

# CLASSIC MARQUE

JANUARY 2021



## FEATURE - JAGUAR XK/XKR (2007–2014)

THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA

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Overseas model shown. DL65541

# Club Torque - President's Column

## President's Column – January 2021

Well this is a first . . . a Classic Marque in January! Our energetic Editor is working over-time to ensure we all stay in touch and well informed.

So as the horrid 2020 slips slowly into the past and is best forgotten we can look forward to 2021 with hope and anticipation of a much better and safer year for all.

Already our club has moved to arrange events in January. Many thanks to the Register Secretaries once again who are actively working to ensure we have plenty of optional events and activities to enjoy. If you have not already done so please visit TidyHQ > Events, and check out the details. <https://jdcsa.tidyhq.com/public/schedule/events>

I am sure that many of our members are on Facebook and therefore wish to recommend some great FB pages that you will enjoy.

“Aussie Jaguars” – A great Aussie page with lots of interesting interaction between Jaguar owners across Australia.

“Australian Jaguar parts, cars and tools for sale” – This is a great page for finding and/or selling those Jaguar parts and cars.

“Australia & New Zealand - Jaguar & Daimler XJC Owners Group” – This

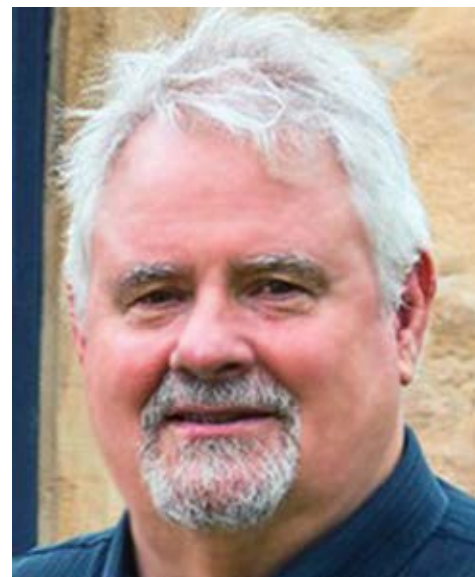
group is a more exclusive group and is limited to those lucky people who own a Jaguar XJC or Daimler Coupe. The group was formed in conjunction with the 2015 40th Anniversary of the XJC in Mildura and has resulted in a great sense of comradery amongst Coupe owners. If you are a Coupe owner get on board.

“JDCSA Members Group” – As the name suggests this is our own club FB page and provides members with the opportunity to share all things of Jaguar interest.

Your Executive Committee will be meeting in January and will begin to plan for more events and activities on behalf of the club. We will be seeking to get some planning underway for the Clubs celebration of our 50th Anniversary which will also involve hosting the Australian Jaguar National Rally. Needless to say, we will be seeking people to get involved in this planning. In particular we are hoping to be able to publish a commemorative book celebrating the club's 50 years. We are looking for an Editor and contributions from members to make this a truly worthy publication.

So 2021 . . . here we come, full of expectation and hope for a jolly good year.

**Philip  
President JDCSA**



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## Front Cover:

*The #81 RSR Jaguar XKRS driven by Paul Gentilozzi - leaving the pits prior to the 78th running of the Le Mans 24 hours race - June 2010.*

## Rear Cover:

*RSR Jaguar XKRS at the Long Beach street circuit (California) during the 2011 American Le Mans Series.*



@sajaguarclub



## HAPPY HOLIDAYS FROM JAGUAR AUSTRALIA!

### RECHARGE THIS FESTIVE SEASON

This holiday season, let's take a break and reset. It's time to recharge and find the things, people and places that ignite your senses – and ultimately bring you joy.

We've created a film we hope will inspire you and your loved ones to recharge this festive season.

From everyone at Jaguar, we wish you a Merry Christmas and a safe and rejuvenating holiday.

We're looking forward to journeying into 2021 with you.

