

# CLASSIC MARQUE

## JUNE 2022



**FEATURE - JAGUAR ANNIVERSARIES 1922-2022**

THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA

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# JDCSA - President's Report (June 2022)

Relaxation in COVID restrictions has certainly seen a marked increase in Register activity during the May reporting period. I managed to attend the XJ, Mk 10 & 420g meeting held at the Bartley where Secretary Bob announced that an overnight run to Port Fairy is being planned for later in the year; one to watch for. I also made it along to the Captain Proud Paddle Boat lunch time cruise. Registers who are looking for interesting events this is one to seriously consider; great lunch and great cruise up the Murray.

On 20 May my son, granddaughter and I headed off in our V8 250 Daimler to attend the XJS muster held at Swan Hill NSW. This event was hosted by the club and open to interstate visitors. In total I believe there were 32 XJS attending and what a fantastic collection of XJS vehicles to make-up the Sunday display day. This event was organized by our immediate past President Phil Prior who put together a terrific weekend programme. Enough of my ramblings please read Phil's report in the magazine.

Those who may not be aware we were advised last month that the Police Club would be closing at the end of June this year. Therefore our June General Meeting will be the final meeting to be held at this venue. This will be a some-what sad gathering given the long and agreeable period of 26yrs the JDCSA has held its meetings at this location. For the history buffs this is the Club's longest continuous monthly meeting location spanning almost 50 Years. Good news; We have managed to secure an alternative venue at the Adelaide Bowling Club located at Dequetteville Terrace Kent Town. The Bowling Club has similar facilities to the Police Club with on-site meals and a meeting room. The Club is currently renovating its kitchen

facilities and have arranged for a BBQ style meal to be available at a cost of \$30. Those intending to dine-in prior to the meeting are requested to pay through TidyHq when registering for the meeting.

Please be aware that registrations for the Club Annual Lunch & Presentations Lunch at the Glenelg Golf Club in July are now open for bookings. I suggest you get in ASAP as numbers are limited.

Planning for the 2023 Jaguar Rally to be based in Hahndorf is well advanced under the stewardship of immediate passed President Phil. Details for certain events are still to be finalized. The Rally working group will meet for further planning of this event. Check out the Event Registration Site on TidyHq for details.

Civic Park Modbury has again been booked for SA Jag Day to be held on Oct 23. Thank you to Di Adamson for making the booking and will be calling for volunteers to assist.

Planning for the Club's 50th anniversary is gaining momentum. The Club will celebrate 50 Years on 25 July 2023. Di Adamson, Suzanne Jarvis and Geoff Thomas have undertaken to investigate potential venues together with a programme for this very important event. The lead time necessary to secure large venues requires advanced bookings having been made.

In signing off I can report that I remain in the mist of the Adelaide Hills; Just magic! The morning mist in the Adelaide hills signals the beginning of winter and time to think about putting our older vehicles into dry storage.

**2023 Jaguar National Rally  
Hahndorf April 14-18**

**Safe Motoring  
Fred Butcher**



## CONTENTS (Feature Articles)

Members Story	6-7
Jaguar Anniversaries	8-17
JLR Opens New Innovation Hub	19
JLR - Positive Cashflow For Q4	19
Self-Driving Jaguars in the US	21
I-Pace Still One of The Best EV's	21
I-Pace Road Test by Drive TV	23
Australian F-Type 23MY V8	23
Formula-E: Monaco/Berlin	25
The World's Fastest Jaguar	26-28
E-Type 60th Anniversary	30-42
Multivalve River Cruise	44-45
XK, 7, 8, 9 Register BBQ Lunch	46-47
XJS Border Run To Swan Hill	48-55
Latest Jaguar Magazines	56-57
Coffee & Cars In SA	58
Shannons Auction Results	59
Classified Adverts	60-61
Register Minutes	62-65
E, F & GT Run to Milang	66-70
JDCSA April GM Minutes	72
JDCSA Club Directory 2021/22	73

**Front Cover**  
*Swallow Sidecar*

**Back Cover:**  
*NZ Otago Jaguar Drivers Club  
'100 Years of Jaguar Origins' badge.*



@sajaguarclub

## NOTICE

### Log book renewals for the Club Registration Scheme are **DUE SOON**

You will soon receive an email asking you to renew your financial Membership with JDCSA on line.

Once you have done this, your Logbook can be updated for another year. Please mail your Logbook(s) to JDCSA, PO Box 6020, Halifax St, Adelaide, 5000,  
**Including A Stamped, Self Addressed Envelope.**

You must not drive your car until your Logbook has been updated for 2021/2022, and failure to comply could result in significant fines.

**For further information please call Dave Burton on 0417566225**

**\*\* Log Books can also be updated at the July General Meeting\*\***

# Events Calendar

**7th of June (Tuesday) - 7.30pm - 9.00pm**

**JDCSA General Meeting**

Police Association Building, Carrington Street, Adelaide.

[Register - JDCSA General Meeting](#)

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

**8th June 2022 (Wednesday evening): XJ, Mk10, 420G Register Meeting: 6:00pm to 9.00pm.**

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

For more information please contact Bob Charman. Email: [charmanr161@gmail.com](mailto:charmanr161@gmail.com). [Register - XJ, Mk19, 420G Register Meeting](#)

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

**15th of June 2022 (Wednesday evening): SS, MkIV & MkV Register Meeting.**

Meeting at the home of Ross Rasmus. Further details to be provided by email and via TidyHQ.

For more information please contact Brenton Hobb. Email: [bmhobbs@bigpond.com](mailto:bmhobbs@bigpond.com)

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

**16th of June 2022 (Thursday evening): E, F & GT Register Meeting. Finch Restorations. 6:30pm to 9.00pm.**

17 Oborn Rd, Mount Barker.

For more info please contact Suzanne Jarvis. Email: [sfj5048@gmail.com](mailto:sjf5048@gmail.com) or Goto TidyHQ: [E,F & GT Meeting - Finch Restorations](#)

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

**30th June (Thursday): Multivalve Register Lunch Run**

Details to follow via email and TidyHQ.

For more info please contact Peter Buck. Email: [Peter.buck51@bigpond.com](mailto:Peter.buck51@bigpond.com)

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

**5th of July (Tuesday) - 7.30pm - 9.00pm.**

**JDCSA General Meeting**

Adelaide Bowling Club. Dequetteville Terrace Adelaide. To Register Goto TidyHQ:

[Register General Meeting \(Bowling Club\)](#)

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

**13th of July 2022 (Wednesday): XK, Mk 7, 8, 9 Register Meeting - 7.00pm to 9.00pm**

The Register Meeting will be at Richmonds Car Sales to view the showroom and includes a talk by the Manager - Andy Morgan.

For further information please contact Steve Weeks 0414 952 416 or Goto TidyHQ: [XK, Mk 7, 8, 9 Register Meeting](#)

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

**14th of July 2022 (Thursday afternoon): Jaguar Ladies Lunch. 12.30pm to 3.00pm.**

Lakes Resort Hotel, 141 Brebner Dr, West Lakes.

Please register on TidyHQ. Goto:

[Jaguar Ladies Lunch](#)

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

**24th of July 2022 (Sunday Afternoon) Annual Lunch and Presentations - From 12.30pm.**

Glenelg Golf Club, James Melrose Drive, Novar Gardens. \$65.00 p.p.

Please register on TidyHQ by 17 July 2022 .

[Register - Annual Lunch and Presentations](#)

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

**28th of July 2022 (Thursday evening): Multivalve Register Meeting & Dinner. 6.00pm to 8.30pm**

The Kensington Hotel, 23 Regent St, Kensington SA

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

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

**8th August (Sunday): Compact Register ECONOMY RUN. 10.00am to 2.30pm**

Meeting at Crafers where we will fill up our tanks, travel approx 100km, refill the tanks, and then enjoy lunch.

There will be prizes (Fuel Vouchers) for the winners of different categories.

[Register - Compact Register Economy Run](#)

Further details to be provided by email, TidyHQ and July Classic Marque. KEEP THE DATE FREE - SUNDAY 8th AUGUST

Compact Register Secretary Graham Franklin. Email: [jdcса@mail.tidyhq.com](mailto:jdcса@mail.tidyhq.com)

**18th of August 2022 (Thursday evening): E, F & GT Register Meeting. Marque Restoration. 6:30pm to 9.00pm.**

5 Goodall Ave, Kilkenny.

For more info please contact Suzanne Jarvis. Email: [sfj5048@gmail.com](mailto:sjf5048@gmail.com) or Goto TidyHQ: [E, F & GT Meeting - Marque Restorations](#)

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

**1st Sept (Thursday) - DRIVE YOUR CLASSIC CAR DAY - combined with other car clubs. [Drive your Classic Car Day](#)**

**2nd-5th Sept. (Friday - Monday) - SS Register Multi-State Border Run. COWRA NSW**

**11th Sept. 2022 (Sunday) - 60th ANNIVERSARY MK10 - 420G. Birdwood Mill Motor Museum. [Mark 10 Anniversary](#)**

**16th-19th Sept. (Friday - Monday) - XK, Mk 7, 8, 9 Border Run. HALLS GAP Victoria**

# Club Torque - Editor Graham Franklin

This month we are celebrating Jaguar anniversaries. This year it will be 100 years since the Swallow Sidecar Company was founded and 90 years since the SS1 & SS2 were released (1932). It is also 50 years since the XJ12 was launched back in 1972, and then there is the Daimler V8 (60yrs), XJ220 (30yrs), X308 (25yrs), X350 (20yrs) and the XF (15yrs).

This month is a bumper edition thanks to two spectacular events, namely the

E-Type Diamond Anniversary in Mt Gambier and the XJ-S Border Round-Up in Swan Hill. Accolades to both the Victorian contingent who organised the E-Type 50th event and to Phil Prior for the XJ-S gathering. Both huge successes.

JDCSA Registers were also active with the Multi-valve River Cruise; the XK, 7, 8, 9 BBQ Run; and the E, F & GT Register run to Milang & Christmas in May BBQ lunch.

Finally, a great story from NSW about an XJ-S claimed to be the world's fastest Jaguar; Google have begun a U.S. roll out of the I-Pace with no human behind the wheel; the latest news from Jaguar; and a story from Don Cardone about his 70s visit to the Jaguar Factory.

PS - Bridgewater have joined the Sunday Coffee & Cars brigade. Page 58.

Enjoy

## JDCSA General Meetings To Move To Adelaide Bowling Club

As noted in the Presidents report, the Police Club is closing at the end of June.

After 26yrs we are moving to a new venue at the [Adelaide Bowling Club](#) located at Dequetteville Terrace Kent Town.

We have secured the venue for July and August, and assuming that all goes well, we are looking at a long term booking.

As outlined by Fred, The Adelaide Bowling Club is in the process of

renovating their kitchen, scheduled for July and in the task of moving to new catering partners.

For July and August, the Bowling Club has arranged for a BBQ style meal to be available at a cost of \$30.00.

The Bowling Club will need to know how many to cater for and so those intending to dine-in prior to the meeting are requested to pay through TidyHQ when registering for the meeting.

The July GM meeting is on the 5th. Those partaking in the BBQ will need to register and pay by no later than Monday 27th of June.

Details of the BBQ menu are on TidyHQ.

To Register goto [July General Meeting](#)

See you all there!

Executive Committee.

## S.A. Wins Journalistic Award

Each year a 'Journalistic Award' on behalf of Paul Skilleter is awarded by the ACJC (The Council of Australian Jaguar Clubs). This process involves the delegates recommending one article from an affiliated ACJC club magazine during 2021.

For the second year in a row a JDCSA member has won the award. The winner is [Tony Bishop](#) for his story on his SS100 that was published in the September 2020 Edition of Classic Marque. Huge congratulations to Tony.

Just after completing the article, Tony was struck down with pneumonia. However, [Tony has advised that he will be able to attend the July meeting](#) to receive the award.

The previous year's winner was Steve Weeks for his story "Adelaide F1 Grand Prix and Jaguars".

Graham Franklin

## Jaguar Ladies Social Group

Hi everyone.

On Thursday 12th May we had a lovely lunch in the Regent Room at the Kensi Hotel. Sixteen ladies attended. There were lots of discussions regarding future venues and activities. All very exciting.

Our next luncheon is at 12.30 Thursday 14th July in the Bistro at the Lakes Hotel, Brebner Drive, West Lakes. All Jaguar Ladies are very welcome. Bookings via TidyHQ please by 7th July.

If you are unable to navigate this, please ring Tricia on 042 212 8066 and I can add you to the list. Look forward to seeing you all there.

Regards,  
Tricia Clarke,  
Secretary

## 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 June, 2022 magazine:

- ◇ Joshua Schumacher: 1993 Jaguar XJ40 3.2 litre Sedan.
- ◇ Ian Sholl & Jill Martin: 1950 Mk V Drophead Sedan

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

- ◇ Michael Roberts & Sarah Clifton: 1984 Jaguar XJ6 Sedan.
- ◇ Glen Lewis: 2000 Jaguar S Type 3.0 litre Sedan.
- ◇ Ian Cooke & Heather Gale: 1990 Daimler XJ40 4L 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

## Members Story - Don Cardone

*At the XJ-S Border Roundup in Swan Hill, Don provided a story about his trip in 1975 to the Jaguar factory in Browns Lane Coventry. The following is a summary of his talk:*

Whilst Don has owned many Jaguars in his lifetime, his involvement with Jaguars goes beyond just being an enthusiast.

In the 1970s Don worked for Bryson Industries in their Adelaide division as a young salesman selling new Jaguars, Rovers and Triumphs.

In 1975, to motivate and enthuse sales staff to increase Jaguar sales, a competition was introduced with first prize being a trip to the factory at Browns Lane in Coventry

In February 1975 Don had a very successful month of Jaguar sales and this result won him the competition and the trip to the factory.

Don was allowed to take his wife Elaine with him. This turned out to be a good move because Elaine kept a journal of the trip.

The journal notes show the tour of the factory took place Thursday 10th July 1975 and included visits to two Jaguar factories. The tour was broken up with a very enjoyable VIP lunch in Sir William Lyons' dining room.

The key point of Don's story is that after completing the factory tours, Don and Elaine were given a very special treat.



*During the Swan Hill weekend the "Most Desirable XJS Coupe" was judged and Don and Elaine Cardone's car was judged the winner. Seen here receiving the trophy. (Story pages 48-49).*

They were shown the new Jaguar XJS prototype, the replacement to the E Type and what's more were offered a test run.

The offer was excitedly and gratefully accepted. With Elaine squeezed in the back seat and along with the tour guide they drove off through the neighbouring country side.

A very impressive experience, sleek, powerful, smooth and fast. Don and Elaine felt very privileged especially when they were told they were the first persons in the world outside Jaguar personnel to experience this new sports car.

Since the event in Swan Hill was a celebration of the XJS it seemed appropriate that Don should tell this story. Of course, had they known at the time that 47 years later they would be the proud owners of a beautiful example (1992 XJS 4 litre 6-cylinder coupe) and be there celebrating the XJ-S model, they probably would have appreciated the significance of the 'special-treat' even more.

**Don & Elaine Cardone**



# Members Story - Don Cardone



# Feature - Jaguar Anniversaries (1922-2022)



# Jaguar 100th Anniversary - The Swallow Years (1922)

## Centenary Year of the Founding of the Swallow Sidecar Company.

### THE BEGINNING

The Jaguar story began in Blackpool, Lancashire, in 1921 when Lyons met William Walmsley, then quietly earning a modest living building sidecars in his parents' garage. Lyons, just 20 years of age, liked these stylish torpedo-nosed creations built by his new, older neighbour and talked to Walmsley into setting up business with him.

The Swallow Sidecar Company was founded on 4 September 1922. Bankrolled by both sets of parents, Lyons and Walmsley began working out of premises in Bloomfield Road, Blackpool. Sales were brisk and soon Swallow had expanded into new premises in Cocker Street; it was here that they built their first Swallow bodied car based on an Austin Seven chassis.

Lyons had identified the need for a more fashionable and luxurious version of the little Austin, first as an open tourer and later as a saloon. He was proved right: sales quickly took off, and when Henlys put in a formal weekly order, Lyons and Walmsley decided that they would have to expand and also be nearer to major industrial suppliers. In 1928 they relocated to Coventry, the heart of British motor manufacture.

In 1932 Swallow began selling their own cars. These low slung and well-equipped machines found immediate favour with buyers who wanted a car that looked expensive but could not afford the price of a contemporary Alvis.



**William Walmsley and William Lyons (in the sidecar). William Walmsley designed and built the first Swallow sidecar on which Swallow Sidecar Company was founded.**

These bodywork on these S.S. cars were undeniably pretty, particularly the Art Deco Airline saloon, although Lyons did not like it much himself, and if the asthmatic Standard side-valve engines meant that the cars did not go as well as they looked, the buyers did not seem to care.

Lyons bought out the increasingly disenchanted Walmsley in 1934 – the latter's horizons had always been rather limited compared with the go-getting younger man.

The first Jaguars did not actually appear until 1935 when, at their introduction at the Mayfair Hotel in London, Lyons stunned the industry with his new 2½ litre SS Jaguar saloon. This new car was not just beautifully styled and very fast for its day, being capable of nearly 90mph (145kph), but somehow Lyons had managed to produce it for an amazingly low £385, alongside a side-valve 1½ four cylinder for £90 less.

Here was a car, with its beautiful Lucas P100 headlamps, swooping wing-line and high-class interior, that was fit to be compared with the likes of Alvis and even Bentley whose own 3½ litre models were certainly no more lively yet cost twice or three times as much. From a company that had only been making complete cars for four years, it was an amazing achievement.

