

# CLASSIC MARQUE

FEBRUARY 2021



**CELEBRATING 35 YEARS OF THE XJ40 (1986-2021)**

THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA

# Solitaire Jaguar

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Overseas model shown. DL65541

# Club Torque - President's Column



## President's Column – January 2021

February is traditionally the start of a new year full of exciting events and meetings for JDCSA members. Yet this year it seems the year has already got off to a fantastic start with a special January Edition of Classic Marque (Our Editor has done a fantastic job once again) and a number of great events in January to start the New Year.

I know we are all hoping for a more relaxed and enjoyable 2021 compared with some of the stress and anxiety of 2020 hopefully behind us. However it is so important that we do not become complacent about the dreaded COVID-19 we have witnessed how quickly it can strike and catch us out. To this end our careful management of club events will continue into 2021 and I ask for the cooperation of all members in exercising care on sanitation, physical distancing and following protocols.

It will continue to be club practice for event to be formally approved by the COVID-19 Executive Group responsible for overseeing events and meetings. I thank the Register Secretaries for their on-going diligence in this regard. As a whole our members have responded very responsibly and have become familiar with the registration requirements for events on TidyHQ, I thank you for your cooperation. If any member has any difficulty registering via TidyHQ for an event please contact your Register Secretary who has the ability to ensure your registration.

This year will see the 60th Anniversary of the Jaguar E-Type. The E,F & GT Register

will be arranging a number of special events to ensure worthy celebrations of this milestone.

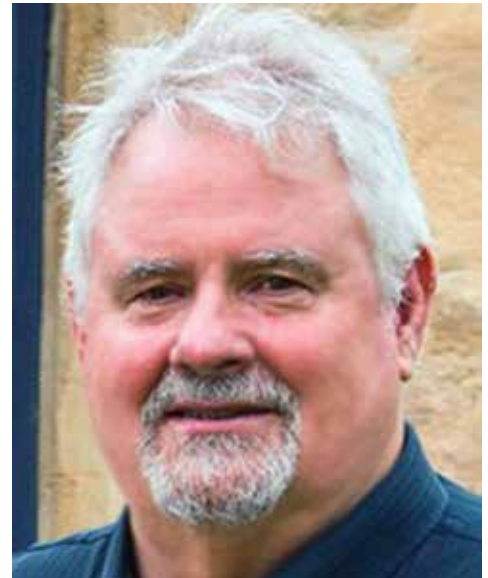
With the failure of SA Jag Day in 2020, due to COVID-19 restrictions The Presidents Picnic, as a substitute event has been planned and is now published on TidyHQ with registrations open. This will be a very informal day, BYO picnic arrangements are in place at the National Motor Museum on Sunday March 21st, 2021. The Strawberries Galore Van will be on site for sweets and coffee. Get this date in your diary now and hop on line for full details and to register. FREE entry to the museum is available for all who attend. There are already 40 Jaguars booked in for this event.

Another important date to book in your diary is SA JAG DAY 2021 . . . featuring the Jaguar E Type 60th Anniversary. To be held on Sunday October 24th. More details to come.

My final request for 2021 is ask that we all continue to look after each other, stay safe and be mindful that many of our members are getting on in years and some struggling with health issues. A little care, a phone call, a card in the mail will continue to be much appreciated.

So here is to a very safe and successful 2021 with lots of opportunity for friendships and fun in a variety of events and activities. – ENJOY!

**Philip (President)**



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## Front Cover:

**Tom & Mary Brindle, 1993 Metallic Blue XJ40.**

## Rear Cover:

**Roly Donders - 1990 Daimler. Update model featuring analog gauges and 4.0 litre motor**



@sajaguarclub

# Events Calendar

**Tuesday 2nd of February - 7.30pm**

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

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

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

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

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

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

**Sunday 14 February 2021: "Shannons British Show & Shine at The Bend" - Tailem Bend Motorsport Park**

The Bend will play host to a collection of British cars, motorcycles and working vehicles as well as feature displays from manufacturers and dealerships, British food and beverage favourites, and other side shows and activities.

Show & Shine Vehicle Display - \$20 per car or motorbike (includes all occupants). Vehicles to be in place by 9.00am.

Also a Track Cruise - \$15 per person (driver or passenger). Controlled drive on 7.77km GT circuit.

Also a Track Option at \$100 for three 20 minutes sessions around their 3.41km West Circuit, in a non-competition format?

For more information go to: <https://thebend.rezdy.com/422747/british-at-the-bend-show-and-shine>

**Wednesday 17th of February: XK, 7, 8 & 9 Register Meeting - 06:00 PM - 9:00 PM**

At the home of Ossie & Rayeena. Starting with a BBQ at 6pm & Register Meeting starting at 8pm. 29 Kurralta Dr, Burnside.

For more information please contact Steve Weeks. Email: xk789@jdcsa.com.au.

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

**Sunday 21st of February 2021: Compact Register South Coast Drive - 09:00 AM - 03:00 PM**

Meeting at 9.00am at Harvey Norman at Marion or 9.45am at the Victory Hotel at Sellicks Beach.

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

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

**Tuesday 23rd of February 2021**

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

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

**Tuesday 2nd of March - 7.30pm.**

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

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

**Sunday 21 Mar 2021: President's Picnic & Jaguar E-Type 60th Celebration- 10:00 AM - 02:00 PM**

This event is a substitute for the COVID-19 cancelled SA Jag Day 2020.

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

For more information please refer to page 41 or goto: **PRESIDENTS PICINIC.**

**Preliminary Notice - 25th to 30th of March. DAIMLER AND LANCHESTER NATIONAL RALLY 2021**

Hahndorf Resort SA - This event was postponed in 2020 due to COVID-19.

Further details to be provided closer to the dates.

**CANCELLED**

**Friday 16th of April to Monday 19th of April: JAGUAR XJ-C MILDURA MUSTER 2.0**

Mildura Golf Resort, 287 Twelfth St, Mildura VIC 3500, Australia

For more information goto: [XJ-C Mildura Muster 2](#)

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

## Editorial by Graham Franklin.

Well, the club is making up for lost time when it comes to getting out and about. A big thank you to Register Secretaries for not only organising these events, but for providing lots of photos to go with their stories.

This month's feature is the XJ40. To many it could be an "XJ6 Series IV", but is far from it. It was a completely new car with no carry-over from the XJ6 Series III. At the time the XJ40 was the most complex Jaguar ever to be built and was designed by individuals that Jaguar itself owes its very existence to.

There are also two complimentary stories from XJ40 club members and two stories from new members. Excellent work and I thank them.

We have included a story on Bob Berry who passed away in the UK on New Year's Day. Bob was a former Jaguar racing driver who went on to become Jaguars Public Relations Manager in the 1960's and later held senior positions within Jaguar and then British Leyland. He was 91 years old.

You will also find an article about the Jaguar Daimler Heritage Trust (JDHT) written by Victorian Car Club Member

Linsey Siede for the September edition of CAT-A-LOG. Thank you very much Linsey for allowing us to reprint this very enjoyable and informative article.

Finally, RM Sotheby's had its annual Arizona sale on 22nd January. The sale presented 80 blue-chip motor cars spanning the spectrum of the market including 12 Jaguars. An SS100 owned by the one family for 40+ years, a D-Type Racer once owned by Bernie Ecclestone and a Lister-Jaguar with extensive racing history. (See page 36).

Enjoy!

Cheers

## Boris Johnson's Jaguar could be replaced with a German Car

In 2010, David Cameron bought a fleet of armoured, custom built Jaguar XJ Sentinel for use as Prime Ministerial cars.

The fleet is aging, but cannot currently be replaced like-for-like after Jaguar halted production of XJ Sentinel when demand fell for the specialised vehicles during the pandemic.

It is reported that Jaguar is expected to launch a new version of the vehicle in 2022. However, if the Government can't wait, newspaper reports that Boris Johnson may have to resort to a German-made BMW or Mercedes as his armoured vehicle of choice. If that occurred it would be the first non-British ministerial car in history. Although it is understood that Boris also has access to a fleet of armoured Range Rovers.

Jaguar launched the supercharged 5.0 litre V8 XJ Sentinel's in 2010. The cars are equipped with a purpose-built armouring system constructed from specialised high strength steels with Kevlar backing. The XJ Sentinel allegedly provides its occupants with protection from grenades and even 15kg of TNT. The cars have substantial under-floor grenade protection and ballistic

protection up to B7 levels (which covers handguns, assault rifles and even armour-piercing weaponry). The Jaguars are also equipped with an independent, self-contained oxygen supply, to protect the Prime Minister and other passengers against chemical or biological attack. ■



*Jaguar XJ LWB Sentinel leaving Downing Street. Each state-of-the-art armoured limo's were estimated to have cost £300,000.*

## Jaguar I-Pace Wins RACV's EV of the Year

The Jaguar I-PACE performance SUV has won a series of international awards since it was launched in 2018, including the unprecedented treble at the 2019 World Car Awards where it won the coveted World Car of the Year, World Car Design of the Year and the World Green Car of the Year awards.

**Now the I-PACE has added the Royal Automobile Club of Victoria (RACV) award for the 2020 EV of the year for cars over \$65,000 award.** Of the seven models in the over-\$65,000 category,

the Jaguar I-Pace came out on top of the pack. It beat out the Audi e-tron, BMW i3s, Mercedes-Benz EQC and three Teslas – the Model 3, Model S and Model X.

An impressive warranty and servicing offer that includes free servicing for five years or 200,000 kilometres elevated it above its rivals, while outstanding safety was also a strong point for the I-PACE.

The \$128,248 (before on-road costs) Jaguar scored second in the group for value for money behind the Tesla Model

3, which starts at \$68,425 before on-roads.

The I-Pace lives up to the Jaguar brand promise of being a true driver's car. Its electric motors and near perfect weight distribution deliver 696Nm of instant torque that works in harmony with all-wheel drive traction, giving the I-PACE the acceleration and agility of a sports car. The I-Pace can reach 100km/hr in under 5 seconds. ■

## 'New' Member - Don Bursill (XJ12)

*Editor. Don and Margaret were previous member of the JDCSA and owners of the same Jaguar for 35 years. It's great that they have re-joined our club and we can't wait to see them and their V12.*

I have been a fan of Jaguar cars for as long as I can recall. I was a student at Adelaide High School and walked to and from West Terrace to King William Street each day to catch a bus home. An E type Jaguar would often come by during those walks and I thought it looked and sounded absolutely fabulous. It had a style and appeal unmatched by any other car at that time (1962), in my opinion.

Later on, I noticed the XJ series 2 saloon cars had arrived on the scene and I read somewhere that these cars could even be

regarded as a better car to drive or ride in than a Rolls Royce. I set my heart on owning one of those cars one day, if possible.

In 1985 I decided it was time to get a Jag and joined the Jaguar Drivers Club of SA to learn more about the cars and get some opinions on various questions I had at the time. In early 1986 – after inspecting and test driving a few vehicles up for sale, I finally bought my car. It was a silver XJ 12 LWB saloon.

