

CLASSIC MARQUE

MARCH 2022



FEATURE - THE XK140 & XK150 (1954-1961)

THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA

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Jaguar Drivers Club of SA - Presidents Report

President's Report March 2022

With March now upon us we see the commencement of the "Mad March" entertainment cycle. Coinciding with the commencement of the Fringe we also see a reduction in the COVID restrictions. The changes allow for up to fifty (50) at private gatherings which in turn will now allow REGISTERS to host meetings at private facilities; this is a positive move. Notwithstanding our club policy on vaccination will remain in place for the foreseeable future.

The cancellation of All British Day (ABD), at relatively short notice, left our club members and cars all dressed and no venue to drive to. Next a quick phone call to our man on the spot, Dane Wilden, we were able to secure the picnic grounds at the Birdwood Motor Museum. As previously stated, this was to be a no fuss President's Picnic Day with no formal structure. The emphasis was on arrive at 10 am and leave when you like. The club managed a turn-out of 63 cars which for short notice was an excellent muster of cars.

I must make mention of the museum team who I liaised with in arranging the day and their super support on the day with COVID check-in and the parking of vehicles. The one thing that I have noticed with this type of event where cars are being parked on grass areas, it is almost impossible to achieve anything that resembles a straight line of vehicles. Not sure exactly what the problem is, must be something in the grass?

In discussion with those in attendance all commented on the success of the day and Birdwood certainly turn on a ripper of a day weatherwise.

On the day we had the company of a long-distance traveller, all the way from Tumbly Bay in the west, driving his beautifully maintained Daimler V8. Following the cancellation of ABD, [John Vanderlans](#), contacted me to see if he could join us at the museum and that was a definite yes. We also extended an invite to the Triumph Stag club and it was pleasing to see several of their members join us for the day.

Following the Sunday picnic, I was forced to join the sick parade and after a week of suffering a stomach bug am only just starting to recover. Not sure where it originated from but it certainly forced me to lay low for the week. Never mind enough winging; having been out of circulation I am not sure where our registers are at. I had intended a register visit last week but was forced to cancel at the last minute. I am now keen to join the Multivalve run-on Thursday 3rd and thank you to Heather who puts the distances in Miles for us ancients.

For those who haven't received a club calendar they will be available at our next General meeting. Should you not be attending please let your Register Secretary know who will then collect on your behalf.

Please stay safe and listen for further changes in the evolving COVID endemic. The latest club position in regard to COVID can be viewed on TidyHQ. Please contact your Register Secretary if you are unsure about future events.

Safe Motoring
Fred Butcher



CONTENTS (Feature Articles)

FeatureXK140 & XK150	6-19
XK 150 Story - Dave Burton	16
XK150 Story - Steve Weeks	17
20 Year Love Affair	18-19
Latest Jaguar News	21-27
The Crowfoot Collection	28-31
Presidents Picnic	32-43
Cars & Coffee on The River	45
Mt Gambier E-Type Registration	46-48
Latest Jaguar Magazines	50-51
Burns & Co Auction Results	52-53
Pushrod Register Minutes	55
XJ, Mk10, 420G Register Minutes	56
JDCSA Minutes February 2022	58
JDCSA Club Directory 2021/22	59

Front Cover:

*Stephan & Cecilia Schubert, 1960
BRG 3.5 litre XK150 FHC*

Back Cover:

*Maria & John Cribb, 1958 XK150
3.8 litre Fixed Head Coupe*



@sajaguarclub



Events Calendar

Tuesday 1st March -7.30pm

JDCSA General Meeting

Police Association Building, Carrington Street, Adelaide.

Thursday 3rd March 2022: Multivalve Register Lunch Run. 9.45am to 3.00pm

Meeting at The Marion Hotel at 9:45am, to leave at 10:00am. Going to lunch via the Adelaide Hills.

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.

Wednesday evening, 9th of March 2022: XK, Mk 7, 8, 9 - Register Meeting - 7.30pm - 9.30pm

Meeting at the home of Rod & Peggy Davis, 3 Holly Hock Ct, Craighburn Farm

More info: Steve Weeks 0414 952 416 or Goto: [XK, Mk7, 8, 9 Register Meeting](#)

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

Wednesday evening, 9th March 2022: XJ, Mk10, 420G Register Meeting: 6:00pm - 9.00pm

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

More info please contact Bob Charman. Email: xj420g@jdcса.com.au or Goto: [XJ, Mk10, 420G Register Meeting](#)

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

Sunday 13th of March 2022: Moonta Show 'n' Shine. 8.30am to 4.00pm

Location: Moonta Oval, Milne Tce. Moonta. Cost: \$5.00 pp. (New format - there will be no judging, and no prizes).

For more information and bookings goto Website : <https://moontaprogress.org.au/moonta-events/moonta-show-n-shine/>

Wednesday evening, 16th of March 2022: SS, MkIV & MkV Register Meeting.

Meeting at the home of Bob & Margaret Kretschmer, 56 Miller Street, Unley North.

Further details to be provided by email and via TidyHQ.

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

Thursday evening, 17th of March 2022: E-Type, XJS, GT & F-Type Register Meeting. 7.30pm - 9.30pm

Meeting at Peter Thomas Workshop, Lonsdale. To register please Goto: [E-Type, XJS, GT & F-Type Register Meeting](#)

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

Sunday 20th of March 2022: E-Type, XJS, GT and F-Type Register Run to Mannum and then onto Lunch

Further details to be provided by email and via TidyHQ. To Register Goto: [E-Type, XJS, GT, F-Type Run to Mannum](#)

For more 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.

Thursday evening, 24th March: Multivalve Register Meeting & Dinner. 6.00pm to 8.30pm

The Kensington Hotel, 23 Regent St, Kensington SA

For more info please contact Peter Buck. Email: Peter.buck51@bigpond.com or Goto: [Multivalve Register Meeting](#)

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

Sunday 27th March 2022: The 10th Anniversary British Classics Tour. 9.00am to 4.00pm

9.00 am at the Old Noarlunga Oval for morning Tea. Leave at 10:30-11.00am for Victor Harbor through Fleurieu towns.

Cost: \$15 per car. More information goto: [Register British Classic Tour](#). (See page 52)

Thursday 31st March 2022: Multivalve Register Lunch Run.

Meeting at the Feathers Hotel, 516 Glynburn Road at 9:00am, to leave at 9.30am. Going on a mystery tour then lunch.

For more details contact Arcadia & Jim Komaromi 0421 185 168 or 0414 797 519 or register: [Multivalve Register Lunch Run](#)

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

Sunday 3rd April 2022: JDCSA Combined Car Clubs Run

Event as a replacement for the cancelled McLaren Vale Day. To be held at Oxenberry Winery - McLaren Vale

The Riley, Rover, Humber, Armstrong Siddeley, etc, clubs have been invited. Register Goto: [JDCSA Combined Club Event](#)

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

Tuesday 5th April 2022 -7.30pm

JDCSA General Meeting

Police Association Building, Carrington Street, Adelaide.

Thursday 14th of April 2022. Jaguar Ladies Social Register Lunch.

Further details to be provided by email and via TidyHQ.

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

29th April - 2nd May 2022: E Type 60th Diamond Anniversary Event.

Centre of operations will be at The Barn, Mount Gambier, SA. **New Registrations now open. To Register Goto: [E-Type Mt Gambier](#)**

If you register, please also contact Di Adamson via email di.adamson1@gmail.com

Friday 20th May - Sunday 23rd May 2022: XJS Border Round-Up to Swan Hill. Entries Closed.

For more information please contact Philip Prior. Email: philipprior@bigpond.com or goto: [XJS Border Run](#)

Club Torque - Editor Graham Franklin

Oh well crazy March has arrived with more events than you can poke a stick at.

Registrations for the postponed E-Type 60th Diamond Anniversary event in Mt Gambier have also reopened. There are 14 South Australians going - still vastly outnumbered by the 80 odd Victorian contingent. If you get a chance to read the information about the event on pages 46-47, you will see that the organisers and sponsors have gone to a huge amount of effort to make this one hell of a weekend. Make sure you don't miss out. The next E-Type anniversary is not for another 9 years.

This month's feature story is on the beautiful XK140 and XK150 (that was launched 65 years ago). Thank you very much to those club members that sent in their XK stories. Greatly appreciated.

Jaguar have just announced that they are finally going the whole hog with the development and building of their own platform for the new line of EV Jaguars, due for launch in 2025. This's good news.

Bolloré isn't trying to make Jaguar's turnaround, called "Reimagine," easy nor inexpensive, adding that they intend to invest £2.5 billion into the switch to electric vehicles. This all goes well for Jaguar's future.

UK Autocar have just completed a Road Test on an F-Type 450 Roadster and given it a thumbs up, noting that at the price, it represents good value. (Page 25).

Thanks to our friends in NSW (JDCA) there is a very interesting story regarding the "Norman Crowfoot Collection". Unable to find a buyer 20 Jaguars were auctioned off individually and 10 years later a search was initiated to try and find out what happened to each of the cars.

There is coverage of the "Presidents Picnic" and other club events. Thank you to everyone who sent in photographs and stories.

Cheers

Jaguar Ladies Social Register (JLSR)

On Thursday 24th February 2022 the inaugural Jaguar Ladies Social Register Luncheon was held in the Regent Room at the Kensington Hotel.

26 ladies attended and had a very enjoyable lunch. What a wonderful turn out for a first event. All agreed it was a wonderful initiative.

The name of this group was discussed and it was decided that we needed to be advised by the Executive whether the group could be called a Register as it was not a car group.

It was volunteered by one of the ladies that the dictionary meaning of Register was "an official list or record of names or items". Advice received after the lunch confirms that the JLS Register and the use of the title of Register is compliant with the Club constitution.

A decision on the name of the Register will be reviewed at the next lunch.

It was decided to have monthly lunches to fit in with the Club calendar. Various venues were suggested to be explored by members to share the travelling by all.

Tricia Clarke volunteered to carry out the Secretary duties for the next year and Heather Buck volunteered to assist.

The Club events for March were discussed and members encouraged to attend.

All ladies are looking forward to the future lunches and growing the wonderful existing friendships that will no doubt benefit the Club.

The next meeting will be Thursday 14th of April. Further details to be provided closer to the date.

Tricia Clarke
Register Secretary

Footnote: March was busy with events and so the planned meeting was moved from March to the second Thursday in April.



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 March, 2022 magazine:

- Alan & Arthur Gilbert: 1966 Jaguar E-Type 4.2L Sedan
- Nicholas Sutton: 1990 Jaguar XJ40 4L Sedan
- Michael Wayne: 1976 Jaguar XJ6 4.2L Sedan

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

- Daniel Marshall: 1983 Jaguar XJ6 Sovereign 4.2L Sedan
- Richard King: 1964 Daimler 2.5L V8 Saloon
- Hugo Pedler: 1977 Land Rover S3 4.0L Diesel Utility and 1974 Land Rover Range Rover V8 2 Door Classic

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

Feature XK 140 & XK150

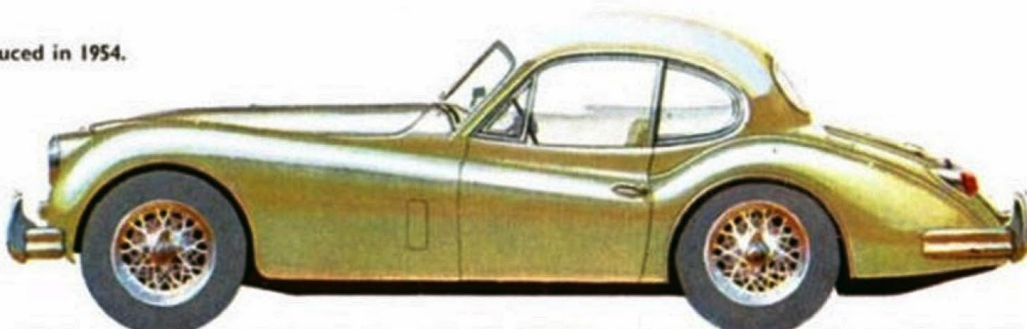
XK 120 Roadster, introduced in 1948.



XK 120 Drophead Coupé, introduced in 1953.



XK 140 Fixed-head Coupé, introduced in 1954.

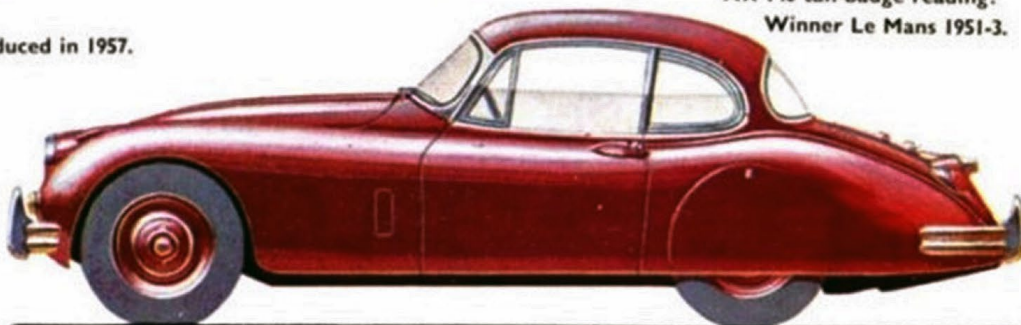


XK 140 Drophead Coupé, introduced in 1954.