Because of the World War 2 unsavoury connotations of the original initials, in February 1945 S.S. became Jaguar Cars and in September of that year went back into production with its pre-war saloon car range. Some 12,000 of these cars were built up to 1948, which is where the post-war history of Jaguar really began. ■

*Information for this story from the Jaguar National Rally 2020 Magazine.*



**Swallow initially built sidecar bodies, and from 1926 to 1931 they also produced premium bodies on the chassis of cars such as the Austin 7, Standard 9 and Wolseley Hornet.**

# Celebrating 90 Years of the S.S.1. (1932)

## 1932 S.S.1 (Celebrating 60 years)

In 1932 the Swallow Coachbuilding Company moved away from re-bodying other car makes and began production of the Swallow S.S.1 and SSII.

They were first presented to the public at the 1931 London Motor Show and were manufactured between 1932 and 1936.

### Swallow S.S.1- 1932- 1933

The SSI was built on a purpose-made chassis supplied by Standard and based loosely on the Standard Sixteen Chassis.

The S.S.1 had a Standard six-cylinder 2-litre or 2½-litre side-valve engine. The only body style available was a two-door, four-seat coupe with cycle guards. In 1933 a tourer was launched.

With a top speed of 75 mph (121 km/h), The SSI was noted for its value-for-money and attractive appearance, rather than its performance. In 1932 the basic Coupé cost £325.

In 1933 the chassis was changed to underslung suspension and modified to give a wider track and better front footwells. The gearbox also gained synchromesh.

### S.S. Cars Limited - S.S.1

*In 1934 Walmsley elected to sell-out and in order to buy the Swallow business Lyons formed S.S. Cars Limited, finding new capital by issuing shares to the public. The cars initially retained the name SS.*

For 1934, a four-light saloon version of the S.S.1 was built, a machine that shared almost everything with the Coupé, but



with new glass rear windows in lieu of the Coupé's carriage top with false irons.

In 1935 an Airline Coupé and Drophead Coupé were added to the range.

The engines were enlarged to 2.1 litre (2143 cc) and 2.7 litre (2663 cc) for the 1934 to 1936 models.

The range increased as the 1930s progressed, moving steadily upmarket. One often unreported fact of the 1930s was that although there was a grim depression in Europe for several years, the strongest elements of the motor industry managed largely to survive, and in cases prosper, and emerge stronger at

the end, as overall the market for and the affordability of cars grew.

Body style in order of introduction: -

- 2-door 4-seater:
- Fixed head Coupé
- Tourer
- Sports saloon
- Airline sports saloon
- Drophead Coupé

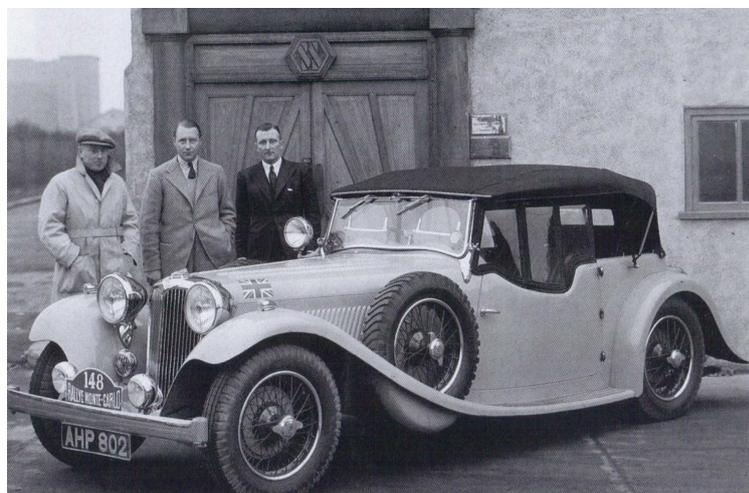
In total just over 4200 cars were made.

From September 1935 their new models displayed a new name SS Jaguar. ■

*Information for this story from the Jaguar Daimler Heritage Trust.*



**1934 the SS1 owned by Lindner Group of Companies (Museum) After being imported to South Australia, the S.S.1 changed hands eight times, but remained in SA all that time. In 1982 Ross Ramus bought the car and restored it. He sold the SS1 it to Carl Lindner in 2014.**



**SSI two-door sports saloon with British Racing Driver Brian Lewis (centre) with Lyons (right) at the SS's front door prior to the 1935 Monte Carlo Rally. Plaques by the doors denote the registered offices of the Swallow Coachbuilding Company and SS Cars Ltd.**

# Celebrating 90 Years of the S.S.II. (1932)

## 1932 Swallow S.S.2 (Celebrating 60 years)

Somewhat overshadowed by the larger SS1, the S.S.2 offered a more compact and affordable sporting car to the motorist of the early 1930s.

There was one major difference between the SS1 and S.S.2. Standard constructed the SS1 chassis exclusively for Swallow to fit the body. The chassis used for the S.S.2 was a regular Standard Nine chassis. The S.S.2 was a scaled-down version of the SS1 in every aspect, having the same coupe bodywork, helmet-type wings, leather-finish top and built-on luggage container at the rear.

Compared to the SS1, the car was smaller but that is only clearly visible when the cars are lined up together. In many ways the S.S.2 was a better-balanced design than the larger car.

The S.S.2 also used Standard engines, but a smaller four-cylinder 1.0 litre side-valve engine. The rakish looks of the S.S.2 somewhat belied the performance on offer from the Standard engine, with a meagre 27bhp on tap to propel this neat little Coupé in its initial form.

Road tests at the time claimed that the steering was one of the S.S.2's best features and said to be light as a feather but positive and coped well with fast cornering.

In 1933 the S.S.2 (Series 1) received a 4-speed gearbox. From then on,



**PRICE £210**

**PRICE £210**

### THE S.S.II.

**BUMPERS.** Exceptionally substantial and of attractive appearance are domed 2½ in. section. Those at the rear are of the quarter type.

**COACHWORK.** Coachbuilt, with leather grained head and large travelling trunk, the body represents the finest example of craftsmanship.

**THE DOORS.** Flush fitting, and exceptionally wide, ensuring ease of access, are hinged on two chromium plated heavy barrel joint hinges. The locks are of the heavy tapered striking plate type with private lock incorporated in the off-side handle, the near-side lock is fitted with interior safety catch.

**THE HEAD.** Leather grained, with chromium dummy head joints. Chromium weather mould protecting door, and chromium bead down hinge pillar and waistline.

**TRUNK.** Leather grained with futuristic heavily chromium plated hinged security catches and key lock. Provides spacious accommodation for travelling cases.

all models were fitted with 4-speed gearboxes until automatic and overdrive gearboxes were used in the 1950's.

### S.S. Cars Limited - S.S.2 (Series 2)

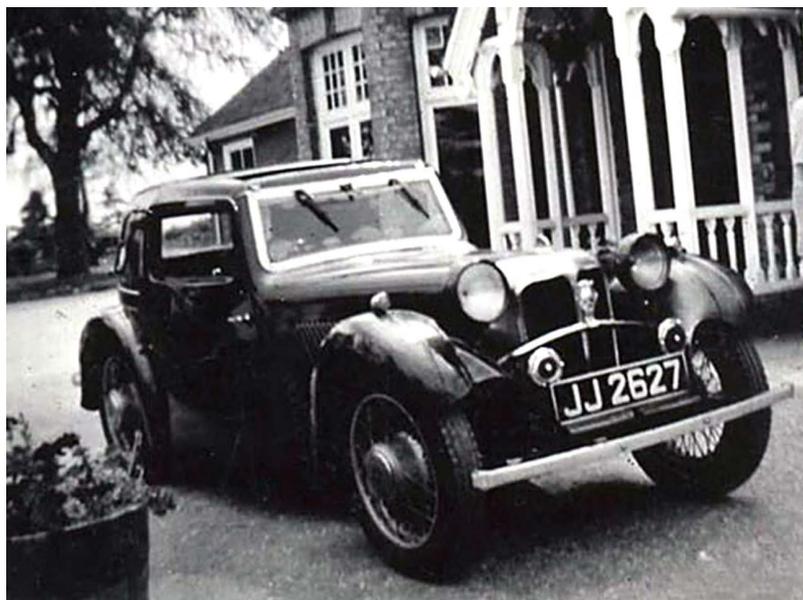
To spice up the performance of the S.S.2, two larger engines were available in the Series 2 introduced in 1934. These were the 1343 cc 32 bhp and 1608 cc 38 bhp versions.

A slightly larger wheelbase to offer the occupants a little more room, a four-speed gearbox and servo operated drums were also part of the Series 2 package.

Two versions were available, the Saloon and the Coupé, both of which were very similar except for the fabric covered rear quarter windows on the Coupé. The S.S.2's also had chrome plated wheels.

Production of the S.S.2 continued until 1935, with a healthy 1,801 examples of the car being produced. It was the good looks and affordable price that made the S.S.2 successful. So, for Sir William, it was a very useful money earner. ■

*Information for this story from the Jaguar Daimler Heritage Trust.*



**Rare photo of a 1932 SSII (Series 1) coupe fitted with a curved headlight bar. This series was the last SS/Jaguar model to have a 3-speed manual gearbox. As with many pre-war cars, the survival rate was very low.**



**1933 SSII (Series 2) coupe with the headlights fixed to the mudguards. 1934 SSII's were fitted with sweeping wings. No SSII's are believed to have been imported (or exist) in Australia.**

# Celebrating 60 Years of the Daimler 2.5 V8/250

The Daimler 2.5 V8/V8-250 was produced by The Daimler Company Ltd from 1962 to 1969.

It was the first Daimler car to be based on a Jaguar platform, the first with a unit body, and the last to feature a Daimler engine after the company was bought from the Birmingham Small Arms Company by Jaguar Cars in 1960.

## Daimler 2.5 V8

The new Daimler 2½-litre V8 was officially launched at the 1962 Earl's Court Motor Show, although it wasn't until early the following year that production properly got under way.

Jaguar carried out numerous changes to the Daimler V8 engine during development of the saloon, which included swapping the cylinder head studs for set bolts (enabling the heads to be removed with the engine still in place), redesigning the sump (for an easy fit between the Mk2's front suspension units), repositioning the water pump and fitting new-design exhaust manifolds.

The suspension settings were altered for the Mk2's transformation into a Daimler, with the less weighty V8 engine (saving 51kg over the regular straight-six) inevitably creating a difference in weight distribution.

There were no problems when it came to power, with the 2½-litre V8 offering an impressive 140bhp at 5800rpm (and a useful 155lb.ft. of torque at 3600rpm), aided by twin SU HD6 carburettors.

Throw into the mix Borg Warner Type 35 automatic transmission and the end result was a luxurious, immensely comfortable saloon with strong performance and – as you'd expect from a Daimler – an effortless driving style.

The company's stylists were tasked with making the Daimler derivative look suitably different from the model on which it was based. The most obvious change was to the radiator grille, which followed Daimler tradition via its fluted top, while the bonnet was adorned with a 'flying D' mascot.

The boot lid sported both 'Daimler' and 'V8' badging, and was also fitted with a number plate lamp featuring an



**Steve Dunning, 1966 Daimler V8 and 1969 Daimler 250. The 1969 Daimler V8-250 can be identified from the 1966 Daimler 2.5 V8 by the "slimline" bumpers and over-riders.**

appropriately fluted chrome surround. The hubcaps (surrounded by handsome Rimblishers) were given 'D' emblems in their centres, while the rear bumper also received the same emblem treatment.

The Daimler 2½-litre V8's interior benefited from various changes over the standard Jaguar Mk2, including fitment of a split bench seat up front (which meant doing away with the centre console) for extra width and comfort, with everyone on board enjoying fine-quality hide and the usual array of wood-veneered trimmings.

The dashboard differed slightly from the Mk2's thanks to a veneered extension below the central part (housing the radio, heater controls and ashtray), while the Jaguar steering wheel was modified via the inevitable use of a 'D' central emblem.

## Daimler V8-250

Produced from October 1967 to 1969, the V8-250 was a minor facelift and differed in relatively small details. The cars were fitted with "slimline" bumpers and over-riders (shared with the Jaguar 240/340), negative-earth electrical system, an alternator instead of a generator and twin air cleaners, one for each carburettor.

Other new features included padding over the instrument panel, padded door cappings and ventilated leather

upholstery, reclinable split-bench front seats and a heated rear window. Power steering and overdrive were optional extras.

## Production

13,018 Daimler 2½ litre V8's were built between October 1962 and June 1967, with a further 4,890 Daimler V8-250's produced from July 1967 to July 1969.

From the moment of its introduction, the Daimler 2½ litre models provided a unique kind of luxury motoring.

The distinctive V8 two-and-a-half litre twin carburettor engine with its turbine-like smooth performance was powerful and progressive; be that with a Borg Warner Type 35 automatic transmission or a 4-speed all synchromesh gearbox, with or without overdrive.

There can be no doubt that these beautiful cars offered and still offer a very individual character, combining high performance with traditional Daimler comfort and refinement.

And in that respect, the 2½-litre (and its Daimler V8-250 successor) deserves a special place in the history of one of Britain's most prestigious marques. ■

*Information for this story from Classic Marque, April 2022.*

# 50th Anniversary of the XJ12 (1972)

It is hard to believe the XJ12 was launched 50 years ago. It was Lyons' crowning achievement with Jaguar now able to claim to have the fastest production four-seater in the world with a maximum speed just short of 140mph.

The XJ12 was also exceptional value for money, being roughly a 1/3 of the price of the cheapest Rolls Royce.

## XJ12 Series 1 (1972–1973)

The Series 1 XJ was mechanically ahead of its time with a smooth and very powerful engine with advanced suspension for significantly improved ride refinement that became synonymous with Jaguar saloons.

## Design

The overall shape of the XJ remained identifiably Jaguar and was another masterpiece by Sir William Lyons and Jaguar Chief Vehicle Engineer Bob Knight whose development work set new standards for ride and refinement.

The main assemblies carried over from previous models including the independent rear suspension (IRS) and the subframe mounted independent front suspension incorporating new anti-dive geometry and power-assisted steering.

The XJ used the iconic Mark X upright and slightly forward-leaning nose design with the four headlamps set into rounded front fenders.

The XJ also inherited the Mark X twin fuel tanks positioned on each side of the boot and filled using two separately lockable filler caps.

## Interior

The interior was a further development of previous saloons with a walnut-veneer dash and a speedo and rev counter set squarely in front of the driver.

The XJ's were renowned for their specially designed fully-reclining seats that were regarded at the time as one of the most comfortable seats installed in a motor car.

Pile carpeting over a thick layer of felt covered the floor, and nylon headlining was fixed directly to the roof as in the 420. Electrically operated windows and air-conditioning was optional.

## V12 - Pussy Galore

The XJ12 featuring simplified grille treatment, and powered by a 5.3 litre V12 engine coupled to a Borg Warner Model 12 transmission.

Although it had always been Jaguars intention from launch that the XJ would take the twelve-cylinder engine, its installation was nonetheless a tight fit, and providing adequate cooling had been a challenge for the engineers designing the installation.

Bonnet louvres such as those fitted on the 12-cylinder E Type were rejected and instead the XJ12 featured a complex "cross-flow" radiator divided into two separated horizontal sections supported with coolant feeder tanks at each end. The engine fan was geared to rotate at 1¼ times the speed of the engine, subject to a limiter which cut in at a fan speed of 1,700 rpm, while the car's battery had its own thermostatically-controlled cooling fan.

## Daimler Double Six Vanden Plas

The Daimler Vanden Plas was officially announced in September 1972 and became the most expensive car in the line-up (but still about half the price of the cheapest Rolls-Royce).

The Vanden Plas wheelbase was extended by 4 inches to give more space in the rear compartment (LWB). They were trimmed to a higher standard and repainted in one of seven special colours and fitted with a vinyl roof.

The most significant change from the Jaguar was to the rear seat, which featured sculpted seating areas rather than a flat rear bench.

## Reviews

Preliminary reviews of the car were glowing, noting the excellent brakes and superlative ride quality, regardless of the road surface. Several magazines claimed the XJ12 was the smoothest and quietest car they had ever driven and that the handling was considered unmatched by any other saloon.

## Production (Series 1 XJ12)

S1 Jaguar XJ12 swb XJ12 5.3	2,474
S1 Jaguar XJ12 lwb XJ12 5.3	754
S1 Daimler Double Six swb	534
S1 Daimler Double Six Vanden Plas	351

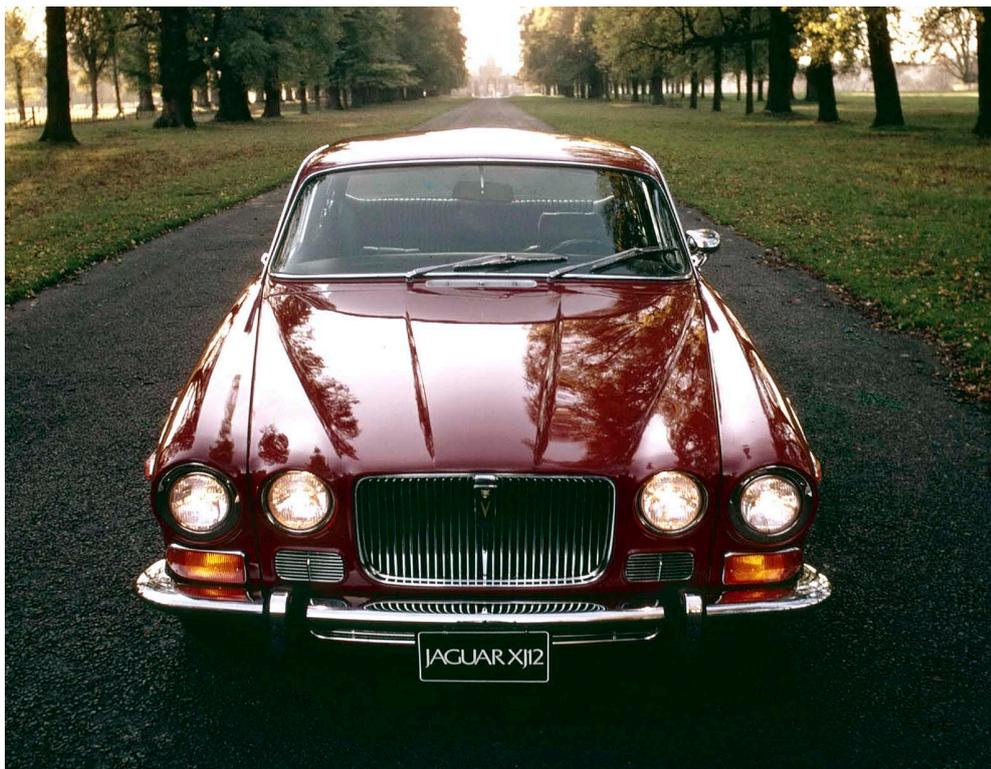
## Collectability

The main reason why people bought the XJ6/XJ12 in the 60s, 70s, and 80s is still evident today. A design that is beautiful, graceful and completely unique in a way that few other sedans have been able to match before or since.