The car was delivered new to an Adelaide doctor in February 1978. He had covered 145 000 km before he traded it in. I was the second owner and still own the car now – a period of some 35 years. The car has been well maintained and kept in good mechanical condition by Reg Lee –

who I met at Jaguar Drivers Club events. Reg (more recently assisted by his son, Ryan) is the only mechanic to touch the car since I bought it.

My XJ 12 was my daily drive – and the family car – for a number of years. In 1995 I was offered a work vehicle and for a very reasonable lease fee I was able to use the vehicle for private purposes. This meant the Jag saw less use and it spent most of its time from 1995 until last year in the garage under a car cover. It was still taken out for an occasional run and for periodic servicing.

The car was used for the weddings of our son in 2002 and our daughter in 2010. In 2012, I was involved in a water industry association annual awards dinner held at the Festival Centre. The organisers gave



# 'New' Member - Don Bursill (XJ12)

it a James Bond theme and had arranged for an Aston Martin to be featured on the stage for the function as a key part of the "decoration and theme setting" for the event. At a late stage, the owner of the Aston Martin withdrew his car due to an insurance issue. I was asked if they could use my Jag and I readily agreed. The SA Premier attended the function and asked if he could sit in the car. Many other colleagues made complimentary remarks about the Jag.

Notwithstanding the infrequent use of our Jag over the past 25 years, the car seems to be an integral part of our family. On a few occasions I have suggested that perhaps I should sell it to someone who will use it more often, but this was met with howls of protest from the family.

Last year, once the initial COVID 19 lock down was over, I decided that I would use the car more often. Reg gave it a thorough going over in July. I fitted new tyres and a new air conditioning compressor. The tyres were hardly worn at all but at 25 years old, they were well beyond their use- by date.

The car will shortly be due for another service – this time on distance covered rather than elapsed time.



I had let my Jag club membership lapse many years ago and I thought that re-joining would provide opportunities to drive the car for club events – as well as on other occasions.

I really enjoy taking the car out for a spin. I had forgotten how well it handles. We have a holiday house near Mannum and I have been involved in a committee that meets regularly at Cambrai. The Jag has

been used to attend committee meetings and it often takes us up to the holiday house. The Jaguar is at its best on those country roads.

Margaret and I look forward to meeting more club members during 2021.

**Margaret & Don Bursill**

## 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 February, 2021 magazine:

- Roger Sweetman: 1964 Mark II 2.4L
- Paul Giessauf: 1989 Jaguar Sovereign 3.9L Sedan
- Clayton Hayball: 1977 Daimler XJ6 4.2L Sedan
- Shirley & James Bailey: 1990 Jaguar XJ6 4.2L Sedan
- Ian Trethewey & Susan Misirdjieff: 1951 Jaguar Mk VII 3.4L Saloon
- Joseph & Alan Standring: 1980 Land Rover S3 2.5L S/Wagon

- Stephen Perry: 1970 Jaguar E-Type 4.2L Coupe

- Michael & Holly Hastings: 1985 Jaguar XJ6 Series III 4.2L Sedan

The following applications listed in the November 2020 and December 2020 Classic Marque magazines have been accepted:

- Ronald Lane: 1975 Jaguar XJ6 4.2L Sedan
- German Kolesnyk & Anastasia Malkin: 1978 Jaguar XJ6 4.2L Sedan
- Stephen Perkins: 1993 Jaguar XJ40 4.0L Sedan
- Richard Hoffmann: 1965 Jaguar E-Type FHC 4.2 Coupe
- Noela Adi & Laurence Leonard: 1986 Jaguar XJ6 4.2L Sedan
- Kevin Connor & Paul Skidmore: 1988

Jaguar XJ6 3.59L Sedan

- Margaret & Donald Bursill: 1977 Jaguar XJ12 5.3L Sedan
- Mehran Pooyafar & Jennifer Virag: 1950 Jaguar Mark 5 6Cyl Sedan
- Stephen Smith: 1999 Jaguar XJ6 Sedan

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

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

**Daphne Charman**  
Membership Secretary

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## New Member - Stephen Perkins (XJ40)



I am afraid I am not much of an essay writer but here goes. About 6 or 7 years ago, I managed to acquire a XJ6 Series 3 rebuilt Caulfield Jag from Sydney, nearly immaculate, but with life's ups and downs had to pass it on a few years later to Lou Guthry.

I have a couple of collectables and I had been looking for a good XJ40 for some time and inspected a few, but to no avail.

Then one came up in Sydney, a 1993 Sovereign with 88,850 kms, so the wait was worth it. I think the pics tell it all

**Cheers Steve**

*Editor - Thank you Steve. Lovely looking car. We certainly all hope you enjoy your time with our club.*



# car



**THE BEST  
SALOON CAR  
IN THE WORLD  
IS BRITISH**

# Celebrating 35 Years of the XJ40 (1986-2021)

*Editor - There have been several books devoted to the design and development of the XJ40 that started in 1972, 14 years before its release. The XJ40's 22-year career from conception to retirement encapsulates probably the most tumultuous period in Jaguars history.*

## Development

To a casual observer the XJ40 doesn't look a lot different than the Series III XJ that it replaced, but in reality it was a completely new car with no carry-over of either body or mechanical components.

At the time the XJ40 was the most complex Jaguar ever to be built.

The architects of the XJ40 were Bob Knight (Chief Vehicle Engineer) and Jim Randle (Jaguar Technical Director), two brilliant and tenacious individuals that Jaguar itself owes its very existence to. Their work pioneered significant improvements as to how future Jaguar cars were designed, built, and assembled.

The design brief for the XJ40 car was as follows: -

- ◇ *The model had to reduce manufacturing complexities to improve productivity and quality.*

- ◇ *Reliability had to be improved.*
- ◇ *Fuel economy had to be improved by reduced weight, improved aerodynamics to reduce drag with improved engine and engine management systems.*
- ◇ *The cars had to achieve better performance and maintain the cars position in the luxury sector by at least equalling its predecessor in style and refinement.*

Compared with Series III, the XJ40 had 136 fewer pressings - a 25% reduction in the number of bodywork panels required per car. An example of this was the inner door panel which was made from one instead of three pressings. Overall, this resulting in not only a more efficient assembly process, but also a weight saving and a stiffer structure.

Randle was attempting something genuinely new - creating a lightweight Jaguar. However, with weight comes strength, but once you remove it, problems inevitably occur. One such problem saw Jim working over Christmas to redesign the XJ40's front crush tubes, which had performed poorly in early crash testing.

## Noise, Vibration & Harshness (NVH)

Bob Knight and his team designed a completely new suspension system for the XJ40. The Independent Rear Suspension (IRS) was all new and the front suspension was heavily revised.

In the arena of chassis development, Bob Knight was considered unsurpassed. Knight's almost pathological obsession with noise, vibration, and harshness (NVH) ensured successive Jaguars were world leaders in noise suppression and ride comfort.

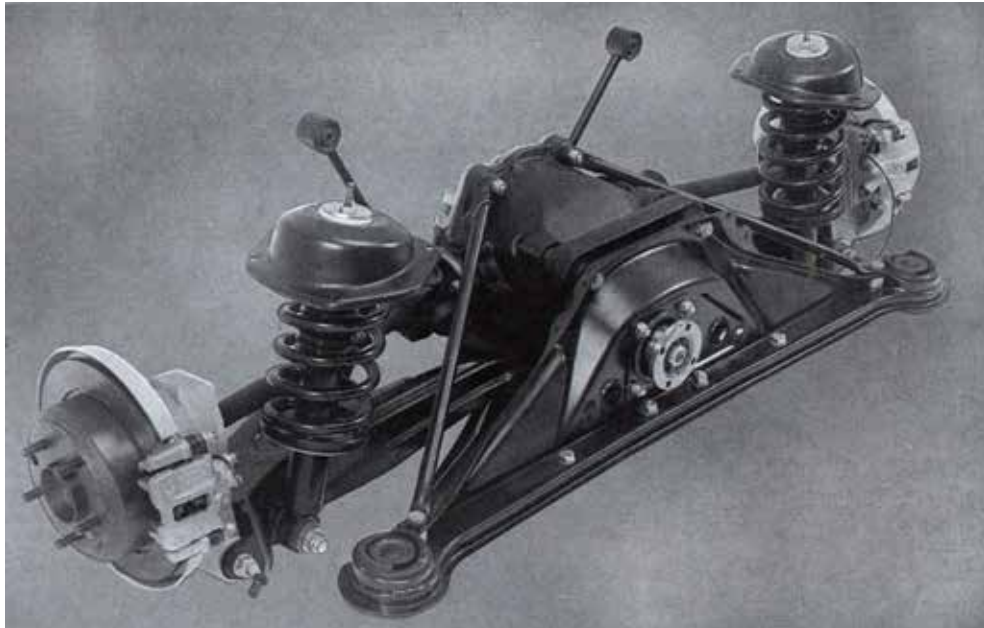
Having devised systems that gave good handling, Bob Knight took the principle of sub-frames and rubber mountings much further in pursuit of refinement. Let nobody imagine that any old bits of rubber were used - this was scientific. New standards were set for the way in which the occupants were insulated from the road, power-train, and other sources of noise and vibration.

Bob Knight was well aware of ways in which the rear IRS could be refined further, but following his retirement in 1980 it was left to his successor, Jim Randle to add these and other improvements.



*The Jaguar XJ6 (XJ40) was officially unveiled on 8 October 1986 as an all-new, second generation of the XJ to replace the Series III, although the two model ranges were sold concurrently until the Series III V12 was discontinued in 1992. Prior to its launch there were a series of presentations for dealers together with a major Press launch at Dunkeld House, Scotland, in September 1986. There from a hotel base the worlds press sampled the XJ40 over a demanding 4 hour route through the Scottish Highlands.*

# Celebrating 35 Years of the XJ40 (1986-2021)



*The I.R.S. assembly was completely new and included outboard disk brakes for the first time.*

They included anti-squat/dive geometry and the necessary adjustments to avoid unwanted steer effects, plus some very subtle ways of achieving positive location whilst isolating noise and vibration. A more obvious change, one that Bob Knight always wanted to introduce, was to couple the dampers to the bodyshell rather than the suspension structure, as had always been the case at the front of the car, thereby damping the entire system rather than just part of it. Another

was to use outboard brakes. Many derided this as a backward step fearful that the increased unsprung weight would adversely affect tyre adhesion, but the advantage was that the wheel bounce frequency was lower and less likely to excite resonances in the body structure. An extra benefit was the removal of the threat of heat to the shaft seals of the differential. A drum arrangement to provide a more efficient handbrake system was also incorporated.

The same outboard brakes later appeared for the final few years of the XJ-S. Then in due course the X300 adopted still heavier ventilated outboard rear discs to meet the demands of traction control.

## Front Suspension

Considerable development also went into the front suspension subframe including making it very strong. It carried anti-dive suspension similar in principle to that of the first XJ6 but included a cross-brace between the wishbone front pivots.

The front dampers were mounted directly to the body. By doing this the dampers also controlled the shake movement of the front suspension beam as well fulfilling their conventional role.

## Brake System - Radical Departure

The braking system was changed substantially from the Series III. In some ways, the brake system was simplified and in others it became more complicated.