[WATCH VIDEO](#)

# Events Calendar

## **Sunday 17th of January 2021- S.S., Mk IV, Mk V Register Annual BYO Lunch**

Malcolm Adamson's Seaford seaside retreat.

For more information please contact: Bob Kretschmer, T: (08) 8357 8233 or Email: [daimlerss@jdcsa.com.au](mailto:daimlerss@jdcsa.com.au).

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

## **Sunday 24th of January 2021: E F & GT Register's Summer BBQ - 11:00 AM - 03:00 PM**

You are invited to the E F & GT Register's Summer BBQ which will be held thanks to the Classic & Sportscar Boutique. Members will be able to enjoy the 14 acres of gardens and use the tennis / swimming pool (weather permitting). There is plenty of onsite parking on the grounds and we encourage you to bring your Jaguars for a day out..

For more information contact Tom Herraman. Email: [etype@jdcsa.com.au](mailto:etype@jdcsa.com.au).

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

## **Tuesday 26th of January 2021: Multivalve Register Australia Day BBQ - From 2.00PM**

Jo Orford has kindly volunteered to host the BBQ at her home, 12 Pembroke Place, Colonel Light Gardens.

For more information 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 event

## **Tuesday 26th of January 2021**

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

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

## **Sunday January 31st 2021: Cars and Coffee - Run to Mannum - Starting at 8.30AM**

Starting with CARS & COFFEE on the banks of the river in Mannum followed by LUNCH at a country pub.

Meeting at 8.30 am at OTR Port Wakefield Road, Bolivar for a 9.00am departure.

For more information please contact Trevor Norley - Mob. 0437 587 758 or Paul Moore - Mob. 0416 310 495

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

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

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

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

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

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

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

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

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

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

## **Preliminary Notice - Sunday 14 Mar 2021: Jaguar E-Type 60th Celebration - 7:00 AM - 03:00 PM**

- Start 7am to 9am - Muster at the Torrens Parade Ground.
- Drive 9am to 10am to Adelaide Hills.
- Display Day and Lunch at Glen Ewin Estate- 10am to 3pm

Final details to be confirmed. For more information contact Tom Herraman. Email: [etype@jdcsa.com.au](mailto:etype@jdcsa.com.au).

## **Preliminary Notice - Sunday 21 Mar 2021: President's Picnic - 10:00 AM - 02:00 PM**

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

FINAL DETAILS TO BE ADVISED - RESERVE THE DATE NOW

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

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

Further details to be provided closer to the dates.

## Editorial by Graham Franklin.

November/December were a nightmare for our Committee and Register Secretaries trying to organise events and meetings around COVID-19 restrictions.

Some events were unfortunately cancelled including the Clubs December meeting/dinner. Fortunately a couple of events still went ahead and these are covered in this special January edition.

For those members who read last months feature on the XK (X100), you were probably surprised or perplexed as much as I was about the number of upgrades

and limited edition XK/XKR's that were produced in what was essentially a five year period between 2000 and 2005.

It certainly was a different marketing approach than that which existed back in the days of the Mark 2, XJ's and E-Type days.

Anyway the trend continued with the XK(X150), as you will read, and continues today following a recent announcement that Jaguar are producing a limited run of 60 F-Types to commemorate the 60th anniversary of the E-Type. I guess it does create some special editions for club members to acquire in the days ahead.

Included in this edition is the final instalment of Ron Gaudion's story. A terrific and informative read about motor racing in the 1950's.

Also, there is an award-winning story by NSW club member John Harlow about his special edition XK-R Portfolio. John bought the car new, sold it, regretted it, and managed to buy it back again. John's locating the car a second time is an example of perseverance and determination. It is very well written and definitely worth the time to read. Thank you to Les Hughes and 'Jaguar Magazine'.

**Cheers**

## Greetings From Your Club Patron

Dear Members,

I would like to take this opportunity to wish you and your Family a very Merry Christmas and a Happy and Successful New Year.