The Vanden Plas Series 1 are rare today with only 351 built (LHD & RHD) before production switched to the updated Series 2 model in 1973.

In fact, good examples of any XJ12 that has been cared for and serviced religiously are becoming harder to find and more and more expensive to buy. ■

*Information for this story from Classic Marque, May 2020.*



*XJ12 raised the bar in terms of smoothness...*

# Celebrating 30 Years of the XJ220

Although the concept of producing a “Supercar” commenced in 1987 and the prototype quad-cam V12 4WD was shown to the world in 1988, production of the XJ220 did not commence until April 1992.

Ironically, just like the XJ-S, it has taken 30 years to be appreciated as the superb sports car that it is.

## Prototype - Launch and Reception

Reception for the new “Supercar” in 1988 was so great that Jaguar decided to put it into production, and within a short period they received nearly 1,500 deposits of £50,000 each. The list price on 1 January 1990 was £290,000, but that increased significantly in 1992 due to the indexation of contracts that took into account annual inflation.

## Reality - Production Car

As Jaguar’s engineering resources were tied up with the XJ and XJ-S models, they were unable to build the XJ220 in-house. Jaguar already had an existing joint venture with TWR, called JaguarSport Ltd, which was set up in 1987 to produce racing cars. TWR and JaguarSport formed a new company, Project XJ220 Ltd, specifically for XJ220.

While the future of the XJ220 was looking bright, the reality was anything but. The 4WD and rear-wheel-steering system was ditched for a simpler RWD layout, but the major change was yet to come - the engine.

## Bye, Bye, Quad-Cam V12

The original 6.2-litre V12 quad-cam power unit was replaced with a bi-turbo 3.5-litre V6 engine. The loss of the V12 was a significant disappointment to many and led to a number of customers cancelling their orders for the car.

The V6 engine named the JV6, developed a mighty 542bhp at 7000rpm. It was undoubtedly enough horsepower for quite remarkable levels of performance.

## Exterior & Chassis

As the internals of the car were radically different to the concept, the production XJ220’s body received some hefty changes as well.

While the aluminium panels remained, the scissor doors were dropped in favour of normal ones and the car had a shorter wheelbase and overall length thanks to the V6 engine. Larger air intakes were designed into the body as



**This XJ220 is owned by club member Dr Sam Shahin. It has been on display at “The Bend Motorsports complex”. Pictures of the XJ220 do not do it justice when compared to seeing the car in person. It is simply impossible to capture the size and the detail in a photo or video.**

the turbocharged engine required two intercoolers.

Jaguar not only dropped the 4WD rear-wheel steering setup, but they also removed the adjustable suspension, and active aero. However, a roll cage was integrated into the chassis and this provided an increase in structural rigidity.

The cars used a five-speed gearbox (but a six-speed may have helped reach 220mph).

## Production & Sales

The first production car was unveiled at the Tokyo Motor Show in October 1991, with the first customers able to take delivery of their cars in June 1992.

However, a different specification wasn’t the only problem facing the car. Due to the delay and rising inflation, the price of the XJ220 jumped £160,000 to £450,000.

Jaguar suddenly faced around 75 of its would-be customers defaulting on their contracts, refusing to take delivery of their car and even sacrificing their £50,000 deposit, rather than pay the full retail price.

Although the courts ruled in Jaguar’s favour, the company remained stuck with many unsold cars.

Production halted in April 1994 with just 281 of the proposed 350 cars produced.

## Speed Record

The XJ220 held the record for the fastest production car in the world at 217 mph, until the arrival of the McLaren F1 and its incredible 240mph run in 1998.

## Racing

Jaguar introduced a racing version of the XJ220 in 1993. Three XJ220-C’s were entered in the 1993 Le Mans 24 hr race with the one driven by David Brabham, John Nielsen and David Coulthard, winning the GT class, beating Porsche by two laps.

However, the celebrations were short lived, with the car controversially disqualified for failing to run with catalytic converters.

## XJ220-S

A road-going XJ220-C was developed by TWR. The XJ220-S featured one-piece carbon-fibre-reinforced polymer bodywork and a tuned 690hp engine. TWR also replaced the hidden headlamps with Perspex covered lights and the interior was stripped out to be like the XJ220-C.

## Summary

The XJ220 was the forgotten “Supercar” of the Nineties. While the Ferrari F40 and Porsche 959 became collectable, their values growing accordingly, the XJ220 was at best ignored, at worst derided.

That situation has turned around given that Keith Helfet’s beautiful design has finally been given the recognition the car deserves. Jaguar’s XJ220 may have faced an uphill battle when it was new, and it may have taken 30 years, but today the “Supercar” has finally joined the ranks of the truly desirable. ■

*Information for this story from Classic Marque, February 2022.*

# 25th Anniversary of the XJ X308

Released in October 1997, the XJ X308 Series 1 is now celebrating its 25th anniversary since the model began rolling off the production line.

It was the third and final evolution of the XJ40 platform which had been in production since 1986 and followed on from the XJ X300. The biggest change was the replacement of the six-cylinder engine with a V8, first seen in the XK8 a year earlier.

## Exterior Differences

Although the X308 kept much of the same exterior styling as the XJ X300, 30 per cent of all the panels were changed, and the amount of high-strength steel in the body was doubled.

The bumper style was new and more curved and the chrome quarter blades were mounted at the top, replacing the single piece chrome on earlier cars. Even the radiator grille was re-shaped subtly.

At the rear the same style of bumper followed through incorporating a neat lip spoiler below, and again the twin chrome blades replaced a single piece of chrome. The taillights now had red/clear lenses rather than the X300 red/grey lenses.

There was new badging and oval exhaust pipes plus the instantly identifiable high set brake light in the back window.

Wheel size went up to 17-inches on the standard cars, giving the X308 a more contemporary stance.

## Interior

The biggest change to the interior on the X308 was to the dashboard, which had remained essentially the same since the original XJ40, with only detail changes over the years. The rectangular instrument binnacle gave way to three deeply recessed dials similar in style to the XK8.

The new fascia also allowed for the restoration of a proper glove compartment, which had been lost when the original XJ40 dash had been retrofitted with a passenger side airbag.

## Mechanicals

No manual gearbox or limited slip differential option were available for any models. The 5-speed automatic was either a ZF 5HP24 or Mercedes-Benz W5A580 (supercharged models only).

Computer-controlled suspension was available as a feature named "Computer Active Technology Suspension" (CATS).

## Models -XJ8

The 3.2 litre saloon was considered the entry model to the range and only offered on the standard wheelbase.

However, the XJ8 came standard with more equipment than had been fitted to entry-level XJs in the past, including leather upholstery, alloy wheels, and air conditioning. The door mirrors and door handles were body-coloured.

The 4.0 litre saloon was an amalgam of the 3.2 litre and Sports saloon and can be differentiated by the Sports blackened windscreen and rear window surrounds.

## Sport

The Sports model offered stiffer suspension, sportier seating and interior colour combinations, and wider/larger wheels than the XJ8.

## Sovereign

The Sovereign represented the highest luxury specification for Jaguar models, sitting next to the XJR, which provided the ultimate performance.

Externally a Sovereign is distinguished by the complete use of highly polished steel/chrome work around windows and rear light clusters; as well as polished radiator grill and boot garnish.

Jaguar also released a long wheelbase version of the Sovereign in 1998. There is also correspondingly taller rear roof profile to provide additional headroom.

## XJR

The XJR is powered by the supercharged version of the 4.0 litre V8. It was also equipped with sport suspension, wider wheels and tyres, and matte-black

exterior window trim. There is no chrome on the car at all except for the bumper blades.

The XJR was capable of reaching 97 km/h (60 mph) from a standstill in 5.6 seconds, with an electronically limited top speed of 249 km/h (155 mph).

## Daimler/Vanden Plas

The top-of-the-range Daimler featured softer suspension and all available luxury features. They were cosmetically differentiated from the Jaguar by the traditional Daimler fluted radiator grille surround and fluted boot-lid plinth.

The Daimler and Vanden Plas cars were also available with the supercharged engine found only in the XJR. This model was named the Daimler Super V8.

## Reception

Motor Trend described the X308 as, "a masterful blend of British luxury and American muscle. This car makes you feel elegant and gets sweeter by the mile," calling it a "muscle car in a tuxedo."

Jeremy Clarkson of *Top Gear* remarked that the X308 is "faster, in the real world, than a Ferrari F355... fastest saloon I've ever seen, the epitome of luxury, beauty, and performance".

## Production

X308 production ceased in December 2002 after 126,260 examples had been built. The X308 was replaced by the all-aluminium X350. ■

*Information for this story from Classic Marque, June 2021.*



**Tony & Glenda Carrig, 4.0 litre Green Pearl Metallic Sovereign XJ X308. The Sovereign was the top of the range Jaguar and used the 4.0 litre V8 engine and featured highly polished steel/chrome work around windows and rear light clusters; more elaborate and extensive wood veneer (as opposed to plastic in other models) and higher quality leather.**

# Celebrating 20 Years of the XJ X350

Twenty years ago, the XJ X350 made its debut at the Paris Motor Show. The all-aluminium X350 was a radical departure for Jaguar, even if it didn't look it.

## Design

Apart from the new body and chassis, the X350 had a new V8 engine, as well as greater interior and luggage space. It was the first Jaguar XJ to be completely designed under Ford ownership.

The X350 was noted for its advanced electrical systems, self-levelling adaptive air suspension and full aluminium unibody chassis and bodywork, among the first for a mass-produced automobile.

In the end the X350 was longer than a Mark X/420G (3,048mm) and was wider, longer and higher than its predecessor (X308) with increased head, leg, and shoulder room.

The X350 employed a familiar Jaguar face, with the sculpted four-lamp front end and slatted grille, familiar from the earliest XJ. In the end the appearance of the car really didn't matter a great deal, since road testers and customers alike were impressed by Jaguar's newfound standards of quality, refinement and pace.

## Engineering

The X350 employed a multi-link layout with four-wheel self-levelling adaptive air suspension instead of the previous generation's double wishbone IRS.

Suspension was controlled electronically, requiring no intervention from the driver, to adjust damper settings and adjust ride and handling under varying conditions.

## Engines

After dropping the six-cylinder engine for the X308, the X350 re-introduced a range of petrol and diesel V6 engines. The regular XJ8 model ran the 32-valve 4.2-litre evolution of the AJ-V8 engine, rated at 298 bhp, with the supercharged version in the XJR knocked out a handy 400 bhp.

A 3.0 litre V6 from the S-Type was used for the X350 and in 2005 the X350 included the diesel-powered 2.7-litre twin-turbocharged V6 that was also used in the S-Type.

## Transmission

A new six-speed 6HP26 ZF automatic gearbox was fitted to all models. It was lighter than its predecessor and offered better economy with lock-up on all gears and a larger spread of ratios.



Andrew & Milly Costi, 2005 XJ X350 3.5 litre V8

## Safety

Safety systems included four-channel anti-lock brakes with 'Emergency Brake Assist'; 'Traction Control'; 'Dynamic Stability Control'; and front, side thorax as well as full-length side curtain airbags.

The cars were also fitted with electronic coordination of seatbelts and airbags, marketed as 'Advanced Restraint Technology System' (ARTS).

## XJR X350

The 2003 Jaguar XJR was almost anonymous to look at. Other than the 'XJR' badge on the boot, different alloy wheels and mesh front grille, this 400hp supercharged saloon could slip past unnoticed. However, it was capable of slipping past other traffic with no trouble at all, although it was electronically restricted to 155mph.

All of that subtlety was carried over into the cabin, which was opulently equipped but not garish. In mid-2007, the XJR got deeper front and back bumpers and side skirts.

## Long Wheelbase

The long wheelbase model, introduced in 2005, was the longest vehicle Jaguar had manufactured at the time with the rear doors 5 inches longer.

The rear seating of long wheelbase models could be equipped with either fixed or power-adjustable bench or individually powered and heated seats.

## Daimler Super Eight/Super V8

The Super V8, also known as the Daimler Super Eight, was the most expensive model, with the XJR being the second most expensive model in the range.

The Super V8, which debuted in the 2003 model year in the new X350 body style, was initially of a short-wheelbase configuration.

This became an option in 2004 when a long-wheelbase configuration was introduced, along with the supercharged variation of the XJ8 with the more luxurious Vanden Plas, or Daimler interior.

A distinctive wire mesh grille and chrome-finished side mirrors set the Super V8 and the XJR apart from the less expensive XJ saloons.

In 2005, the Super V8 model was replaced by the Daimler Super Eight in all markets other than North America.

The Daimler Super Eight was essentially the same car, but with the addition of a different grille, boxwood inlays finished in wood veneer and several other interior luxuries as standard.

## Fuel Economy

The Jaguar X358 TDVi was featured in an episode of BBC 2's Top Gear, where it drove from Basel to Blackpool Tower on one tank of fuel. Jeremy Clarkson, who was driving the car at the time, described the car as "astonishing".

## Review

At the time of release the independent press rated the XJ X350 above the Mercedes Benz S-Class in all round competence. ■

*Information for this story from Classic Marque, July 2021.*

# 15 Years Since the Launch of the XF

The first production XF rolled off the production line at the Castle Bromwich Jaguar Assembly Plant on 26th November 2007.

## Jaguar XF X250

The XF four-door saloon was produced as a replacement for the S-Type and became the pioneer of the contemporary Jaguar sportive styling.

The styling incorporated an oval mesh grille recalling the original XJ of 1968. The boot lid retained the S-Type's chromed blade to its edge and included a "leaper" hood ornament.

## Interior

The interior included air conditioning vents which were flush-fitting in the dash, rotating open once the engine was started, and a rotating gearshift dial, marketed as a JaguarDrive Selector, which automatically elevated from the centre console.

The XF had no cloth interior option, with all trim levels featuring leather. Wood veneers were also available along with aluminium, carbon fibre and piano black lacquer trims.

## Chassis

The basic substructure of the XF was carried over from the preceding S-Type with the suspension and mountings the same as that used on the XK8.

Sound and vibration insulation was provided by the addition of a special underbody tray and engine mounts, a tuned exhaust system, and a double bulkhead between the engine bay and passenger compartment.

In August 2009 the bodyshell was stiffened with a new rear subframe and the adoption of a boot cross-brace (previously restricted to the SV8).

## Engines

The engine line-up was basically the same as used in the S-Type. In Australia the XF range initially consisted of the 2.7 litre twinturbo diesel V6, a 4.2 litre petrol V8 and a 4.2 litre supercharged petrol V8 engine. In 2008, the range was expanded with the introduction of the 3.0 litre petrol V6.

In August 2009, the 3.0DS replaced the 2.7 litre, while the 4.2 V8 and Supercharged V8 variants were effectively replaced by a naturally aspirated and supercharged 5.0 litre direct-injection V8 petrol engine.



*Ron & Claire\_Palmer, 2014 Ultimate Black XF Sedan*

## Transmission

All XF models were automatic. Initially a six-speed ZF 6HP26 automatic was used.

During 2012–2013, the 6-speed auto was replaced with an 8-speed ZF 8HP70 transmissions for all engines. The gears could either be selected using a rotary dial, or could be manually controlled using paddles behind the steering wheel.

## Safety Equipment

Both NCAP and Australian ANCAP gave the 2010 XF a four-star safety rating.

## Security

The XF was tested by Thatcham's New Vehicle Security Ratings (NVSR) and achieved a 5-star rating for anti-theft and a 4-star rating for theft from the car.

## Luxury Editions

These cars were further equipped with 18-inch alloy wheels, a six-disc CD player, auxiliary input and MP3/WMA-compatibility, additional front seat power adjustment and driver memory settings (driver's seat, mirrors and steering wheel).

In October 2011, standard features for the Luxury editions were extended to include bi-xenon headlights, front parking sensors and a reversing camera.

## Premium Luxury Editions

Featured 19-inch alloy wheels, a nine-speaker sound system (including subwoofer), full leather upholstery, bi-xenon headlights with washers, front parking sensors, reversing camera, electrochromatic power folding mirrors and burr walnut trim.

## XF SV8 (2008-2012)

Compared to the Premium Luxury, the SV8 featured 20-inch alloy wheels with sports suspension, fourteen speaker Bowers & Wilkins surround sound system, heated and ventilated front seats with adjustable bolsters, TV tuner, voice recognition and tyre pressure monitoring.