The simplification was that the inboard rearbrakes were replaced with an outboard rear brake design. The complications were introduced by a new **Hydroboost System** which used hydraulic pressure to provide boost, rather than using a conventional **Vacuum Servo** as used on the earlier



*The first pilot-build XJ40 is completed. The XJ40 was the most stringently tested model produced up to that time with 250 prototypes and development cars covering over five million miles in some of the world's most hostile environments including the Australian outback.*

# Celebrating 35 Years of the XJ40 (1986-2021)

XJ6. In this system, an engine driven hydraulic pump was used to pressurize mineral oil. This pressurized mineral oil was used in conjunction with a hydraulic boost cylinder to provide power assist to the brakes (as well as to provide fluid pressure to operate the self-levelling rear shock absorbers used on many of the XJ40 models).

There are several other components to this fairly complex system such as a pressure accumulator vessel and several pressure switches.

In 1990, Jaguar changed the brake boost system again. The engine-driven pump was eliminated and the **TEVES** Anti-lock Braking System (ABS) was installed.

This system uses an electric motor-driven pump on the firewall to provide the mineral oil pressure to boost the brakes. This **TEVES** system also differs in that it does not use a traditional master cylinder but rather has an "actuation assembly." The ABS function was also incorporated as an integral part of the brake system.

*These systems were found to be difficult to diagnose when problems occurred. For the XJ X300 introduced in 1995, Jaguar reverted to vacuum-boosted brakes.*

## Reduced Mechanical Repair Time

All components on the new range were designed from the onset to be more easily repaired or replaced. For example, the time needed to replace a fuel tank on an XJ40 was quoted as taking almost half the time needed on a Series III. Perhaps the greatest reduction in man hours was

the replacement all four brake discs, which was estimated to take a little over two hours, compared with nine hours on the Series III.

## AJ6 Engine

The AJ6 in-line aluminium six engine was a key component of XJ40, designed to be lighter and more efficient. Designed by Harry Mundy, the AJ6 has proved overtime to be very reliable.

Initially, only two engines were offered across the XJ40 models: a 2.9 and a 3.6 litre version of the AJ6 inline-six.

The 3.6L (3,590 cc) engine was similar to that first used in 1983 on the XJ-S. It had DOHC 4-valve heads with a 91 mm × 92 mm bore and stroke.

The 2.9L (2,919 cc) used a SOHC head from the Jaguar V12 engine. The block was the same as the 3.6L, with a shorter-stroke to 74.8 mm. It was used for the entry-level XJ40 in Britain and Europe. The SOHC 2.9L was generally considered somewhat underpowered for such a large car. The 2.9L engine was, as in earlier years with the 2.8L XK engine, sized to match road-tax regulations in some European Countries like Italy and France. In France, cars with more than 3.0 litres of engine size had to pay a luxury tax.

In 1990 the 3.6L was replaced by a similar but longer-stroke (102 mm) 4.0L engine, and in 1991 the 2.9L was replaced with a DOHC 3.2L engine, essentially identical to the DOHC 4.0L, but with a shorter-stroke crankshaft (83 mm).

## Transmission

The automatic gearbox used in the 3.6L six-cylinder cars was the four-speed ZF 4HP22. On the later 4.0 litre, the four-speed ZF 4HP24 was used. The stronger four-speed GM 4L80-E automatic was required for the V12 equipped cars.

The manual gearbox fitted to early cars was the five-speed Getrag 265, while later cars received the Getrag 290.

The automatic transmission selector was redesigned to allow the manual selection of forward gears without accidentally selecting neutral or reverse. This new feature was dubbed the "J-Gate" and remained a staple of all Jaguar models up until the 2008 Jaguar XF, when shift by wire technology rendered it redundant.

## Exterior

The curvaceous lines of the outgoing Series XJ were replaced by the more angular, geometric shape of the XJ40.

In keeping with Jaguar owner's appetite for nostalgia, the new Jaguar was itself something of a cover version – certainly as far as exterior style was concerned. Overall, the shape was classy and feline. The frontal aspect was assertive and for a Jaguar, bold, especially when fitted with the striking integrated headlamp units.

Much effort was made to ensure XJ40 closely resembled its predecessor but the result was a sometimes-uncomfortable blend of old and new. So, where the treatment of the side window trim and bumpers harked back to Series III, a more



*Jaguar XJ40 Sovereign with single rectangular headlights and a Jaguar XJ40 with twin round headlights*

# Celebrating 35 Years of the XJ40 (1986-2021)

contemporary execution might have been preferable. By contrast, the single wiper, flush wheel trims, and Lucas high-contrast tail-lamp units jarred with the more traditional appearance elsewhere in the high-end marketplace.

For the first production run, all headlamps fitted were a set of two round lamps inside a chrome housing with painted bezels or a set of form-fitting composite rectangular headlamps with power-wash sprayers.

Window frames were either chromed or black, depending on model. Rain gutters, door mirrors, and door handles were also finished in chrome. All XJ40s have a chrome surround for the windshield and a single wide-sweeping wiper.

A side window was featured behind the rear doors - the first time for a four door Jaguar.

## Interior

The interior of the XJ40 was trimmed with either walnut or rosewood, and either cloth or leather upholstery (depending on the model). The cars were initially fitted with an instrument

binnacle that used digital readouts for the ancillary gauges. Instrumentation included a vacuum fluorescent display named the "Vehicle Condition Monitor" which contained a 32x32 dot-matrix screen capable of 34 functions. The VCM was able to alert the driver of bulb failure, brake pad wear, unlatched doors/boot, and low coolant level. However, the US market didn't like the electric dash panel (they said they can buy that from the Japanese), and from 1990 on, the binnacle was redesigned to use analogue gauges and traditional dials.

Early cars used a two-spoke steering wheel that was later changed for a four-spoke airbag-equipped wheel. The glovebox was removed on later cars because of the space occupied when the passenger-side airbag was introduced.

## 1989 Upgrade

A mild facelift was enacted in autumn 1989 to coincide with the newly enlarged 4.0-litre AJ6 engines. The additional torque of the larger unit was much appreciated. A twin-cam 3.2-litre unit would follow, proving a notable improvement on the under-performing

2.9, even if it would now sit above the tax threshold in many European markets.

The revised model's restyled analogue instruments, trim enhancements and host of subtle changes successfully addressed a good number of XJ40's early faults, as did improved build.

## XJ40 1986-1994

The base XJ40 was modestly equipped. Extra-cost options included alloy wheels, anti-lock brakes, air conditioning, leather upholstery, and an automatic transmission. The exterior featured two pairs of circular headlamps and black powder-coated window frames.

## Sovereign 1986-1994

The Sovereign model came equipped with significantly more features than the base XJ40. Included was air conditioning, headlamp washers, a six-speaker sound system, rear self-levelling suspension (SLS), anti-lock braking system, and inlaid burl walnut wood trim (pre-MY 1991). The headlamps fitted were the rectangular single units. The window frames were made from stainless steel.



*Exquisite interior of a Daimler XJ40 showing the individually shaped 2-passenger rear seats and burr walnut fold-out picnic tables.*

# Celebrating 35 Years of the XJ40 (1986-2021)

## Daimler/Vanden Plas

The Daimler-branded cars represented the highest trim level, and were sold as their Vanden Plas model in the United States. Like the Sovereign, it was fitted with the single rectangular headlamps.

Cosmetically, it differed from other models with its fluted radiator grille surround, boot-lid plinth and a chrome body side moulding featured. Mechanically the car was identical to the Sovereign.

Amongst its unique features not available on other cars in the range were individually shaped 2-passenger rear seats (instead of the 'flat', 3-passenger seats on the Jaguar), leather trimmed door casings and centre console, burr walnut veneer with deep wood facia, passenger footwell rugs, and burr walnut fold-out picnic tables for the rear passengers.

## XJ12 and Daimler Double Six (XJ81)

The AJ6/V12 engine nearly didn't happen. In 2016, in an interview to mark the 30th anniversary of XJ40's launch, the late Jim Randle had the following conversation with Eóin Doyle, editor of 'Driven To Write' (DTW). It went like this.

*Eóin Doyle: There were a number of myths I was keen to address. One I put to Randle was that the crush tubes were said to be purposely designed to entail the exclusive use of Jaguar's in-line AJ6 engine, was this true?*

*Jim Randle: "It wasn't crush tubes. Our friends at British Leyland wanted us to drop the AJ6 engine and put the Buick [Rover V8] engine in. So, I developed a story which said: 'look, we've done a lot of crush work' – it was the structure going back into the bulkhead, which I'd got a very nice, square-ish box – I said: 'We're going to have to do it all again, because if that key stress carrier is changed, that's going to be a big job; we've got to rethink the structure.' Which is bullshit of course, but they swallowed it."*

Once B.L. were out of the way, the road was open for the V12. But there were still lengthy delays involving in re-engineering the front structure of the car.

As a consequence, the preceding Series III XJ was kept in production in V12 form to cater for this market need until 1992.

The XJ40-based XJ12 and Daimler Double Six were introduced at the Amsterdam Auto Show in February 1993 and powered by a 6.0-litre version of Jaguar's V12 engine.

The V12 installation was completed after Jim Randle's departure. *Jim: "I really don't know why they did that, it seemed illogical to me. If you wanted that power out of an AJ6 engine, you'd only have to turbocharge it, and you'd go way past what the V12 would produce."*

The comment was valid given that fitting the V12 was an awful lot of work for a car that was only produced for just over 12 months.

## 3.2S and 4.0S Sport model (1993-94)

Jaguar was keen to rid itself of an 'old mans' car and so launched a Sport model in 1993-1994. It was only available with the six-cylinder engine, and featured rosewood interior trim (as opposed to the walnut trim of other models.)

Both door mirrors and radiator grill vanes were colour-keyed to the body, which was decorated with twin coachlines. Wider-profile tyres were fitted, mounted on five-spoke alloy wheels.

## Insignia

In 1992, when Jaguar closed the Daimler DS420 Limo shop, all the craftsmen were left standing idle. Jaguar devised "Insignia": a bespoke service for the XJ40/XJ81 and XJS, where prospective owners could specify special paint, trim, wood and wheels at additional cost in any given combination.

A total of 318 XJ40 Insignias were produced. All of the interior trim was done in leather (two-tone colouring being an option), opposed to the leather-vinyl combinations used on regular-spec cars. Special paint colours were also introduced: Mahogany, Amethyst Blue, Mineral Green, Primrose Pearl, Crystal Blue, Saturn Orange, Peppermint, Sandstone, White Pearl and Lavender.

A number of Insignias were put onto the Jaguar demo fleet to do the round of the dealerships to show all the options available in the Insignia line.



*Very rare XJ40\_V12\_ "Insignia". When Jaguar closed the Daimler DS420 Limo shop the craftsmen were used to provide a bespoke service for the XJ40/XJ81 and XJS, where prospective owners could specify special paint, trim, wood and wheels at additional cost in any given combination. They can be identified by the oblong gold-on-black "Insignia" badges on the front wings, and by their above-standard interiors.*

# Celebrating 35 Years of the XJ40 (1986-2021)

## Gold Model (1994)

Aimed at the 'limited edition' market the Jaguar gold model offered higher specs than the standard XJ40.

