preparing their articles.*

## LAUNCH OF THE SS120 by Steve Weeks

About a week ago I had a phone call from a Harbinda Finch (of Finch Restorations, Mount Barker) to tell me that they were launching their newly created car the SS120.

Basically it's being described as a "what if the Second World War had never happened" then this car could well have been the successor to the SS100 and predecessor to the XK120.

Finch Restorations were very keen to have an XK120 on display, and in the end we provided 3 beautiful XK120 Roadsters, the black car of Julian & Moira Lugg, the white car of Graeme & Fiona Shultz & the red (ex Fire Chief's car of Rob & Jason Loffler.

The 3 cars had pride of place parked either side of the red carpet, so all guest had to walk between the cars when entering.

The event itself was very good and a tribute to Finch Restorations. At the launch was the first SS120, a roadster commissioned by a Qld. customer. Many of our club members were present on the night and all gave a big compliment to the catering.

A special thank you to Graeme & Fiona, Julian & Moira & also to Jason Loffler's friends who undertook to drive Jason's car on the night (remembering that it was a 36 degree day).

**Steve**

## LAUNCH OF THE SS120 by Bob Charmen

"Sir William Lyons (1901-1985) was the co-founder of the Swallow Sidecar Company which Became Jaguar Cars Limited after the Second World War. Prior to the interruption of the war, Lyons was developing the successful series of SS90 and SS100 sports cars.



What if SS100 production had not been interrupted and Lyons further developed the SS90/SS100 series? Perhaps Lyons might have evolved an SS120, eight years earlier than the classic XK120." This piece was printed on the information invitation to Finch Restorations for the launch of the SS120 commissioned by a Queensland buyer.

On the 31st of October, Daphne and I were invited by Peter & Harbinda Roberts to the launch of just such a car. Along with members Bob & Margaret Kretchmer, Julian & Moira Lugg, Steve Weeks and Stan Grafton, whose wonderful XK120's framed the entrance to the workshop, we were privileged to witness the unveiling of the SS120.

The catering for this event was first class and very much appreciated by the 175

people in attendance. Daphne and Steve ensured that they were first in line for the wonderful food provided, just as tasters, you understand!

Peter Roberts (Naval Architect and Engineer) founder of Finch Restorations accepted the challenge to create and build the SS120 sports car for the lucky new owner in Queensland.

In the photos you will see the result of several years' hard work by Finch's 20 employees, who put their love of vehicles and expertise into every last detail of the vehicle.

Our congratulations to Peter and his crew on this magnificent "Jaguar". (A world first).

**Bob**



## Finch Restorations - SS120





## Finch Restorations - SS120



*Julian & Moira Lugg and Graeme & Fiona Shultz were just a few of the many guests present.*



*Photo L-R: Red XK120, ex Fire Chief's car of Rob & Jason Loffler, White XK120 of Graeme & Fiona Shultz and Black XK120 of Julian and Moira Lugg.*

# ***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

**Gepps Cross** “Coffee and Classics” - 8.30am to 10.30am, Gepps Cross Homemaker Centre

**Murray Bridge** “Coffee and Cars” - 8.00am to 10.00am, Coles Carpark, Murray Bridge

## ***2nd Sunday***

**Golden Grove** - 8.00am to 10.30am, Grove Shopping Centre, (southern side) opposite Ultra Tune

**Port Noarlunga** “Cars on the Coast” - 8.00am to 10.00am, Becks Bakehouse, 25 Clarke Street Port Noarlunga

**Victor Harbour** - 8am to 10.30am, McDonalds, Hindmarsh Road Victor Harbour

## ***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

## ***4th Sunday***

**Morphettville** “Coffee and Chrome” - 8.00am, Junction Carpark, Anzac Highway and Morphettville Racecourse

## ***Last Sunday of Each Month***

**Blackwood** “Cars and Coffee” - 8.00am to 10.00am, Woolworths Carpark, Blackwood

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

**Norwood** “Cars and Coffee” - 9.00am to 12 noon, Bravo Coffee, Parade Carpark (enter from Edward Street)



*Miranda Kerr at the debut of the 2015 Jaguar F-TYPE R Coupe for the Global Reveal Event at Playa Vista Los Angeles*



JAGUAR DRIVES CLUB SA INVITES YOU TO

# CHRISTMAS DINNER

Come for dinner and share time with friends new and old. Have some Christmas fun with fellow club members.