The SV8 was also fitted with Jaguar's CATS (Computer Adaptive Technology Suspension) and two-stage adaptive dampers which continually adjusted to road conditions and driving inputs.

## XFR (2009–2015)

These cars featured the new 5.0-litre supercharged AJ-V8 Gen III engine rated at 510 PS (375 kW; 503 hp), a revised front bumper and spoiler and 20-inch (508 mm) alloy wheels.

## Awards

The XF X250 received more awards than any previous Jaguar model. One of these awards including "What Car?" best Executive Car category four-times (08-11) with judges calling it a 'seriously desirable and sophisticated car'.

## Overview

The XF's importance on Jaguar's fortunes cannot be underestimated. Stuck in a retro-design rut that wasn't going anywhere, the saloon returned Jaguar to the fresh, new designs it was once renowned for. It set the tone and lay down the foundations for future models. ■

*Information for this story from Classic Marque, May 2022..*

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# JLR Opens New Innovation Hub

JLR have just announced a new “Open Innovation” strategy, which will help bring next generation technology and sustainability into the JLR’s business model.

People now expect to have previously-unheard-of levels of technology in new vehicles, and Jaguar will need to provide that to remain competitive.

The new strategy is being done in partnership with investor **Plug and Play** and will result in the opening of a new ‘first-of-its-kind innovation hub’ in the UK near the JLR’s Coventry HQ.

Additionally, two new partnerships with **Cubo Itau** and **Firjan** will give JLR a new foothold in Latin America through similar hubs. Those two companies have a hand in getting startups off the ground.

JLR hopes these partnerships will lead to further innovation in the growing Latin American market.

As for the hubs themselves, JLR wants to use them to create new jobs and opportunities that it hopes will lead to collaboration with new partners throughout the industry. The aim is to allow JLR to test new technologies



*Proposed new innovation hub. JLR has launched a global programme to create and accelerate next-generation technologies with the aim of providing tangible benefits for buyers of models like the I-Pace and future EV Jaguars.*

and business strategies without implementing them on a larger scale.

According to JLR, the overarching goal is to help the brand reach its goal of net-zero emissions by 2039. JLR has an existing plan for that under its Reimagine strategy, which aims to make the brand “the creator of the world’s most desirable luxury vehicles.”

With Jaguar aiming to be an electric-only brand by 2025, a shift to sustainability and will hopefully attract more buyers.

So, what does all that mean for consumers? Hopefully a more advanced and quality product.

These new partnerships and goals should also translate directly to better and more advanced technologies in JLR models.

Consumers know Jaguar can manage luxury just fine, but whether it can integrate tech and reliability will be the make-or-break point in the coming years.

*Information for this story from Carbuzz and Jaguar Land Rover.*

## JLR - Positive Cashflow and Profit Margin For Q4

JLR has reported its financial results for the three months to 31 March 2022 (Q4) and for the full 2021/22 fiscal year (FY22).

They produced a positive free cash flow and ‘Earnings Before Interest and Tax’ (EBIT) in Q4, despite ongoing semiconductor supply challenges.

Production and sales have remained constrained by semiconductor shortages, resulting in a loss and cash outflow for the full year.

JLR continues to see strong demand for its products with global retail orders at record levels.

The mix of EV retail sales increased to 66% for the full year compared to 51% in the prior year.

Demand remains strong with the orders growing to a new record 168,000 units at 31 March 2022.

Commenting on the financial results, Adrian Mardell, Jaguar Land Rover’s Chief Financial Officer, said: “Despite the ongoing semiconductor supply

constraints limiting production, we have delivered a second successive quarter of positive cashflow demonstrating our continuing focus on revenue optimisation and cost efficiencies. Despite the present chip supply, inflation and other challenges, our lower breakeven point should position us well as volumes gradually recover.”

### Ukraine/Russia

The Company has responded to the conflict in the Ukraine by providing humanitarian support to the families of Ukrainian employees of their Slovakia plant and through the supply of vehicles to the International Federation of Red Cross and Red Crescent Societies.

Sales to Russia remain paused, resulting in an exceptional charge of £43m in the fourth quarter.

Combined sales to Russia and Ukraine historically account for about 2.5% of JLR’s global sales. JLR advised that the impact on production has been limited to date due to active management of their parts supply chain.



While JLR has a relatively small number of parts that are sourced from the affected countries, it is too early to say how future commodity supply and pricing could be impacted.

JLR expect the global semiconductor shortage to continue through the next fiscal year with gradual improvement. However, the COVID lockdowns in China are expected to limit volume improvements in Q1. Volumes are expected to improve progressively thereafter. ■

*Information for this story from AutoCar and Jaguar Land Rover.*

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# Self-Driving Jaguars on The Road in the US

In 2018 Jaguar teamed up with [Waymo](#) to fit out 20,000 of its I-Pace SUV for complete self-driving autonomy. Four-years later the program is well under way.

Waymo, Google's autonomous car company has begun to roll out its fully autonomous I-Pace with no human behind the wheel by offering its San Francisco employees fully autonomous rides.

Waymo will begin its rider-only operations within its "initial San Francisco service territory," and gradually ramp up from there.

Waymo is not yet offering a service, which would require a "driverless deployment permit" from the California Department of Motor Vehicles. Waymo has already scored a "driverless testing permit", under which the company will be ferrying its employees and human safety operators.

The expanded testing comes nearly a month after Waymo said it would soon begin charging Bay Area residents for robo-taxi rides with a human operator on board after securing a permit from the California Public Utilities Commission.



*Jaguars' long-term partnership with Waymo, Google's self-driving car company, to develop 20,000 premium self-driving I-Pace SUV's models have advanced to where driverless operations have begun in San Francisco.*

San Francisco has become something of a battleground between Waymo and its top competitor, [Cruise](#), GM's self-driving subsidiary.

In Phoenix, Arizona, however, Waymo has an established robo-taxi dominance. Waymo has operated in an approximately 50-square-mile area for years, both with a test program and a public ride service called Waymo One. Now it's officially expanding to Phoenix.

It's the first time Arizona riders have a chance to try the I-Pace vehicles rather than Waymo's vans.

The company hopes to eventually connect the two Arizona service areas, allowing people to travel between Phoenix and Chandler in its vehicles. ■

*Information for this story from Waymo.*

## Review: I-Pace Still One of The Best EV's In the Game

GQ, an American International monthly men's magazine based in New York has just completed a review of the latest model [I-Pace](#) and noted that despite little development since 2018 – it remains one of the best.

They note that the I-Pace has the footprint of Jaguar's small, [E-Pace](#), but inside it's almost as big as the last standard-wheelbase [XJ](#). It's plush, it's high-tech, it goes fast and has legitimate off-road creed.

But with those high wheel arches, short overhangs and cab-forward design (achieved by not having a thumping block of cylinders out front), is it a lux-o-barge; a city car; a 4x4 or a 400bhp sports car? The answer is all of the above.

Despite being four years old in a rapidly developing marketplace, the I-Pace still has the largest breadth of abilities of any EV. It can carry a CEO or family of five in perfect comfort, hit 60mph in 4.5 seconds, thrill around corners, scale a mountain and save the whales.

A weak point: Jaguar claims a range of 298 miles, but you won't achieve that driving like Stirling Moss.

A large part of the story then concentrated on, not the I-Pace, but the lack of charging facilities in Scotland where the road test was carried out.

As an example, they noted that there were often only a few chargers in each location. If you have an EV you'd better get used to other motorists pitching up within seconds of you plugging in, asking how long you'll be, and scoffing if they see you've got more than 50 miles of range already.

GQ finished by saying that the car industry has been lightening quick in developing excellent fully-electric cars and that Jaguar were the quickest of all the luxury manufacturers. Now the charging infrastructure needs to catch up. It'll happen, because it has to. ■

*Information for this story from GQ (By Adam Hay-Nicholls)*



*GQ Magazine review found that electric cars are good, and the Jaguar I-Pace – despite little development since 2018 – remains one of the best.*

Jaguar Drivers Club of South Australia

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# I-Pace Road Test by Australian Drive TV

Jaguar's award-winning, I-PACE was featured on Drive TV in a road trip from Bowral in NSW's Southern Highlands to the white sands of Hyams Beach.

Host Trent Nikolic found the I-PACE "most inviting for a long road trip". Refined and fun to drive, he made the journey with "real ease" and concluded the I-PACE is the "definition of a luxury electric vehicle".

After the trip, Nikolic's full review of the I-PACE found it ticked every box you would expect it to, and was a beautiful car to drive, even out of its comfort zone. Captivated by the exterior styling, he loved the way "the clever door handles retract back into the body for a sleek appearance, the subtle tailgate spoiler looks the part, and premium LED lighting leaves a strong visual signature".

Inside, the driving position "is spot on, featuring plenty of adjustment for all drivers, and is comfortable thanks to the quality of the front seats".

Even out on the open road for long stretches, Nikolic said "the I-PACE's cabin is as cosseted an environment as it is comfortable".

As he worked his way around the south coast of NSW, he always had plenty of charge in reserve as he approached each town with a charging station, meaning there was no "dreaded range anxiety".



Power wasn't an issue either. Equipped with an electric motor on each axle, the I-PACE "uses its 294kW and 696Nm to rocket from 0-100km/h in just 4.8 seconds". What most impressed Nikolic was "when we hit the twisty sections how well-behaved, how well-balanced, and how sporty the I-Pace feels".

He found the silence of the car and its poise enhanced the driver experience. The steering system was smooth and precise at any speed, with fantastic stability on the highway at 110km/h, and he felt "the I-PACE is a lovely vehicle to spend time with on an open road".

Improvements to infotainment and connectivity didn't go unnoticed for Nikolic, particularly on a long road trip. The 10-inch touchscreen was "bright and responsive in all conditions" and Apple CarPlay was "faultless". The Pivi Pro system worked well in every other

area too, "whether that be controlling functions within the infotainment system, monitoring what the battery system is doing, or simply using something as simple as the satellite navigation". Overall, the infotainment system has a premium feel to it, with the screen, graphics and displays all looking high class.

After a week and almost 2000km behind the wheel Nikolic "left impressed with the way the I-PACE behaves in the real world", finding a neat middle point between practical and sporty. And with edgy styling and clever design, the luxury I-PACE "still looks the part a few years after its original launch".

To watch the full 29 minute video goto: [Drive TV I-Pace Review](#) ■

*Information for this story from Jaguar Australia.*

## Arrival of the Australian F-TYPE 23MY V8

The highly coveted Jaguar F-TYPE has become even more irresistible with the arrival of the 23MY V8 line-up. With a choice of two supercharged 5.0L V8 engines, the F-TYPE R V8 delivers the power and agility of a thoroughbred.

State-of-the-art driving systems offer rapid acceleration that can propel the vehicle from 0-100km/h in just 3.7 seconds.

Adaptive and configurable dynamics allow owners to customise their preferred driving characteristics. With configurable dynamics the driver can adjust the steering weight, transmission map and throttle response, while adaptive dynamics sharpens the F-TYPE's response to provide an optimal driving experience at all times.

All models feature a Switchable Active Sports Exhaust system, so owners have

the option of releasing the incredible V8 signature roar - at all engine speeds.

The distinctive appearance of the F-TYPE presents a commanding road presence, with a form that is both athletic and elegant, and beautiful from every angle. On the outside, options include 19" or 20" alloy wheels and 26 luxury exterior paint colours.

Available as a coupé or convertible, customers can personalise their F-TYPE with extensive interior trim and seat options, including monogrammed Windsor leather. ■

*Information for this story from Jaguar Australia.*



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# Jaguar Achieves Podium in Monaco

At the halfway point of the season, Jaguar TCS Racing currently lies in 4th position overall in the championship and Mitch Evans remains fourth in the drivers' standings.

## Round 6 Monaco

The track was slightly revised, with the reprofiled Nouvelle Chicane used in 2021 being scrapped, making this the first time the traditional Monaco Grand Prix layout was used in Formula E.

Mitch Evans took his third Pole position in the World Championship and started the race at the front of the grid. The New Zealander held the lead of the E-Prix for the first 20 minutes. Leading the pack and towing the field behind cost Mitch valuable energy and he was forced to slow and recover (energy) during the second half of the race. Following strategic overtakes, Mitch was able to take the second spot on the famous podium.

Former Formula 1 driver Stoffel Vandoorne won the race to claim the lead of the championship.

Teammate, Sam Bird's bad luck continued with a collision which broke the track rod and ended his race after 13 minutes.

## Round 7 Berlin

On the Berlin Tempelhof airfield, Mitch Evans and Sam Bird lined up ninth and fifteenth on the grid respectively after a disappointing qualifying session. Both drivers performed impressive opening laps with Mitch gaining two places and Sam gaining four.



Both drivers and their Jaguar I-TYPE 5's showed excellent energy management during the race which allowed them to make key moves forward in the final stages.

Mitch Evans gained four places to finish fifth with teammate Sam Bird gaining eight places to finish seventh. In doing so they collected 16 valuable points for Jaguar.

## Round 8 Berlin

Mitch Evans lined up in ninth on the grid, with teammate Sam Bird in fourteenth after again having a disappointing qualifying session.

Mitch Evans held his position for the first ten minutes of the race before making an impressive overtake on Jean-Éric Vergne. The Kiwi fought hard to keep up momentum, but the abrasive track surface combined with heat of Berlin meant his rear tyres started to struggle and he began losing pace towards the end of the race.

Mitch was able to keep fighting and finished in tenth – the final point scoring position.

Sam Bird had a challenging opening few laps which saw him pushed wide and lose several positions early in the race. A solid energy strategy and an efficient Jaguar I-TYPE 5, enabled him to climb back through the field to finish in eleventh – just outside the points.

Mitch Evans is currently fourth in the drivers' standings while Sam Bird remains in twelfth.

Jaguar TCS Racing remain fourth in the ABB FIA Formula E World Championship teams' standings.

The ninth round of the 2022 ABB FIA Formula E World Championship takes place on the streets of Jakarta, Indonesia for the first time on 4 June 2022. ■

*Information for this story from Jaguar TCS Racing.*



# The World's Fastest Jaguar



*Editor: Thank you very much to the JDCA (Jaguar Drivers Club of Australia) and club member Gary Satara and editor Brian Todd for the following story.*

Even before the automobile, mankind was obsessed with speed. The desire to get there faster has been a measure of progress throughout history. However, the invention of the automobile has brought on an era in which man has been able to harness increasingly greater power and an explosion in increased speeds to produce an incredibly fast and often skittish machine. Enter Gary Satara.

Gary is general manager and financial controller of a large company in Sydney called GMK Logistics. That's trucking company in old language. Financial controller doesn't sound like a very exciting position but his business card lists his credentials as B Com, CPA, FAIA. "FAIA"??? that's Gary's way of checking whether the reader has an enquiring mind; the acronym is self-claimed as the "Fastest Accountant in Australia". Gary builds fast cars in his spare time with his current (Ford-motored) XJS clocked at 237 mph... that's just under 380 kph!...

And that would make it the fastest Jaguar on the planet with Jaguar Project 8 rated as 200mph. However, not content with the Ford Cleveland, Gary is building an XJS 12-cylinder motor, aiming for 1,000 hp at the flywheel, which will blow all records away.

## Henry Ford

Historically, men (and women) have always raced, however the land speed record came to the United States in 1904 when Henry Ford wanted to prove to all who would listen that his cars were built better than anyone else's in the world. On



# The World's Fastest Jaguar (cont)

January 12th at Lake St. Clair, Michigan near Detroit, Mr. Ford bounced his Ford Arrow across the frozen lake to reach an average speed of 91.37 mph (147.04 kph). He remarked of the run, after retirement, that it had scared him so badly that he never again wanted to climb into a racing car.

## DLRA

Researching for this report I quickly learned of the existence in Australia of the [Dry Lakes Racing Australia \(DLRA\)](#) and the many categories open to competition, with one of the weirdest being Darren Visser's 2006 recorded fastest speed of 55.87 kph...in a TRACTOR! I wonder, did he have any competition??

Now although we're interested in the fire-breathing XJS, Gary's last car (appropriately known as OVAKIL) was labelled the "Toughest Falcon in Australia" by Street Magazine back in the (80's and it was this motor which Gary threw into the XJS engine bay, with plans to later (now) replace with a Jaguar V 12.

## Building a Speed Record Car

A speed record car isn't something you buy off the rack. The project tends to be driven by one person and that person

is designer, fabricator, mechanic and ultimately driver. There is a backup crew who help and are generally as swept up in the passion as the driver, but the research and development are carried out with one vision. Fortunately, Gary is adequately skilled in all of these traits and has built a team over time who support and motivate him.

The build plan was to start at the back and work forward, finishing as much as possible on the way. His greatest fears on the runs were fire and / or becoming airborne, so a lot of time went into planning accessibility of fire extinguishers and corner weighting was a primary concern as weight was added over the rear axles in order to gain traction.

The donor body had 75mm chopped from the roofline and the car was further lowered by 125mm, bringing the roofline now barely one metre (40 inches) from the road surface.

The weight was reduced to around 1400kg and then 800kg of lead ballast (shot and molten) was strategically added throughout the car to help with traction and stability. The car weighs in at approx. 2,400kg with a weight bias of 52% front and 48% rear.

The ex-OVAKIL motor was a blown & injected Cleveland, with a Doug Nash 5 speed gearbox, 2.47:1 ratio fully floating 9-inch 4 link rear. Gary fabricated new engine and gearbox mounts, and to quote him: "they were strong enough to hold a bulldozer engine in". As Gary didn't have the budget to build a V12 and already had the blown V8 sitting on the floor he decided to use the V8 as the trial engine to get the aero and stability right before embarking on the V12 build, which was always the intention.