The Gold model can be identified by a gold-plated badge on the boot and gold growler badge at the top of the radiator grille. This gave the XJ40s a special appearance. The model was introduced in 1994 and were the last XJ40's produced.

The cars had better quality leather and woodwork and were fitted with "Kiwi" style wheels and painted with twin coachlines.

The cars were painted in a limited range of seven colours and the leather was stitched differently and the logos were gold colored, to name a few differences. Many features of its successor, the X300, were carried over from the XJ40 Gold.

## Change Points by Model Year

- Sept 1986 - First pre-production XJ40
- Sept 1988 - First 3.6 litre XJR
- Sept 1989 XJ40 – last 3.6 litre engine
- Sept 1989 XJ40 – first 4.0 litre engine
- Sept 1989 - First 4.0 litre XJR
- Jan 1990 XJ40 – first 3.2 litre engine
- Sept 1990 XJ40 – last 2.9 litre engine
- Dec 1992 XJ81 – 6.0L V12 introduced.
- May 1993 XJ40 – XJ6 3.2 S introduced
- Aug 1993 XJ40 – XJ6 4.0 S introduced
- June 1994 XJ40 – Last XJ40 produced
- June 1994 X300 – 1995 model year introduction

## Road and Track Testing

The XJ40 was at the time, the most extensively tested vehicle the company had ever developed. Jim Randle sanctioned a new technical and proving facility in the US (Arizona), with proving sessions all over the UK, Europe, the Australian outback, the Gulf state of Oman and the Nardo high speed test facility in Southern Italy.

Jaguar built no less than 250 prototypes and development cars. It was an unprecedented level of proving in some of the world's most hostile environments.

## Awards and Achievements

The 1993 XJ6 earned the title of "Safest Car in Britain" following a Government survey conducted in 1993.

## Reception

After covering over five million miles of testing the XJ40 was officially unveiled on 8 October 1986.

"Car Magazine" devoted 28 editorial pages to the car, describing it as a triumph of engineering against overwhelming odds, which to some extent it was.

"Car Magazine" wasn't alone in its praise. "Performance Car's" Jeff Daniels returned from the Dunkeld press launch with few doubts, telling readers, "Does it succeed? Of course it does. In fact, the entire UK press corps were as one about what was by all accounts a tremendously accomplished motor car.

The XJ40's road behaviour was singled out for most plaudits; Jaguar once again

setting a new benchmark in suspension compliance and ride quality, just as its predecessor had 18 years previously.

"Autocar", were equally smitten, Mark Gillies describing the Jaguar as, "a superb car... a lesson to those who think that excellence is dead in the British car industry."

In the US, "Road & Track" were generally positive in their 1987 review, but faulted the instrument layout, the quality of some interior fittings and its sedate power delivery from standstill. But their sum-up got to the point of America's mixed feelings towards XJ40, stating, "What we have here, is an excellent replacement for a car that turned out to be so desirable it didn't really need to be replaced."

Overall, the XJ40 was critically acclaimed upon release, but its reputation would become indelibly tarnished by early build-related issues.

Despite being the best-selling XJ series of all, the XJ40 today remains something of an outcast within the official Jaguar narrative, only latterly being appreciated for its finer qualities and for its status as arguably the most ambitious and technically pure Jaguar of all. ■

*Editor: If you own an XJ40 or you have 20 minutes, I recommend watching the following video which contains some great Historic Jaguar racing footage and road testing of the XJ40 in outback Australia.*

[Goto: The history of Jaguar XJ \(XJ40\)](#)



*1994 Jaguar Sovereign 4.0 Litre - The last XJ40 Built. The car was donated to the Jaguar Daimler Heritage Trust.*



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## J A G U A R

A B L E N D I N G O F A R T A N D M A C H I N E

## 1994 Jaguar XJ40 V12 Concept 2-Door Coupé

This concept vehicle was built by Jaguar Special Vehicles Operations (SVO) to demonstrate a possible saloon based coupé version of the XJ40.

After the two-door coupé version of the XJ Series 2 was discontinued in 1977, Jaguar did not have an entrant in the exclusive market for full four-seater GT cars. There was never quite enough room in the back of an XJS for this to qualify for the description 'four-seater'. However, the idea of producing such a vehicle was not forgotten.

While the SVO department was mainly concerned with providing modified cars to individual customer orders, SVO also from time to time would prepare concept cars as studies for what might become future production Jaguars. The highly skilled craftsmen in SVO could take a basic standard body shell, cut it up and lengthen or shorten it, and assemble it into a car finished to the highest standard.



On this coupé concept, the front doors were stretched by eight inches over standard, while the wheelbase was reduced by six inches but unlike the Series 2 XJ6 Coupé it was not pillarless. Mechanically, the car was similar to the standard saloon, with the 6 litre V12 engine. The interior was re-worked to include tilting front seats allowing access to the rear, and the car was re-trimmed with a distinctive contrast colour used for seat piping and carpets.

It is difficult to say whether this coupé version was seriously considered for production. Since this one-off study was made almost at the end of production of the XJ40 range, but a production version could have been based on the X300 range, the successor to the XJ40 introduced in 1994.

However it never happened. This one-off car is owned by the Jaguar Daimler Heritage Trust. ■

## 1992 Jaguar XJ40 - Prototype Shooting Brake

In 1992 Jaguar had never made a production estate car; although they went on to make the X-TYPE estate in 2004 and the XF Sportbrake in 2012. Nevertheless, there have been many Jaguar estate cars over the years. Indeed, none other than Duncan Hamilton, the 1953 Le Mans winner, had a couple of Mark VII saloons converted to estate cars for his own use, while later, Appleyards, the famous Jaguar distributor of Leeds, converted two Mark IXs to estate cars.

Duncan Hamilton and Mike Hawthorn were keen on the idea of having estate

cars based on the compact 3.4 litre saloon, but Hawthorn's tragic death put paid to the project. However, inspired by Hamilton, Jones Bros (Coachbuilders) converted a Mark II 3.8 litre saloon into the 'County' estate which was acquired by Jaguar Cars Limited and saw use as a rally support vehicle during the 1960s. This car was a capable load carrier with a top speed not far short of the 125 mph of the standard saloon model.

Subsequently, Sir William Lyons became interested in developing an estate car based on the successful XJ saloon. In his

retirement he experimented with sticks and string on his own XJ to achieve the correct proportions. Then in 1980 the Ladbroke Avon coachbuilding company unveiled their estate car version of the XJ series 3, with a price of £6,500 for the conversion, plus the cost of the car! Small scale production continued through the 1980s, and this period also saw the Lynx 'Eventer', an estate car conversion based on the XJS coupé.

By the late 1980s Jaguar had themselves become more interested in developing an estate car, based on the new XJ40. This was an official project undertaken by the Design and Engineering Centre at Whitley, and resulted in this 'Shooting Brake' which was seriously considered for production. However, in the difficult climate of the early 1990s, inevitably there were concerns over the viability of the project, which was, reluctantly, abandoned. ■

**Owner: The Jaguar Daimler Heritage Trust**



*1992 Jaguar XJ40 Prototype Shooting Brake (better known as a station wagon in Aust.)*

## XJR TWR (1988-1994)

The XJR, introduced in 1988, was a high-performance model that was finished by the Oxfordshire-based JaguarSport company, a dual venture by Jaguar and race team TWR, at TWRs Kidlington-based factory alongside the XJ220.

Based upon a Sovereign model, it was fitted with uprated suspension with unique Bilstein dampers, a revised power steering valve to increase the steering weight by 40% and special exterior paint and exterior styling touches.

Early examples were fitted with a 3.6 L AJ6 engine in standard tune but later models had a TWR tuned version of the 4.0 AJ6, with new inlet manifolds, uprated cams and a tweaked ECU. Some examples are also fitted with a larger bore JaguarSport stainless steel exhaust system and 5 speed gearbox.

The XJR differed cosmetically from other XJ40 models with its body coloured bodykit, consisting of new front and rear valances and side skirts, all from fiberglass, a black grill with a JaguarSport



badge in it and unique Speedline alloy wheels with wider tyres.

Later models had ducting fitted to the front valance to feed cool air directly to the brake discs. The interior featured a leather MOMO steering wheel, JaguarSport logos on the dial faces, leather shift knob, and seat headrests embossed with the JaguarSport logo.

The XJR model was introduced in 1988 and ceased production in 1994. In 1991 the appearance of the XJR changed when it switched to the square headlights of the Sovereign model and was fitted with a different design of bodykit.

Only a few hundred of each variation were produced, making the cars rare today. ■

## XJ40 Vanden Plas Majestic & Majestic LWB

### Jaguar XJ40 Vanden Plas Majestic (1989-1992)

Based on the Daimler XJ40, a limited edition model for the US market called the “Vanden Plas Majestic”, but badged as “Majestic”, were produced from 1989-1992. Only only 527 vehicles were built.

These limited edition saloons featured an uncompromising standard of luxury and were mostly finished in Regency Red (with Red “Lattice” alloys), apart from the 1992 cars which were finished in Black Cherry (with Oyster “Roulette” alloys).

### Daimler XJ40 Vanden Plas Majestic LWB(1992-94)

The Daimler XJ40 Vanden Plas Majestic was a LWB saloon of which only 121 vehicles were built. It was offered to all markets except the USA & Canada.

These cars were removed from the assembly line and stretched by “Project Aerospace” in Coventry. They were returned to Jaguar’s Special Vehicle Operations for hand finishing. This



meant the Majestic carried a significant price premium over the standard models.

The Daimler/Vanden Plas models may be identified by the single rectangular headlamps, fluted radiator grill surround and boot lid plinth. The Daimler/Vanden Plas models were the highest level of luxury and elegance. They were the ultimate grand tourers that epitomized the Jaguar brand.

Standard features included: power sunroof, automatic temperature control,

power door locks and windows, remote keyless entry with central locking and boot release, tilt steering wheel, front heated 8-way electrically adjustable seats, passenger reclining seat with lumbar adjustment, leather upholstery and steering wheel, tinted windows, ABS, cruise control, fog lights, full size spare tyre, limited slip differential, and security system. ■

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# A Love Affair with an Unusual Beginning

*Editor - The following story was published in Classic Marque in September 2014, not long after Roland and Elly Donders joined our club. Thank you very much to Roland for allowing us to reprint this enjoyable account of buying an XJ40.*

## The Beginning

It all started with my younger brother acquiring a project car, a Jaguar MK VII in Western Australia. As I am a motor mechanic about to retire, he suggested he send the motor and gearbox over to SA for me to recondition in my spare time (ha ha).

Well, it arrived and needed a lot of work.

As I stripped the motor down, I thought it might be of some value to check various forums on the net to find any peculiar quirks or faults associated with this model and of course where to find a good supply of parts for the task.

## Fatal Attraction

Whilst browsing the net, in particular eBay, I found this 1990 Daimler being offered by a dealer south of Sydney at a reasonable price. And thought it looked a classy eye catcher.

After a lot of correspondence, I reluctantly paid a deposit in return for which he would fit 2 new tyres and submit the car for a road worthy inspection and register it for 3 months.

He posted me the report, a clean sheet. So, the next step was hop on a plane just prior to Christmas 2012 and then a 2-hour train trip south to Albion Park.