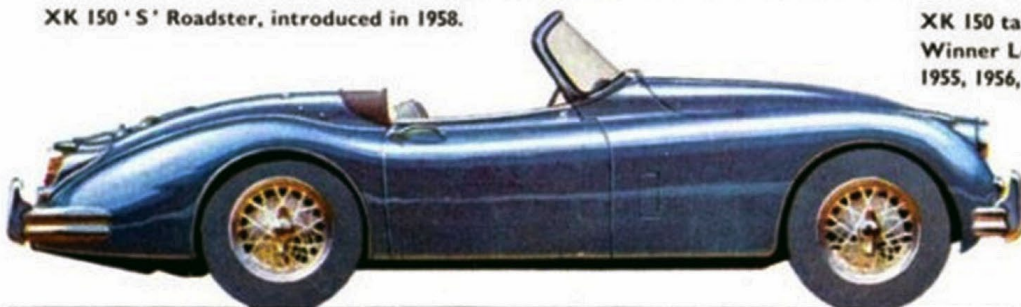


XK 140 tail-badge reading:
Winner Le Mans 1951-3.

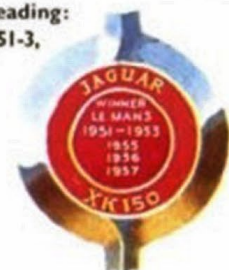
XK 150 Fixed-head Coupé, introduced in 1957.



XK 150 'S' Roadster, introduced in 1958.



XK 150 tail-badge reading:
Winner Le Mans 1951-3,
1955, 1956, 1957.



© A. S. MURRAY, 1966.

Feature XK 140

The XK140 was manufactured between 1954 and 1957 as the successor to the XK120. The XK140 included more interior space, improved brakes, rack and pinion steering, increased suspension travel, and telescopic shock absorbers instead of the older lever arm design. In 1956 the XK140 became the first Jaguar sports car to be offered with automatic transmission.

Design

Like the XK120, the XK140 was primarily designed by Sir William Lyons with the aid of Fred Gardner (Body Development Shop Manager) and William Heynes (Chief Engineer from 1935 to 1989).

The XK140 was introduced in late 1954 and sold as a 1955 model. Exterior changes that distinguished it from the XK120 included more substantial front and rear bumpers with overriders, and flashing turn signals above the front bumper.

The grille remained the same size but became a one-piece cast unit with fewer, and broader, vertical bars. The Jaguar badge was incorporated into the grille surround. A chrome trim strip ran along the centre of the bonnet and boot lid. An emblem on the boot lid contained the words "Winner Le Mans 1951-3".



The ex-Peter Goodale 1956 Grey XK140 FHC (#804631). The XK140 can be easily identified from its predecessor (XK120) by the larger Mark VII-style bumpers. The model also had a larger rear window (FHC) and longer doors which further enhanced its practicality.

Interior

The interior was made more comfortable for taller drivers by moving the engine, firewall and dash forward to give 3 inches (76 mm) more legroom. The XK140 had a walnut veneer fascia and a generally

more luxurious interior reflecting Mark VII themes.

Two 6-volt batteries, one in each front wing were fitted to the Fixed Head Coupe, but Dropheads and the Open Two Seater had a single 12-volt battery installed in the front wing on the passenger side.

The spare wheel was housed beneath the boot floor.

Engine

The XK140 was powered by the William Heynes designed 3.4 litre Jaguar XK double overhead camshaft inline-6 engine, with the Special Equipment modifications from the XK120, which raised the specified power by 10 bhp to 190 bhp (142 kW) gross at 5500 rpm, as standard.

The optional C-Type cylinder head carried over from the XK120 catalogue, and produced 210 bhp (157 kW) gross at 5750 rpm. When fitted with the C-Type head, 2-inch sand-cast H8 carburettors, heavier torsion bars and twin exhaust pipes, the car was designated XK140 SE in the UK and XK140 MC in North America.

Wheels and Tyres

As with the XK120, wire wheels and dual exhausts were optional. Cars with the



Peter Goodale, 1956 Old English White XK140 (DHC) (80.7110) The car was fully restored 1999-2001 and fitted with front disc brakes, 4.2L engine and 5-speed gearbox. More recently fitted with period wire wheels painted body colour.

Feature XK140



Paul & Judy Taylor, 1955 XK140 DHC. The car was purchased in the early 1970's by NSW Club member Peter Main who raced the car quite competitively. The car was fully restored in the late 90's and sold to Paul in 2002. Full story pages 18-19.

standard disc wheels had spats (fender skirts) over the rear wheel opening. Factory spec 6.00 x 16 inch crossply tyres or optional 185VR16 Pirelli Cinturato CA67 radials could be fitted on either 16 x 5K½ solid wheels or 16 x 5K (special equipment) wire wheels.

Body Styles

The Roadster (designated OTS – Open Two Seater – in America) had a light canvas top that folded out of sight behind the seats. The interior was trimmed in leather and leatherette, including the dash.

Like the XK120 Roadster, the XK140 version had removable canvas and plastic side curtains on light alloy barchetta-doors, and a tonneau cover.

The door tops and scuttle panel were cut back by two inches (50mm) compared to the XK120, to allow a more modern positioning of the steering wheel. The angle of the front face of the doors (A-Post) was changed from 45 degrees to 90 degrees, to make access easier. The windscreen remained removable.

The Drophead Coupé (DHC) had a bulkier lined canvas top that lowered onto the body behind the seats, a fixed windscreen integral with the body, wind-up side windows, and a small rear seat. It also had a walnut-veneered dashboard and door cappings.

The Fixed Head Coupé (FHC) shared the DHC's interior trim and rear seat.

Production cars had the roof lengthened, windscreen placed further forward, shorter front wings, and longer doors, all resulting in easier entry and more interior space and legroom.

Performance

A stock XK-140 SE could achieve a top speed of 120–125 mph (193–201 km/h). Road & Track's XK-140 MC test in June 1955 recorded a best two-way average of 120.3 mph (193.6 km/h). Best one-way run was 121.1 mph (194.9 km/h). Sports Cars Illustrated's test of the same model in Aug 1957 had a fastest two-way average of 121 mph (195 km/h). Their best one-way run was 124 mph (200 km/h). Karl Ludvigsen's test published

in Sports Car World (July 1957) had the same results as the SCI test.

Acceleration times from 0–60 mph (97 km/h) were 8.4 seconds, 9.1 seconds and 9.1 seconds respectively. Only the R&T test tried 0–100 mph (161 km/h) which took 26.5 seconds. Standing 1/4 mile (~400 m) times were 16.6 seconds (82 mph (132 km/h) approx) and 16.9 seconds (86 mph (138 km/h)).

Production

According to the Jaguar Heritage Trust a total of 8,937 XK140's were built. However, the vast majority of XK140's built were LHD (7,545).

Of the 1,392 RHD cars produced: -

- ◇ 839 were Fixed Head Coupes
- ◇ 480 Drophead Head Coupes
- ◇ 73 Roadsters. This compares with 1,170 RHD XK120 roadsters manufactured.

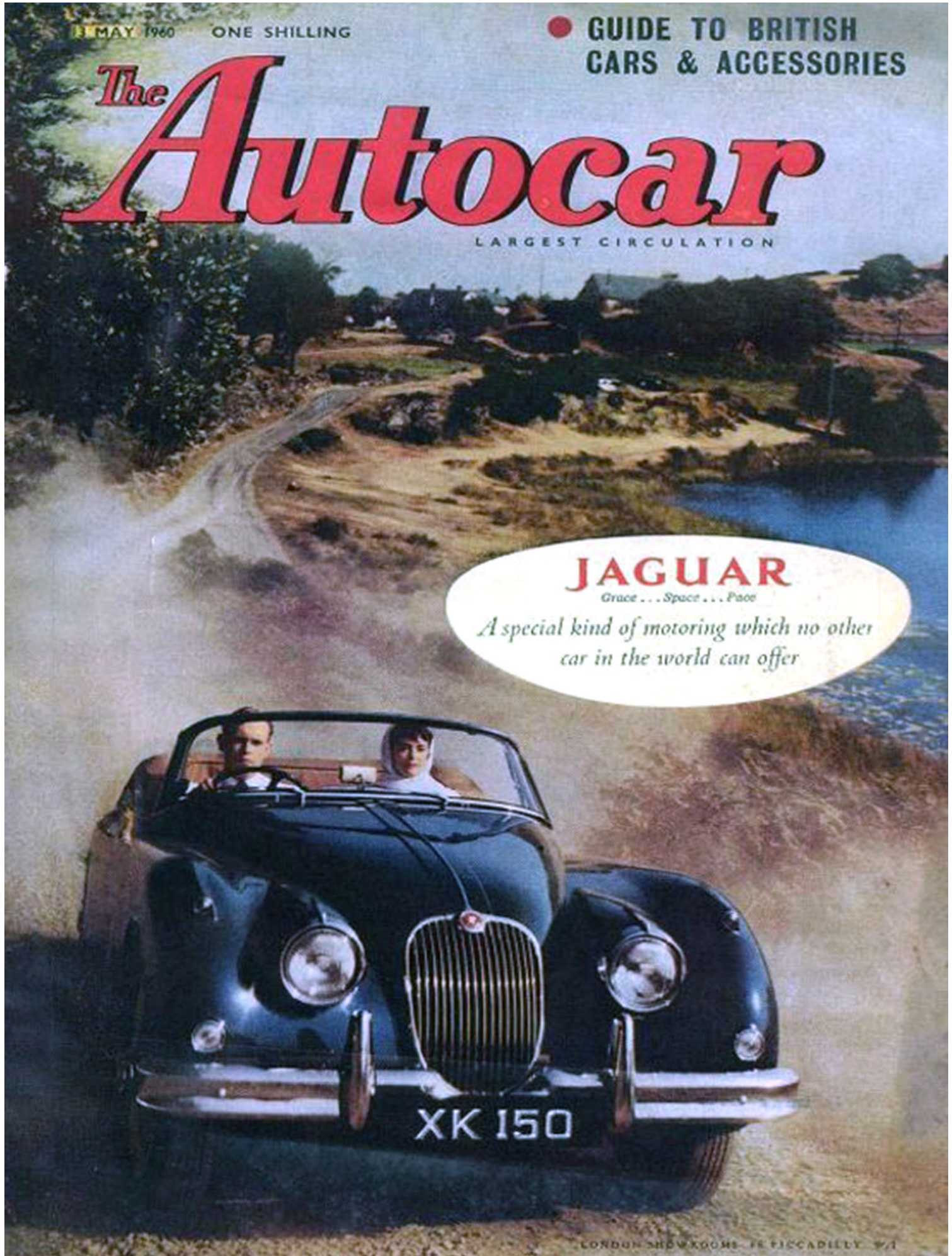
Coachbuilt Versions

The Jaguar XK140 Zagato Coupé was built for Guido Modiano whose XK140 was damaged in an accident. Zagato displayed the car at the 1957 Paris Motor Show, hoping to sell more.

The Jaguar XK140 Coupé by Ghia was designed by Giovanni Michelotti in 1955. Four cars were reportedly built. ■



Rod & Peggy Davis, XK140 roadster with a C-Type head. This car had a complete nut and bolt restoration which took nine-years to complete. It is only 1 of 73 RHD roadsters built.



MAY 1960 ONE SHILLING

● GUIDE TO BRITISH CARS & ACCESSORIES

The Autocar

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XK 150

LONDON SHOW ROOMS: 18 PICCADILLY, W.1

Feature XK150 (Celebrating 65 years)

The XK150 was produced between 1957 and 1961 as the successor to the XK140. For the first time, wind-up windows were fitted to the roadster and 4-wheel disc brakes were an option on all models.

Design

The final XK from this period was also in the three body types. Essentially of the same format as its predecessors, the big change was in the exterior and interior styling.

Most visibly, a one-piece windscreen replaced the split screen, and the wingline carried higher with more streamlining at the doors. The curvature of the line from front to rear fender was much straightened, resulting in a heavier look, and the roadster model was fitted for the first time with push button external door handles as well as the wind-up windows.

For better drivability, disc brakes were fitted, with servo assist, and soon after introduction, new and more powerful engine options were made available.

At launch time only the FHC and DHC were available, and the introduction of the roadster model was delayed until 1958, when it, and the S models were introduced.



Onslow & Wendy Billingham, 1958 3.8 Litre XK150 (FHC). The XK150 can be easily identified from its predecessor (XK140) by the one-piece wraparound windscreen, less pronounced wing line and a fuller rendition of the grille combining to give the new model a more modern appearance without losing the feline grace common to all Sir Williams' Jaguars.

The roadster was given some interesting body panel changes from its siblings in that the scuttle was moved back 4 inches, resulting in a longer hood and fenders than its brethren. This was apparently done because the roadster model was only a two seater, and this used up some of the extra space inside, and yet still left luggage room behind the seats.