Gluten free available

**Tuesday 3rd December from 6pm**  
**Police Club**  
**27 Carrington St Adelaide**



# Around the Market - Looking at Buying an E-Type?

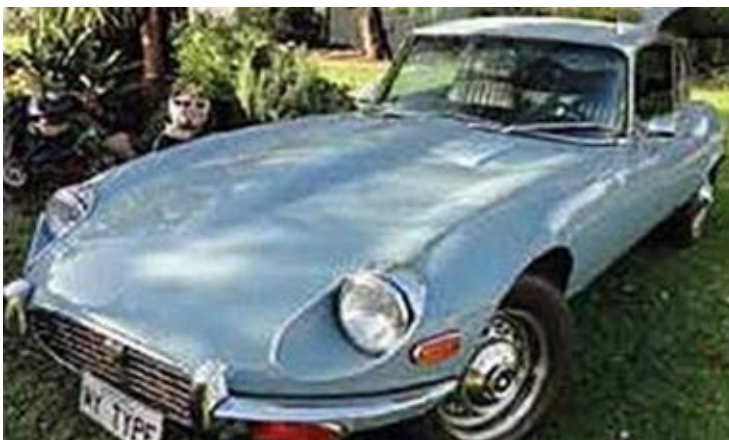
Collectively there are over 40 E-Types for sale on Carsales, Jaguar Car Club sites, Gumtree etc. The following is a collection of some of these cars advertised for sale in recent weeks. The adverts are provided for information only, are not endorsed by our club, and the cars may no longer be available for sale. Private sales advertised on Carsales unless otherwise noted. *(Editor - E-types advertised for under \$120,000 have a high turnover - irrespective of history or condition).*



**1970 E-Type Series 2 (LHD) manual. \$43,000 (Gumtree)**



**1968 E-type (2+2) auto 63,788 miles. \$65,000 (NSW Jag club)**



**1972 E-type (LHD) 5.3 litre V12, 60,000km. \$80,000 (WA Jag Club)**



**1974 E-Type Series 3 (2+2) auto V12, 28,000km. \$85,000 (Gumtree)**



**1969 E-type (2+2) manual, 88,099km. \$97,500 (NSW Jag Club)**



**1971 E-type (2+2) 5.3 litre V12 auto 135,000. \$110,000**



**1966 E-type (2+2) manual, 19,000km since rebuild. \$115,000**



**1966 E-type Series 1 manual 4.2 Litre, 87,213km. \$118,000**

# Looking at Buying an E-Type?

Only cars advertised for sale by Private Sellers are included. The adverts are provided for information only, are not endorsed by our club, and the cars may no longer be available for sale. Cars advertised on Carsales unless otherwise noted.



**1966 E-type (LHD) 2+2 - incomplete rebuild. \$120,000 (Gumtree)**



**1973 E-type (2+2) 5.3 litre V12 auto 58,180km. \$120,000**



**1969 E-type Series 2 (2+2) manual 4.2 Litre, 96,000km. \$129,500**



**1966 E-type (ex LHD) 2+2 manual, 84,865km. \$139,000 (Carsguide)**



**1969 E-type (2+2) Series 2 manual 120,000 km. \$144,000**



**1969 E-Type Series 2 manual 4.2 Litre, 55,000 km. \$145,000**



**1965 E-type (ex LHD) Series 1 manual 64,901 km. \$154,000**



**1969 E-type Series 2 manual 54,000 miles \$160,000 (Vic car club)**

# Looking at Buying an E-Type?

Only cars advertised for sale by Private Sellers are included. The adverts are provided for information only, are not endorsed by our club, and the cars may no longer be available for sale. Cars advertised on Carsales unless otherwise noted.