There is no doubt 2020 has been a difficult and at times a very stressful year with significant impact on our Club activities, as well as our personal lives. However, on those occasions when we have been able to get together, the time spent has been greatly appreciated and enjoyed by all.

The end of year events which closed off 2020, namely, the XJ Register Dinner at the Glenelg Golf Club and the Compact Register Picnic in the park highlighted the strength of the Club

and the friendships that flourish. These two events provided a relaxing time for those who attended and a lot of laughs and good humour-----Just what the Club needed in these sombre times.

Indeed, I believe that the lockdowns have in many ways further strengthened the Club resolve to succeed and grow.

I am aware that some of our members have experienced health issues and to you in particular I would like to wish you well and look forward to your active participation in the New Year. My thoughts are with you.

I would also like to say a special thank you to our Committee for their dedicated work in guiding us through the myriad of ever-changing rules and guidelines

that dictate the planning of events. This is undoubtedly a difficult task which at times has led to disappointment for organisers and members alike, but with the best intention of keeping us safe.

We can all only hope that 2021 will allow a return to a more "normal" Club life and members can again enjoy one another's company at meetings and social outings.

Until then, on behalf of Ros and myself, may you have an enjoyable Christmas with family and friends and we look forward to seeing you in 2021.

**Keep safe.**

**With best wishes,**

**Peter**

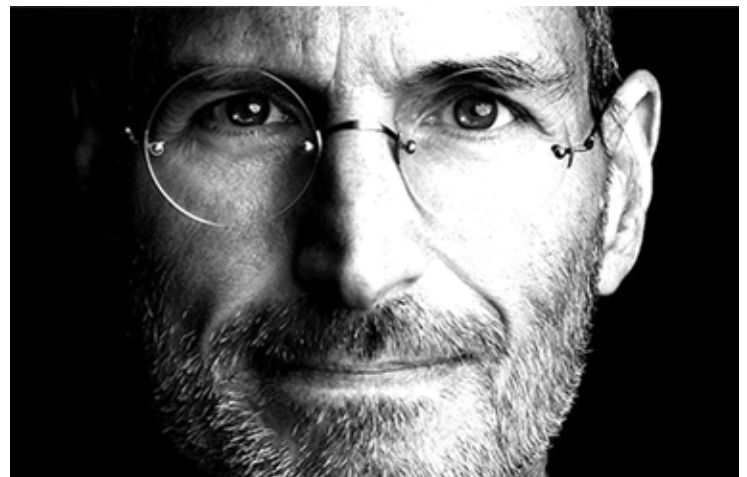
**JDCSA Patron**

## History Trivia - Steve Jobs & Jaguars

One of the founders of Apple and an incredibly wealthy businessman, Steve Jobs, who sadly passed away in 2011, was not as well known for his philanthropic endeavours as his rival Bill Gates, but he did indeed engage in philanthropy in private.

One such act of generosity was when Jobs' secretary, a single mother, came in late due to her car having trouble starting. Later that day in the afternoon, Jobs walked into the office and threw her a set of keys to a brand-new Jaguar car, saying: "Here, don't be late anymore."

According to Ron Given, Apple's director of quality from 1981 to 1986, Jobs "was always doing things like that, surprising people." Given also said that Jobs "he was just one hell of a motivator. (He) just could motivate you out of your socks."



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# Jaguar Promises Its Future Cars Will Look Wonderful

## Do they look bad now?

Jaguar recently announced updates for its entire 2021 model line-up, and unlike a certain German luxury automaker, the UK marque has so far avoided any contentious, in-your-face overhauls of its corporate grille. Still, Gerry McGovern, the company's chief creative officer, believes there's room for improvement in the design department.

Speaking with Automotive News, McGovern admitted that he wants Jaguar design head Julian Thomson and Land Rover design head Massimo Frascella to make the cars look even prettier than they do at the moment.