Suspension and chassis were very similar to the XK140, with manual-only rack and pinion steering.

Interior

Internally the car benefited from revised seating and a new dashboard layout.

Minimal rear seats were fitted in the fixedhead coupés. The open two-seater was fitted with taller high-silled doors, but retained the very simple folding roof of its predecessors.

The XK150's dashboard came trimmed in leather, with walnut optional on all models. On the early drophead coupés, the aluminium centre dash panel, which was discontinued after June 1958, had an X pattern engraving similar to the early 3.8 E-Type. Thinner doors gave more interior space. A little red light reminded the driver that the front parking lights, located atop the wings (fenders), were on.

Engine Options

Initially powered by the existing 3.4 litre XK engine, later a new 3.8 litre version became available and 'S' models of both engines utilising triple carburettors.

As before with the XK range, standard (steel wheel) and special equipment models were available, but a bewildering range of models was to evolve.



Ossie & Rayeena Petrucco, 1958 3.4 litre XK150 Drop Head Coupé.

Feature XK150 (Celebrating 65 years)



Keith & Mary Ashby, 1957 Black 3.8 litre XK150 FHC. The car was sold new to an owner in New York, USA. The 3.4 litre car was imported into Australia where it underwent a partial restoration and fitted with a 3.8 litre triple carb engine. Purchased by the Ashby's in 2008 and just recently sold at auction for \$85,000.

First, in 1958 the S model was announced, equipped to special equipment specification, and with a more powerful engine, though still of 3.4 litre capacity.

Late in 1959 further options became available with the introduction of the 3.8 litre engine, and the XK150 was available not only in 3.4 liter versions, but two versions (normal and "S") of the 3.8. All three body versions were available with all the engine options.

Brakes Wheels and Tyres

Four-wheel Dunlop 12 inch (305 mm) disc brakes appeared for the first time as an option.

Factory specification 6.00 × 16 inch Dunlop Road Speed tyres or optional 185VR16 Pirelli Cinturato CA67 radials could be fitted on either 16 × 5K½ solid wheels or optional 16 × 5K wire wheels.

External colours

The car was available at various times in Red, Pearl Grey, White, Indigo Blue, Claret, Cotswold Blue, Black, Mist Grey, Sherwood Green, Carmen Red, British Racing Green, Cornish Grey, and Imperial Maroon.

Performance

A 250 bhp 3.4 litre XK150S fixed-head coupé with limited slip differential was tested by The Motor in 1959. It had a top speed of 132 mph (212 km/h) and could accelerate from 0–60 mph (97 km/h) in

7.8 seconds. Fuel consumption of 22.0 miles per imperial gallon (12.8 L/100 km) was recorded.

The test car cost £2110 including taxes of £623. It was at the time the fastest closed car the magazine had ever subjected to a full road test.

Collectibility

At the time the XK150 did not grab the world's attention in the way that its predecessors had. However, it is now recognized as the superb car it is, with more refinement than any previous XK. The rarest cars are the XK150 3.8S

roadster of which a total of only 36 (LHD and RHD) were produced. As reported in last month's Classic Marque, one of these 36 cars in very poor and damaged condition requiring a 'nut & bolt' restoration, sold for a record £90,000 (Au \$170,000).

Coachbuilt Versions

Jaguar XK150 By Bertone

A total of three (3) bare chassis were sent to Bertone in Turin to be bodied as prototype fixed-head coupés. They were reportedly meant to be the replacement for the XK150 and wore an "XKE" badge on their rear flanks.

Production

Production all but stopped after 1960, but a few cars appear to have been manufactured in 1961. A total of 9,395 vehicles including 2,263 roadsters, 4,450 fixed head coupés and 2,682 drophead coupés.

Again, like the XK140, the vast majority (7,565) were LHD. Of the 1,830 RHD cars built, only 76 RHD Roadsters were manufactured.

Depending on the source, production figures vary. No details are available on the split of numbers between RHD and LHD, but some sources do break out the numbers between home and export production. ■



Maria & John Cribb, 1958 XK150 3.4 litre Fixed Head Coupe. The car was sold new to an owner in South Africa who moved to Sydney with the car in the late 70's. It was eventually purchased by the Cribb's, and apart from an engine rebuild, the XK150 remains a completely original car.

Celebrities and Their XK's



Harrison Ford is often seen taking his 1955 Jaguar XK 140 for a spin near his home in Brentwood, California

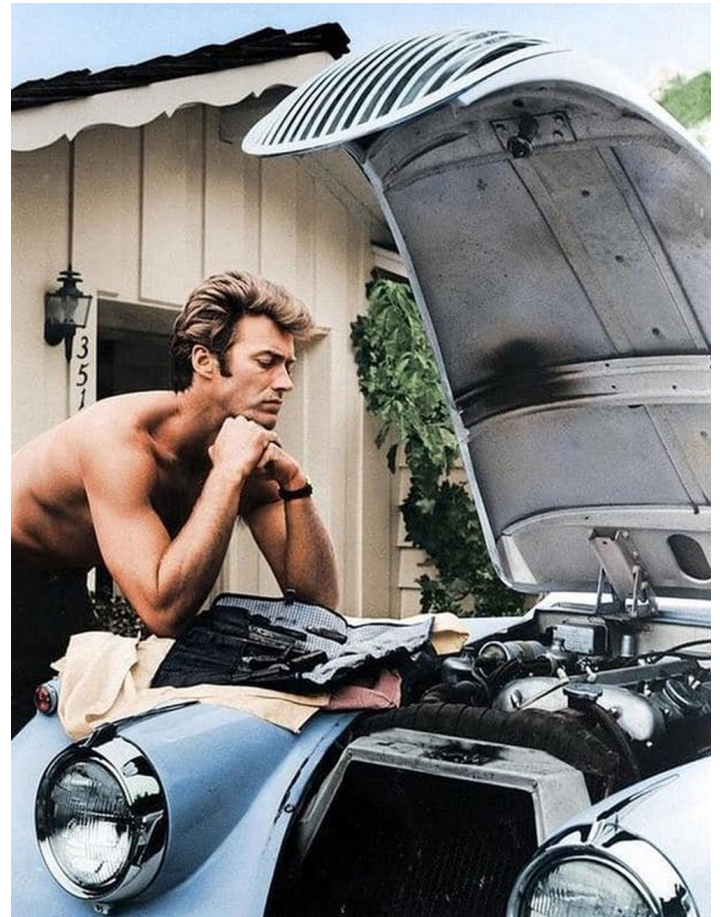


There was no explanation with this photograph as to why Harrison Ford's wife, Calista Flockhart was photographed with a Jaguar XK150 DHC. Perhaps it is because of her husband's love for his XK140.

Celebrities and Their XK's



During the 1950s, Roger Moore (1927-2017) could be found wafting around the California mountains in his 1957 Jaguar XK150 Drophead.



Clint Eastwood with his 1960 XK150 3.8 litre Roadster. He was so in love with the car that he drove a 1957 black XK150 DHC in the first film he directed, 'Play Misty For Me' (1971).



Clint Eastwood with wife Maggie Johnson. Maggie was a former American swimsuit model, actress and Clint's first wife from 1953 to 1984. They had two children; Kyle Eastwood, a musician and an actor, and Alison Eastwood, an actress, model, and fashion designer.



Celebrities XK's and Films



American actor Michael Landon (Bonanza) (1936-1991) reportedly loved his 1955 Jaguar XK140 DHC.



In the film "Cruel Intentions" (1999), a wickedly entertaining tale of seduction and betrayal, a 1956 XK140 roadster plays a large part in the film. It belongs to rich kid Sebastian Valmont (Ryan Phillippe), who makes a bet with his stepsister Kathryn Merteuil (Sarah Michelle Gellar) that he can get Annette Hargrove (Reese Witherspoon) to lose her virginity to him. If he succeeds, Kathryn will sleep with him, if he doesn't, Kathryn gets his "1956 Jaguar Roadster". [Spoiler - Annette gets the Jaguar].

Celebrities and Their XK's



Unknown fashion model leaning on an XK140 FHC. The caption to the photo reads - "I don't think it really matters what hangs in your wardrobe if you've got this in your garage, that's all the outfit you need".

Members Story - Dave Burton XK150

Our XK150 Experiences

Over the years we have owned 11 Jaguars, but by far the most endearing model was the XK150.

I was brought up with Jaguars, Dad had a MkV followed by a Mk1, but in 1963 imagine my excitement when dad took me (15 years old) and my brother (19 years old) to look at a newer Jaguar he wanted to buy from Para Motors in West Terrace.

It was a 1958 XK150!! Wow!! I still recall squeezing into the back seats with my brother and saying "Yes Dad, there's plenty of room for us both" – yeah sure – have you ever seen how small the rear seat compartment is in a 150? Anyway, Dad bought it and it was his daily drive for the next 6 years.

Dad drove the 150 to the Sunshine coast each year, and I accompanied him once, sharing the 3-day drive. When at home Dad often let me take the car out for the day, but I never told him I had taken a



Class win in the car one Sunday at an MG Car Club Circuit Sprint at Mallala in January 1969.

Sadly, Dad died suddenly in late 1969, and I bought the 150 from his estate for the princely sum of \$600. That was my first Jaguar.

Sometime around 1971 the car was stolen at night from our driveway but was found the following day near Houghton with a blown clutch. Fortunately, no other damage.

The clutch was repaired by Bryson's and later in 1971, I took my fiancé Sally, in the car to Queensland. On the return trip the car was forced off the road by a semi, and its bonnet became unlocked, wrapping itself over the hood. On return to Adelaide, we decided to refurbish the car, which included bare metal respray and new interior.

In March 1973 we used the 150, along with 3 other XK's kindly brought along by Peter and Chris Holland as our wedding cars.

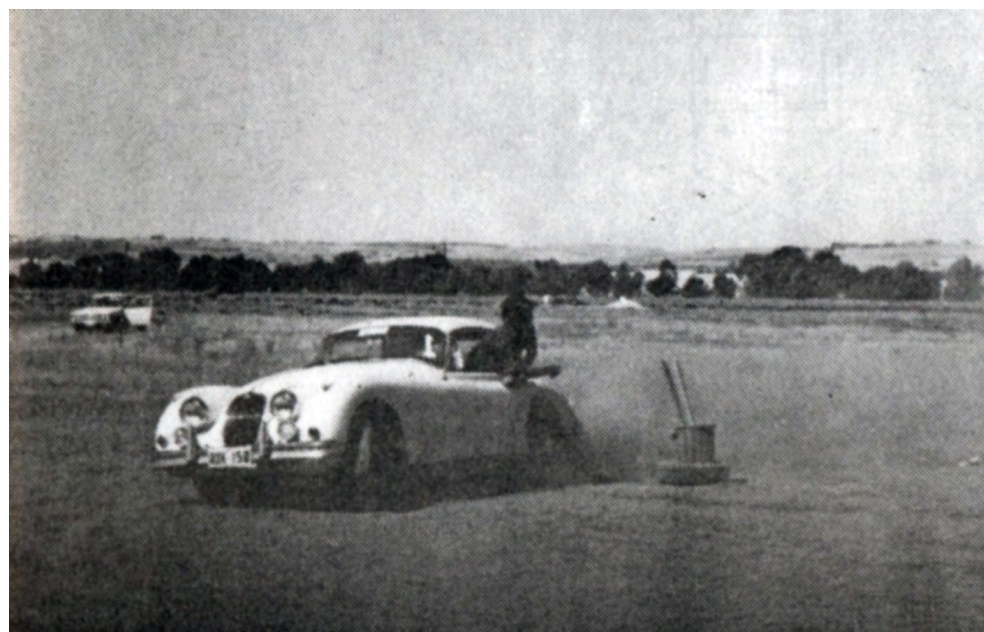
RXK150 (as she was now registered) was regularly used in numerous forms of competition, including a Class win at the MG Car Club's Lanac Park Sprint in 1971, and competing in the Shell Cup Vintage race in 1976 at Adelaide International Raceway, plus Jaguar National and local Club Motorkhanas. It was a Class winner in the JDCSA State Concourse 1978 and was on display at the 1983 Adelaide Motor show.

With a growing family and little time for 2-seater cars we sold the 150 to Steve Weeks after 36 years (42 years in the family) in 2005.

Dave & Sally Burton



Dave & Sally's wedding 'assisted' by four (4) XK's



RXK150 at a Motorkhana in July 1978

Members Story - Steve Weeks XK150

Editor; This is a follow on from Dave's previous story including some overlap, but taken from a different perspective.

RXK150

We first saw this car on the very first meeting of our club at the Brecknock Hotel, when it formed in 1973.

It was then owned by Dave & Sally Burton and they parked the XK150 just a few cars away, outside the Repco outlet, which was in the old Healing Building on King William Street (long gone now).

It was the first time that I had seen an XK150 and I was instantly attracted to them.

Some history of the car is:

Manufactured in 1957 as a 3.4 litre Manual with overdrive and was sold as a new car by Bryson Industries of Adelaide.