**1972 E-type (2+2) auto V12, 39,830km. \$165,000**



**1971 E-type (ex LHD) Series 3 auto V12, 65,633km. \$165,000**



**1970 E-type Series 2 manual 152,313 km. \$165,000**



**1969 E-type Series 2 manual 4.2 Litre, 125,000km. \$169,000**



**1966 E-type (2+2) 5 spd manual 8,750km (since rebuild) \$175,000**



**1964 E-Type 3.8 Series 1 manual, 89,000km \$175,000 (Gumtree)**



**1969 E-type roadster Series 2 manual, 36,234 miles. \$175,000**



**1966 E-type (Series 1) 4.2 litre manual \$195,000 (NSW car club)**

# Looking at Buying an E-Type?

Only cars advertised for sale by Private Sellers are included. The adverts are provided for information only, are not endorsed by our club, and the cars may no longer be available for sale. Cars advertised on Carsales unless otherwise noted.



**1972 E-type (ex LHD) auto V12, 2,405km since rebuild. \$199,999**



**1963 E-type 3.8 litre manual, 12,166km since rebuild. \$225,000**



**1968 E-type (ex LHD) manual 4.2 Litre 76,300km. \$230,000**



**1970 E-type roadster Series 2 manual, 68,468km. \$244,000**



**1965 E-type Series 1 manual 4.2 Litre, 23,101km. \$265,000**



**1973 E-type Series 3 manual V12, 800km since rebuild. \$289,000**



**1968 E-type (ex LHD) 4.2 litre manual 50,362km. \$320,000**



**1967 E-type (ex LHD) manual, 950km (since rebuild) \$330,000**

# Register Minutes (Multivalve)

## Multivalve



*Meet 4th Tuesday of the odd Calendar Month*

Minutes from the Multivalve Meeting – 26th November 2019 held at the Astor Hotel, Pulteney Street, Adelaide.

### Attendees:

Ron & Claire Palmer, John Castle, Andrew Shouksmith, Lesley & John Clarke, Jim & Arcadia Komaromi, Walter & Beryl Bullock, Barry & Hazel Brown, Tony Human & Gabriela Orford, Borys & Elaine Potiuch, Bob & Daphne Charman, Tom & Marj Brindle, Tony & Kay Ellis, Bill Browne & Margaret Piper, Peter Drake & Denella Moss, Peter & Heather Buck.

### Apologies:

Ray Smithers & Judy Langdon, Graham & Betty Moore, Gary & Julie Rushton, Peter & Tricia Clarke, Jo Orford.

### Previous Minutes:

The minutes of the last meeting were approved with no matters arising.

### Club Business:

Fred Butcher has taken on the role of Club Secretary temporarily. Members should let Phil Prior know if they are interested in taking this on.

Ron Palmer still has a selection of banners for \$10.00 and car stickers for \$1.00, and brought along a selection of Club umbrellas which are selling for \$15.00 (heavily subsidised by the Club at trade price). The umbrellas are limited in numbers and are selling fast.

Members were reminded that the Club Christmas Dinner will be held on Tuesday 3rd December at the Police Club in Carrington Street.

Jag Day 2020 – volunteer marshals from each register will be needed for half an hour a time at the next event. Further details will follow in the New Year.

### Welfare:

Members were sorry to hear that Des Brown has been in the Royal Adelaide Hospital for the past seven weeks, following a fall from a ladder which badly damaged his foot. He has had several operations and is likely to be in for a couple more weeks. Members were encouraged to ring or to visit him.

### Register Business:

We had an excellent Christmas lunch run to the Sevenhill Hotel via Tanunda for coffee and cake on Saturday 16th November – a good time was had by all, especially the little scenic detour through Kapunda!