The dealer picked me up from the station and took me to his yard. There it was and after my full inspection and a consequent test drive, I fell even more in love.

All the books and service records and the complete tool kit were there. The previous owner was obviously fussy.

After signing transfers and taking position of the rego papers, oh and of course parting with my cash, I drove out of the yard.

## Step2:

First to the nearest servo to fill with fuel and some lunch (I was starving as it was 4.30pm and I hadn't eaten since 6am on the flight over).



**Roland Donders 1990 Daimler. The car is an XJ40 Update model featuring analog gauges and the 4.0 litre motor.**

Next program the TomTom sat nav for the trip home along with documenting times, kilometres and locations on the long trip home. Winding through Macquarie's Pass the handling and power impressed me.

Onto the Hume highway and here was the chance to test the cruise control, fantastic, it even braked to maintain an equal speed downhill, all that with a return of 9.51 per 1,000km. I'm impressed even more.

As I crossed the border into Victoria, perhaps a few hours rest wouldn't go astray.

Wife Elly rang on my progress and insisted I book into a motel for some rest.

Why waste money on a motel when this car with plush leather seats has a perfectly comfortable back seat. Three and a half hours alongside the river Murray near Tooleybuc.

## The Good Old Kookaburras

The kookaburras woke me up, so on I drove to Ouyen where there is a nice bakery for breakfast, or so I thought. They had changed hands and no longer bake on the premises.

Oh well, go on without breakfast to Geranium for some fuel. To my surprise the proprietor owned an XJ series 3 which he just had painted in exactly the same colour as mine, and of course was very happy to tell me all about it.

## Dear Wife Meets the Car

When I got home, my thoughts were that Elly might still prefer the later model Fairlane, but how wrong can you be. She has decided this is her car now, except for when it needs maintenance.

Speaking of maintenance, all I have done in the last 12 months is replaced the shocker bushes, a new rack and pinion seal and fitted standard rear springs to compensate the removal of the self-levelling system.

So, to sum it all up after 40 or so years as a Ford fanatic I am now converted even to the point of joining the Jaguar drivers club of SA to share and compare notes with fellow enthusiasts and enjoy outings with members with similar interests.

## New members no 3576: Roland and Elly Donders of Mannum.

### Footnote:

*Unfortunately, Elly is no longer with us and until her death, the car was his dear wife's favourite, and she referred to it as "The Dame". About 6 months ago Roland decided to honour her by getting personalised number plates IE: Dame 90 (refer back page).*

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# My Jaguar Story by James Mann (XJ40)

I joined the JDCSA in 2004 at that time I had a 1973 Jaguar XJ6 Series 1.

I kept this car for a few years on Historic registration, the main reason for joining the club. I went on a few trips in this car including a club run to Mount Gambier back in 2011 which was a great Weekend.

I got the XJ40 in 2012 and love it although I have had a few issues like having to re-solder the dash cluster which is a known problem with these early XJ40's. In 2016 we took it to Queensland for the National rally and covered 5000km's in

10 days, it needed a bit of preparation before the trip including a new radiator, brake rotors and ball joints and a water pump, but made it OK other than having to replace a blown power steering hose in Dubbo.

Recently it has had reconditioned Brake Calipers, a genuine Jaguar reconditioned water pump (beware aftermarket parts) a second-hand thermostat housing as it cracked, and a new thermostat. Also, second hand rear suspension struts. Work to do is to fix the electric Aerial

and take out the CD player and put in an original radio, who listens to CD's these days anyway! Apparently, there is a way to solder an iPhone jack in to the original radio so I may do that.

Looking forward to some runs this year hopefully be a better year for all of us.

**James Mann**



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# JAGUAR C-TYPE CONTINUATION

**JAGUAR has launched a “C-Type” Continuation model.**

In 2021, 70 years since its launch onto the world’s racetracks, JLR will restart production on a strictly limited run of the ultimate 1953 disc-brake specification.

Since 2014 Jaguar has been in the business of reviving its classic cars, and the latest example from the company has just been announced this week: a limited-edition, hand-built version of the C-type race car, honouring the model’s 70th anniversary.

Specifically, the new C-type will be modelled after the version of the car that won the 24 Hours of Le Mans in 1953, driven by Tony Rolt and Duncan Hamilton, and equipped with disc brakes. That’s an important clarification, as the company notes, because the production C-types built back during the original run in the 1950s were solely equipped with drum brakes.

Each car will also include the race car’s more powerful 220 hp 3.4-liter inline-six engine.



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

Not just for the showroom, these new hand-built C-types will allow owners to get behind the wheel for Jaguar Classic Challenge racing, track and closed-road use.

Jaguar began the Continuation endeavour by resuscitating the Lightweight E-type, a car model widely regarded as one of the most elegant ever to hit the tarmac. Then they brought back the XKSS, the D-type

and finally the C-type, which built up its racing legacy from the Mille Miglia to the Targa Florio. All have been offered in limited numbers, sometimes as low as six, and often they're all spoken for by the time Jaguar publicly announces the project.

But this time, there are still some build slots available if you have US \$1.3 million (according to per Bloomberg). ■

## Ecurie Ecosse to Build Continuation C-Type's

Historic British racing marque Ecurie Ecosse will produce seven continuation models of its 1950s Jaguar C-Type racing car.

Between 1951 and 1955, the Scottish race team used seven C-Types to pick up 59 podium places. Now Ecurie Ecosse will honour this success with the creation of a modern sibling car for each original racer.

The continuation models are to be near-identical to the 1950s cars. Hand-built in Coventry like the originals, the new C-Types will retain a thin-gauge aluminium body echoing the 1950s Malcolm Sayers design.

Maintaining the historic detail, the new models will also ape the originals' steel spaceframe chassis, although these are to be widened and made stiffer.

Finishing the look, the continuation cars are to be painted in Ecurie Ecosse's iconic blue and white racing livery, including hand-airbrushed Ecurie Ecosse shields.

The C-Types are to be powered by an updated version of the Jaguar's original straight-six XK engine increased to 4.2-litre capacity and fuel injection. Power is to be transmitted via a five-speed manual transmission that, although not strictly historically accurate, is claimed to maximise the C-Type's power and speed.

Further enhancing performance, the suspension and disc brakes will also be tweaked. With these changes, the cars should manage a top speed of 250km/h.

The first C-Type continuation is complete but the firm has yet to reveal prices. ■



*Ecurie Ecosse are to produce a copy of each of their original seven C-Type racing cars.*

# VALE BOB BERRY (1921-2020)

Bob Berry was a former Jaguar racing driver who went on to become Jaguar's Public Relations Manager in the 1960's and later held senior positions within Jaguar and then British Leyland.

Bob Berry passed away on New Year's Day. He was 91 years old and had been suffering from cancer for some time. He passed away peacefully at home.

## Berry talks his way into Jaguar.

While studying at Cambridge in 1951 he wrote to Lofty England (then Jaguar's Competitions Manager), saying he normally went to Le Mans, he spoke French as his mother was French and he would be happy to help out while there. Lofty responded that they had their own team of people but he was welcome to make himself known while they were all there.

Berry and his sister did turn up and he was given a job timekeeping and ended up becoming part of the team which achieved the first of Jaguar's seven successes at Le Mans when Peter Walker and Peter Whitehead gave the C-type its first victory. Whether or not it was the euphoria of the team's victory, but 'Lofty' offered Bob a permanent position in the Jaguar publicity department under Bill Rankin.

## Jaguar Racing Team

The 1950s was an exciting time to be involved in Jaguar's racing activities. During this period Bob was involved



*Bob Berry sitting in the cockpit of a D-type taken in 1996 at Sebring International Raceway*

with the Jaguar team not only at Le Mans, where Jaguar won again in 1953, '55, '56 and '57 but also the Mille Miglia and the seven days/seven nights record-breaking with a Jaguar XK120 Coupe at Montlhery.

## Berry Turns His Hand to Racing

In such a racing environment it is hardly surprising that Bob's thoughts turned to racing himself. His road car at the time was a MG TD which was disposed of and replaced by a Jaguar XK120.

After an encounter with a Silverstone bank, the XK120 required a major rebuild for which purpose Bob was

able to acquire one of three special lightweight aluminium alloy bodies for which Jaguar had no further use. With engine modifications fit for a D-type, the car was very quick and eminently capable of seeing off C-type Jaguars.

From his first race in March 1954 at Goodwood in which he finished third behind Michael Head's C-type and Tommy Sopwith's Sphinx-Armstrong Siddeley but in front of two other C-types, Bob went on to have a notable season among the C-types culminating in two wins at Silverstone. Across the Irish Sea, he finished second in the Wakefield Trophy run on a handicap basis at the Curragh circuit.

## Offer to Drive a D-type

Continuing with the XK120 at the beginning of 1955 Bob took a win and a second place at Silverstone and a second place at Oulton Park before being offered the chance to race a D-type for the Lancashire scrap machinery millionaire Jack Broadhead. As Bob later told the story, the discussion on the Jaguar stand at the 1954 Earls Court Motor Show which led to the drive went as follows:

*JB Sithee lad, I'm getting one of them new things - a D-type.*

*BB Really?*

*JB Aye, wouldst thee like to drive it?*

*BB Yes, but I've not much experience*

*JB No matter - tha'll learn. That's that - settled then!*



*Bob Berry behind the wheel of OKV2 at Goodwood in May 1956.*

# VALE BOB BERRY (1921-2020)

And so for the rest of 1955, throughout 1956 and for part of 1957, Bob raced Jack's D-type OKV 2 (registered XKC403), one of the original ex works cars.

Berry raced it on 18 occasions with varying degrees of success, claiming three 1st places, three 2nd and two 3rd places. Berry referred to the D-type as "Ecurie Broadhead".

Bob had no dispensation from Jaguar to take time off for racing, so long weekends in Europe were out of the question, but a holiday in Portugal coincided with the Circuito do Porto. On the way to the race, soon after crossing the English Channel, the team's decrepit borrowed transporter broke down terminally leaving Bob with no alternative but to load up the D-type with all the tools and spares which might come in useful and drive the remaining 980 miles to Portugal.

In 1956 at Goodwood racetrack, he won one race and was leading another when he left the track and was thrown out of the D-type, leaving him badly injured on the grass listening to the car continuing pilotless to destruction. As a result, he spent six weeks in hospital and the car had to be substantially rebuilt.

## Sir William's Ultimatum

The time off work had not gone down well with Jaguar supremo Sir William Lyons who delivered the ultimatum that either Bob worked for Jaguar with reduced racing activities or he left the company to pursue a career as a racing driver.

Bob chose the former option and in his last year with Jack Broadhead's D-type confined himself to less time-consuming club racing.

In his last outing with the car in October 1957 at Oulton Park, one of his favourite circuits, Bob contested three races and won the third from pole position.

After that he occasionally raced an experimental ex-works Jaguar Mk VII saloon in club events, but his days in international sports car racing were over.

## Launch of the Jaguar E-type

By 1961 Bob Berry was Public Relations Manager and together with Bill Rankin were in charge of PR for the launch of the E-type at Geneva.