When fitted to the XJ-S, the blower and injection sat pretty high which looked tough but were an aero drag. The motor seemed to sit forward but to shift it further back would mean large scale remodelling of the firewall. As it is there is about 18" of space from the radiator to the front of the motor - which would be perfect for twin turbos (you never know.....). Realigning the motor/gearbox also required cutting out the trans hump as the box had to come up quite a bit. The shifter is in a handy position near the steering wheel.

This also meant that the driveshaft tunnel needed to be raised to fit the driveshaft. This is a flat top tunnel with a removable top to aid access to the mechanical's underneath.



# The World's Fastest Jaguar (cont)

The Jag sits pretty low so jacking plates were installed on the car to aid lifting it down at the lake.

## The First, Second and Third Attempt

The build took eight years with Gary, some mates and his father Boris doing what they could, when they could. Starting around 2005, the first attempt at Lake Gairdner (South Aust) in 2013 achieved 291 kph before the bonnet ripped from its mountings, unbalancing the car which went into a wild spin before coming to rest with Gary unharmed. In 2014 they returned to disappointing runs and finally in 2015 the car recorded its top speed with the Cleveland of 380.9 kph! In the process trouncing the Jaguar Project 8 on paper by 57 kph. Once again Gary was challenged on the run. "In 2015 it got very loose as I passed the 4-mile marker and I pulled the chute real quick. I remember thinking that it felt too far gone, the same as my 2013 spin at 195mph. Fortunately the chute pulled it straight just in time."

## Metamorphosis

Years of family life and business followed with the Shaguar (embarrassingly named after an Austin Powers Jaguar) slowly going through the metamorphosis which would result in a proper land-speed Jaguar. With an end point of 2022 a new race motor, bored and stroked with 14: 1 compression was found in Geelong and Gary retrieved it as soon as COVID restrictions allowed. A dry sump 4 stage oil pump was built in Melbourne...actually in preparation for the next motor which will use a stroked 84mm Walkinshaw crank, 370-amp alternator and crank support. The motor



was mounted leaving enough room for 2 x Rotrex superchargers, however being a longer motor, the gearshift is now a further 60mm back in the car.

The plan is to modify the standard Jaguar intake manifolds to expand the plenum area and have two drive by wire throttle bodies facing forward instead of sideways.

## V12 Jaguar Engine

Currently Gary has a naturally aspirated 5.7ltr race V 12 in the workshop, but as the salt this year was cancelled, he wants to start work on the 7.3ltr twin supercharged engine.

Fuel and ignition will be run by an Emtron V 12 EFI management system. Simple mods include a Clearview remote filter and Savy Motorsport 4 stage pump fed by a 5-gallon oil tank. Nothing is overlooked.

So, this is what a speed machine looks like in a normal shape of a car. "What" I hear you say "is the fastest car in the world?" The current holder of the

Outright World Land Speed Record is ThrustSSC driven by Andy Green, a twin turbofan jet-powered car which achieved 1227.985 km/h - over one mile in October 1997. (This is the first supersonic record as it exceeded the sound barrier at Mach 1.016). However, whereas the Shaguar is a car struggling to break loose of its environment, the Andy Green vehicle is a jet plane with downforce and wheels.

Memorably, Sir Donald Campbell ran many times on the salt flats now familiar to the XJ-S but died in pursuit of the water speed record. Sir Donald paved the way for people like Gary Satara to try to safely satisfy that need...that need for speed. However, like any good rainbow... once reached, the prize just moves further down the road. ■

*Words by Brian Todd with photos by Gary Satara.*

*To experience the 380km ride go to: [Worlds Fastest Jaguar.](#)*



# 1988 Jaguar XJR-9 Sells for A\$2.89 M

Listed with RM Sotheby's this 1988 Jaguar XJR-9 race car won the 1990 24 Hours of Daytona and helped propel Jaguar to the top of sports car racing.

It isn't often that a race car with pedigree goes under the hammer. It is even rarer with a race car that has won one of the world's most prestigious races.

Under the hood of this XJR-9 is a naturally aspirated 6.0-liter V12 highly tuned Jaguar race engine that helped to propel the car to a top speed of 240 mph, something that was hugely beneficial around the Daytona banking.

Designed by the highly respected and influential race engineer, Tony Southgate, Chassis TWR-J12C-388 was raced in IMSA (The International Motor Sports Association) from 1988 to 1990, winning the 24 Hours of Daytona that year in the hands of Davy Jones, Jan Lammers, and Andy Wallace. To further prove 388's winning credentials, it scooped the prize of fastest lap as well.

The car retired from racing at the end of the 1990 season and later sent to the TWR museum. That museum was disbanded in 2003, but the Jaguar found a new home and received a full restoration in 2006.

Chassis 388 is a very special survivor because it is one of just two Castrol-liveried purpose built IMSA XJR-9s to ever exist, and is now the only one left in the world.

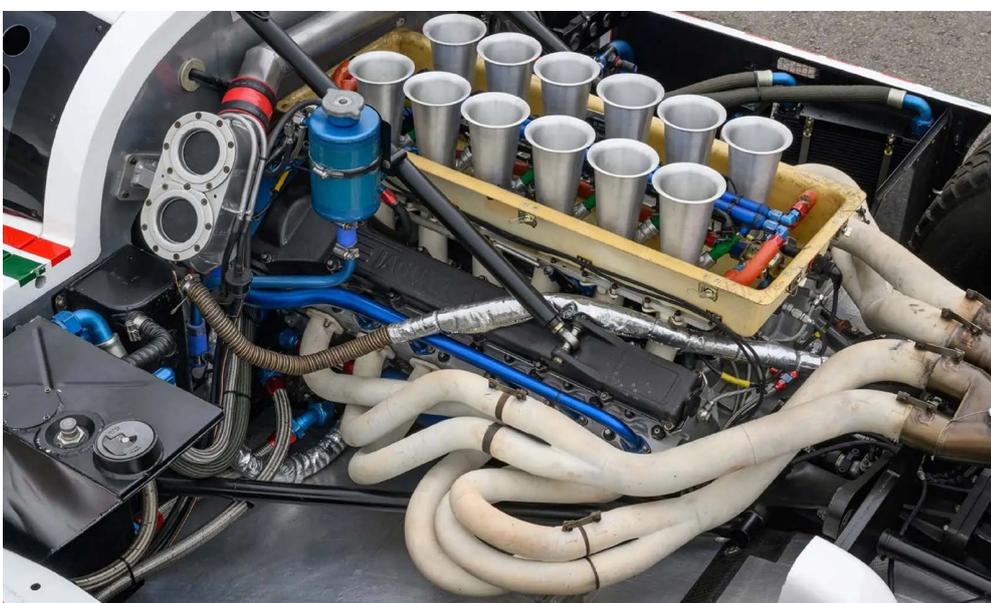
The car is one of the most significant cars in the history of Jaguar and built at the time when the brand was building the epic XJ220 supercar.

Despite carrying a massive V12 under the hood, the car weighs just under 900 kg thanks to its Kevlar and carbon fibre construction. It is a piece of motorsport art, and one that can still put on a show on the racetrack.

Chassis 388 is ready to race and has a lot of chapters still to write in historic Group C prototype racing.

XJR-9 headed to the seller's block at RM Sotheby's Monaco auction on May 14 and sold to an unknown buyer for €1,917,500 EUR (A\$2.89 million). ■

*Information for this story from RM Sotheby's.*



# E-Type 60th "Diamond" Anniversary Run



# E-Type 60th “Diamond” Anniversary Run

*Editor - A spectacular and exceptionally well managed event that I was fortunate enough to witness, along with a group of fellow South Australians. The following words are from Gail Bradley, one of the dynamic four that put this extravaganza together.*

## Introduction

It began with a Diamond and ended with a Brilliant (event). This is the tale of the Jaguar E-Type 60th “Diamond Anniversary” Run, enjoyed by E-Type owners and drivers from VIC and SA, 30 April - 2 May 2022, Mount Gambier.

Postponed seven months, due to COVID-restrictions and state border closures, from the original 60-year anniversary of the launch of our iconic vehicle in 2021, The Diamond Team comprising Gail Bradley, Keith Francis, Andrew Sorrell and Maria Sorrell, breathed a collective sigh of relief when 17 “sorry we are unable to attend” were replaced with 15 new enthusiastic attendees to create a complement of 90 people in 46 vehicles, 42 of which were E-Types.

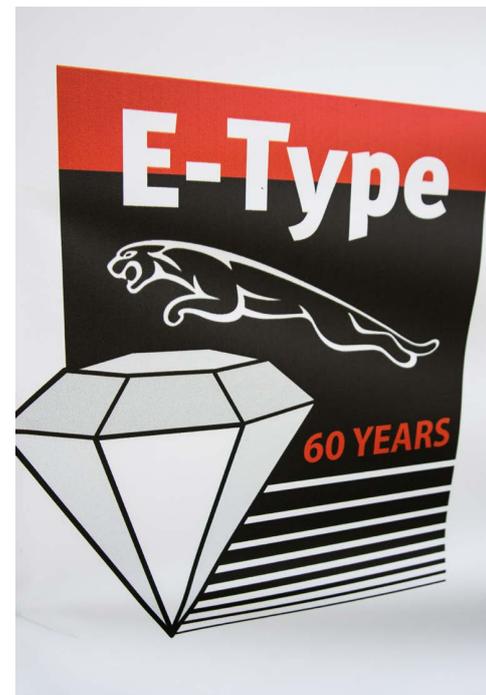
From the early days, we’d planned an event that glittered. We wanted it to be memorable, glorious and a stand-out in the minds of our attendees. Billing it as “the Event of the Decade” we wanted a

blend of driving, displays, meals, leisure times and opportunities for friendship-building, while delivering quality show-bags, lifetime memories and a stunning “All White and Diamond Banquet” with superstar entertainment.

Having sold it, we set about delivering it, creating many “firsts” for our Register including: a digital registration form and communication channel, our own brand of apparel, monthly Bulletins (11 in total), quality prizes for raffles and quiz, inviting our SA colleagues from JSCSA to attend what would normally be an all-VIC Spring Run, and the big one, inviting Sponsors to contribute cash or goods to fund the splendour we’d envisaged.

Words cannot express our gratitude to our Sponsors for giving us a Budget of over \$10,000 which afforded the quality we sought. Most names appear in the article in italics, and others include [OSS International Relocations](#) (Andrew Sorrell), [JLW Group Holdings](#) (Allen Williams) and [AJW Fraser](#) (Andy Fraser).

And how did it go? Ask anyone who attended or judge for yourself from the following pages. We were told many times we delivered “The Best Jaguar Event Ever”. While we quietly agree,



*Diamond Anniversary Logo*

we don’t plan to run the Platinum Anniversary Event of our gorgeous cars, although our superstar entertainer tells us he plans to perform for us again in 10 years’ time. We sure hope our wonderful Seeker, Mr Keith Potger, is able to do that!

## Friday 29 April

Departure Day for the majority of cars saw inclement weather leaking rain into our Roadsters and witnessed five malfunctions on both sides of the SA/VIC border, hastily repaired, with some E-Types arriving later into the night. Everyone made it!

Our rendezvous was at “The Barn” outside Mount Gambier, a huge conference, dining, accommodation and wedding venue, replete with roses, walkways, pergolas, a long drive and several eating and drinking options. It was large enough to house us all in a variety of room types and standards. The folk at The Barn could not have been more welcoming or professional, even though COVID hit some of their key staff in the preceding week.

Greeted with their high-value logo-imprinted cooler bags as “show-bags”, guests found inside them 60th Anniversary logo-emblazoned useful cups and bottles, mobile phone chargers, mints, watch cases, pens, keyrings,



*The Diamond Team (L-R): Gail Bradley, Maria Sorrell, Keith Francis (missing is Andrew Sorrell - probably taking the photo). As members arrived at “The Barn” they were greeted by the team and handed a bag full of goodies. Seen here being welcomed is Mark Weller.*

# E-Type 60th “Diamond” Anniversary Run (cont)

*Wilderness Wear* (Phil Endersbee) bamboo socks, their ticket boxes containing passes for the weekend, their *David East Jewellers’* (Morry Rubenstein) tickets for an \$1,800 diamond pendant raffle, and their *V & A Spiteri* (Andrew Spiteri) lanyards and id cards. A Diamond Lanyard awaited employment at the Banquet.

Our evening function “Drinks on the Terrace”, was the usual grab-bag of tall tales about hairy driving experiences and new people being welcomed by established Register folks with the standard greeting “And what model E-Type do you drive?”

## Saturday 30 April (Morning)

Following breakfast, we drove to the Mount Gambier Visitor Information Centre where our cars were lined up in series order, complete with a personalised Display Card per vehicle and signage from JCCV, at the *Glenn Olsen Jag E-Type Restorations* Display (Glenn Olsen) in the shadow of the Lady Nelson. This was attended by the press with an article appearing in the South East Voice newspaper. As usual at a Display, every one compared their vehicles, flipped open their bonnets, chatted, lined up for coffee, and waved at the drone and photographers.



## Diamond Anniversary Sponsors

### Saturday 30 April (Evening)

Saturday afternoon was at leisure until the *RK Restorations* (Rob Stevens) Diamond Banquet commenced.

The curtains were drawn aside to reveal a huge banner of the launch of the E-Type at the Geneva Motor Show in 1961. The Palais Ballroom was resplendent in white and diamonds. Swags, fairy lights, balloons, mirrors, candles, tall vases filled with lights and tables scattered with “diamonds” created a glorious atmosphere while the attendees

also had been asked to wear “white” to complement the decorations supplied by *Kidmans Partners* (Heinz Mai).

Quiz prizes were awarded early, a sumptuous multi-choice entrée and main course were served – the duck was divine – until our MC, Gail Bradley - the Ringmaster, introduced our surprise guest. We’d promised a superstar “band” with international chart-topping success, sublime talent and legendary status who would be well-known to all. In fact, we delivered one quarter of *The Seekers*,



*E-Types arriving on Saturday morning for the Glenn Olsen Jag E-Type Restorations Display in the shadow of the Lady Nelson sailing vessel.*

## E-Type 60th “Diamond” Anniversary Run (cont)

also celebrating their 60th anniversary this year, in the person of Keith Potger.

He sang, played six- and 12-string guitars and ukulele, told tales of the Seekers’ days, and had us laughing and singing in a joyful reminder of the 1960s and beyond. At 81, Keith’s star has not diminished; he was the highlight of a wonderful evening, punctuated by a delicious dessert, an anniversary cake and coffee. People were delighted to witness this cabaret style of performance, rather than a “band”, and the joy was palpable.

At the end of a glorious and special evening, the *David East Jewellers* diamond pendant-winning raffle ticket was drawn by Keith Potger and won by a South Australian. Julia Harland was simply rapt to wear it, informing us on group chat that it was her and Paul’s Golden Wedding Anniversary a few days later. It was meant to be!



*The evening guests were privileged to be entertained by superstar and former member of 'The Seekers', Keith Potger. Coincidentally, The Seekers formed in the year of the E-Type -1961.*



*The photograph does not do the decorations, bling and frills justice. A spectacle in itself.*

# E-Type 60th “Diamond” Anniversary Run (cont)

## Sunday 1 May

May Day saw a beautiful morning dawn. The E-Types rolled into The Barn’s driveway for the Photo Muster and a giant zipper was un-pulled as they peeled off, alternating one by one, to drive to Penola. The drone footage of this event is stunning.

We stopped off at Nangwarry for free coffee and generous fuel discounts supplied by *L V Dohnt & Co.* (Phil Dohnt). Phil and Nerrissa now want to come to all our events. Can someone please tell them they are not all like this?

At Raidis Estate Winery in the Coonawarra, we tasted six yummy wines, bought up cases of goodies and settled into a delicious Greek-themed shashlik and salad lunch sponsored by *Mike Roddy Motors* (Mike Roddy). The magnificent golden leaves of Autumnal vines provided a beautiful backdrop to our vehicles.

This evening most people dined at The Steakhouse, reputed to be the best steak in South Australia.

The next morning, many phone numbers were exchanged, new and old friends departed and our vehicles all safely made it home as people glowed with thanks and praise in the after-chats of a stupendous experience.

As happiness goes, this was one of the best-ever events, leaving joy and smiles and memories in our lives forever. As Keith Potger sang to us, “Make Every Day – A Ukulele Day”. These were undeniably three “Ukulele E-Days”.

Gail Bradley



*All of us at the Raidis Estate Winery in the Coonawarra, tasting wines and enjoying a delicious Greek-themed shashlik and salad lunch, sponsored by Mike Roddy Motors.*



*The Diamond Team (L-R): Andrew Sorrell, Maria Sorrell, Gail Bradley and Keith Francis receiving a round of applause for their Herculean effort in putting the fabulous weekend celebration together.*



*“The magnificent golden leaves of Autumnal vines provided a beautiful backdrop to our vehicles”.*

# E-Type 60th "Diamond" Anniversary - S.A.

## South Australian Contingent

Although greatly outnumbered by the Victorians, the South Australians that participated in the weekend celebrations had a fabulous time. It would have been impossible not to.

## Friday - Away We Go

A few of us met up at the Tailem Bend Race Track for a morning coffee while we waited for Alan & Kathryn Bartram to arrive. It turned out that the brakes had locked up on their E-Type just after the Heysen Tunnels. They got the problem sorted, took off at high speed, and caught up with us at Keith while we were having another coffee break.

The four E-Types (and a Hybrid Toyota), then headed off to Penola where we stretched the legs before making the final run to Mt Gambier. There we were warmly greeted by the Diamond crew.

That night we joined in a great spread of food including some lovely crayfish provided by SA members Phil & Nerrissa Dohnt. With a few wines, we were off to a great start.