Peter and Heather Buck have volunteered to host the next Australia Day barbecue. Details will follow in due course.

### Car Talk:

- Peter Drake warned XF diesel owners to have their DPF filters regularly cleaned to improve the economy of the cars.
- Tony Human still loves his Range Rover, which is going well and has done 13,000kms since May.
- Boris Potiuch saved himself a considerable amount of money by having a diagnostic check on his XF diesel by a colleague.
- Walter Bullock had nothing to report.
- Bill Browne reported his MkII is going well but had to have the water pump, radiator and air conditioning in the S-type fixed which cost him more than the car is worth!
- Bob Charman reported all his cars are running well.
- Andrew Shouksmith (visiting from Nuriootpa) reported his 4-litre XJ40 is going well and that he has recently bought a 3.6-litre XJ40 for \$3,000 out of Sydney and another 3.6-litre XJ40 for parts for \$1,000 out of Melbourne.
- Lesley Clarke discovered her front number plate was missing during the Christmas lunch run. She reported this to the police and has ordered a replacement.
- Barry Brown has a 2010 XF which is going well.

- Ron Palmer reported his 2014 XF is going well and has done 69,500kms.
- Tom Brindle reported his 1993 XJ40 is all good and that his 1967 Mk II is going well (mainly because it sits in the garage, although he has to get a differential pinion seal for it as it is leaking slightly).
- Jim Komaromi has a 2007 S-type which is running well but he is having problems with his remote control key. Members suggested that he check eBay for replacement inset rubber seals.
- Peter Buck reported his S-type is running well but will look to update it in the next twelve months (or when Heather next goes to the UK).
- John Castle has a 2003 S-type which is running well.
- Tony Ellis very happy with the amazing performance from his 2014 2-litre XF turbo.

### Any Other Business:

The XJ Register Christmas Dinner & Show is coming up fast on Saturday 14th December. Tickets still available at \$53.00 each. The Show will take an hour and will have an interval.

Bob Charman visited Rob Smith in his retirement home and was pleased to see that he is now doing very well and still has his Jaguar cars.

Ron Palmer showed the group a spinner beautifully modelled from redgum by Peter Drake. All the men knew instantly what it was but the women had to have this explained to them.

**The Meeting Closed** at 7:45pm with members singing “happy birthday” to Claire Palmer (21 tomorrow), and good wishes to Arcadia Komaromi who is undergoing further surgery tomorrow.

**Peter Buck**

**Multivalve Register Secretary**





# E-Type, F-Type & GT Register - Report

## E-Type, F-Type & Grand Tourer



*Meet Third Thursday of each month*

### November Report

This month we headed to Peter Thomas' workshop located in Lonsdale.

Peter gave a talk about the two restoration

projects that he is undertaking, a Series 3 E-Type (formerly a 1980's JDCSA concours winner?) and a XJ6 saloon.

As most members had to travel a bit further than normal, Peter organised a BBQ on the night.

### Upcoming Events

- JDCSA General Meeting / Christmas Dinner - 3 December
- Adelaide Rally - 4 to 7 December
- The Bend Classic - 7 to 8 December
- E, F & GT Christmas Lunch - 8 December 2019 - The Links Lady Bay (RSVP to Tom Herraman)
- January 2020 - E-Type Summer BBQ - Alan Bakers (Somerton Park)

### News / Meeting Discussion Points

- Jaguar Heritage are now selling replacement Series 1 and 2 E-Type tool kits. Circa 700 pound plus exchange fees, postage, GST and duties Still cheaper than buying an original tool kit.
- V8 F Types are being recalled. Sounds like Jaguar Australia released cars a little loud for Australian regulations.

### Regards

Tom



*Peter Thompson's Workshop - Register members inspecting his two restoration projects.*



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

## XK, Mk 7, 8, 9 Register



Meet First Wednesday of each month

Minutes of the XK, 7, 8 & 9 Register held at the home of Peter & Judy Goodale, November 6th 2019. Opening 7.30 pm.