When new it was fitted with steel wheels and rear enclosed spats.

In 1963 it was for sale on West Terrace at Para Motors and was purchased by Dave's father (Roger Burton).

Roger used the XK150 as his company car and purchased by David in 1969.

The car was used as a wedding car at Dave & Sally's wedding and they drove the car regularly, including a few trips to Queensland. It was on one of these trips that the bonnet flew open and wrapped itself over the roof (one reason many XK's have a bonnet strap)!

During Dave's ownership he converted the car from disc wheels to 16" XK150 original painted wire wheels, but he could never get them balanced and so he ended up fitting brand new 15" chrome

wire wheels. Dave also changed the registration number to RXK-150 when the new alpha numeric plates came out.

Val and I purchased the car from Dave and Sally in 2006. Since then, I have rebuilt the engine and cylinder head, rebuilt the door hinges, upgraded to an electronic distributor and installed an alternator in lieu of the generator.

The car also now has a new stainless steel exhaust system and an electric radiator fan to help keep it cool.

We continue to use the XK150 regularly on weekends and club events.

Steve & Val Weeks



A 20 Year Love Affair

Jaguar XK140 SE DHC
Engine No. G26197
Chassis No. 807034

It was quite by chance I discovered my Jaguar XK140.

While on a holiday to Sydney with my wife and two daughters I managed to escape to Ian Cummins Classic Cars, in Mortlake with a view to possibly purchasing an XK120 or a Porsche, several of which he had advertised.

In the course of the afternoon, I gave the cars a thorough going over but my attention was continually drawn to a white 1955 XK140 DHC resting in one corner with the bonnet up.

I returned a couple of days later and arranged a test drive. For the remainder of our Sydney holiday the XK140 was front and centre in my thoughts and I sealed the deal with the purchase of the car en route through the Blue Mountains on our way back to our home in Renmark.

The Jag was road-freighted over to Renmark early evening two weeks later and it was a hard decision as to whether I



would sleep with my Jag or my wife that first night! That was 20 years this year and my love for the car hasn't waned.

I bought the car fully restored, receiving a nut and bolt ground-up restoration not long before I bought it from the previous owner Paul Martell.

To the best of my knowledge 480 XK140 drophead coupes like mine left the factory in right hand drive form while 1,966 in left hand drive were produced for the American and European market.

My car is a SE (Special Equipment) model minus the C-type engine.



A 20 Year Love Affair (cont)

I have had very few problems with the car during my ownership, with Geoff Mockford, of Classic and Sports Car Boutique in Adelaide, looking after me from the outset.

The car is an absolute delight to drive, although typically heavy on steering off the open road.

One thing less than standard on the car are the Yokohama steel belted "Super Digger - V" radial tyres which are oversized but to me, hold visual appeal.

The beautiful scenery and wonderful roads of the Fleurieu and of the Adelaide Hills constantly surprise me and especially through the COVID times of the past two years, regular drives in my XK140 has proven to be the perfect antidote.

Paul Taylor



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Jaguar's New EV Platform Will Be Built In-House

CEO Thierry Bolloré previously said the company would look externally for an EV platform suitable enough to underpin a range of upmarket electric Jaguars, but Bolloré has now told investors that JLR is now working on its own platform.

Bolloré isn't trying to make Jaguar's turnaround, called "Reimagine," easy nor inexpensive. What it appears he's most interested in doing is making sure the turnaround creates a range of Jaguar electric vehicles that exude the historic Jaguar-ness that the brand still gets credit for, but hasn't been known for in a while.

He told Autocar last year that future products must be "really modern luxury cars that are the copy of nothing in style or design, the top of technology and refinement, but not looking backwards." Since then, the brand had cast around for an existing electric platform created by another automaker or a supplier that it could adopt for Jaguar use, but nothing met the standard.

The decision to go it alone on the platform called Panthera, after the genus of big cats that includes Jaguars, is likely to be related to JLR's chief designer Gerry McGovern's requirement that the cars should look unique as the company takes the brand more towards Bentley territory in terms of pricing.

Bolloré said that Jaguars need a platform that combines design proportions and capabilities not offered by other car makers. "Concerning the new Jaguar, we're making unique proportion a priority. That's the reason why we are doing it by ourselves".



Jaguar will shift to an all-electric line-up in 2025 with its own EV platform called "Panthera", after the genus of big cats that includes Jaguars.

Bolloré explained that the plan for Jaguar is to create "distinct cars with no overlap". They will be "really modern luxury cars that are the copy of nothing in style or design, the top of technology and refinement, but not looking backwards".

The Panthera platform makes sense, if Jaguar can pull it off. Bolloré wants the coming Jaguars to be considered alongside Bentley and Aston Martin, so he'll need those unique proportions along with brilliant design to draw buyers that haven't considered the brand in ages, if ever. The makeup of the revamped model line remains murky.

On the sedan side, it's thought the XE and XF might become a single midsize four-door. The return of a true flagship sedan

isn't clear, but it seems a good possibility considering the intended competition and as a differentiator with sister brand Land Rover.

As to crossovers, the E-Pace and F-Pace might make the transition to battery power, and a new J-Pace flagship crossover looking unlikely in order to, again, maintain space from Land Rover. The I-Pace, which is already electric but built by Magna Steyr on a modified version of JLR's D7 platform, could be transferred to Panthera or given up. The F-Pace, or some kind of sports car, will carry Jaguar's heritage into the electric-powered future.

Or, if Autocar can be believed, we've already overestimated, the British publication saying the range might merely be two electric crossovers and an electric sports car. That outlook, stickered with Bentley-like prices, if successful, would support Bolloré's aim of making a lot more money selling fewer cars.

JLR has said it will invest £2.5 billion into the switch to electric vehicles, getting good news of late with the government's UK Export Finance department agreeing to guarantee £500 million in loans for the purpose. ■

Information for this story was from Autoblog and Autocar UK.



The I-Pace will survive into Jaguar's new era but considered separately from its all-new EV family.

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JLR Announces Partnership With NVIDIA

Jaguar Land Rover has announced that it will be partnering with technology experts NVIDIA for the development of its artificial intelligence software that will see action in its future autonomous cars. Some updates could also be implemented into the likes of the Jaguar I-Pace.

Both companies will work together to further the enhancements of self-driving technology. From 2025, JLR will implement the NVIDIA Drive software platform for its active safety and driver-assist protocols as well as autonomous driving and parking capabilities.

The tech company will also assist with regards to the development of crucial cabin features such as a driver and passenger monitoring system and visual displays that provide imagery of the car's environment.

The NVIDIA artificial intelligence software aims to provide improved safety, security, and networking capabilities with 360-degree sensors. The computers in each car will act as the mainframe and will be integrated into JLR's operating system.

Using the power of over-the-air updates, JLR states that with the power of NVIDIA, it will be able to install crucial updates that it will continuously develop for the entirety of the car's life.

Thierry Bollere, Jaguar Land Rover Chief Executive Officer, said, "Collaboration and knowledge-sharing with industry leader NVIDIA is essential to realizing our Reimagine strategy, setting new

benchmarks in quality, technology, and sustainability.

"JLR will become the creator of the world's most desirable luxury vehicles and services for the most discerning customers. Our long-term strategic partnership with NVIDIA will unlock a world of potential for our future vehicles as the business continues its transformation into a truly global, digital powerhouse."

Jaguars venture with NVIDIA is a logical move considering that it will be moving

to fully electric cars by 2025. With autonomy being the next major step in the motoring sphere, it makes sense to get ahead of the curve by joining forces with a company who has already made breakthroughs in artificial intelligence.

NVIDIA Corporation is an American multinational technology company incorporated in Delaware and based in Santa Clara, California. ■

Information for this story from Carbuzz.



Jaguars artificial intelligence software will see action in its future autonomous cars with some updates potentially implemented into the existing Jaguar I-Pace. By 2025, all of JLR's vehicles will come with NVIDIA's Drive computers.

Former Jaguar CEO to Join Norton Motorcycles

Sir Ralf Speth, who stepped down as CEO at JLR in September 2020, is now taking up a senior position at the helm of the revised Norton Motorcycles brand.

Norton opened its new headquarters in Solihull in November 2021, with the 73,000 sq ft facility homing engineering, design, manufacturing, marketing, and administration departments.

Norton was purchased by TVS in April 2020 after the historic marque slid into administration in February that year amid claims of unpaid tax bills and discrepancies over misuse of pension funds. TVS now plans to return the brand to its former glory, with a raft of new and updated models on the cards.

TVS Motor Company is an Indian multinational automotive company that manufactures motorcycles and scooters, with headquarters in Chennai, India. TVS is the second largest motorcycle exporter in India with exports to over 60 countries.

After ten years, Sir Ralf Speth retired from his role as CEO of JLR effective from September 2020, but remains on both the JLR and Tata Sons Boards. It is seen that his passion for technology, eye for products, commitment to building brands and future guidance should be invaluable to TVS and Norton. ■

Information for this story from Visordown



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UK Autocar Test - Jaguar F-Type 450 Roadster

Can a long-toothed roadster with a supercharged V8 still cut it in 2022?

The F-Type arrived in 2013 and facelifted six years later. The model is now knocking on the door of its 10th birthday while its main rival, the Porsche 911 had been through three rounds of significant refreshment during the same period.

Yet the F-Type clings to life in near-original form, with no successor planned.

This drive of the P450 Convertible is more housekeeping than breaking news. Having sampled the facelifted coupé in four-pot and V8 form in 2020, we never had the chance to try the rag-top. It's also a good opportunity to see how the only UK offering in the sub £100,000 senior sports car class is faring in 2022.

The answer is 'pretty damn well but with some reasonable caveats. The P450 uses the same 5.0-litre V8 as the P575, only detuned from 563bhp to 444bhp, and supercharging brings a genuinely refreshing sense of levity and transparency compared with all the turbocharged alternatives. Tiptoe around and it's also a demure unit, although a wider throttle and more revs unleash the kind of animalistic, gargling blare even



the AMG 4.0-litre V8 in Aston Martin's Vantage can't match for personality. Drop the roof for added effect.

In dynamic terms, the Jag continues to possess a lovely, light touch elasticity to its steering and this helps you tap into and enjoy the chassis balance. Roadholding isn't as good as you'd want it to be in the roads, there's a slightly discomforting heft to the Jag's pronounced body movements that you wouldn't find in any 911 or Vantage. Progress feels just a little rudimentary at times. However, this hurts the appeal of the coupé version

more. The convertible wants to be treated more like a loping GT, and it works well in that role.

The P450 Convertible is arguably the F-Type at its best: rear driven, with more than enough power, an electrifying exhaust note and an almost languid effortlessness that suits roof-down touring. It's good value, too. Horsepower for horsepower, the comparable Porsche costs £110,000 to the Jaguar's £74,015.

Richard Lane
Autocar UK



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VENUE - OXENBERRY FARM WINERY – McLaren Vale

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The Jaguar Drivers Club of SA would like to invite members of the Rover, Humber, Armstrong Siddeley & Riley Clubs for a combined get together in lieu of the cancelled McLaren Vale Vintage & Classic.

Cars will assemble on the lawns of OXENBERRY FARM WINERY for a day of food, wine, great cars & their owners.

There will be a number of presentations on the day including “best dressed in the era of the car.”

OXENBERRY will provide a BBQ Lunch meal, plus their restaurant menu is also available, including a child's menu.

Gates will be open by 10.00am for parking at OXENBERRY, marshals will be there to assist with parking.

It is suggested that the individual clubs arrange their own meeting/breakfast location, however the JDCSA will meet at the McLaren Vale Information Centre & other clubs are welcome to meet us there.

Menu details will be posted soon.



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Alexa Coming to Jaguar Cars as An Over-The-Air Update

Free Amazon Alexa upgrade for Jaguar cars.

After taking over the living room, Amazon has their sights set on the garage and they're getting an assist as Jaguar Land Rover has announced Alexa is coming to models both old and new.

According to the automaker, the virtual assistant will be added to models equipped with the Pivi Pro infotainment system via an over-the-air update. As a result, it's coming to more than 200,000 existing vehicles.

JLR said they worked closely with Amazon to "ensure the seamless integration of Alexa with Pivi Pro." They added, "This collaborative approach to development ensures that customers will enjoy the same Alexa experience in their vehicles that they already know and love from home, and benefit from even greater functionality in the future."

Thanks to this partnership, owners will be able to use their voice to make phone calls, change radio stations, and set destinations for the navigation system.



This can be done through commands such as 'Alexa, navigate me to home,' 'Alexa, play my chill-out playlist' and 'Alexa, show me nearby coffee shops.' Furthermore, customers can use Alexa to check the news, get weather forecasts, and control smarthome devices such as lights and garage doors.

Owners will be notified via a message displayed in their vehicle's touchscreen and will be able to find out more about Alexa and how to activate it. Or Goto: [Amazon Alexia Installation Guide](#). ■

Information for this story from Jaguar Land Rover.

2022 Formula-E World Championship

Jaguar TCS racing frustrated after scoring no points in Mexico City.