"I'm savouring the thought of helping my Jaguar colleagues to bring Jaguar back to the position it deserves. It's a unique brand with an incredible pedigree and a lot of potential," McGovern says. "If it could be developed in a way that freed it from some of the constraints it has had in the past, I think it could be wonderful again. McGovern did not outline what those "constraints" were, but cars like the F-Type have us wondering how he could be any less than satisfied with the company's designs.



*Jaguar is more likely to pen more stunning designs like its Vision Gran Turismo SV Concept and its next-generation XJ.*

Julian Thompson took over after legendary designer Ian Callum retired last year, and since design takes a while, all of the recently-revealed Jags are likely Callum's work. The 2021 Jaguar XF Sedan and 2021 Jaguar F-Pace SUV (including the hardcore SVR model) are seeing the most extensive updates, while other models like the E-Pace are also refreshed for 2021.

Jaguar recently opened a new design studio in Gaydon with computer-powered workstations and clay model platforms with a total of 30 milling

machines. With so many advanced tools at its disposal, Jaguar is more able to pen stunning designs like its Vision Gran Turismo SV Concept and its next-generation XJ - a car that we have yet to see not cloaked in camouflage, but which McGovern calls "stunning."

**It sounds like good things are incoming from JLR. ■**

*Information for this story was sourced from CarBuzz, a leading source of content about cars, trucks, parts and all things automotive*

## Jaguar F-type Heritage 60 Edition

Jaguar has revealed that a new limited-run "Heritage 60 Edition" of its F-type Coupe and Roadster will be built to celebrate 60 years since the launch of the iconic E-type.

The special edition will be constructed by JLR's SVO department and restricted to just 60 units globally, split between the two body styles.

Unique to the "Heritage 60 Edition" will be the exclusive application of Sherwood Green, an original factory colour from the E-type's launch in 1961.

The F-type will have a black and beige interior and a new aluminium console trim finisher inspired by the original E-type's rear-view mirror casing, and a commemorative plaque positioned between the seats. These unique elements will be all hand-finished by SVO's team away from the standard production-line.

The cars will take their mechanical baseline from the flagship P575 model, powered by the 567bhp version of JLR's supercharged 5-litre V8 that used to be fitted to the now-dead F-type SVR.

It is not known if any of the 60 cars will be available in Australia but based on UK pricing, the cars will cost \$50,000 more than the standard P575 models, reportedly justified by the extra layer of hand-finishing by the SVO team. ■

[WATCH VIDEO](#)

*Tom Hiddleston in a brilliant advertisement for the Jaguar F-Type Coupe.*



# Feature - Jaguar XK/XKR (2006-2014)



THE NEW JAGUAR XK  
Available Spring 2006



# Feature - Jaguar XK/XKR (2006-2014)

**When the XK first appeared to the world back in 1996 it created a whole new era for the history of Jaguar's sports cars.**

With 91,406 XK's finally rolling off the Browns Lane assembly line it went without saying that it had been a phenomenal success.

In 2006 a whole new generation of XK's were unveiled under the leadership of Jaguar Design Director Ian Callum. At the unveiling speech at the Frankfurt Motor Show back in September 2005, Bibiana Boerio, Managing Director Jaguar Cars said "this is a sports car with the heart and soul of every great Jaguar." Ian Callum followed by saying "It's just like a Jaguar should be - powerful and exciting".

## Verdict

Well, what was new on the XK (project X150)? Did it indeed live up to all the hype? How did it compare to the current version?

## Interior & Design

Well, inside the new XK the interior had been totally redesigned. Fine luxurious stitched leather continued (as you would

expect) but some more high-tech trim surfaces had also been introduced. There were initially three veneer options; Aluminium; Burr Walnut; and the more modern wood. The aluminium option offered a high-tech appearance.

Other luxuries included a high and optional premium-quality audio system and built in Bluetooth.

The XK's stance was now longer, wider and taller across its two-door Coupe and Convertible forms.