### Attendance:

Peter & Judy Goodale, Julian & Moira Lugg, Onslow & Wendy Billinghamurst, Robin & Deidre Ide, Steve & Val Weeks, Rod & Peggy Davis, Sue Harrison & John Dunning.

Apologies: Ossie and Rayeena Petrucco, Dinu Wijesinha, Graham & Fiona Schultz, Peter & Ros Holland, John & Lindsey Williams, Doug Harrison, Vicki Loffler, Malcolm & Suzanne Drewer.

Minutes of Previous Meeting: Carried

### Club Business:

- Register Minutes, Editor would like more XK, 7,8 & 9 Articles.
- Club Calendar's now being created, anyone wanting their car in the Calendar should contact Di Adamson.
- Six States are now hosting Nationals. Ours will coincide with our 50th year.
- All British day entries close tomorrow.
- December AGM on the 3rd will be Dinner at the Police Club, those interested should let Steve know so that we can organize our own table.

### Register Business:

- Xmas Lunch is at the Springton home of Julian and Moira Lugg on Sunday 8th December, details are in Classic Marque & sent to all Register Members, advert is in Classic Marque, please let the Lugg's know if you are going for catering purposes.
- National Rally now open for bookings.
- February Meeting, Ozzie & Rayeena will be overseas so we need a new venue, Rob Loffler offered his home, possibly a weekend day, Steve & Rob to liaise.

- Finch Restorations Evening (release of their SS120 concept car). Thanks to Julian & Moira, Graeme & Fiona, Jason Loffler
- Club Magazine - Rod & Peggy Davis, Peter & Judy Goodale would prefer a hard copy sent to them.
- Border Run. Robin gave a report on the Border Run, the group gave a "well done" to Robin and Deidre on a very well organized event. A bottle of wine & a card signed by those present was given to Robin & Diedre in appreciation of their good work.
- Subsidy - Steve organized \$250, which was used to offset incidental cost's.
- Moira needs names of those going to Xmas Lunch.

Meeting Closed at approx. 9,00 pm

We then inspected Peter's new garage, very nice. A big thank you to Peter & Judy for a lovely supper and their hospitality in hosting the night.

The next Register Meeting will be at Julian & Moira's at Springton on the 8th December.

Steve Weeks  
Register Secretary

## CLASSIFIEDS



### FOR SALE 2002 Jaguar X-Type SE

- ◇ 2.1 litre V6 FWD, 9.2 L/100 km.
- ◇ British Racing Green Metallic
- ◇ Doeskin leather. Comes with cream sheepskin seat covers & custom made mats.
- ◇ 180,000km, all books, regularly serviced.
- ◇ Registration "XTYPE2" included.

Price: \$5,500 (reduced)

Phone Denise Starr: 0487 356 287



### FOR SALE Jaguar X-Type Sport

- ◇ One Owner
- ◇ Excellent condition.
- ◇ Burgundy in colour
- ◇ Parchment trim
- ◇ Extremely low Kilometres (99,000kms)

1

Price: \$6,500

Phone Bill M. 0407 477 747

# Register Minutes (XJ, Mk10, 420G)

## XJ , Mk 10 & 420G Register



Meet Second Wednesday of each month

Minutes of meeting held on Wednesday the 13th November, 2019, at Shannon's Showrooms, South Road, Clarence Gardens.

### Present

Steve Arthur & Dee McCann, Steve Attard & Precious, Ron & Rosie Bailey, Peter and Heather Buck, Tom & Marj Brindle, Walter & Beryl Bullock, Robin & Roseanne Bullock, Warren Bullock & Amy, Fred Butcher, George Calvert, Bob & Daphne Charman, Bob Cornelsen, Alan & Lorraine Davis, Jean De Young, Roger Frinsdorf, Roger Harrington, Don

& Toni Heartfield & Siony, Peter & Ros Holland , George Calvert, Darryl & Fay Leyton, Louis Marafioti, John Manifold, Chris Michael, Gary Monrad & Oggi Stojanovich, Graeme & Betty Moore, Paul Moore, David & Angela Nicklin, Geoff & Margaret Thomas, Noel & Carmel Trew.