Starting in P11 and P17 on the grid, New Zealander Mitch Evans and Briton Sam Bird collectively climbed 12 places into the points, showing the race pace and efficiency of the Jaguar I-Type 5. Evans capitalised early in the race, taking three places in two minutes while Bird also climbed inside the top 10 making decisive overtakes.

Jaguar TCS Racing were looking set for a double-points finish with two laps remaining of the Mexico City E-Prix. To explain what happened next; races rules stipulate that the length of each race is based on a set fixed time period plus one lap, not a fixed number of laps like F1. (It is a bit like LeMans 24 hours).

At the end of the race, the leading car could have slowed down to initiate the final lap but strategically sped up to force the entire race field into an

additional lap - plus the final lap. This left the Jaguar TCS Racing drivers, who had adopted an aggressive energy race strategy, an impossible task to defend positions while trying to save enough energy to take the chequered flag.

As a result, Sam Bird and Mitch Evans, who had fought through the pack, finished in P15 and P19 respectively.

Jaguar TCS Racing now sit seventh in the teams' standings after the third round.

Lights go green for round four and five of season eight of the ABB FIA Formula E World Championship in Rome on 9 and 10 April 2022. ■

Information for this story from Jaguar TCS Racing.



NORMAN CROWFOOT AND THE CROWFOOT COLLECTION

WHERE ARE THEY NOW?

ARTICLE COMPILED BY MAUREEN ALEXANDER

Editor; the following article has been reprinted with the kind permission of the Jaguar Drivers Club of Australia and the previous editor Maureen Alexander. The research involved in putting something like this together is enormous. Congratulations to all involved.



A Jaguar Lovers Dream Collection. Photo Andrew Haigh

Perhaps best known for his prowess as a racing car driver, Norman Crowfoot of Crowfoot Holden fame, together with his wife Jacqueline, put together a collection of Jaguar cars that some can only dream of.

Norman started life as a teacher before entering the motor trade working in dealerships in Parramatta and Newcastle but his love affair with racing, commencing in 1954, saw him compete on all the leading New South Wales, Victorian and Queensland circuits in some of Australia's toughest events.

He was recognised as one of Australia's most promising racing drivers.

Norman's first Jaguar was a second hand XK120 purchased in 1954. That XK started the love affair which continued. Norman raced at the Sydney circuit, Mount Druit, but because of the braking, or lack of it, racing continued with a TR2; an Open Wheel Special; a Lancia Aurelia; and a Ferrari Monza. Tow wagons for these cars were a Mark V and then a Mark VII. The Holden, with a fibreglass body that Norman developed, closely resembled a D-Type.

In 1963, having purchased the ex-Whithead 1955 Le Mans Cooper Jaguar, Norman raced at the Melbourne and Albury circuits. He held track records at Mt. Druit and on two Queensland racing circuits, including the famous Lowood Circuit. He also won the Australian hill climb championship for racing cars over 1500 c.c. at Mt. Panorama, Bathurst. The same year he drove the Bryson Industries entry in the Sandown (Melbourne) 6-hour race, driving a 3.8 Mark II.

A member of the Australian Racing Drivers' Club, Norman first got the 'bug' for motor sport after securing a second to veteran trials driver, Ken Tubman, in the Redex 500-mile trial.

Norman worked in the sales department of the Australian Jaguar distributor Bryson Industries in 1960, and ultimately graduated to Daimler marketing manager. He parted with Brysons in 1967 to become a Jaguar/Daimler dealer at Albury, New South Wales. After selling that business he went into real estate, using a Mark X and then a Daimler Majestic Major as the appropriate work car.

On retirement Norman and Jacqueline moved to Hallidays Point in coastal New South Wales where they joined the Jaguar Car Club of the Hunter Region.

Inspired by a visit to the Beaulieu Motor Museum on a trip to the UK in 1989 Norman and Jacqueline, who already owned four Jaguars, decided to start a collection of their own.



1997 - Norman in the Holden Special now known as the Crowfoot Holden



Cooper Jaguar Owner Driver Norm Crowfoot, Lakeland Hill Climb 1964

The Crowfoot Collection (cont)

Their aim was to find and restore one of every “body” series. The collection gradually grew to 20 Jaguars representing every model from 1948 to 1990. Jacqueline, whom Norman described as “a bit of a petrol head” joined Norman in restoring the vehicles.

In 2009 Norman and Jacqueline put on a display of their Jaguar collection at their property to which the Jaguar Club of the Hunter Region received an invitation. They were treated to a rare sight.

Earlier this year Letitia Mace from Xclusively Jaguar sent me a story she had published ten years ago in her magazine about the Norman Crowfoot Collection. She was very interested to know what had happened to the cars.

TEN YEARS ON

Initially the complete collection had been offered to a South Australian Vintage Car Museum but the offer was declined. In January 2011 sixteen of the cars were offered for sale with a valuation of AU\$ 1,000,000 through an Auction House.

My search for the cars has led me all over Australia to interactions with members of the Jaguar community who have shared with me information about their cars from the Collection.

The story commences with Terry Beck from Newcastle, NSW.

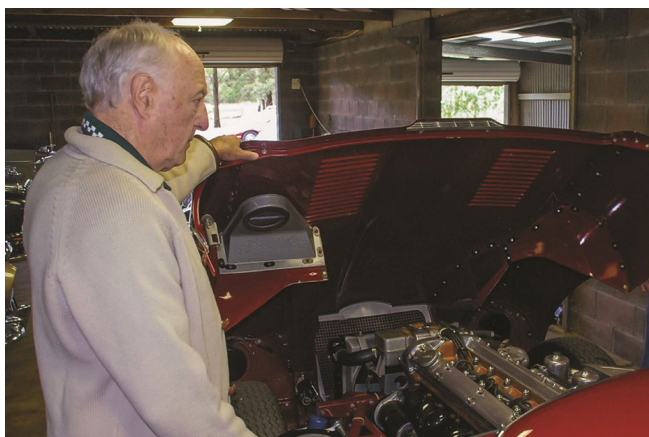
“My cousin Ken Seelenmeyer from Victoria and I visited Norman’s collection. Not intending to buy a Jaguar, Ken persuaded me to drive the white XJ6. I was bitten by the bug that seems to be endemic to the marque. The early slogan used in Jaguar ads, “Ask the man who drives one”, rang loud in my ear and I was hooked. Not only did I buy the XJ6 but approaching retirement, I also bought the Daimler DS420 limousine which Norman and Jacqueline brought back with them from the UK. I christened them Mollie and Hilda respectively and used both cars for weddings. I found it a most pleasurable hobby. The Daimler DS 420 underwent a partial repaint following a lot of rust removal, and some suspension issues were attended to, all due to its early work with a Funeral director in UK before it was brought to Australia.

The XJ6 was sold privately after many years of enjoyment, followed by the DS420, which was auctioned by Shannons. Each went to new homes in Queensland. The white XJ6 went to Childers and the DS420 to a wedding operator in Brisbane, who had other DS420’s. “I missed the XJ6 and tried to buy it back but the current owner wouldn’t part with it.” Terry now has an XJ8 which he finds a joy to own and drive.

The wedding operator in Brisbane Queensland who bought the DS420 is Kevin King from Brisbane Classic Cars. The DS420 is still called Hilda. Kevin has undertaken significant works to the body, engine, interior and exterior of the car which is going really well. He is looking forward to many more years of comfortable motoring.



Jacqueline and Norman with their Series 1 XJ6 circa 1999



Norman with his E-Type. Photo Andrew Haigh



Early days of the Daimler DS420



Mollie - 1974 Series 2 XJ6. Photo Andrew Haigh



Hilda Daimler DS420. Photo Kevin King

The Crowfoot Collection (cont)



Photo Ken Seelenmeyer

Last raced by Norman in a Newcastle Hill Climb in 2007 the Replica D-Type was bought in late 2008 by Ken Seelenmeyer from the Jaguar Car Club of Victoria, (Terry Beck's cousin), to add to his collection of race cars. Ken raced it at Bathurst in 2009 and enjoyed the car until 2020 when eyesight problems forced him to part with it to a new owner in Pelican Point Queensland who still races it.



The MK V was sold to Phil Genoni from the Jaguar Drivers Club of WA in October 2020. Phil found a hand written note from Jacqueline in the glove box attached to the missing windscreen wiper apologising for the fact that when she asked the 91-year-old Norman to fix it for Phil, he just shook his head! Phil has done a lot of work on the car and will be fitting a 5 Speed Toyota Gear Box as the current Moss box has deteriorated. He loves the car which is part of a collection of British cars he and his wife are proud to own. Phil's every day car is a beautiful silver and black Daimler originally from NSW. He is hoping to find the original owner. Like us, they also own a 1957 Vanguard which Phil's wife will use for work. A newly acquired white Series 2 (2+2) E-Type has also been added to their collection.



The XK150 was sold to Michael Aylmer, a former JDCA member, in late 2004. He didn't have a good experience with it and had to undertake some major repair work on the car. Michael owned it until 2008 when he sold it through Bonhams. He subsequently bought another XK150 with which he had a much better run. When Michael sold that one it went back to the UK, the new owner managing to find the number plate it originally had.



The early Series 1 XJ6 was sold to Braham and Barbara Lieberman, JDCA members from Black Head NSW who undertook significant mechanical repairs to the car. It was christened "Red Ruby." After 10 years of enjoyment Braham sold it in 2019 to a new owner in Yass NSW.



The 1971 XJ6 Series 1 4.2 litre automatic had suffered an accident with a light pole just before Don Clews from Wingham NSW purchased it. He therefore bought it for a very low price along with parts which Norman still had for the MK V. He has made arrangements for those parts to be re-united with the MK V that Phil Genoni from Perth WA purchased.



Imported from England for display purposes this XJ40 XJ6 3.6 litre automatic couldn't be registered as duty had not been paid on it. Don Clews bought as he had another one like it. Sadly, it was subsequently stolen and burnt out.



1959 Jaguar Mark IX automatic was bought by Colin Byrne from the JDCQ. He has since sold it to an owner in Germany.

The Crowfoot Collection (cont)



1976 Jaguar XJ6 (Series 2) 4.2 litre automatic. Rhodium Silver with Dark Blue hide trim. Engine number: BL72342S (1985 Factory replacement docket). Chassis number: 2J2554BW. Was sold in 2004 to a resident of the Hunter Valley. At that point in time it was the first time the car had been registered in NSW. The owner was thinking of selling it as it hadn't been used for some time.



1968 Jaguar 420G. Carmen Red with Black vinyl roof and Black hide trim. Engine number: 7F10271-8. Chassis number: PIF7635DN. Jacqueline's favourite car with manual overdrive was sold to Pt Macquarie, NSW. Peter Dwyer from the JDCHR bought Norman's last project, a red 1966 420 Compact to add to his collection. It is currently under restoration.



Photo Andrew Haigh

The Jaguar Series 1 3.8 litre 1964 FHC E-Type was sold at Auction to an enthusiast in the UK. He converted the manual gear box to an automatic.



Photo Andrew Haigh

1968 Jaguar 420G automatic. Golden Sand with Beige hide trim. Engine number: 7F10271-8. Chassis number: PIF7635DN. Sold to a wedding car operator in Brisbane, Queensland.

Not much is known of the whereabouts of the following cars but if you know anything about them I would love to hear from you.



1984 Daimler Double Six (S3). Sand with Doeskin hide trim. Engine number: 7F50616HB Chassis number: SADDRLW3CC 391422 One of only 402 produced between 1980-1992, and Jaguar's flagship during this period! Brought back from the UK by the Crowfoots in 1989 as their personal car. It was still in original condition when sold to Queensland.



1958 Jaguar Mark 1 2.4 litre. Old English White with Red hide trim. Sold to Perth WA then to Tasmania.



1965 3.8L S-Type Automatic. Opalescent Dark Green with Biscuit interior. Engine number: 7B58830-8. Chassis number: PIB55376BW. Sold to Dungog, NSW.



1961 Jaguar Mark 2 3.4 litre model. Old English White with Biscuit trim Engine number: KG8592-8. Chassis number: 155260DN.



1983 Jaguar XJ-S HE coupe. 5.3 V12 automatic. Silver Frost with Saville Grey hide trim. Engine number: 8S268952HA. Chassis number: SAJJNAEY3AC 104845. Sold locally.



1967 Jaguar 3.8 litre automatic. Silver Grey with Red hide trim. Engine no: 7B64525-8. Chassis no: PIB59281 BW.

In researching this story I am reminded of the words of Gavin Moore from the JCCV who, when I thanked him for his help said: "No problem Maureen, all us Jag nuts need to stick together." Not only are we an Australian community of Jag nuts but it is comforting to know that our passion is shared far and wide and we are indeed a global community of Jag nuts.

Acknowledgements: Letitia Mace of Xclusively Jaguar and Brian Foster whose stories introduced me to the Norman Crowfoot Jaguar Collection and for permission to reprint information from the article.

Jacqueline Crowfoot who supplied the early photos of Norman and herself and spent time with me on the phone recalling information on the cars.