## Saturday

As outlined by Gail, that morning we drove to the Mount Gambier Visitor Information Centre where the cars were

on display. It was a lovely setting and close to the centre of town. There we were joined by lots of locals admiring the sunshine and of course - the E-Types.

That afternoon most of us headed to local attractions including a very blue, Blue Lake.

## Saturday Night

Dressed in white, we all headed to the ballroom where we stood back in awe as the curtains opened to an incredible display of glamour and ritz. We easily found our tables, named after Jaguar personalities and celebrities.

Keith Potger entertained us with song and wit and mentioned in passing that The Seekers actually played at the Barn 60 years ago, just before heading off to England.

Again, as mentioned by Gail, the David East Jewellers diamond pendant-winning raffle ticket was won by South Australians Julia & Paul Harrland. A good result, a fabulous meal, a Jaguar cake and lots of wine topping off a great evening.

## Sunday

It rained overnight but you would never have known it. Within no time the shammies were out and the E-Types

were dry and sparkling clean and all lined up at the entrance of the Barn as per the photo on page 30. For those that are on Facebook, type in Jaguar 60th E-Type Anniversary to see the video.

Again, as per Gail, it was off to Phil Dohnt's petrol station for discount fuel and a free coffee, and then onto lunch. Afterwards, a few of us went back to Phil & Nerrissa's home and into their wine cellar to sample some of their very special wines. Thank you, Phil & Nerrissa.

More food that night, more stories, and then packing up and home on Monday. Some travelled back to Coonawarra for more wine while others went home via different routes, including Robe for some crayfish.

Fortunately, we all arrived safely home, although at least one couple picked up the dreaded virus, but are all well now.

Huge congratulations to Gail and the Diamond crew for a fabulous weekend, with every event going without a hitch.

Hopefully, many of the Victorians we met will join us next year for the Jaguar National Rally. We certainly hope so, when we can return the hospitality.

Graham Franklin



*After Sunday's lunch the SA crew were invited back to Phil & Nerrissa Dohnt's home at Nangwarry, where we ended up in the wine cellar!!! Cars L-R: Phil & Nerrissa Dohnt, 1973 E-Type V12 2+ 2 Coupe; Gordon & Marie Elley, E-Type Series II (2+2); Julia & Paul Harrland, 1969 E-Type Series 2 roadster; Alan & Kathryn Bartram, 1966 E-Type Series 1; John & Maxine Furness, 1969 E-Type Series 2; Di & Roger Adamson, 1964 E-Type Series 1.5 roadster.*

# E-Type 60th Anniversary - More SA Photo's



*Tailem Bend Racetrack: Di & Roger, Graham & Jan, Julia & Paul and John & Maxine*



*At Penola, now joined by Alan & Kathryn Bartram*



# E-Type 60th Anniversary - More Photos



# E-Type 60th Anniversary - More Photo's



*Danny Lee, 1964 Opalescent Dark Green Series 1 FHC*

*Jenni Williamson, 1968 Burgundy/Maroon Series 1.5 (2+2)*



*Michael Brown, 1964 Old English White Series 1 FHC*

*Michael Brown, 1964 Old English White Series 1 FHC*



*Peter Fuller, 1963 Red Series 1 Roadster*

*Andrew Long, 1964 British Racing Beige Series 1 FHC*



*Alan Bartram, 1966 White Series 1 (2+2)*

*Ian Wilkins, 1962 Red Series 1 FHC*

# E-Type 60th Anniversary - More Photos



*Adrian Whiter, 1966 Black Series 1 FHC*

*John Hardy, 1964 Red Series 1 FHC*



*Ian Nuttall, 1968 Green Series 2 (2+2)*

*Di Adamson 1968 Yellow Series 1.5 Roadster*



*Anthony McMahon, 1965 White Series 1 FHC*



*Peter Wilson, 1967 Red Series 1.5 FHC 67*



*Gill Dimos, 1967 Gunmetal Grey Series 1 (2+2)*

*Neil Marshall, 1967 Opalescent Silver Blue Series 1.5 (2+2)*

# E-Type 60th Anniversary - More Photo's



*David Irvine, 1969 Silver Series 2 Roadster    Greg Nicholls, 1969 Red Series 2 (2+2)    Roger Tonkin 1969 Primrose Series 2 FHC*



*Paul Williams, 1969 Red Series 2 (2+2)    Andy Gower, 1970 Black Series 2 FHC    Gordon Elley 1969 Regency Red Series 2 (2+2)*



*Leigh Wishart, 1969 White Series 2 FHC*



*Nigel Fletcher, 1970 Light Blue Series 2 Roadster*



*John Furness, 1969 Red Series 2 FHC*



*Paul Harrland 1969 Light Blue Series 2 Roadster*

# E-Type 60th Anniversary - More Photos



*Andrew Sorrell 1969 Black Series 2 Roadster*



*John Mann, 1972 Primrose Series 3 (2+2)*



*Peter Vat, 1973 Silver Series 3 Roadster*



*Beverley Briese, 1973 Red Series 3 (2+2)*



*Leanne Hannam, 1973 British Racing Green Series 3 (2+2)*



*Heinz Mai, 1972 White Series 3 FHC (2+2)*



*David McKenzie 1973 Dark Green Series 3 (2+2)*

*Keith Francis, 1971 Red Series 3 Roadster*

# E-Type 60th Anniversary - More Photo's



*James Lynch, 1972 Burgundy Metallic Series 3 FHC*

*Robin McCann, 1973 Turquoise Series 3 Roadster*



*Phillip Dohnt, 1973 White Series 3 (2+2)*



*Peter Strauss, 1964 Silver Series 1 LWTE Special*



*Glenn Olsen, 1961 White Series 1 Roadster LWTE*



**Jaguar Drivers Club Of South Australia**

# **ANNUAL LUNCH AND PRESENTATIONS**

**Sunday July 24th, 2022**

**12.30 pm**

**Glenelg Golf Club**

**James Melrose Drive, Novar Gardens**

**\$65.00 p.p.**

**Register and pay on TidyHQ by 17th July 2022**

**[GET YOUR TICKET HERE](#)**

**Marg Thomas (08) 8374 3228**

**Ros Holland (08) 8271 0048**

# Multivalve River Cruise

The day began when 39 members and 6 of their friends and family gathered at Wharf Road in Murray Bridge. The weather decided to smile on us and we had sunshine and blue skies as we boarded the Captain Proud Paddleboat at 10:30am and settled down for Captain of the day, Josh, to go through the necessary safety procedures and amenities. It was a bonus to find that we had the boat to ourselves!

As everyone on our list had arrived safely, we set off upriver slightly earlier than planned at 10:50am for a three-

hour cruise, during which Josh gave an interesting running commentary on the river wildlife and the history of the area and landings.

An excellent two-course lunch was served during the cruise with very good bar prices for drinks. In between courses we had a free raffle and David Brewer won a set of towels embroidered by Betty Moore with the Jaguar name and leaper, and Ron Palmer and Donald Tamblin each won a double wine pack, kindly donated by Cecilia and Steve Schubert.

The day remained a hot and sunny 29 degrees, perfect to be out on deck, forward or aft, and we all enjoyed wandering around the boat, or sitting in comfort watching the scenery go by. Very somnolent!

All too soon we docked at 2:00pm with a beautifully relaxed set of members who had thoroughly enjoyed the cruise, definitely an event to be repeated.

**Peter Buck**  
Register Secretary



# Multivalve River Cruise (cont)



# XK, Mk's 7, 8 & 9 Register - BBQ Lunch

The Register had a sausage sizzle at the home of Stephan & Cecilia Schubert's at Stone Well.

Despite COVID having an impact on the attendance at the last minute, it was still a great day. By the time I arrived the event had moved from outside to inside with Steve & Cecelia Schubert arranging some magnificent table settings (with the help of Peter & Heather Buck) with bottles of premium red and white wines adorning the settings.

We even had a game of throwing the wellington boot with the targets also being bottles of very nice wines, luckily all competing were terrible shots, so thankfully the bottles were safe and will live for another day!

While all this was going on yours truly with the help of Gordon Brown was toiling away at the BBQ.

It was good to see Mike Foenander there as a guest, Mike has taken over the custody of his dad's (Ron) XK150 Drop

Head Coupe, so we hope to see this car re-emerge into the club.

After lunch and a number of wines we commenced our meeting, which given the number of empty bottles was a light-hearted event.

At this point I must thank Steve & Cecelia Schubert for being such wonderful hosts and also to Peter & Heather Buck, who were a great help on the day.

**Steve Weeks**  
Register Secretary



# XK, Mk's 7, 8 & 9 Register - BBQ Lunch (cont)



## JAGUAR XJS BORDER ROUND-UP



## Swan Hill, Vic. - May 20-23, 2022

By Philip Prior

Yes! The rumours are all true. 34 XJS cars converged on Swan Hill for the inaugural Jaguar XJS Border Round-Up.

We have all heard about the success of model specific border runs. The pushrod cars have done it for decades, the XKs have had their share and more recently the XJC cars have had three separate very successful border events.

But not to be out done the Jaguar XJS cars have now joined in on the border run experience. And what an experience it was for all participating.

Based at the Murray Downs Resort in Swan Hill, the cars began rolling in around lunch time. The excitement and anticipation was evident from the very start as XJS owners from NSW (5), ACT (2), SA (15), VIC. (12), a total of 34 XJS cars, converged on the Murray Downs Resort. The XJS cars were joined by a mixture of other Jaguar cars making a total of 71 people attending. Others joined us as day



trippers on the Sunday, including two cars from the Hunter Region, NSW and three local cars.

We got off to a great start with our Dinner on Friday night at the Murray Downs Golf Club, the food was fantastic, the company exhilarating and the appetite for this kind of event already very evident.

Saturday morning saw an impressive convoy of XJS cars prowling the streets of Swan Hill. (some great video footage on JDCSA Members FB Page). Where has anyone ever seen 30+ XJS cars like ducks in a row? It was impressive and memorable. Our first stop was Andrew Peace Wines, where members had the opportunity of a tour of the facility and the mandatory wine tasting.



It was then off to the Catalina Museum at Lake Boga. The Lions Club of Lake Boga restored Catalina A24-30 and the original secret communication bunker as a commemoration to the service men and women who served at No. 1 Flying Boat Repair Depot Lake Boga, Victoria from 1941 to 1947.

# XJS Border Run To Swan Hill (cont)



We were also grateful for the presence of approximately 15 additional cars from local clubs joining us for this event.

When will we next see 32 XJS cars lined up on display like this. Has anyone ever seen this before?

So with most of the planned activities over, all that was left was our final dinner at the Golf Club. A surprise had been planned for this occasion.

During the weekend three participating members, one from NSW, SA and VIC had been asked (secretly) to nominate the “Most Desirable XJS Coupe” and the “Most Desirable XJS Convertible”. The emphasis on desirable was deliberate and therefore included practicality, presentation, general condition and what would a first time purchaser likely be interested in.

The winners were, Most Desirable Coupe—Don and Elaine Cardone (SA), a 1992, 4.0ltr Coupe. And Most Desirable Convertible—Ken and Cindy Hopcroft (NSW), a 1989 5.3Ltr. Convertible. Our congratulations to the well deserved winners.



So, now, all that remains is the big question . . . . . Who will organise the next Jaguar XJS Border Event? Because there is plenty of pent up excitement about doing it all again in the future.

It has been rumoured that maybe it will be in Canberra in 2024, organised by the NSW and ACT XJS enthusiasts. We will need to wait and see.

But in the meantime we anticipate an enthusiastic turn out at the Jaguar National Rally in Hahndorf in 2023.

Boo’s Café at the Museum was well patronised and a coffee and cake appreciated before we moved back to Swan Hill and the Spoons Riverside Restaurant for lunch. A beautiful spot on the Little Murray that unfortunately was due to close on the following Monday.

When visiting a Murray River town like Swan Hill, there is always the mandatory river cruise. The P.S. Pyap, captain and crew ensured we had a relaxing hour cruising up the Murray River.



Members were then able to enjoy the Saturday evening exploring the dining options of Swan Hill at their own leisure, whilst some chose to watch our country elect a new government.

As the organiser of this event, having spent many hours seeking the cooperation of the City Council of Swan Hill, I was most grateful for the assistance of The Mallee Cruisers who were able to cut through so much of the bureaucratic red tape and assist in the organisation of a superb Display Day on Riverside Park. With a total of 32 XJS cars on the park it was a very impressive site indeed.



# XJS Border Run To Swan Hill (cont)



# XJS Border Run To Swan Hill (cont)



# XJS Border Run To Swan Hill (cont)



# XJS Border Run To Swan Hill (cont)



# XJS Border Run To Swan Hill (cont)



# XJS Border Run To Swan Hill (cont)

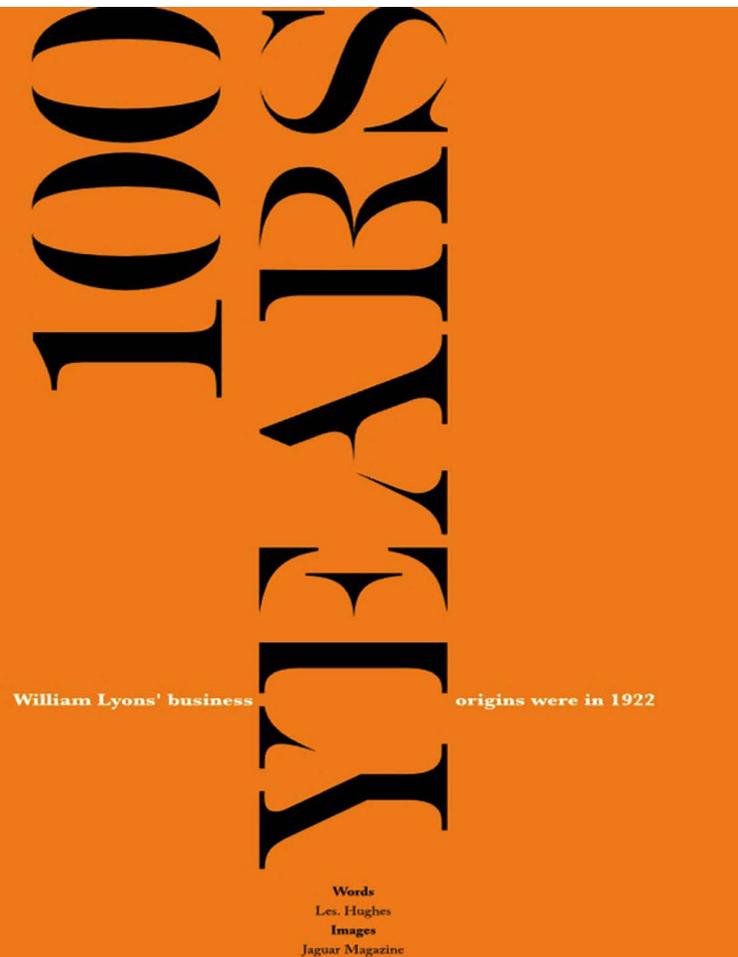


# Latest Jaguar Magazine (Issue 211)



*Jaguar Magazine Edition 211 includes the following highlights in their latest magazine -*

- ◇ **Mike Cross:** The magazine explains the achievements of recently retired Mike Cross, the man responsible for the trademark handling, comfort and precision of all Jaguar and Land Rover Models from 2008 to present.
- ◇ **Bringing Daimler V8 250 Back to Life:** It had just one owner before a massive restoration for the second custodian.
- ◇ **On the Prowl:** Historic images and personalities of intrigue in Jaguars' long history.
- ◇ **100 years:** Celebrating the Blackpool beginning of what became the Jaguar Marque.
- ◇ **Swallow Sidecars:** From a home garage to an unsuitable first building. Things boomed under young William Lyons.
- ◇ **S.S. Cars Arrive:** Lyons built his first model after moving the business to Coventry.
- ◇ **Johnie Howie and Jumbo Goddard:** The extraordinary unknown story of two friends who shared many interests including Jaguars.
- ◇ **Your Choices:** If you are thinking about upgrading to a newer model Jaguar, they give some ideas.
- ◇ **Jaguar Smatterings:** Concept XJ40's which didn't make it to the production lines or showroom.
- ◇ **Buy & Sell:** Pre-loved Jaguars and parts which are offered for sale and may be what you are looking for. ■





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

- ◇ **Armoured X300 XJ6:** Once used by former British Home Secretary, Jack Straw, this 1997 XJ6 4.0 features full

armour, inch-thick bulletproof glass plus full police equipment including sirens, loudspeaker and radios. They take this unique, long-wheelbase Goliath for a very safe drive.

- ◇ **E-Type Series 3 OTS:** Once part of a private museum in California, this 1973 E-types V12 has covered a mere 37,502 miles, resulting in its largely original condition.
- ◇ **Modified Mark VIIM:** With its 3.8-litre engine, limited slip diff, Koni dampers, servo assisted disc brakes and power assisted steering, this Mark VIIM has been subtly upgraded to make it ideal for regular use.
- ◇ **F-PACE P400E:** We ask whether you can take a new hybrid F-PACE off-road by attempting one of the UK's longest green lanes, Rudland Rigg, in the rugged North York Moors.
- ◇ **XK8 4.2:** A profile of the facelifted XK8 from 2003 that received several

important updates, including the 4.2 litre version of Jaguar's V8.

- ◇ **XJ6 2.8 Versus Mercedes-Benz 250:** A comparison of two of the most popular executive saloons from the late Sixties and early Seventies, the XJ6 2.8 and Mercedes-Benz 250.
- ◇ **XJR-15:** Although derived from the Le Mans-winning XJR-9, making it extremely fast, the TWR developed XJR-15 isn't officially part of Jaguar's past canon of work and therefore often overlooked. They explain the car's history before track-testing the prototype at Mallory Park in Leicestershire. ■



## Classic Jaguar (June/July 2022)



The June/July 2022 edition of Jaguar World includes the following feature stories:

- ◇ **Jaguar Daimler Heritage Trust:** A new and regular feature. Each edition they pick out one of their cars. This story is about a concept XJ40 built by Special Vehicle Operations.