### Apologies

Phil Prior, Evan Spartalis, David & Margaret Bicknell and Ray & Barb Offe, Tony Charleston, Richard Chuck, John & Claire Evans, David & Annette Magee, Trevor Norley & Raylene, Borys Potiuch, Don & Kathy Tyrrell.

**Previous Minutes:** Carried

### Visitors

Special welcome to Don Heartfield's Sister in Law Siony.

Bob welcomed another great turnout of 48 people.

Tonight's meeting was our Register's Auction Night. 87 items were brought along by our members to be auctioned

off in aid of our Christmas Functions coming up next month.

Money raised on the night was in excess of \$500.

A raffle of a beautiful Jaguar Embroidered towel set (Made by Betty Moore) was won by our Patron Peter Holland. We made \$84 for this raffle to go to our celebrations.

We give special thanks to all those who attended and had a great fun night.

No car talk tonight due to the Auction.

**Meeting closed 9.00pm.**

Next meeting at Shannon's Car show rooms, Wednesday the 11th December, 7.30pm.

**December's meeting is pre-Christmas dinner drinks, fun and games night. All members are asked to bring a small plate of supper.**

**Bob Charman**  
Register Secretary

## CLASSIFIEDS



### FOR SALE 2001 Jaguar XJ8 3.2 litre X308

- ◇ One owner
- ◇ Excellent Condition
- ◇ Full service history.
- ◇ Meticulously maintained by Sovereign Auto Repairs Adelaide
- ◇ More photos available
- ◇ Extremely low kilometers (100,000 kms).

**Price: \$16,000 (reduced)**

Contact: Anthony Clark – 8362 5997



### FOR SALE 1970 Jaguar 420 G

- ◇ Exceptional condition.
- ◇ Excellent exterior - Old English White
- ◇ Excellent interior - original leather seats, new carpet and door trims.
- ◇ Mechanical - too much to list. Engine rebuild, brakes, suspension, air-conditioning etc. etc.
- ◇ More photos available.

**Price: \$28,000**

Phone David Magee. 0414 881 858

# JDCSA - General Meeting Minutes

## Minutes of the Jaguar Drivers Club of SA Monthly Meeting held on Wednesday 5th November, 2019

President Phil Prior welcomed everyone and opened the meeting at 7.30pm.

He extended a special welcome to Flight Lieutenant Chris Parkes from the Australian Air Force who was the guest speaker for the night.

### Apologies

David Crocker, Tony Charleston, Borys Potiuch, Alan Bartram, Ros Holland, Margaret & Bill Browne, Margaret Thomas, Sue & Doug Harrison, Kath and Peter Taylor.

### Previous minutes

Passed

### New Member

Hugh Guthrie attended the meeting and was welcomed to the club.

### Welfare

Ray Smithers attended Jag Day and was looking good. Ros Holland just had a hip replacement and is up and about and doing very well.

### President's Report

Phil reported that we have had a huge month. Jag Day, Multi Valve Run, Tarlee Run, All Euro Day, XK Border Run, XJ South East Run, Climb to the Eagle and Finch Restorations SS120 launch at Mount Barker.

Jag Day was a huge success with the presence of 145 cars, some winning special awards on the day.

The art of Performance was a great day out for all who went to the Bend at Tailem Bend.

For those contemplating attending the National Rally in Western Australia, the Registration is now available online now.

Our Club Christmas Dinner is on Wednesday the 3rd December, 2019 at the Police Club in Carrington Street starting at 6pm, but you can attend earlier to order meals from the restricted menu that will be offered.

In relation to the Club Calendar – Please forward your photos to Di Adamson

A.S.A.P. for consideration for inclusion in the 2020 Calendar.