*Bob Berry at Silverstone in 1956 with Lancashire scrap machinery millionaire Jack Broadhead. Berry referred to the D-type OKV 2 as "Ecurie Broadhead".*

As one of the few prototypes, 9600 HP had helped in the development of the E-type and was then designated a Press Car.

Because of its very busy life 9600 HP left Browns Lane for the trip to Geneva, later than originally planned. Rather than transporting it, Berry drove it all the way from Coventry to Geneva, catching the midnight ferry from Dover. Being delayed by fog between Calais and Reims he arrived with 20 minutes to spare after the drive of his life, "good God, Berry, I thought you weren't going to get here" Sir William said, as the car was quickly getting wiped clean for the big reveal.

Berry recalled, "it was the only car I actually drove flat out from one end to the other of a journey, simply to get

there on time. It was the most incredible journey and I've never forgotten it."

## Jaguar PR Director

Bill Rankin died in March 1966 and Berry succeeded Ernest Rankin as Jaguar's Director of Marketing and Public Relations, going on to become a main board director responsible for vehicle sales worldwide nine years later.

After his retirement he remained much in demand among Jaguar enthusiasts for talks about Jaguar specifically, and the value of motor racing to vehicle manufacturers generally. ■

# Jaguar Daimler Heritage Trust by Linsey Siede

*Editor - The following article was written by Victorian Car Club Member Linsey Siede for the September edition of CAT-A-LOG. Thank you very much Linsey for allowing us to reprint this very enjoyable and informative article.*

Between 2001 and 2007 I worked at a Australian company that had an office located in Coventry, England, which I used to visit once every year. To make matters even better, in 2004 I found a wonderful place to stay called "Brooklands Grange Hotel" (which started out as a 16th Century Jacobean farmhouse), and just happened to be located less than 1 mile from the Jaguar factory at Browns Lane.

I was fortunate enough to make two visits there (in 2004 & 2005) to see the "Jaguar Daimler Heritage Trust", (Ref: <https://www.jaguarheritage.com>) which at

that time was located in a stand-alone building right next to the Jaguar HQ building in Browns Lane.

For those that haven't been, I thought I would put together some photos of their collection, which not only included cars, but also many pieces of Jaguar memorabilia. Sadly, the last time I visited a few years later, the entire area had been bulldozed ready for a housing development.

Fortunately, there was another Museum located nearby showcasing a range of British Cars, and in November 2015 after significant renovations and extensions, the "British Motor Museum" located in Banbury Road, Gaydon, Warwickshire, was re-branded and opened as a store for the reserve car collections of both the British Motor Industry Heritage

Trust and the Jaguar Heritage Trust. (Ref: <https://www.britishmotormuseum.co.uk>).

My first visit to JDHT was on September 21st 2004, where I was welcomed with open arms by the friendly staff looking after the Trust collection, particularly when I told them I'd come all the way from Australia.

Their collection was quite vast, but as a proud Mark IV owner, I was a little shocked when they told me they did not have a Mark IV in their collection.

(Looking at the vehicles listed on the current website, I see they have now remedied that oversight. Ref: <https://www.jaguarheritage.com/vehicle-collection/>).

(Continued page 31)



*Browns Lane was sold in 2007 and the buildings progressively demolished including the building above. The museum was then moved to two permanent displays in Gaydon and Coventry. The majority of the site was turned into a housing estate known as "Swallow's Nest".*

## Jaguar Daimler Heritage Trust (cont)



*At the time of my visit a number of vehicles were displayed outside the Jaguar HQ Building, Offices and Heritage building. In the above photo you can just see the curved verandah to the entrance of the old Browns Lane JDHT building on the far right hand side. (Now all demolished).*

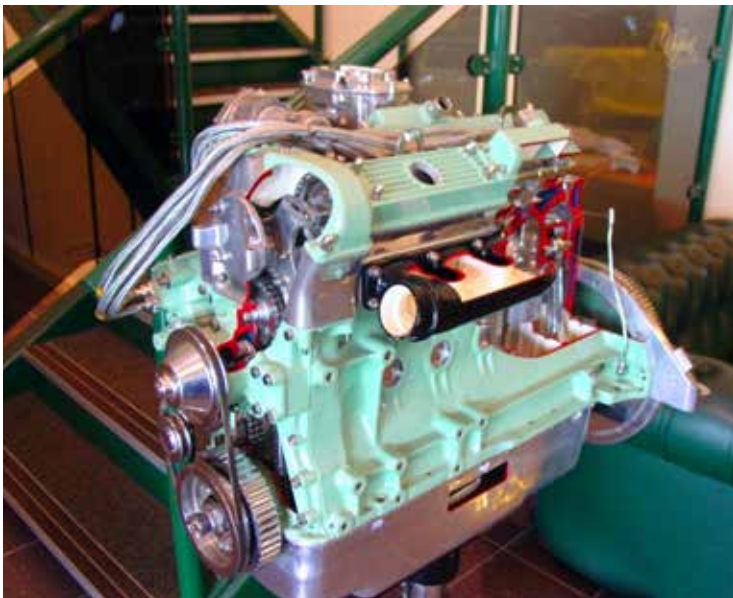


*The JDHT collection includes vehicles dating back to the early days of the Swallow Sidecar and Coachbuilding Company.*

# Jaguar Daimler Heritage Trust (cont)



*The collection included former Jaguar race cars and specialist vehicles like the Jaguar XKR used in the James Bond film "Die Another Day".*



*The Collection was more than just vehicles, and included a range of posters, sectioned engines, parts and a range of memorabilia.*



*Photo left: 1939 Jaguar Saloon parked at the SS's front doors. The plaques by the doors denote the registered offices of the Swallow Coachbuilding Company and SS Cars Ltd. Photo above: The original doors on display at JDHT.*

# Jaguar Daimler Heritage Trust (cont)



*On my visit in 2005 to Browns Lane, JDHT were celebrating the 50th Anniversary of the Mark I. Many Jaguar models also attended.*



*The JDHT collection includes displays dating back to the 1920's &30's. Above left: "SS Airline" and above right: "Swallow Sidecar".*

# Jaguar Daimler Heritage Trust (cont)



*The collection includes a huge selection including a Jaguar F1 car and a polished aluminium XJ.*



*The famous Daimler V-8 engine that was designed by Edward Turner and produced from 1959 to 1969.*



*One car which attracted a lot of interest was the XK 180 Concept car. Built in 1999 to celebrate the 50th anniversary of the XK 120. The 4.0 litre supercharged V8 had a claimed top speed of 180 mph. Only two XK 180 roadsters were built, one LHD and the other RHD.*



*Displayed proudly outside of the entrance was the last ever vehicle to be manufactured at the Browns Lane factory, a magnificent XJ; and also the last ever XK8 vehicle to be manufactured at the facility.*



# Jaguar Daimler Heritage Trust (cont)

*(Continued from page 26)*

Despite the JDHT building being located only 100 meters from Browns Lane, to get to the JDHT facility you had to drive through the main gates to the factory and HQ building which was via Lyons Drive, and wind your way around the warren of roads and buildings located on the Jaguar site.

It wasn't until my second visit to the JDHT building, that I realised it was only open during weekdays when it could be manned mostly by volunteers. My first visit was obviously during a week day, and when I arrived for my second visit on Saturday September 24th the following year, the place was all but deserted, except for a few people outside the building seemingly busy moving things around.

When I asked what was happening, I was told they were only open week days, but as in the first visit, when I let them know I had come all the way from Australia, they told me to go in a have a

look around, while they attended to their activities outside.

Very little had changed, but a few more bits and pieces had been added, and a few of the display cars had been changed. They had many more vehicles in the collection than could be displayed in the building, so they kept many of their display cars off-site. Some additional sectioned parts had been added, plus some of the newer vehicles.

As I was leaving, I thanked them for letting me in to have a look, and they asked me what I was doing tomorrow? I said I had nothing planned, so they invited me back. Apparently, they were getting things ready to celebrate the 50th Anniversary of the Mark I, and were expecting more than 200 cars to arrive.

There was also the added bonus that they were setting up some displays in their HQ building for people to look at and walk through. I thanked them very much, and told them I would definitely be back. An extra added bonus, was that

they were going to open the entrance of Browns Road for the first time in many years, so I also got to enter through this original gate.

They not only welcomed a huge amount of Mark I and II vehicles, but also other Jaguar owners turned up to examine the incredible display of vehicles. Vehicles included many from all over Europe, and I even spotted one with Victorian registration plates.

For an English day, the weatherman smiled upon the attendees, and it was a wonderfully organised event. It was an outstanding day for the many that attended, but also a sad day for Jaguar and the Browns Lane factory as that was the last event like this that was staged there. I was very happy and privileged that I was invited, and able to attend. I guess sometimes you just have to be at the right place at the right time!!

**Linsey Siede**



*Despite the JDHT building being located only 100 meters from Browns Lane, to get to the JDHT facility you had to drive through the main gates and wind your way around the warren of roads and buildings located on the Jaguar site. To celebrate the 50th Anniversary of the Mark I, they opened the entrance of Browns Road for the first time in many years, so I was able to enter through these original gate.*



*2005. While the Jazz band played outside the HQ building, entering the HQ building through the impressive foyer provided access to a range of technical presentations and other displays.*

# Jaguar Daimler Heritage Trust - On this Day (January)

On 22 January 1959 Mike Hawthorn, who raced for Jaguar and was the first British Grand Prix champion, was killed while driving on the Guildford bypass.

Mike Hawthorn led the Jaguar Works Team for the 1955-56 season. In 1955 Mike won the 24 Hours of Le Mans in D-type 774 RW, but was haunted by his involvement in the disastrous crash that killed over 80 spectators and injured hundreds more.

He became the United Kingdom's first Formula One World Champion driver in 1958, whereupon he announced his retirement,

On 22 January 1959, only three months into his retirement, Hawthorn died in a car accident while driving his comprehensively modified 1958 Jaguar 3.4-litre saloon VDU 881 to London. While the circumstances of the accident are well documented, the precise cause remains unknown

Though he had a short career from first race to World Champion in six seasons and died young, Mike Hawthorn is still remembered as one of the greatest racing drivers. ■



*Mike Hawthorn's crashed Mk I. He died from fatal head injuries 22 January 1959*



*On 20 January 1971 during filming at MIRA the XJ13 suffered an accidental tyre deflation at more than 150 mph and rolled several times severely damaging the car. Jaguar test driver Norman Dewis fortunately escaped unhurt.*

# Jaguar Daimler Heritage Trust - On this Day (January)

This SS Jaguar 100 has had a fairly busy life. It was built on 20 January 1938, the 29th 2½ litre one made and despatched on the 4th February.

Originally painted in black with brown interior it was raced on a variety of occasions throughout 1939 by its second owner:

In the 1950s it was acquired by Walter Elliott, from a local farmer by which time it had changed colour from black to cream. He had many years of fun touring Europe in what he believed was the 'Super Car of the Day'

It then went through a few more owners before being acquired by Mr G Priest in 1968 who undertook a fairly comprehensive restoration from 1968 through to the early 1970s. This included not just mechanical work but also paintwork including its second change of colour, from cream to red and the upholstery was refurbished, changing from brown to black.