- ◇ **On Track:** Coverage of the **Phillip Island Classic**, claimed to be the biggest such event in the Southern Hemisphere. They feature five Jaguar entrants at the event.
- ◇ **A pair of 1996 XJS Celebrations:** A 10-page feature on the last connotation of the XJS.
- ◇ **Bob Knights Legacy:** Eric Dymock reflects on Knights lasting influence. An outstanding chassis engineer, but that was just part of his career, he largely dictated the engineering direction and character of virtually every Jaguar model from his appointment in 1944, through to his departure 36-years later.

- ◇ **Celebrities & Their E-Types:** Richard Gunn reveals some favoured well known E-Type owners.

- ◇ **Classic Advertising:** This will definitely encourage you to pop out and buy a set of Champion spark plugs.

- ◇ **Secrets Of Suspension Geometry:** They demystify camber, castor and toe – hopefully.

- ◇ **1939 Monte Carlo by SS Saloon - Part 2:** Jim Patten finishes reading a diary and concludes an amazing story. No one gave them a chance in their low-slung SS, but they not only finished but won the Barclay's Bank Cup for the best English car in the rally and a congratulatory telegram from Lyons.

- ◇ **Automobilia:** Ian Cooling shares his insight into the creation of the XK8.

- ◇ **Workshop:** What can rolling road tuning do for you (or indeed, your car)?

- ◇ **A 420G Down Under:** A 7-page feature story about Adelaide ex-Lord Mayor, Martin Haese's, exceptional 420G. ■



# Coffee & Cars In and Around South Australia

## 1st Sunday

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

## 2nd Sunday

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

## 3rd Sunday

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

## 4th Sunday

- ◇ Mile End “Coffee N Chrome” - 8.00am to 10.30am, Homemaker Centre, Mile End.
- ◇ Cars & Coffee Bridgewater - Held at the Bridgewater Inn car park. 8.00am to 10.30am,

## Last Sunday of Each Month

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



*XJ220 released in 1992 and celebrating 30 years. The photograph is a French advert for Classic-youngtimers, a reference site in France for finding new remanufactured spare parts for classic cars. (Unknown Model).*

# Shannons Auction Results (May 2022)

2022 Shannons Timed Online Auction (Tuesday 24 May 2022)



1963 Daimler 2.5L V8 auto. Aust. delivered. Original condition with refurbished interior. Detailed receipts (Est. \$18-\$24k). Sold: \$27,500



1995 XJ XJR (X300) 4.0L Supercharged auto. Aust. Delivered. Long-term ownership. Full set of books. (Est. \$20-\$25k). Sold: \$39,000



1978 Daimler DS420 Limousine. Ex wedding car. Well maintained. Electric windows. (Est. \$25-\$35k). Sold: \$25,001



1967 S-Type 3.8 Saloon. Three-owner car. Early restoration. Receipts from 2011. No Reserve (Est. \$20-\$25k). Sold: \$37,500



1985 XJS-C V12. Australian-delivered car. Extensive cosmetic and mechanical refurbishment. 185,000 kms (Est \$30-\$40k). Passed In.



1961 E-Type 3.8 Series 1 Roadster. Early Australian-delivered car. Overall condition rated Fair. (Est. \$170-\$200k). Passed In



1967 E-Type 4.2 Series 1.5 Coupe. 97,561km. Restored by Mike Roddy. Silver over Navy. Excellent example. (Est \$180-\$210k). Passed In



Victorian Heritage Number Plates. (Sold: \$2,270,500)

## For Sale SS 100



**1939 3.5 litre SS 100 Roadster.**

**One of only three SS100's officially exported to Australia. Despatched 15th February 1939.**

**Purchased by current owner 6th January 1958.**

**The SS100 is fully registered and driven regularly.**

**Early restoration by Finch Restorations Adelaide. Immaculate condition inside and out.**

**Engine No. M1079E; Chassis No, 39102; Body No. 5033**



**1967 4.2 litre E-Type 2+2 Auto.**

**Purchased by same owner 17th July 1975.**

**Fully registered and driven regularly. Well maintained in good original condition, inside and out.**

**Engine No. 7E515759; Chassis No. 1E 50287 BW; Body No. 4E 51625**

**SA 861**

**SA 2400**

**Both Cars and Number Plates For Sale by Expression of Interest  
All Enquires to [peacockblack35@gmail.com](mailto:peacockblack35@gmail.com)**

# Classified Adverts

## FOR SALE 1962 MARK 2 AUTO 3.8 LITRE

It was a 5 year complete restoration of all body and mechanicals including brake's, leather work and coachwork.

The interior trim, seats, carpets etc., were carried out by Alan Smith Vehicle Trimming.

All the coachwork, dash, door capping's etc., were done by Gawler Custom Cabinets Specialist Joinery.

**Offers over \$80,000**

**Email Jim & Gail : [gsl13292@bigpond.net.au](mailto:gsl13292@bigpond.net.au)**



## FOR SALE 1965 MARK 2

3.4 Litre Manual

In excellent condition throughout with extensive restoration.

Known provenance and maintained by Alan Baker, with no expense spared.

Opalescent silver blue exterior with red leather interior. All in immaculate condition

Travelled less than 5000 km in last 10 years.

Stored in sealed garage and has original service logbooks and extensive receipts.

Looks great and runs very well.

**Price: \$64,950**

**Email Ric on [ricbierbaum@gmail.com](mailto:ricbierbaum@gmail.com) or call on 0400596225**



## FOR SALE P100 Headlights

P100L headlights and mounting brackets x 2. Fair condition only, will need attention. Believed to have come off Jaguar Mk IV.

**Please make me a sensible offer.**

**Michael Pringle 0418 311 422**

## FOR SALE 1992 XJ40 4.0 litre SEDAN

King fisher Blue - 220,000 km.

Beige Interior

Registered until August

Square Headlights

Car is located in Salisbury

**\$8,000 ONO**

**Phone Santos - 0421 793 833**



## Multivalve



### *Multivalve Register meet bi-monthly. (X350 celebrating 20 years: 2002-2022).*

Minutes of meeting held on Thursday 26th of May 2021 at the Kensington Hotel, Regent Street, Kensington.

**Attendees:** Peter & Heather Buck, Jim & Arcadia Komaromi, Jo Orford & Michael Pringle, Ron & Claire Palmer, Geoff & Margaret Thomas, Ray Smithers & Judy Langdon, Lesley Clarke, David Brewer, Peter & Tricia Clarke, Bob & Daphne Charman, Tony & Gabriela Human

**Apologies:** Peter & Ros Holland, Tom & Marj Brindle, Steve & Cecilia Schubert, John Castle

### **Minutes of Last Meeting:**

Agreed.

### **Matters Arising from Previous Minutes:**

None.

**Welfare:** The Register gave an enthusiastic welcome to Tony & Gabriela Human following Tony's severe illness over the past months. Tony thanked the Club for the care and consideration he received while he was ill, which he said was really welcomed by them both.

### **Club Business**

- Michael Pringle gave a brief report on the recent very successful XJS Round-up weekend in Swan Hill and praised Phil Prior for his organisation of the event. Over 70 people attended and there were 32 XJS cars on display at the Oval.
- The EF & GT Register have organised a meeting at Finch Restorations on Thursday 16th June at Mount Barker, visiting all four workshops. This is open to all members of the Club. Register on TidyHQ as usual.

- The Jaguar Ladies have a lunch on Thursday 14th July, 12:30pm at the Lakes Resort Hotel, Brebner Drive, West Lakes. These lunches are proving very popular. Book on TidyHQ.
- The Club's Annual Presentation Lunch is on Sunday 24th July from 12:30pm at the Glenelg Golf Club, \$65.00 a head, payable on registration through TidyHQ.
- Life members were asked to bring their log books to the June general meeting.
- Dave Burton is stepping down as Log Book Secretary in September and will hand over to Bob Charman, who will be supported by Daphne. Heather Buck and Graham Franklin are currently updating log book records in TidyHQ in readiness for next year.
- June 7th is the last general meeting at the Police Club. The E,F & GT Register are providing supper.
- The July and August meetings will be held at the Adelaide Bowling Club on Dequetteville Terrace. At this stage they are providing a gourmet BBQ at \$30.00 per person (payment on registration through TidyHQ).
- If members have any ideas of suitable venues for the general meetings, they should email the Executive Committee.

### **Register Business**

- A lunch run will be organised for Thursday 30th June – details to follow in a couple of weeks.
- A joint weekend trip away with the XJ Register in October is in the early planning stages. This will probably be a drive to Port Fairy one way, returning via Halls Gap. Details of accommodation and places to visit along the way will be finalised by the next meeting.

### **Car Talk**

- Tony & Gabriela: The F-type now knows its own way to the Elizabeth hospital, the RAH and Calvary! It is six years old, 23,460kms, a fun vehicle and a pleasure to drive.
- Bob Charman: The XF has had a new water pump. The S-type bonnet was starting to peel – Bob has found someone to do the repair work. The

XJ6 is now back on the road but needs a re-spray. Big Red is going well.

- Ray Smithers: X-type is coming up to 91,000kms and performed well on a recent trip to Kangaroo Island.
- David Brewer: Loves his car, no problems.
- Jim Komaromi: 2007 S-type, 140,000kms, running well.
- Geoff Thomas: 1976 XJ6 needs a service, he hasn't driven it for a while – loves his Kia Cerato!
- Lesley Clarke: 1996 X300, hoping for 25-year historic registration the car is going well, around 130,000kms.
- Peter Clarke: Delighted with the 2018 F-Pace, 46,300kms. Recently drove almost 4,400kms on a trip to NSW and Victoria towing a 17-1800kilo caravan. Achieved 10.1kms/litre, 75% of that time whilst towing the van. Does a good job.
- The 2014 XKR 44,000kms is going very well.
- Jo Orford: XK8, 71,000km. Took part in the Swan Hill weekend, drove 1202 kilometres and got 11 litres per 100kms or 25.5mpg. Reached top speed very quickly (Michael driving). Had the hood down twice. Has never thought about reporting on statistics before now. Wore beanies on one trip.....
- Ron Palmer: 2014 XF, 82,000kms, last used on the Murray Bridge Captain Proud Paddleboat trip. Beautiful car.
- Peter Buck: X308 going well. Might need a transmission service soon.

### **Any Other Business:**

None

### **Next Meeting:**

Our next Register meeting is on Thursday 28th July here at the Kensington Hotel. Usual time for dinner, followed by the meeting.

**Meeting closed at 8:07pm.**

**Peter Buck**  
**Register Secretary**

# SS, Mk IV, Mk V - Register Minutes (May)

## SS, Mk IV, Mk V Register



Currently meeting the 3rd Wednesday of each month.

Minutes of the meeting held at the home of Bob Kretschmer, Wednesday 18th May 2022

### Previous Minutes:

The Minutes of 20th April 2022 as issued were accepted as a true record of the meeting.

### Present:

Bob Kretschmer, Brenton Hobbs, John Lewis, Malcolm Adamson, David Rogers, Ross Rasmus, Jack Richardson, Graham Franklin, Fred Butcher, Rob Paterson.

### Apologies:

Warren Foreman, Daniel Adamson, Bruce Fletcher, Antony Veale, Andrew Hayes.

Correspondence: Nil

### Welfare:

Nil for our Register

### Combined States Border Run 2022 Cowra:

As before still no further details. A programme for the weekend has been seen but not issued yet.

### JDCSA:

◇ Executive committee is asking each register their views on keeping the calendar going in future years. The consensus for this register is they would like the calendar to continue.

◇ The register was asked if they would be prepared to pay a nominal fee for the calendar and the consensus was no.

◇ The 50th celebration of the club is next year, and a program is being put together for the celebrations.

◇ The Jaguar national rally is in SA next year. The website is up and running for this event.

◇ Police club closing with the last meeting for the JDCSA in June. The new trial site is the Adelaide Bowling Club.

### Technical & Parts:

#### ◇ Restoration Projects:

#### 1 ½ Litre Sedan; Ross Rasmus:

Car will be out of the paint shop next week.

#### Mark V: David Rogers

▪ Trying to locate special screws for the trim on the side. May need to make these.

- Pick up the tail shaft very soon.
- Exhaust manifold and water manifold being ceramic coated.
- Bumper bar brackets being zinc plated. Hopefully all home next week.
- Once engine is running, body will go back on.

### General Car Talk

- Malcolm has the name and phone number of the person who has taken over restoring old steering wheels from the guy at MTT.
- Bob has brought old style cotton braided h/t wire to make spark plug leads. Available from Antique wiring harness.
- Ross enquiring about getting a steering box repaired

### General Business:

- Need to start thinking about next year for the border run with Victoria as it is our turn to host.
- General chit chat.

### SS Register Meeting Dates:

- ◇ 15 June – Ross Rasmus
- ◇ If you can host a meeting for other months, can you please advise Brenton Hobbs

Meeting closed at 8.45 pm. Thank you Margaret for the delicious supper.

Brenton Hobbs  
Register Secretary



The adjacent photograph was kindly provided to the club by Peter Garnett.

The car was photographed at the 1939 Lobethal Grand Prix, driven by G.B. Brownsworth. The mechanic was D.H.A von Sanden. The mechanic was Peter's Uncle and the photo was given to Peter's father when he was just 11 years old.

Peter hoped we would enjoy the photograph and was interested to know if the car still survives.

We thanked Peter and advised that we published a story on the car, Chassis #18044, in September 2021 Classic Marque.

The car was one of only 3 cars delivered new from the factory to Australia and believed to be the first SS100 ever to be raced in Australia. It has been restored, is immaculate, now overseas, and at the time of the story the car was for sale.

# XK, Mk 7, 8, 9 - Register Minutes (May)

## XK, Mk 7, 8, 9 Register



Minutes of the XK, 7, 8 & 9 Register held at the home of Stephen & Cecelia Schubert, May 15th 2022.

### Attendance:

Rob & Vicki Loffler, Steve Weeks, Onslow & Wendy Billingshurst, Steve & Cecelia Schubert, Robin & Diedre Ide, Peter & Judy Goodale, Peter & Heather Buck, Dave & Carol Seidel (XJ Register) and Gordon Brown (Compact Register).

### Apologies:

Peter & Ros Holland, Rod & Peggy Davis, Ossie & Rayeena Petrucci, Val Weeks, Richard & Carla Smith, Julian & Moira Lugg.

### Welcome:

Welcome to Mike Foenander and his partner Sharon, Peter & Heather Buck and Dave & Carol Seidel.

### Minutes of Previous Meeting:

Minutes of the previous meeting were accepted, moved by Onslow Billingshurst and seconded by Peter Goodale.

### Business Arising

- **Border Run:** Roy Armfield has sent an email to advise that the Border Run is now a week earlier from Sept 16th to Sept 19th. Roy has made a group booking at the Country Plaza Motel in Hall Gap, so just mention the Jag Club when booking, program is the same as last year.
- **Next Register Meeting:** Will be on the 13th of July at Richmond Classic Cars. If enough people are interested we could have a meal at the Rex Hotel prior to meeting at Richmonds.

### Club Business:

- The June GM will be our last at the Police Club after 26 years. We are trialling the [Adelaide Bowling Club](#)

for July and August. They do have a BBQ meal on offer.

- Steve is looking for a venue for the September Meeting.
- **2023 National Rally:** Is to be in Hahndorf in April, for those interested Phil Prior is seeking people interested in helping so there will be a meeting at his home on 30th May. Also, next year is our 50th year for the Club so the Executive is looking at a few events to celebrate the occasion, any ideas are welcome.
- **Annual Dinner:** Is on the 24th of July at the Glenelg Golf Club, it's a lunch time event, if enough Register members have interested them, we could organise a Register Table.
- Steve explained that the Executive has looked at a number of costs cutting measures to prevent an increase in Club subscriptions and one of the many ideas is to charge a postage fee to those members, who are receiving a posted Classic Marque, feedback was sought.
- There followed many comments from those present, the general feeling was against such a move and several alternative ideas were offered, including not having a free calendar. These comments will be discussed at the next Executive Meeting.

### New Business:

There was no new business.

### Car Business:

- Onslow: XK150 not present due to a flat battery.
- Stephan Schubert: His 150 is still under repairs but hopes to have it back soon.
- Peter Goodall: Peter and Judy drove the XK140 to the lunch despite the bad weather.
- Robin Ide: Took his Mark 8 for a drive recently, the car went well.
- Rob Loffler: Rob and Vicki drove the XK120 all the way from Strathalbyn to Tanunda (if there was a distance award Rob and Vicki would have won it)!
- Peter Buck: Still loves his XJ8
- Dave and Carol: A long drive today (about 800 metres) Dave told us how he found the car and brought it back from possibly being pulled apart.

### Meeting Closed.

The meeting was closed and a big thank you to Steve and Cecelia for supper and hosting the meeting.

Steve Weeks  
Register Secretary



### XK & Marks 7, 8 & 9 Register Meeting for 13th July 2022

Any question please call Steve 0414 952 416

YOUR REGISTRATION BY "TICKET" IS MANDATORY FOR ATTENDANCE

Please [GET TICKET](#) to register for this event.  
(YOU DO NOT NEED TO PRINT YOUR TICKET)

Hi all, our Register Meeting for July will be at Richmonds Car Sales. The event will start at 7pm when we are able to view the showroom, which will include a talk by the Manager - Andy Morgan.