Don Anderson, Peter Dwyer and Andrew Haigh from the Jaguar Car Club of the Hunter Region. Peter put me in touch with Jacqueline and Andrew supplied me with photographs of the Collection.

John Elmgreen (JDCA) for help with locating the XK150.

Rick Leonhardt and Terry McGrath (JCCWA) for assistance locating the MK V.

Members of the JCCV who helped me trace the Replica D-Type, in particular Gavin Moore, Sporting Register Secretary.

Ian McKinney from the JDCQ for assistance locating the MK IX.

All the current owners of the cars mentioned in the article who supplied information and photographs.

Presidents Picnic 2022

The cancellation of the extremely popular and well attended “All British Day”, left club members cars primed with nowhere to go. Other car clubs hurriedly made other arrangements for their members and the National Motor Museum came to our rescue.

What a glorious day (32 degrees) and a magnificent turnout of Jaguar and Daimler cars. We had over 60 cars on the oval at Birdwood and we greatly appreciated the Museum’s hospitality and support in the organisation of the event. Many thanks to **Dane Wilden and Eliza Loechel** who was our person on the ground. They did a great job making sure everything was in order for the day. Equally a thank you to those who assisted as Marshals on the day and to Graeme & Betty Moore for managing the Regalia Stall. Thanks also to David Rogers for his overhead “Drone” photos. <https://www.facebook.com/groups/453009102006257/posts/945181609455668/>

It was not possible to show photographs of all of the cars on display. Apologies if your car has not been included.



Presidents Picnic 2022 (cont)



Presidents Picnic 2022 (cont)



Robin & Barbara Turner, 1992 Flamenco XJS (Facelift) 4.0 litre AJ6

David Kennedy, XK8 4.0L V8 coupé.



Alan Blackwell, 1966 Red 4.2 litre E-Type (S1) Fixed Head Coupe

Ian Trethewey & Susan Misirdjieff, 1951 Black Mark VII Manual



Graeme & Betty Moore, 1990 Red 5.3 litre V12 XJ-S HE Coupe

Charles Bodman-Rae, 2001 Silver 4.0 litre XK 8 Convertible

Presidents Picnic 2022 (cont)



Borys & Elaine Potiuch, 1977 OEW 4.2 litre XJ6 (S2) Auto

David & Margaret Bicknell, 1985 Green 4.2 litre XJ6 (S3) Sovereign



David & Suzanne Ward, 1968 Old English White 420 (4.2 Litre)



David & Angela Nicklin, 1972 Old English White XJ6 4.2L Series 1



Cheryl Pascoe, 1967 Old English White Mark II 3.8 litre Manual

Peter Goodale, 1960 Blue Mark II 3.8 litre Manual

Presidents Picnic 2022 (cont)



Peter & Kathy Taylor, 1989 5.3 litre V12 XJ-S HE Convertible

Di & Roger Adamson, 1989 5.3 litre V12 XJ-S HE convertible



Ron & Claire Palmer, 2014 Ultimate Black XF Sedan



Darren Cranwell, 1968 Maroon Daimler 250 V8 auto



Fred Butcher, 1969 Grey Daimler 250 V8

Fred Butcher, 1962 Red Daimler SP250 V8 Roadster

Presidents Picnic 2022 (cont)



Evan Spartarlis, 1997 Sapphire Blue 3.2 litre XJ X300

Roly Donders, 1983 Blue 5.3 litre V12 XJ-S HE



David & Robyn Cocker 1986 5.3 litre V12 XJ-SC Cabriolet



Murray Aitken, 1985 Gold (Antelope) XJ6 Sovereign (S3) 4.2 litre



Robert & Sue Beaumont, 2013 F-Type, 5.0 litre (S/C) V8 convertible

John Vanderlans, Daimler 2.5 litre V8

Presidents Picnic 2022 (cont)



John Furness, 1969 Red 4.2 litre E-Type (S2) Fixed Head Coupe

Paul & Julia Harrland, 1969 Blue 4.2 litre E-Type (S2) Roadster



Timothy Dunning, 1988 Silver Birch 3.6 litre XJ40

Peter & Pamela Beaumont, 2016 Red Metallic XE Sedan



Stephen Perkins, 1993 Morocco Red 4.0 litre XJ40

David & Carol Seidel, 1970 Old English White 4.2 litre XJ6 (S1)

Presidents Picnic 2022 (cont)



Malcolm Adamson, 1948 Mark IV Drop Head Coupe (3.5 Litre)

Malcolm Adamson, 1964 Cream 3.8 Litre S-Type



Geoff & Margaret Thomas, 1976 Silver 4.2 litre XJ6 (S2) Auto

Peter and Heather Buck, 2001 Gold 3.2 litre XJ X308 Sedan



Peter & Trish Clarke, 2014 Stratus Grey XKR 5.0 litre (s/c) V8.

Graeme & Betty Moore, 2008 Black XF S 4.2 litre V8 Auto

Presidents Picnic 2022 (cont)



Stephan & Cecilia Schubert, 1994 Metallic Grey XJ40 V12 6.0L

Don Toni Heartfield, 1986 Sage Green Series 3 XJ6



Don Tamblyn & Bronte Elliott, 1988 5.3 litre V12 XJ-SC

Josephine (Jo) Orford, 2001 XKR Classic 4.0L V8 S/C convertible



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

Phil Prior, 1992 XJS (Facelift) 4.0 litre AJ6 convertible

Presidents Picnic 2022 (cont)



Paul & Janice Moore, 1997 Green XJ X300

Laurie Leonard & Noela Adi, 1986 4.2 litre XJ6 (Series 3)



Gordon & Marie Elley, 1969 Red 4.2 litre E-Type (2+2) Series 2



Allan Britcher, 1984 XJ-S V12 5.3 litre Auto



James & Arcadia Komaromi, 2007 Mistral Blue 3.0 Litre S-Type

Don & Elaine Cardone, 1978 Regency Red 4.2 litre XJ6 (S2)

Presidents Picnic 2022 (cont)



Tony Human and Gabriela Orford, 2019 F-Type S/C V6 Roadster

Ron & Rosie Bailey, 1985 Antelope 4.2 litre XJ6 (S3)



Robert & Lynda Cain, 1983 4.2 litre XJ6 (Series 3)



Don & Margaret Bursill, 1977 Silver 5.3 litre XJ12 (S2) LWB Sedan



Don & Jo Crouch, 1969 Primrose 4.2 litre E-Type (2+2) Series 2

Ray Smithers & Judy Langdon, 2009 Maroon X-Type Auto

Presidents Picnic 2022 (cont)



Peter & Ros Holland, 1994 Daimler XJ40 3.6 litre AJ6 Auto

Steven Connell, 1971 Cream 4.2 litre XJ6 (S1)



Peter Schupan, 1974 Triumph Stag (2+2) 3.0 litre V8 sports tourer



Maria & Maria Cribb, 1958 XK150 3.4 litre Fixed Head Coupe



Rob Warner, 1977 Triumph Stag (2+2) 3.0 litre V8 sports tourer

Michael Gordon, 1974 Triumph Stag (2+2) 3.0 litre V8 sports tourer

Coffee & 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



4.16

M	T	W	TH	F	S	SU
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11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

Introducing Brittney Ward as our April Calendar girl on a 1956 Jaguar XK140 Roadster (C/- Beverly Hills Car Club 2016 Calendar)

Cars & Coffee on The River

On the Last Sunday of January, approximately 25 cars from the Jaguar Drivers Club of SA made their way to Mannum for the annual January 'Cars & Coffee on the River'.

Arranged by our local member Roland Donders and his friends (all members of our club). Roland made sure that the Jaguars got the best spot to show off our cars in the shade of the trees. After a short walk down the main street and a bit of shopping, it was off to lunch at the local Hotel and Club.

Roland goes to a lot of trouble each year to accommodate our Club members. They had planned a B.B.Q. lunch at Don Tamblin's home, but it had to be put off because of COVID rules. Fingers crossed for next year.

It would be lovely to see a few more club members take up the offer for next year. Thanks again to the Mannum Boys.

Bob Charman





BULLETIN 7: “ ’ere we go...”

E-Type SPRING RUN
“DIAMOND ANNIVERSARY”

Mount Gambier
29 April -2 May 2022

Dear E-Type Register Members VIC & SA,

Existing Registrations

Off we go again! Thank you to everyone who replied to re-confirm your attendances for the new dates above. As you were promised, your Registration Fees and room prices remain unchanged.

*We think this is a mighty effort by all our Sponsors and Suppliers.
THANK YOU.*

You now have NOTHING to do except:

- 1. Start to get mildly excited (again)*
- 2. Prepare and repair your vehicles*
- 3. Plan your WHITE wardrobe for the Diamond Banquet*
- 4. Look out for further (monthly) Bulletins, and*
- 5. Cross fingers we’ve gotten this COVID thing licked by then.*

(If you’ve forgotten what we are doing, see [ye olde Bulletin 3-B](#) attached to refresh your memories.

WITHDRAWALS



Sadly, we have had four groups FTP, “Failing to Proceed”. We shall miss you!

Be assured they have been refunded in full, and their rooms at *The Barn* reallocated to *The Waiting List* folks.

We still have people on *The Waiting List* for “The Barn”, so let’s talk about other options below...

New Registrations

Hello! Care to join us? You have **TWO** things to do.

1. Click on the Registration Link below to book for the event, then pay your funds as advised. No money = no booking.
2. Organise your accommodation in Mount Gambier for three nights, Friday 29 April to Sunday 1 May inclusive. We arrive in convoys on Friday from starting points in Melbourne and Adelaide, and most of us will depart on Monday 2 May. We advise *The Barn* is fully booked and provide some alternatives below.

Registration Link to New Registration Form is here:

<https://form.jotform.com/220067216439857>

To explain the Form:

Registration cost is \$25 per head, thanks to our generous Sponsors. This covers all sorts of costs and may include a branded showbag full of goodies if you were on the Waiting List. If you are New-New to Registrations, we will hold the price the same but unfortunately your show bag's contents will not be branded. (Printing costs required 50 minimum to be cost-effective).

Breakfasts: At *The Barn* only, the number of breakfasts must match the number of nights per head, ie: a three night stay by two people is six breakfasts. You are either in, or out, for breakfasts. If you are not staying at *The Barn*, select zero, of course.

Lunch: Raidis Estate Wineries in the Coonawarra is turning on a Greek-themed lunch cooked by their mad patriarch, Chris, preceded by a wine-tasting of six wines. It's amazing they can hold this price for us. Please come to lunch.

Raffle: The diamond pendant is glorious. Pictures do not do it justice. It will be on show at Vic E-Type Meeting 10 Feb. Please buy HEAPS of Raffle Tickets.

The Diamond Banquet: This is \$65 per head which includes a three course multi-choice meal and international superstar entertainment and décor. Please match our theme by wearing ONLY WHITE clothes up top, or a touch of diamonds. T-Shirts and Tiaras all welcomed. Thanks to our sponsors for making this glittering event cost-effective.

Accommodation Options in Mount Gambier:

Call the Mount Gambier [Visitor Information Centre](#) on 1800 087 187 for advice on rooms. This is also the site of our Display on Saturday 30 April. They are fond of us!

[Clarendon Chalets](#) (4 star) is 800 metres from The Barn in Clarke Road, Ob Flat. Elegant or rustic, town-house style rooms, with breakfast included, from \$220 per night. Only three remain.


[Colhurst House](#) in town provides bed and breakfast in a beautiful Victorian-era mansion. Rated 4.8 stars by reviewers, rooms start at \$170 pn.

[The Commodore](#) is on the Princes Highway. Rated 4-star, it offers 58 spacious rooms from \$128 per night.

[Delgattie Estate](#) has three private luxury suites in a grand country 1902 manor, behind The Commodore. Three nights will cost around \$1,200 if available.