### Vice President

All British Day entries close 7th November, 2019

20 cars went to the SP Daimler meeting at Bright in Victoria for the week end.

### Secretary

Position still not filled. Phil Prior asked the members to consider taking on this position.

### Treasurer

Heather reported all accounts up to date after returning from overseas recently.

### Membership

Daphne reported 2 new memberships resulting from Jag Day, otherwise a bit slow at the moment.

### Editor

Graham – hard copies sent out yesterday (Monday).

### Log Books

Dave stated 56,000 log books have been issued in South Australia this year for all car club members.

### A.C.J.C.

Meeting on 9th October, 2019. Good News! Jaguar Australia is now back with us. ACJC will now underwrite National Rallies up to \$5000.

### Regalia

Ron thanked all those who helped out on Jag Day and had lots of stock to view at this meeting.

### Event Co-Ordination

Jim reported events as per club calendar.

### MSCA

Barry informed there is racing at Mallala on this weekend for those willing to attend.

### Library

Tom and Marj have all the usual magazines and books and several magazines to give away for the members.

### Registers

- **Compact** – Pindarie Winery run on weekend went well.
- **XJ,Mk 10 & 420G** - Run to Robe and Naracoorte was very successful.
- **Multi Valve** – Christmas Dinner planned for Saturday 16th November, 2019
- **XK 7,8,9** - Border Run 9 cars from SA.

**New Business:** Nil

### Guest Speaker.

Bob introduced Flight Lieutenant Chris Parkes from the Australia Air Force, who gave a wonderful report and slide show of what he does as a Flight Engineer both in Australia and abroad. He also spoke about his involvement in the search for flight MH370. His presentation was greatly appreciated by the members.

### Meeting Closed 9.30pm

XJ Register thanked for the supper tonight and Bob for taking the minutes.



# JDCSA - Club Directory 2019

## Club Postal Address:

PO Box 6020, Halifax Street, Adelaide SA 5000

## Club Web Site / Email

Web: [www.jdcса.com.au](http://www.jdcса.com.au) Email: [info@jdcса.com.au](mailto:info@jdcса.com.au)

## Monthly Meetings:

1st Tuesday of the month (Feb - Dec)  
7.30pm at Police Association Clubrooms 1st floor,  
27 Carrington Street Adelaide. Members can choose to have  
a meal from 6.00pm in the bistro prior to the meeting..

## Your Committee

### President: Philip Prior

Mobile: 0402 670 654.

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

### Vice President: Fred Butcher

Mobile: 0428 272 863

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

### Treasurer: Heather Buck

Mobile: 0432 549 086

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

### A/G Secretary: Fred Butcher

Mobile: 0428 272 863

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

### Editor Classic Marque: Graham Frankin

Mobile: 0490 074 671

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

### Membership Secretary: Daphne Charman

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

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

### Events Coordinators: Arcadia & Jim Komaromi

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

### Web Master: Tom Herraman

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

### Club Patron Mr Peter Holland

Phone: (08) 8271 0048

## Club Services / Club Representatives

### Technical Officer: Geoff Mockford

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

### Regalia: Ron Palmer

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

### Librarian Tom Brindle

Phone (08) 8387 0051

### Log Books David Burton

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

### Australian Council of Jaguar Clubs (ACJC)

Club Representative: **Tim White**

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

### Federation of Historic Motoring Clubs (FHMC)

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

### Marque Sports Car Association (MSCA)

Club Representative: **Barry Kitts (08) 8391 1759**

### All British Day

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

### Inspectors - Club Registration

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

## Register Secretaries

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

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

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

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

Steve Weeks: 0414 952 416

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

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

Angela & David Rogers Email: [compacts@jdcса.com.au](mailto:compacts@jdcса.com.au)

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

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

Bob Charman Phone: (08) 8248 4111

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

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

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

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

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

Peter Buck Mobile: 0421 061 883

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