Wed, 13 Jul 2022

07:00 PM - 09:00 PM



[CLICK HERE TO REGISTER](#)

# XJ, Mk10, 420G - Register Minutes (May)

## XJ, Mk 10 & 420G Register



Mark 10/420G - Celebrating 60 years

Minutes of meeting held at 7.30pm on Wednesday 5th May 2022, at the Bartley Tavern.

### Attendees:

David Bicknell, Tom & Marj Brindle, Peter & Heather Buck, Don Bursill, Fred Butcher, Don & Elaine Cardone, Bob & Daphne Charman, Richard Chuck, Alan & Lorraine Davis, Jeannie De Young, Graham Franklin, Don Heartfield, Laurie Leonard, Fay Leyton, Louis Marafioti, Gary Monrad & Oggi Stojanovic, Graeme & Betty Moore, Paul Moore, Trevor Norley, Borys & Elaine Potiuch, Charlie & Mary Saliba & Evan Spertalis.

**Apologies:** Don & Kathy Tyrrell, John Flanigan, David & Angela Nicklin.

**Previous Minutes:** Carried.

**Business Arising:** Nil

### General Business

- ◇ General Club Meetings are moving to the Adelaide Bowling Club from July.
- ◇ Log Books renewals due 9th June.
- ◇ Manual renewals have been posted.
- ◇ Photos needed for the magazine and calendar.
- ◇ Club presentation dinner – lunch. Tickets now available.
- ◇ XJ Xmas Dinner. Tickets will be available after the Club Dinner.

### Car Talk

- Pete & Heather Buck: XJ going very well.
- Tom & Marj Brindle: XJ in for repairs. Broken rear axle.
- Don Bursill: XJS going well.
- Fred Butcher: V8 250 ready to go to Swan Hill. Ordered electric fan.
- Don Cardone: XJ6 wheels balanced. XJS ready for Swan Hill.

- Bob and Daff Charman: S Type having the bonnet resprayed. Big Red going like a dream. Shannon's gave us the XJ6 back after being written off.
- Richard Chuck: X Type – Mk 1 – XJ6 all going well. Good mechanic down south, is Ricks Autos Baines Rd, Morphett Vale.
- Graham Franklin: XJS serviced for Swan Hill.
- Louis Marafioti: XJ8 going well.
- Gary Monrad & Oggi: All good except us – we got Covid.
- Graeme & Betty Moore: XJS ready for Swan Hill with new tyres.
- Paul Moore: XJ6 S3 went for yearly inspection – all good.
- Trevor Norley: XJ6 S3 had inspection – all good.
- Everyone Else: Nothing to report

### Next Meeting

Our next Register meeting will be at the Bartley Hotel on Wednesday June 8th

Meeting closed at 8.20pm.

Bob Charman  
Register Secretary



# 51st JAGUAR NATIONAL RALLY

## Hahndorf South Australia

### April 14—18, 2023



As the Jaguar Drivers Club of South Australia celebrates its 50th Anniversary in 2023 we are delighted to be hosting the . . . . .

# 51st JAGUAR NATIONAL RALLY

With the cancellation of the past three Jaguar National Rallies, it is time to break out and celebrate our friendships and our passion for Jaguar cars once again.

Registrations will be open by the end of October 2022

For an early peek at the proposed program and accommodation options in Hahndorf, visit the JDCA web page

<https://www.jdca.com.au/jaguar-national-rally-2023>

Rally Director: Philip Prior

Mob: 0402670654 or Email: philipprior@bigpond.com

# E, F & GT Register Report - Milang



## MAY EVENT REPORT– E, F AND GT REGISTER 31 May, 2022 – Rev B

The annual E, F & GT Register end of year get-together normally held in December, had to be cancelled because of COVID restrictions, then early this year an alternative venue wasn't available. Finally, a date and location had to be picked regardless – Sunday May 29<sup>th</sup> at Milang Regatta Club.

The weather on Saturday was miserable and the forecast wasn't particularly good for the next day, but any anxiety dispersed with the clouds. Sunday morning was sunny and calm – a superb day for a car run. Unfortunately, some members had to cancel, mainly because of health issues.

A group met at Mount Barker late morning, then headed off in convoy along the scenic drive that is Wellington Road, past Wistow, Woodchester and Langhorne Creek finally arriving at Milang Regatta Club, where members enjoyed a barbecue and salads with desserts provided by members.

**E, F & GT Register**

**Christmas barbecue in May**

**Menu**

BUILT TO PERFORM...

**Main**

- Grilled loin lamb chops with salsa verde
- Sausages with onion
- Vietnamese chicken wings
- Beef hamburger patties – home made

**Salads**

- Potato with cornichons, capers and shallots
- Sour cherry with rocket from Suzanne's garden
- Mushroom, butter bean and coriander
- Tomato and basil
- Tossed green

**Dessert**

Selections from our fabulous members

After lunch, Commodore of the Milang Regatta Club, Nick Wotton provided an interesting overview regarding the history of the Milang Regatta Club (second oldest in Australia) and the new premises, which were made possible through the generosity of the Freemasons.

Following Nick, the Commodore of the Milang Marine Search and Rescue Squadron, Chris Francis also gave a talk and detailed the treacherous conditions that frequently prevail at Lake Alexandrina, unfortunately costing one life per year on average.

# E, F & GT Register Report - Milang (cont)



## MAY EVENT REPORT— E, F AND GT REGISTER 31 May, 2022 – Rev B



*Members lining up for the barbecue and salads*



*Paul and Julia Harrland's E-Type with the Milang Regatta Club as a back-drop*

# E, F & GT Register Report - Milang (cont)



## MAY EVENT REPORT— E, F AND GT REGISTER 31 May, 2022 – Rev B



*A diverse array of cars on a May sunny day*



*Milang Regatta Club Commodore – Nick Wotton inspects Bruce and Sandy Davis's Series III E-Type*

# E, F & GT Register Report - Milang (cont)



**MAY EVENT REPORT– E, F AND GT REGISTER  
31 May, 2022 – Rev B**



*Members thanking the Milang Regatta Club for their talk and use of their terrific facilities*



*Nick Wotton's children chose John Wittaker's car as the best-looking E-Type (they liked the colour)*

# E, F & GT Register Report - Milang (cont)



## MAY EVENT REPORT– E, F AND GT REGISTER 31 May, 2022 – Rev B

Not wishing to exceed luck, members left mid-afternoon and had their Jaguars nicely tucked away before the dark clouds reappeared and the skies opened up later in the day.

Some members asked for the Salsa Verde recipe that was served with the barbecued lamb loin chops:

<u>Lamb chops with Salsa Verde and olives</u>	
<b>Serves</b>	4
<b>Cooking method</b>	Chops can be barbecued or pan broiled
<b>Utensils</b>	
Chopping board	
Cook's knife	
Paring knife	
Bowls	
Skillet or barbecue	
<b>Ingredients</b>	12 lamb loin chops (may be trimmed as French cutlets)
<b>Ingredients – Salsa Verde</b>	
<u>1<sup>st</sup> ingredients</u>	
1 -	garlic clove – very finely chopped
5	anchovy fillets – very finely chopped
1 tsp	capers – finely chopped
<u>2<sup>nd</sup> ingredients</u>	
1 bunch	mint – very finely chopped
1 bunch	parsley – flat leaf – very finely chopped
1 teaspoon	mustard – Dijon
1 tablespoon	vinegar – red wine
6 tablespoon	oil – olive
<u>Qty</u>	salt and ground pepper
<b>Ingredients – olive mix</b>	
200 grams	olives – pitted - sliced
<u>Qty</u>	Rosemary - chopped
1	lemon - juice
<u>Qty</u>	oil – olive
<u>Qty</u>	salt and pepper
<b>Method – Salsa Verde</b>	
1.	Mix 1 <sup>st</sup> ingredients as a paste then add 2 <sup>nd</sup> ingredients adding oil gradually when mixing. Chill once done.
<b>Method – olive mix</b>	
1.	Mix together with just a touch of oil.
<b>Comments</b>	
Either barbecue or pan fry the chops (approx. 3 minutes per side) then serve with topping spread over the chops – olive mix first then the Salsa Verde.	

Best wishes are extended to those members on the sick list.

Peter Thomas

END

# Club Notices



# JDCSA REGALIA

## NEWS FLASH!

JDCSA members can order club regalia online. There is a significant selection of garments including shirts, polo's, vests and jackets in both short sleeve and long sleeve, mens and womens. These all come in a selection of colours and logos including JDCSA Logo, Daimler Logo and the popular Jaguar Leaper Logo.

Additionally there is a variety of caps and hats as well as pens, mugs, stubby coolers, carry bags and wine cooler bags to choose from.

**Orders placed before the 15th day of the month will be available for pick-up at the next JDCSA General Meeting. Orders will not be posted or delivered.**

Go to the club web site. In the main menu bar click "Club Regalia", scroll down "To Review current club merchandise available [CLICK HERE](#)". Click on this and the range of regalia will display. When ordering an item available with a range of logos, select the logo you want from the drop down box.

Our Regalia Officers are Graeme & Betty Moore:

Mobile: 0467 066 797.

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



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



**Karlie Ridley**  
(02) 83580999  
Rental  
Management

## Club Notices

### GENERAL MEETING ROSTER 2021/22

June	E, F, GT Register
July	Compact Register
August	XJ, Mk 10, 420G
September	Multivalve Register
October	XK, 7, 8, 9 Register

### CLASSIC MARQUE

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

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

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

# JDCSA General Meeting Minutes - May 2022

Minutes of the JDCSA General Meeting held at the Police Club SA on Tuesday 3rd of May 2022.

Meeting opened at 7.30pm.

**Present:** As per TidyHQ registrations.

**Apologies:** Tony & Gabrielle Human, Di & Roger Adamson, Tim & Sue White, Robyne & Diedre Ide, Rod & Peggy Davis, Paul & Julia Harrland.

**Minutes of the last Meeting:** Moved for acceptance by Trevor Norley and seconded by Suzanne Jarvis.

## Business Arising:

- Fred informed the meeting that the COVID Restrictions have been removed from club events & meetings, however members should be aware of the ongoing risks.
- Fred also said that we had a guest speaker for tonight, John Roberts from Finch Restorations.
- Next month will be the last General Meeting at the Police Club. The club has booked the July & August GM's at the Adelaide Bowling Club, there is plenty of off-street parking & although their kitchen is under renovation a BBQ style meal will be provided.

## Welfare:

- Peter Buck informed the meeting that Tony Human was back in hospital, we wish Tony all the very best for a speedy recovery.
- Steve Weeks said that long term member Ian Williamson had passed away.
- Fred Butcher said that Ian Cole, who was very active in the Daimler/Lanchester club was involved in a one car accident and was sadly killed.

## President (Fred Butcher):

- Fred and his son attended the recent Daimler/Lanchester Rally in Wagga, it was well organised and as well as winning a few prizes they also managed to catch COVID.
- Fred congratulated Peter Buck on the Multivalve Murray Rover Cruise Day, it was a brilliant day, all who attended enjoyed the event.

## Vice President (Michael):

No report other than to inform all that his puppy graduated from puppy class.

## Secretary's Report (Steve Weeks):

Steve covered the emails to the club, mainly interstate magazines.

Michael Pringle has a pair of Lucas P100 Headlights with brackets for sale.

## Treasurer's Report (Heather Buck):

Heather has presented the 2022 - 2023 budget to the Executive for approval there will be no increase in membership fees for the coming year.

## Membership Secretary (Daphne):

- We are still receiving 2 to 3 new memberships a month, one new member has 2 SS100 replicas, Daphne will determine the appropriate Register for this new member.
- Membership renewals are being posted soon, those with logbooks need to renew as soon as possible.

## Editor/Events Coordinator (Graham):

- All editorial information is in the current issue of the Classic Marque.
- Graham recently attended the E Type 60th Anniversary Run to Mount Gambier, it was brilliantly organised, the Victorians had found a lot of sponsors, which subsidised the events.
- The raffle was won by a South Australian couple.
- There is a video on facebook of the event, which is worth a look.

## A.C.J.C. / National Rally 2023 (Phil Prior):

Phil spoke on the coming 2023 National Rally; the main points are:

- There will be a meeting on the 30th of May at Phil's home to arrange a National Rally Committee.
- The main programme is in place, but there is a lot of work required to organise the individual events.
- The Rally is based at Hahndorf from April 14th to 18th.
- Day trips and local tours are to be organised; these will be offered as selective events.
- Sunday will be a display day.
- The 2018 Rally had about 300 registrations, so we can expect the same next year.
- Please contact Phil if you are interested in helping at any level.

## Logbook Secretary (Dave Burton):

Dave will have his laptop at the next General Meeting to process logbooks of financial members. Dave will not be re standing for the position next year so please consider nominating.

## Regalia (Graeme and Betty Moore):

There is a good range on display tonight including some discounted items.

Heather Buck said that TidyHQ is a great way of purchasing Regalia items as it works very well.

## M.S.C.A (Barry Kitts):

There is an event at The Bend on the 21st and 22nd of this month.

## Library (Tom Brindle):

Tom has a selection of books and DVD's here tonight.

## Compact Register (Graham Franklin):

Graham and Fred are organising a couple of events between now and the AGM. Details will be in the magazine and on TidyHQ.

## XJ Register (Bob Charman):

The next Register Meeting will be at the Bartley Hotel next week.

Bob has received a call regarding a "barn find" 1977 XJS, please see him for details.

## E, F & GT Register (Suzanne Jarvis):

A new questionnaire is to be sent to Register members to determine the name of the Register, there are 5 options so far.

The plans for the Milang Run are almost complete and the next Register Meeting will be at Finch Restorations.

## SS & Pushrod Register (Brenton Hobbs):

Graham Franklin attended the recent meeting at the Caledonian Hotel in North Adelaide. The Register is going well with much discussion around several members that are restoring cars.

## XK 7, 8 & 9 Register (Steve Weeks):

The next meeting is a sausage sizzle at the home of Stephen and Cecelia Schubert on the 15th of May, after that a Register Meeting is planned for the 13th of July at Richmond Classic Car sales.

## Multivalve Register (Peter Buck):

The next meeting is on the 26th of May at the Kensington Hotel.

Peter has received a phone call regarding a Mark V on Kangaroo Island, the owner is looking for assistance in putting it back together.

## New Business:

- There was a question from the floor regarding the new Premier's election promise to change the Historic Registration age. There is no news to date but Dave Burton attends Federation of Historic Motoring Clubs (FHMC) and will keep us informed.
- Fred reminded those who have a perpetual trophy to return them before the Annual Dinner. Steve will be sending emails to the trophy winners requesting the return of the trophies.
- Photos are required for the 2023 Calendar; it would be good to see some different cars featured.

## Meeting Closed at 8.30pm

Thank you to the XK 7 8 and 9 Register for providing supper.

Fred then introduced our quest speaker, Peter Roberts from Finch Restorations, who gave a very informative talk on their various projects.

## Next General Meeting - 7th of June.

## JDCSA - Club Directory 2021 -2022

### Club Postal Address:

PO Box 6020, Halifax Street, Adelaide SA 5000

### Club Web Site / Email

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

Email: [jdcса@mail.tidyhq.com](mailto:jdcса@mail.tidyhq.com)

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

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

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

## Your Committee

### President: Fred Butcher

Mobile: 0428 272 863

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

### Vice President: Michael Pringle

Mobile: 0418311422 (Home) 82772717

Email: [mlp7516@icloud.com](mailto:mlp7516@icloud.com)

### Treasurer: Heather Buck

Mobile: 0432 549 086

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

### Secretary: Steve Weeks

Mobile: 0414 952 416

Email: [valsteve47@outlook.com](mailto:valsteve47@outlook.com)

### Membership Secretary: Daphne Charman

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

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

### Editor/Events Coordinator: Graham Franklin

Mobile: 0490 074 671

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

### Web Master: Tom Herraman

Mobile: 0423 214 644 Email: [jdcса@mail.tidyhq.com](mailto:jdcса@mail.tidyhq.com)

### Public Officer: Steve Weeks

Mobile: 0414 952 416. Email: [valsteve47@outlook.com](mailto:valsteve47@outlook.com)

### Club Patron: Mr Peter Holland

Phone: (08) 8271 0048

## Club Services / Club Representatives

### Jaguar Ladies Social Group:

Tricia Clarke. Email: [triciaclarke\\_1@hotmail.com](mailto:triciaclarke_1@hotmail.com)

### Regalia: Graeme & Betty Moore.

Mobile: 0467 066 797. Email: [graemekmoore@bigpond.com](mailto:graemekmoore@bigpond.com)

### Librarian Tom Brindle

Phone (08) 8387 0051

### Log Books: David Burton

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

### Australian Council of Jaguar Clubs (ACJC)

Club Representative: Phil Prior

Mobile: 0402 670 654. Email: [philiprior@bigpond.com](mailto:philiprior@bigpond.com)

### Technical Officer: Geoff Mockford

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

### Inspectors - Club Registration

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

## Register Secretaries

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

Brenton Hobb. Email: [bmhobbs@bigpond.com](mailto:bmhobbs@bigpond.com)

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

Steve Weeks: 0414 952 416

Email: [valsteve47@outlook.com](mailto:valsteve47@outlook.com)

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

Graham Franklin: 049 007 4671

Email: [jdcса@mail.tidyhq.com](mailto:jdcса@mail.tidyhq.com)

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

Bob Charman Phone: (08) 8248 4111

Email: [charmanr161@gmail.com](mailto:charmanr161@gmail.com)

### E-Type, F-Type, XJS, XK8 - *Meet 3rd Thursday each month.*

Suzanne Jarvis. 0478 717 775

Email: [sfj5048@gmail.com](mailto:sfj5048@gmail.com)

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

Peter Buck Mobile: 0421 061 883

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