From Aloha Apartments to the Park Hotel, Mount Gambier has a range of accommodation options. We are sure you will find something as it's out of season after Easter. *Once booked, please tell us where we can find you?*

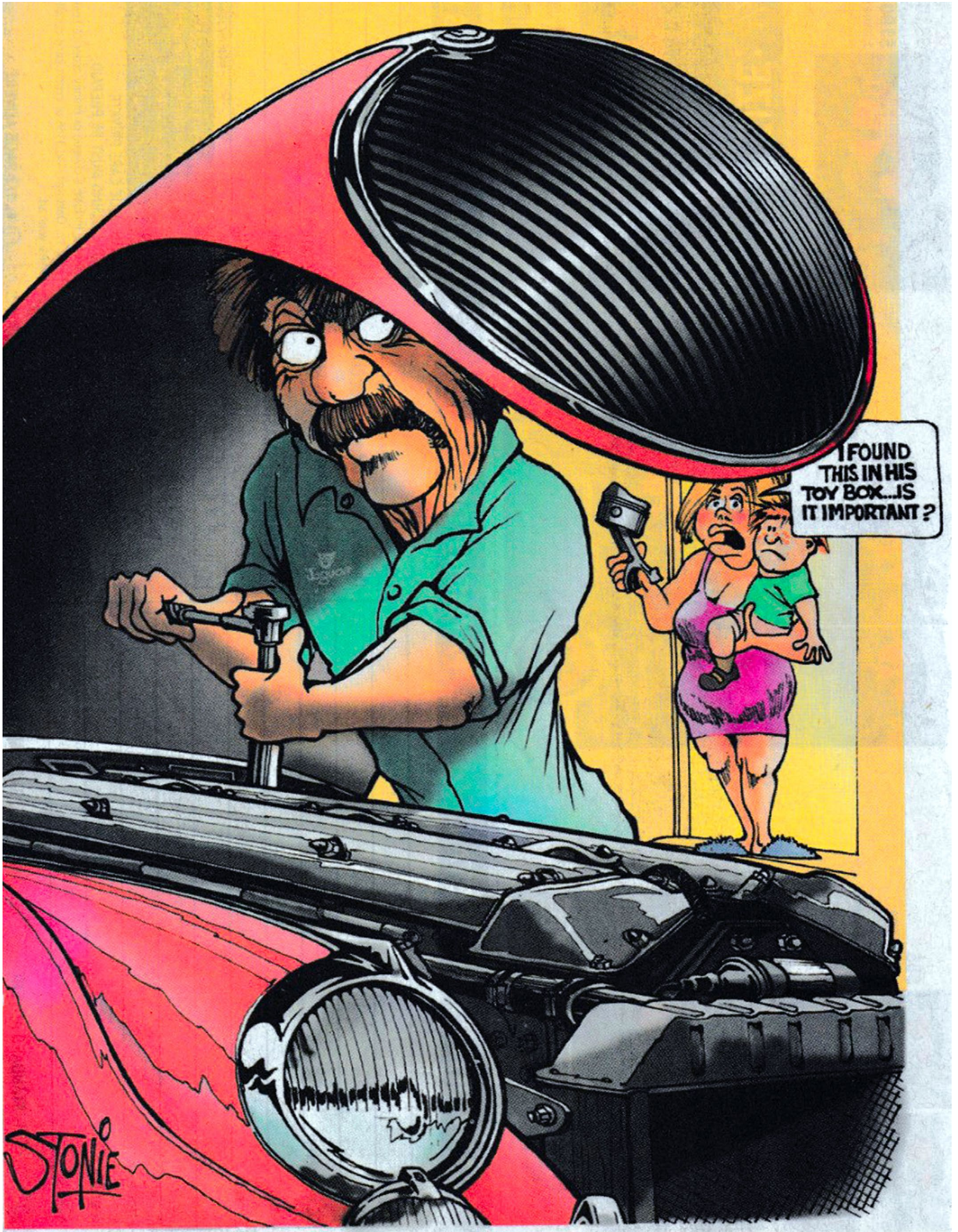
WhatsApp: On site, we will be using [WhatsApp](#) to communicate key messages to you every day. To this end, we've established a WhatsApp Group called "[Diamond Daily Diary](#)". It will activate ONE MONTH before the event.

1. If you don't already have it, please install the WhatsApp app on your mobile phones so you don't miss out on the communications. It's a very popular messaging app, used globally, so don't be afraid to try it if it's new for you. The Melbourne E-Register already hosts a (largely) technical group on WhatsApp that is well-used.

2. Please accept Gail's invitation to join the "Diamond Daily Diary" (DDD) group when it comes.
3. Most names commence with "DDD" for easy deletion of the Group after.

Stay safe – happy driving ... The Diamond Team (TDT)

*Just a few more Bulletins to follow ...
... and one of those is in your SHOW BAG!*

3.



Editor: I received no advert requests to buy or sell Jaguars this month. Time for a laugh instead. (Definitely an XK150)

Latest Jaguar Magazine (Issue 210)



Australian Jaguar Edition 210 has the following highlights in the latest magazine -

- ◇ **Vale - John Bryson AOM:** The glorious era for Jaguar in Australia has ended with the passing of John Bryson.
- ◇ **Homage to Jack Fairhân:** He deserves more recognition as a racing driver - Jaguars included.
- ◇ **Evaluating The MK V:** Looking at the under-appreciated model eclipsed by the XK120.
- ◇ **Living with an all-electric Jaguar:** It was a world first in 2019, but the I-Pace, is an extraordinary Jaguar. **(Cover Story).**
- ◇ **Combining Jaguar and Spitfire:** Peter Lehrke has been Jaguar devotee for decades. He explains his love of Spitfires too.
- ◇ **An X-Type in Ireland:** Kev Keenan has wanted an X-T- type since he first saw the model. Living in Ireland he found his dream car and loves it.
- ◇ **It's a Dirty Business:** Exposing how any of us can be a victim to a fake car of any value.
- ◇ **Lighten up:** The best advice on how and why you need to convert your classic to LED Lights.
- ◇ **Buy & Sell:** Pre-loved jaguars and parts which are offered for sale and may be what you are looking for.
- ◇ **On the Prowl:** Historic images and personalities of intrigue in Jaguars long history.
- ◇ **Jaguar:** Finding some amazing XJ-S survivors which were once Jaguar prototype test vehicles. ■



John Bryson 1935-2022. John, son of Jack Bryson and former CEO of Bryson Jaguar passed away on February 5th aged 87. John purchased the above S.S. Jaguar 100 #39104 from Tasmania. He kept it many years and it is now in the Fox Museum. Full story in Jaguar Magazine.

Jaguar World (March 2022)

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

- ◇ **S-Type R vs XF SV8:** We compare the first and last examples of these supercharged V8 saloons from 2007. With them having identical drivetrains and platforms, which is best; the S-TYPE's retro look or the XF's then-new design direction?
- ◇ **C-XF Concept:** The C-XF from January 2007 was an important concept that gave hints of the eventual production car.
- ◇ **Daimler 2.5 V8:** The S-Type wasn't Jaguar's first V8-engined mid-sized saloon; the Daimler 2.5 V8 got there first. We profile this successful re-engined Mk 2 for its 60th anniversary
- ◇ **XJ-S H.E.:** Although it improved the economy of Jaguar's V12 only a little, the High Efficiency version from 1981 still helped to save both the company itself and the XJ-S. We look at the history of this important

engine development plus drive an H.E. version of Jaguar's evergreen sports car.

- ◇ **F-Type vs Boxter vs Z4:** Can Jaguar's recently facelifted F-Type compete with the newer BMW Z4 and Porsche Boxster 718? We compare all three back-to-back to find out.
- ◇ **Low-Mileage XJ40:** Produced in 1989, this XJ40 4.0 has covered a mere 5,800 miles in 33 years resulting in an amazing, time-warp condition.
- ◇ **Modified E-Type:** Produced in November 1961, this early E-type has been modified to resemble a famous Lightweight while a 4.2-litre engine, five-speed 'box and uprated brakes have resulted in a fast, fun and usable sports car.
- ◇ **Grantley Design XKR:** This 2002 XKR 4.2 has been given a full Grantley Design bodykit resulting in a very different, more aggressive-looking car from standard.



- ◇ **Modern Workshop:** The third and final part of respraying an XJ8 looks at applying the new paint, plus reassembling the car ready for the road. ■

Jaguar World (April 2022)



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

- ◇ **8 Classic Jaguars To Use Every Day:** From the original S-type to the X358 XJ 2.7, the XJS 4.0 to the XK 4.2, we look at eight affordable models, weighing them up as everyday transport.

- ◇ **XF Sportbrake Twin Test:** If you want a more modern Jaguar to use every day, then the practical XF Sportbrake fits the bill perfectly. But can the affordable 2.2-litre version of the 2012 original compete with the current and much more expensive 2.0?
- ◇ **XJ6 Coupe Restoration:** After spending 25 years in a barn, the owner restored this XJ6 Coupe at home before using the car to compete in the gruelling LeJog rally.
- ◇ **XK 120 OTS:** Before it's restored for its new owner, we look at the history and condition of this largely original 1951 XK 120 OTS that's been recently unearthed by Nottinghamshire-based specialist, POK Thornton.
- ◇ **X350 XJ8 vs BMW 7451:** Which is the best luxury leviathan from the early 2000s; the traditional-looking X350 XJ8 or the more modern E65 generation of BMW 7-Series? We drive an early V8-engined example of both to find out.

- ◇ **XK8 With R-Performance Pack:** In 1999 Jaguar introduced a range of aftermarket items under the R-Performance name that took inspiration from the XK 180 concept revealed the year before. We look at an XK8 that's had the majority of these parts fitted.
- ◇ **One-Owner E-Type Series 3 OTS:** By being with the same owner from new, this 30,000-mile E-type Series 3 is totally original. We look at the history of this remarkable car before driving it ourselves.
- ◇ **Modern Workshop:** We explain what to look for when putting an XK8 back on the road following its winter hibernation.
- ◇ **Q&A:** Questions about why an XJ40 might be stuck in Park and what's causing an X-Type to keep blowing a fuse.
- ◇ **Classic Workshop:** We follow the replacement of the rear discs and pads on an XJS. ■

Burns & Co Classic Car Auction - Results

Bayswater Classic Car Timed Online Auction - 6th February 2022

1955 XK140 manual Coupe.

Factory RHD Australian delivered car 1 of only 839 RHD fixed head coupes made worldwide.

Purchased new in 1955 by a doctor in Orange, NSW from Bryson's in Sydney.

The XK140 has gone through an extremely thorough restoration with every facet of this car restored to better than new condition.

The exterior is finished in a red tone and biscuit leather interior with contrasting piping.

The interior components are all finished with correct original materials.

The timber work has been painstakingly restored as have the gauges with a handmade African mahogany steering wheel.

Fitted with new wire wheels and upgraded power assisted Jaguar disc brakes.

Original matching numbers engine with a new five speed gearbox.

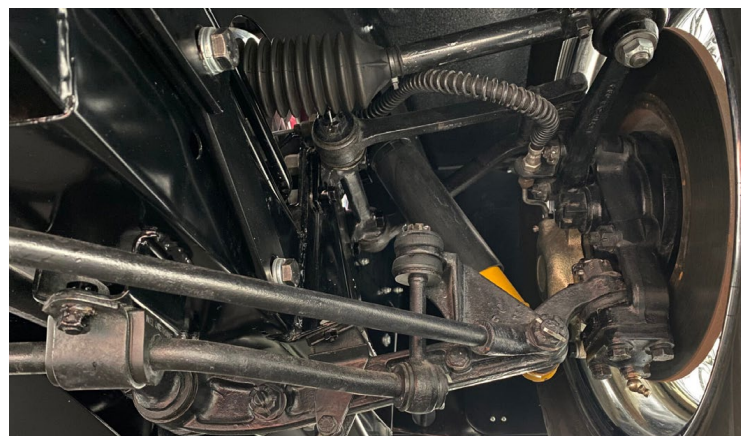
Air conditioning has been discretely fitted under the dash and the original

radio and optional valve driven amplifier also reside in their original locations.

Mechanical work done by JagDaim of Carrum Downs, body work by Auto Bling of Braeside in Melbourne, and body and paint by Andrews Auto Restorations

Provided with extensive photo library of the restoration process, the quality of this vehicle is undeniable.

The XK140 currently shows 45 miles since its restoration. **Sold \$245,000**



Burns & Co Classic Car Auction - Results

Bayswater Classic Car Timed Online Auction - 6th February 2022



1986 XJ-S HE V12 Coupe. Recently discovered as part of a deceased estate. Sold as is, with no key's. 84,890 kms. Sold \$26,000.



1986 Sovereign XJ6 XJ40 auto sedan. Blue with Tan interior. Excellent condition inside and out. 162,956 kms. Sold \$19,000



1964 MKII 3.8 litre auto Sedan. Red with Black interior. Very presentable inside and out. Showing 16,263 Miles. Sold \$28,000



1961 MKII 3.4 litre manual Sedan. White with Red interior. Neat and tidy throughout, runs and drives. Showing 6,177 Miles. Sold \$21,000.



2003 XJR X350 V8 supercharged 6-speed auto. Silver with Black interior. Being sold with books. 126,880 Kms. Sold \$38,000.



1974 E-Type V12 manual S3 Roadster. BRG with aftermarket A/C. Hard top roof. Two owners. Genuine 69,726 Miles. Sold \$201,000



1962 E-Type manual Coupe. Sold new in Sydney. Sold to finalise a deceased estate. Original paperwork. 48,485 Miles. Sold \$180,000.

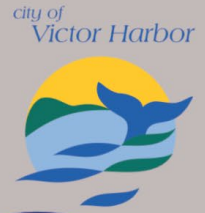


1955 XK140 with C-Type head. BRG .Sold new by Dominion Motors Adelaide. Sold to second owner in 1962. Never used. Found in a shed still with SA Plates. Deceased estate. 65,350 Miles. Sold \$130,000.

British Classics Tour 2022 (March 27)



OLD NOARLUNGA TO VICTOR HARBOR



The Historic Motor Vehicles Club in Association with the City of Victor Harbor

“Ladies and Gentlemen, start your engines.”



British Classics Tour 2022

The 10th anniversary British Classics Tour, Sunday 27th March with valuable support from the Victor Harbor and Onkaparinga Councils.