*On 20 January 1938 The Trust's 1938 SS100 2.5 litre, ERB 290, was built.*

Jaguar Cars bought ERB 290 from Mr Priest in 1984 to add to its collection of historic cars in the ownership of the Jaguar Daimler Heritage Trust. The Science Museum operated PRISM fund contributed £10,000 towards this purchase.

Once in the ownership of the JDHT the car underwent some minor re-commissioning work in 1994 and has been maintained as a running, driving vehicle since then. ■



*On 15 January 1964 Harry Mundy joined Jaguar as Chief Development Engineer.*

Harry Mundy (1915–1988) was a British car engine designer.

After World War II he moved to British Racing Motors (BRM) in 1946 as head of the design office, being involved in the design of the BRM V16 Formula One engine, before moving on again in 1950 to Coventry Climax engines as chief designer working on the FWA engine.

His career took a change and he moved into journalism becoming Technical Editor of The Autocar magazine in 1955, but while there he also worked on the design of the Ford based twin-cam engine for Lotus.

Following Jaguar's purchase of Coventry Climax in 1963, his friend and former work colleague Walter Hassan persuaded Mundy to return to engineering where, with William Heynes, they developed the Jaguar V12 engine.

Harry Mundy went on to develop the "Advanced Jaguar Six-Cylinder" or "AJ6" engine before his retirement in 1980, after which he still did some consultancy work. ■

In 1927, an Austin Seven chassis was obtained by Sir William Lyons through a dealer in Bolton, and in May of that year, the first Swallow Sidecar motor car was produced.

The plan was to fit the car with a detachable folding hard top, but this proved to be impractical, and the cycle-type wings of the first car also had to be changed to ordinary flowing wings.

On 18th January 1928, Lyons was given a contract by the London motor trader Henlys for no less than 500 Austin Seven Swallows – at the rate of twenty-five per week.

However, the maximum number that could be built in the Blackpool factory was fourteen cars per week. The consequence was that Lyons decided to move his company to new premises in Coventry, in the heartland of the motor industry, and the move took place in November 1928.

The rest is history. ■



*On 18 January 1928 Herbert 'Bertie' Henly and his business partner Frank Hough of Henlys in London, signed an agreement with William Lyons for 500 Austin Swallows.*

# RM Sotheby's Annual Arizona Sale - January 2021

RM Sotheby's kicked off its 2021 auction calendar, with its 22nd annual Arizona sale on 22nd January. A long-established event, the sale presented approx. 80 blue-chip motor cars spanning the spectrum of the market including the following 12 Jaguars. The auction was a live event, with limited attendance for registered bidders.



*1954 XK120 SE Roadster. Matching numbers. Pastel blue over red interior. Comprehensively restored. US\$160-\$200,000 (Sold). US\$95,200*



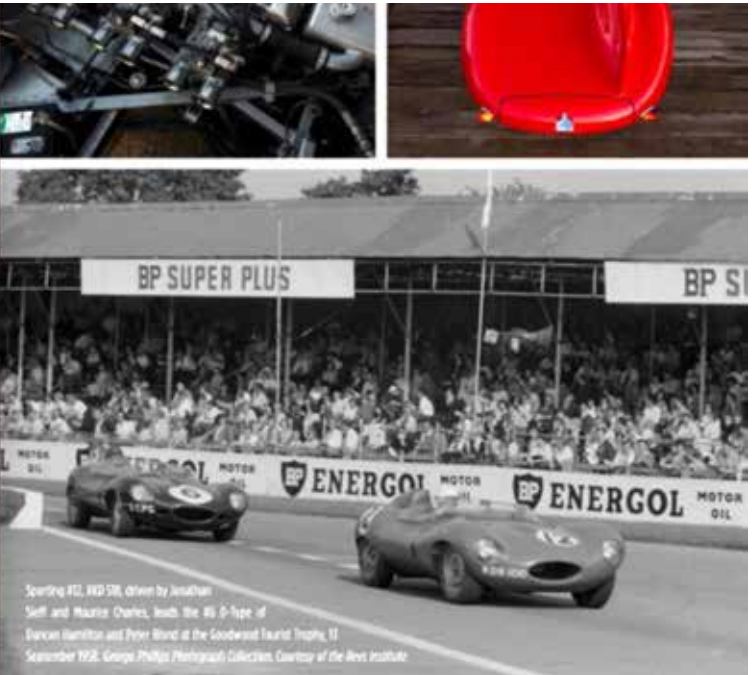
*1961 E-Type 3.8 S1 Roadster. Early flat floor model (1 of 385 LHD). Triple black colour combination. US\$160-\$200,000. (Sold) US\$179,200*



An engaging, agile Jaguar sport saloon  
Single-family ownership from new  
Never fully restored; carefully maintained  
Dramatic black-over-black color combination  
Original sales invoice and tool kit included with sale

*1967 Mark II 3.4 litre. Single family ownership from new. Carefully maintained (never fully restored). US\$35-\$55,000 (Sold). US\$39,200*

# RM Sotheby's Annual Arizona Sale - January 2021



A well-documented example with substantial period competition history  
Retains many original components, including bodywork and matching-numbers engine and cylinder head  
Offered in its rare, distinctive, and factory-correct Red with Red interior  
Purchased new from Bernie Ecclestone by British racer Peter Blond  
Notable former owners include racer Jean Blosham and Led Zeppelin manager Peter Grant

Sporting #12, #12518, driven by Jonathan Self and Maurice Charles, both the #1 D-Type of Duncan Hamilton and Peter Blond at the Goodwood Tourist Trophy, 11 September 1958. George Phillips Photograph Collection. Courtesy of the Bevis Institute

**1955 D-Type 3.4 litre (XKD 518). Raced by Peter Blond/Duncan Hamilton. Factory red-over-red. US\$5.75-\$7.5M (Sold) US\$6.0M.**



**1966 E-Type 4.2 Series 1 Roadster. Fully restored to show standard in 2005. Selective upgrades. US\$175-\$225,000 (Sold). US\$123,200.**



**1961 E-Type 3.8 S1 Roadster. Early flat floor model. Concours frame-off restoration. Selective upgrades. US\$200-\$250,000 (Sold). US\$224,000**

# RM Sotheby's Annual Arizona Sale - January 2021



1938 SS100 3 1/2 litre (C/NO. 39032). Owned by one family for 40+ years. Concours restoration 2014. US\$500-\$600,000 (Sold) **US\$415,000.**



1958 Lister-Jaguar. Believed to be only surviving Jaguar powered works "Knobbly". Extensive racing history. US\$900-\$1.20M (Sold) **\$802,500**



2015 C-Type Proteus Evolution. XK 4.2 engine. 5 speed gearbox. Numerous options. 2,346 miles. US\$150-\$190,000 (Sold) **US\$151,200.**

# Around the Market - Shannons Auction

2021 Shannons Summer Timed Online Auction (closes 23rd February)



1993 Jaguar XJ-S V12 6.0L Coupe. Australian delivered, only 2 owners. 63,039 km. Estimate \$44,000 - \$52,000



2002 Jaguar XKR 4.0L V8 'Supercharged' Convertible. Stunning condition throughout. Estimate \$44,000 - \$50,000



1983 Jaguar XJ-6 S3 Sovereign 4.2L Saloon. Unused for past five years. Ready for refurbishment. No reserve. Estimate \$8,000 - \$10,000



1980 Jaguar XJ-S V12. Built as replica of 1985 Bathurst racer. Built around a 1980 road car. Estimate \$34,000 - \$42,000



1966 Jaguar Mark II 3.8 manual o/d. Australian delivered. Early restoration. No reserve. Estimate \$40,000 - \$50,000.



1969 E-Type 4.2 Series 2. Australian delivered. British racing green. 4,000km since restoration. Estimate \$180,000 - \$240,000.



Tool Box - Jaguar MKII In-Wheel Tool Box. No reserve. Estimate \$800-\$1,000.



1936 Bentley 4¼ Litre 'Barker' Saloon. Remarkable original condition. Interesting history. Estimate \$90,000 - \$110,000.

# Compact Register South Coast Drive



## Compact Register South Coast Drive

Meet at Harvey Norman Marion

THIS EVENT REMAINS SUBJECT TO ANY CHANGES IN COVID-19 RESTRICTIONS

YOUR REGISTRATION BY "TICKET" IS MANDATORY FOR ATTENDANCE

Sun, 21 Feb 2021

09:00 AM - 03:00 PM

[GET TICKETS](#)

## E- Type Pre-registration for 2021 Border Run



## PRE-REGISTRATION - E TYPE BORDER RUN TO MOUNT GAMBIER 60th Anniversary Event - September or October 2021

The Jaguar Drivers Club of SA and Jaguar Car Club of Victoria welcome you to pre-register for a Boarder run to Mt Gambier in late 2021. Pre-registrations are non-committal. This event is expected to run over three or four days and include daily tours and a gala dinner event. All Jaguars welcome.

Please pre-register your interest now to assist Di Adamson with the coordination of this event. For more information please contact Di Adamson: 0407 862 758 or [di.adamson1@gmail.com](mailto:di.adamson1@gmail.com)

Regards Tom Herraman  
E-Type, F-Type, Grand Tourer Register

[Pre-Register](#)



# President's Picnic



**President's Picnic - Sunday, March 21, 2021**  
**National Motor Museum Shannon St, Birdwood SA**

**Sun, 21 Mar 2021**  
10:00 AM - 02:00 PM

THIS MEETING REMAINS SUBJECT TO ANY CHANGES IN COVID - 19 RESTRICTIONS  
xxxx Celebrating Jaguar E-Types 60th Anniversary xxxxx

**YOUR REGISTRATION BY "TICKET" IS MANDATORY FOR ATTENDANCE**

[GET TICKETS](#)

## “MILDURA MUSTER 2.0”

**JAGUAR XJC**  
**“Mildura Muster 2.0”**  
**April 16-19, 2021**



**“MILDURA MUSTER 2.0” - New Date - April 16 - 19, 2021**

**Mildura Golf Resort - 287 Twelfth St, Mildura VIC 3500, Australia**

This event remains subject to any and all changes in COVID 19 restrictions.

**YOUR REGISTRATION BY “TICKET” IS MANDATORY FOR ATTENDANCE**

[GET TICKETS](#)

## SS, Mk 4, Mk5 Register - Summer BBQ 2021

*For more than 10 years the Register has met at Malcolm Adamson's seaside retreat at Seaford for its Annual January Summer BBQ. It is always a very casual affair, BYO everything including chairs, drinks, food, picnic stuff and the like. A few members and wives were apologies due to ill health and Des Brown still hasn't fully recovered from a serious fall that landed him in the RAH for 9 weeks back in 2019. Brenton, (Malcolm's son in law) did a great job on the BBQ and everyone had a great day topped up with some nice wine and a few beers.*



# SS, Mk 4, Mk5 Register - Summer BBQ 2021



*Malcolm Adamson, 1948 Mark IV Drop Head Coupe (3.5 Litre) and  
Brenton & Mary-Anne Hobbs, 1976 Green Sand 4.2 litre XJC*



*Bruce & Anne Fletcher, 2005 British Racing Green XJ X350*



*Des Brown, 2014 Rhodium Silver XF Saloon*



*Dave and Angela Rogers, 1966 Old English White S-type*



*John and Jenny Lewis, 2005 Black 3.0 litre X-type*



*Bob and Margaret Kretschmer, 1964 Triumph TR4A IRS*

## E F & GT Register - Summer BBQ

*Despite the warm conditions there was a fantastic turn up at the E F @ GT Register Summer BBQ. Extra points to those who braved the heat and drove their E Types and convertibles. A big thank you to Geoff Mockford and his team at Classic and Sportscar Norwood for hosting the event. Also, a big thank you to Tom Herraman and to all those who put so much time and effort into the event. Members had lunch under a 100-year-old oak tree and the venue was spectacular! Great to see so many new and old Jaguars and even a Bristol and a Porsche.*



# E F & GT Register - Summer BBQ



# E F & GT Register - Summer BBQ





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## PRE-REGISTRATION - E TYPE BORDER RUN TO MOUNT GAMBIER 60th Anniversary Event - September or October 2021

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Regards Tom Herraman  
E-Type, F-Type, Grand Tourer Register

[Pre-Register](#)

# XJ Mk10 420G Register Kicks off 2021

## Summer Breakfast - 24th of January

On a very pleasant Sunday morning the XJ Mk10 420G Register kicked off the new season with a lovely breakfast at the Birkenhead Tavern. This has now become an annual event with 50 members taking advantage of the beautiful settings.

## Annual Christmas Dinner

It is only a few weeks ago that we celebrated Christmas with our Variety

show and dinner at the Glenelg Golf Course. We had 110 members attend what was our 10th anniversary dinner. The dinner and show were appreciated by all and they are looking forward to this year's dinner.

## Cars & Coffee on the River

This year has started with a boom, as we have another outing on Sunday the 31st to Mannum, with over 80 members

attending what will be another wonderful event.

Thanks must go to our Register members who attend all of our events for making them so memorable

Cheers to all  
Bob Charman

*Editor - Apologies for an error in last months CM where I incorrectly noted that the Annual Christmas Dinner was at the Cruising Yacht Club (that was in 2019).*





# XJ Mk10 420G Register Kicks off 2021



# Multivalve Register – Australia day BBQ 2021

A big thank-you to Jo Orford and Michael Pringle for hosting our barbecue in the beautiful garden of their home in Colonel Light Gardens.

The weather was perfect, had it been two days earlier it would have been cancelled, one day earlier and we would have been soaked! Michael and Geoff Thomas did a wonderful job with the barbecue – the meat was cooked to perfection – and the salads and desserts provided by members were heavenly (Betty Moore made a Lamington Cheesecake – how much more Australian can you get?!).

Several members got into the spirit of the day and dressed accordingly, which was

great to see. The inimitable Marj Brindle organised a last-minute impromptu quiz and persuaded Peter Clarke to act as quiz-master – a good laugh that was enjoyed by all and which had nothing to do with Australia Day!

It was lovely to see Bill Browne, who looked a picture of health, and John Clarke who turned 93 this month! Pete's new knee, only 12 days old, held up really well (although some credit has to be given to a double dose of Endone) and didn't spoil his enjoyment of the day.

A special thank you to Geoff & Margaret Thomas and Peter & Ros Holland for helping Jo and Michael to clear up at

the end of the day as the Endone wore off eventually and the knee needed a lie-down!

It was good to see so many members from other Registers, long may this continue. Our thanks to all for coming, some travelling from as far as Tanunda, and for making this a really good day - a great time was had by all.

**Peter & Heather Buck  
Multivalve Register**



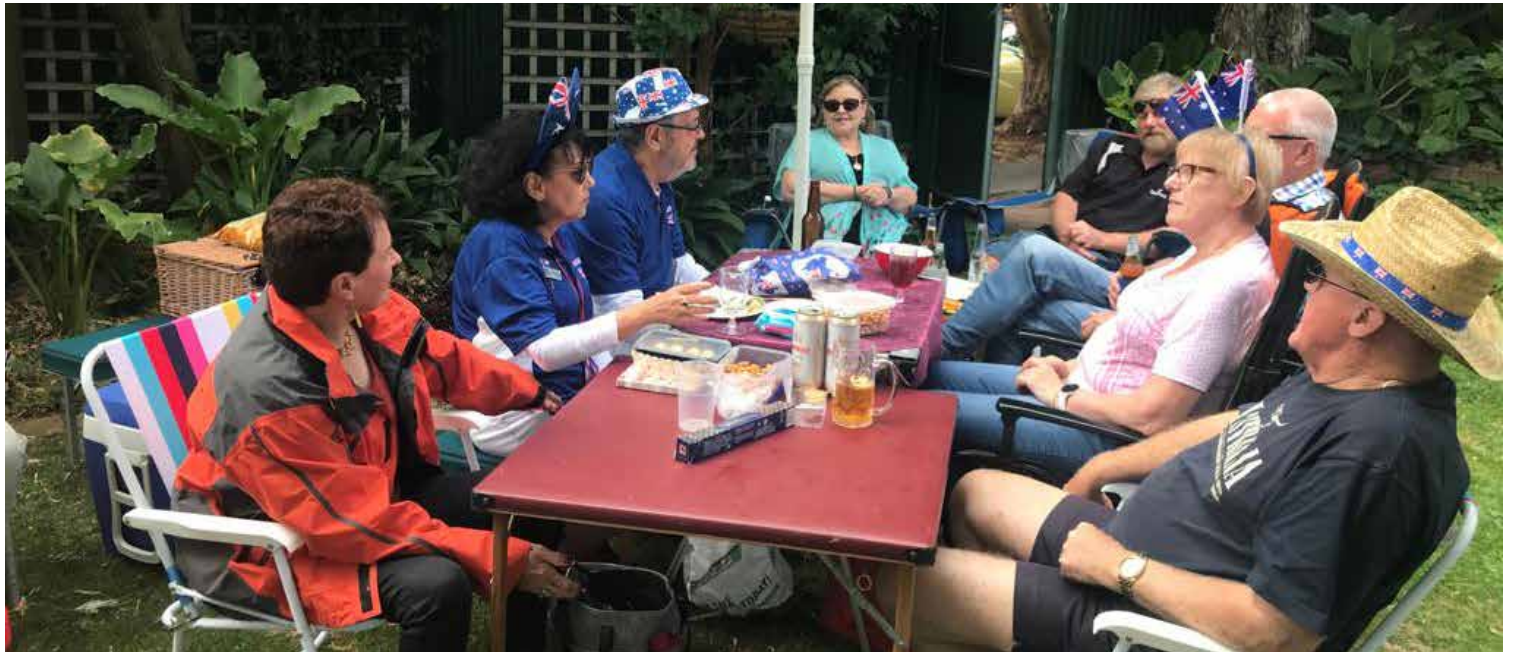
# Multivalve Register – Australia day BBQ 2021



# Multivalve Register – Australia day BBQ 2021



# Multivalve Register – Australia day BBQ 2021



# Coffee and Cars In and Around South Australia

## 1st Sunday

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

## 2nd Sunday

- Golden Grove** - "Northside Coffee & Classics", 8.00am to 10.30am, Grove Shopping Centre, 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



*Bond girl Naomie Harris (Miss Moneypenny) with a Jaguar C-X75 concept car that featured in the 24th James Bond film "Spectre".*

# Classified Adverts

## FOR SALE: 1948 Mark 4 Saloon

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

**Price: \$52,250 ONO**

**Please contact Joanne Mawett on 0419 866 637**



## FOR SALE: 1973 XJ6 4.2L Saloon

- ◇ Fitted with a 1976 Daimler motor.
- ◇ The car was previously restored.
- ◇ Fitted with genuine Simmons wheels.
- ◇ The owner is not a mechanic and so when he had problems he retired the car to his back yard.
- ◇ More photos available

**Price: Has been offered \$1,500 from a wrecker.**

**Please contact Kim Webster on 0410 052 202**



## FOR SALE: 1965 Mark X Saloon

- ◇ The car has had a full restoration, located in Adelaide.
- ◇ Grey with Red Connolly leather interior.
- ◇ It has always been garaged with a cover.
- ◇ Car is in excellent condition. More photos available.

**Price: Negotiable**

**Please contact Elvira 0418 818 415**



## FOR SALE: 1998 XJ 308 4.0L Sport

- ◇ Very well maintained, strong V8 Engine
- ◇ Lovely to Drive - only 155,000 kilometres
- ◇ Car is in excellent condition
- ◇ More Photos available.

**Price: \$12,000 ONO (Prepared to negotiate)**

**Contact Richard Chuck on 0408 313 848**



## FOR SALE: 1951 Mark 7

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

**Price: Negotiable.**

**Please contact John Lueders on 0405 605 566**

## FOR SALE: 1963 S-Type Auto

- ◇ Owned for 25 years, drives very well..
- ◇ Mechanically very good. BW65 gearbox. Maintained by Geoff Mockford. No expense spared in maintenance.
- ◇ Original paint, some rust in rear RH door. Original interior, rear seat almost pristine. Near new headlining.
- ◇ Engine overhauled when I purchased the car. Travelled reliably for 50,000 miles in my ownership. Ideal to drive as is, or as a rolling restoration. (No photographs).

**Price: Best Offer**

**Contact Stephen Wade on 8388 5582**

# Club Notices



*Multiple Champion and Chair of the British Women Racing Drivers Club Gail Hill in her Jaguar XJ40S.*



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Rental  
Management

## Club Notices

### GENERAL MEETING ROSTER 2021

February	Compact Register
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 - Club Directory 2020 - 2021

## Club Postal Address:

PO Box 6020, Halifax Street, Adelaide SA 5000

## Club Web Site / Email

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

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

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

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

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

## Your Committee

**President:** Philip Prior

Mobile: 0402 670 654.

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

**Vice President:** Fred Butcher

Mobile: 0428 272 863

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

**Treasurer:** Heather Buck

Mobile: 0432 549 086

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

**Secretary:** Steve Weeks

Mobile: 0414 952 416

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

**Editor Classic Marque/Events Coordinator:** Graham Franklin

Mobile: 0490 074 671

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

**Membership Secretary:** Daphne Charman

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

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

**Web Master:** Tom Herraman

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

**Public Officer:** Tim White

Mobile: 0419 809 021 Email: [casuti3@bigpond.com](mailto:casuti3@bigpond.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:** Ron Palmer

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

**Librarian** Tom Brindle

Phone (08) 8387 0051

**Log Books** David Burton

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

**Australian Council of Jaguar Clubs (ACJC)**

Club Representative: **Tim White**

Mobile: 0419 809 021 Email: [casuti3@bigpond.com](mailto:casuti3@bigpond.com)

**Federation of Historic Motoring Clubs (FHMC)**

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

**Marque Sports Car Association (MSCA)**

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

**All British Day**

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

**Inspectors - Club Registration**

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

## Register Secretaries

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

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

Email: [kretsch@internode.on.net](mailto:kretsch@internode.on.net)

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

Steve Weeks: 0414 952 416

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

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

Angela & David Rogers

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

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

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

Bob Charman Phone: (08) 8248 4111

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

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

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

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

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

Peter Buck Mobile: 0421 061 883

Email: [Peter.buck51@bigpond.com](mailto:Peter.buck51@bigpond.com)

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