Starting at 9.00 am with a gathering at the Old Noarlunga Oval where the traditional Scones, Jam and Cream with Tea or Coffee will be available for purchase at Noarlunga Sports and Social Club.

Vehicles will be marshalled out of Old Noarlunga Oval between 10:30 and 11.00.

The travel route is through numerous, picturesque Fleurieu towns, enjoying a wonderful scenic drive, culminating in Victor Harbor, between 12:00 - 12:30, here vehicles will be on show to the public, and judging of various categories will occur.



REGISTER

Entry
\$15.00 Per Car
\$10 Per Bike

SS, Mk IV, Mk V Register



Currently meeting the 3rd Wednesday of each month.

Minutes of meeting held at the home of Bruce & Ann Fletcher Wednesday 16th February 2022.

Previous Minutes:

The Minutes of 28th November 2022 as issued were accepted as a true record of the meeting..

Present:

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

Apologies:

Antony Veale, Rob Paterson, Warren Foreman, Andrew Hayes, Fred Butcher, Daniel Adamson.

1. Correspondence: Nil

Welfare

2. Combined States Border Run 2022

Cowra:

People showing interest at this stage are Bruce Fletcher, Malcolm Adamson, Graham Franklin, Jim Temby and John Caskey. Does not matter what car you come in. Still no further details yet.

3. JDCSA:

Combined Car Club run to McLaren Vale to replace the cancelled McLaren Vale Vintage and Classic Day.

This event will be combined with the Riley, Rover, Humber and Armstrong Siddeley club. The event will be at Oxenberry Farm Winery. Please read the Classic Marque for more info.

4. Technical & Parts:

◇ Restoration Projects:

1 ½ Litre Sedan; Ross Rasmus:

Doing a conversion to install different shockers. This is a trial and error with fitment.

The conversion will be different to a 3 ½ on the rear as you only need to go around one exhaust.

Chasing an oil filter for a 1 ½.

5. General Business:

◇ A new addition to the Fletcher garage. Car is on the way via many cities in Australia.

◇ A bonus of another car is his insurance went down.

◇ After some research Bob believes his is the only 1939 SS 1 ½ in Australia.

◇ The Melbourne All British Day is still on and will be held on the 20th of February.

◇ Bruce has been rebuilding some water pumps but has trouble getting the correct size bearings for the shaft so the next thing to do is machine the shaft down.

◇ The Vintage Sports Car SA Run in the Adelaide Parklands is on the 20th of March for those not listening.

◇ Anthony Linnet who is a guru for the tools on early Jags has checked Andrew Hayes toolbox on the ex-Jeremy Cordeaux Mk4. Four tools are incorrect so they will try to rectify this.

◇ Bob's SS 1 ½ has four incorrect tools as well.

◇ Brenton showed some photos of early runs for members to determine places and dates. There was much discussion after this of old runs/people of the club.

◇ General Discussion

7. SS Register Meeting Dates:

▪ Next meeting 16th March at Bob Kretschmer's residence. Details to follow later

▪ If you can host a meeting for April or other months, can you please advise Brenton Hobbs

Meeting closed at 9.00 pm

Thank you Ann for the delicious supper. Especially the scones with heaps of cream.

Brenton Hobbs
Register Secretary



For Sale 1935 Jaguar SS 2. Original and ready for completion of the restoration. The rolling chassis together with the engine and gearbox, axles, suspension have been restored by a skilled vintage engineer, but some works are needed to complete. It seems the car is complete. Seller Le Riche Automobile Restorers, Jersey GB. AUD \$43,058

XJ, Mk 10 & 420G Register



Mark 10/420G - Celebrating 60 years

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

Present: Steve Arthur, Ron & Rosie Bailey, David Bicknell, Tom & Marj Brindle, Peter & Heather Buck, Don Bursill, Fred Butcher, Bob & Daphne Charman, Richard Chuck, Alan & Lorraine Davis, Jeannie De Young, Graham Franklin, Don Heartfield, Darryl & Fay Leyton, Louis Marafioti, Daniel Marshall, Gary Monrad & Oggi Stojanovic, Graeme & Betty Moore, Paul Moore, Angela Nicklin, Trevor Norley, Craig Norley, Evan Spartalis, Geoff & Margaret Thomas, Noel & Carmel Trew.

Apologies: Phil Prior, David Nicklin, Bryan & Ann O'Shaughnessy, Borys & Ellaine Potiuch, Don & Kathy Tyrrell, John Flanagan.

Previous Minutes:

Carried

Business Arising

Nil

Lucky Squares

Tonight's winner was Richard Chuck.

General Business

1. We have had to change the date of our '60th Anniversary' of the Mk10 420G to be held at the National Motor Museum. The new date is Sunday the 11th September.
2. Have been asked by a club member about chroming facilities in Adelaide. A good discussion was had.
3. Thanks to all those who attended last year's Christmas Show and dinner at the Glenelg Golf Course. A great night

was had by all. This year's show will be on Saturday the 10th December. Same place same time.

4. This year's Victor Classic details were read out. Sunday 27th March.

Car Talk

- Steve Arthur: The stag going well.
- Rosie Bailey: Started the car for the second time in 6 months.
- Pete & Heather Buck: XJ like a dream. Checked the air filter. Has not been replaced since 2011.
- Don Bursill: The air conditioner needs a new amplifier.
- Fred Butcher: XJS front end in a 1,000 pieces.
- Bob & Daphne Charman: Small fire in the engine compartment of the XJ - Not good. Coming home from Mannum in Big Red was a bit warm.
- Richard Chuck: All good.
- Alan & Lorraine Davis: The X Type overheated. Had to replace coolant hose.
- Don Heartfield: Series 3 new high-pressure hose for the oil gauge.
- Jeannie De Young: Accidently backed into a truck. Truck shouldn't have been there.
- Graham Franklin: All good.
- Darryl & Fay Leyton: The XJ used in a wedding. Air Cond. Ran out of gas coming home from Mannum.
- Louis Marafioti: XJ8 cooked the motor. New 2nd hand motor from Hong Kong.
- Graeme & Betty Moore: Added XJS to the fleet. Took it to Mannum. It flies.
- Angela Nicklin: I know it starts?
- Trevor Norley: XJ6 Series 3 going well. X Type, after 200k needs new spark plugs. Platinum?
- Bryan O'Shaughnessy: Took the XJS to the bend. It performed very well.
- Borys Potiuch: Only three things wrong with the XJ6 Series 1. The Engine, body work and upholstery.
- Evan Spartalis: Took the 'E' Type out for a drive.

- Charlie & Mary Saliba: Mary has bought another X300. Charlie says he can't keep up.

- Everyone Else: Nothing to report

Meeting closed 8.15pm

Our next Register meeting will be at the Bartley Hotel on Wednesday the Wednesday 9th March, 2022.

BOB CHARMAN
Register Secretary



Have you ever noticed that all instruments searching for intelligent life...



Are pointed away from Earth

Club Notices



SPECIAL TOOL FOR JAGUAR XK 150. Designed and developed in New Zealand for tightening fan belts. For special introductory offer ring Onslow Billinghamurst on OS ILF 12. Be quick - limited stocks available. (Editor: looks like a star picket to me).



Brett Lewis
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Director
Sales Executive

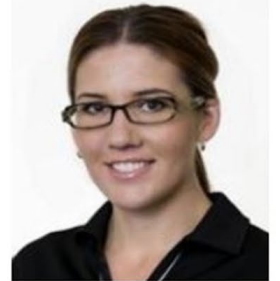


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Club Notices

GENERAL MEETING ROSTER 2021/22

March	XJ, Mk 10, 420G
April	Multivalve Register
May	XK, 7, 8, 9 Register
June	E, F, GT Register
July	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 General Meeting Minutes - February 2022

Minutes of the Jaguar Drivers Club of South Australia Inc General Meeting held at the Police Club SA on Tuesday 1st of February 2022.

Meeting commenced at 7.30pm.

Welcome

President Fred welcomed those present.

Apologies:

Peter & Ross Holland, Bob Charman, Tony Human & Gabriela, Dave Cocker.

New Members:

We welcome Daren Hewitt & Tina Benbow into our club. They have a 1968 V8 Daimler and a Leyland Bus.

Previous Minutes

Moved for acceptance by Dave Burton and seconded by Roland Donders. Minutes Passed.

Business Arising

Tony Bishop is recovering from his illness; we wish him a speedy recovery.

President's Report (Fred Butcher)

- Fred announced the proposal for the formation of a new Register to be known as the 'The Jaguar Lady's Social Register'. Tricia Clarke spoke on the intent of the Register (as detailed in Classic Marque). All present were in favour of the Register forming. It will hold its inaugural meeting on February 24th at the Kensington Hotel, where a Register Secretary will be elected.
- Some members have not received their 2022 Calendars, Register Secretaries are asked to return any spares that they might have, Fred will look at the numbers printed.
- All British Day, Fred said that the event has been cancelled due to the affect that COVID has had on food vendors and volunteers. The day is to be replaced by the Presidents picnic, which will be held at the Birdwood Museum on the same day.
Fred has organised a number of food catering vans to be present, SAPOL accredited parking marshals will be required for the day.
Please Note that QR Registering will be required on entry.

Vice Presidents Report (Michael Pringle)

No Report.

Secretary's Report (Steve Weeks)

Steve covered the emails to the club, mainly interstate magazines and coming events of other clubs.

Treasurer's Report (Heather Buck)

Heather has safely returned from her UK trip and all is OK with club finances.

Membership Secretary (Daphne)

Daphne reported that we have received one membership application so far this month, which is quite good for this time of the year.

Editor/Events Coordinator (Graham)

There are a number of American car club events in February. Graham would like to see more local member content in Classic Marque. Next month's magazine will feature the XK150 (65th anniversary)

A.C.J.C. (Tim White)

Tim informed that Tasmania is still holding a State Rally next year and is hoping to host the 2024 Rally.

Logbook Secretary: Dave Burton

We now have over 500 logbooks issued; Dave mentioned that 1992 XJS's are now eligible for Historic Registration.

Regalia: Graeme and Betty Moore

There may be a price increase looming, but current stock items are still for sale at the same price.

M.S.C.A:

Barry spoke on a recent event at The Bend.

Library: Tom Brindle

Tom has a selection of books here tonight, including some new ones.

Compact Register:

The Register Secretaries position is still vacant...

XJ Mk10 420G Register (Bob Charman)

In Bob's absence Daphne spoke on the Mark 10/420G Anniversary (details in Tidy HQ/Events) and the next Register Meeting will be at the Bartley Hotel.

Multi-Valve: Peter Buck

Peter has booked the Kensington Hotel for the next three Register Meetings, and there will be a Register Run at the end of the month. Also Jim and Arcadia are planning an event (more details soon).

E, F XJS & GT. Alan Bartram

A Register Meeting will be held in the carpark of the Mount Torrens Hotel prior to the Presidents Day at Birdwood. Emails will go out this week.

SS, Mark IV, V: Brenton Hobbs

No Report.

XK & Marks 7 8 & 9: Steve Weeks

The Register Meeting for February has been cancelled due to current COVID restrictions.

JLSR: Tricia Clarke

The inaugural meeting of this Register will be held at the Kensington Hotel on 24th February.

New Business

Fred Butcher informed that there is to be a rural clearance auction soon and items for auction include a 1999 manual S Type and an XK150 FHC.

Meeting Closed at 8.30pm

There was no supper due to COVID restrictions.

Next Meeting March 1st.



JDCSA - Club Directory 2021 -2022

Club Postal Address:

PO Box 6020, Halifax Street, Adelaide SA 5000

Club Web Site / Email

Web: www.jdcса.com.au

Email: jdcса@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

President: Fred Butcher

Mobile: 0428 272 863

Email: fmbutcher@bigpond.com

Vice President: Michael Pringle

Mobile: 0418311422 (Home) 82772717

Email: mlp7516@icloud.com

Treasurer: Heather Buck

Mobile: 0432 549 086

Email: treasurer@jdcса.com.au

Secretary: Steve Weeks

Mobile: 0414 952 416

Email: valsteve47@outlook.com

Membership Secretary: Daphne Charman

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

Email: membership@jdcса.com.au

Editor/Events Coordinator: Graham Franklin

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Email: editor@jdcса.com.au

Web Master: Tom Herraman

Mobile: 0423 214 644 Email: jdcса@mail.tidyhq.com

Public Officer: Steve Weeks

Mobile: 0414 952 416. Email: valsteve47@outlook.com

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: Graeme & Betty Moore.

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

Librarian Tom Brindle

Phone (08) 8387 0051

Log Books David Burton

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

Australian Council of Jaguar Clubs (ACJC)

Club Representative: Phil Prior

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

Federation of Historic Motoring Clubs (FHMC)

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

Marque Sports Car Association (MSCA)

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

All British Day

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

Inspectors - Club Registration

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

Register Secretaries

SS, Mk IV, & Mk V- *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: jdcса@mail.tidyhq.com

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

Bob Charman Phone: (08) 8248 4111

Email: charmanr161@gmail.com

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



ROBBOS SPARES

16

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