The main design change had been the introduction of the all-aluminium monocoque body which was previously introduced on the XJ.

## 4.2-Litre V8 of its Predecessor

The 4.2 litre V8 still thrust out a top speed limited to 155mph but with a 0-60mph time of 5.9 seconds. Jaguar stated that the quarter-mile time could be reached in 14.4 seconds, less than half a second off the pace of the previous supercharged 4.2 XKR.

The familiar 'J' gate had been replaced with a new Sequential Shift system allowing the driver to use steering wheel-mounted paddles to change gear

(F1 style). The car sat on 18-inch alloy wheels as standard, with the option of 19 or 20-inch wheels available.

## Pedestrian Impact Bonnet

Jaguar had also introduced a new feature called the "Pedestrian deployable bonnet". An imaginative design that aimed to lessen the severity of injuries to pedestrians in the event of a collision with a car.

The idea being that in the unfortunate event of a pedestrian impact, the deployable bonnet automatically 'popped' up a few inches, to increase space between the engine and the bonnet. This helped to isolate the pedestrian from hard points in the engine compartment.

## Update 2009 - 5.0-Litre V8

The XK received a facelift in 2009, with minor alterations to front and rear lights and bumper designs, together with the introduction of a new 5.0-litre V8 for both the naturally aspirated XK and the supercharged XKR. The interior also received some changes, in particular the introduction of the XF style rotary gear selector mated to the new ZF automatic transmission.

*(Continued page 10)*



*The first production XK (X150) rolls off the line at Castle Bromwich. The two-door coupé debuted at the 2005 Frankfurt Motor Show and the two-door convertible debuted in 2006 at the North American International Auto Show. This time they completely changed the shape of the model (now in aluminium form) and brought together a new looking performance car that would compete against its sports car counterparts. The XK won the Top Gear magazine "GT of the Year" and "Car of the Year" awards in 2006.*

# Feature - Jaguar XK/XKR (2006-2014)

## Update 2010

In 2010, Jaguar added the 'Speed Pack' option to the XKR, with aerodynamic body-kit and speed limiter increased to 280 km/h (174 mph), and the 'Black Pack', with black wheels and trim.

## Update 2011

The XK received a second facelift in 2011 with a new front bumper and light design. The car was launched at the New York Auto Show.

A tyre repair Instant Mobility System (IMS) became standard on all XK and XKR models. This freed up the 30-litre wheel well, which was now carpeted and held a specially designed and tailored XK accessory suitcase, substantially increasing the versatility of the car.

To underline the XKR's sporting credentials at 11MY, red brake callipers become standard on all XKR Coupe and Convertible models.

## XKR-S 5.0 (2012)

The range was extended in 2012, with the introduction of the new and powerful XKR-S at the 2011 Geneva Motor Show, featuring an upgraded XKR engine generating a maximum power output of 550PS and 680Nm of torque.

The XKR-S was the most extreme expression yet of Jaguar's passion for building beautiful, fast cars. For the first time with a series production car, Jaguar gained entry to the exclusive '300km/h club' thanks to the effortless performance of the supercharged 5.0-litre AJ-V8 engine. A revised fuelling map meant the direct-injection powerplant produced 405 kW (542 hp).

Styling: -

- Unique, new front-end design with twin nacelles, side intakes and carbon-fibre splitter.
- Extended side sills emphasising the 10mm lower ride height.
- New rear apron incorporating a Venturi carbon-fibre diffuser.
- Unique to the XKR-S was a rear wing with carbon-fibre centre section rear bumper.

Also exclusive to the XKR-S models were carbon-leather trimmed heated seats which featured integrated head rests, racing harness cut-outs and increased



*2008 "XKR Portfolio" was a special edition 4.2 litre XK developed by Jaguar's Special Vehicles team and brake manufacturer Alcon. A handful of coupes (10) were exported to Australia carrying a price tag of \$246,000.*



*The 2008 "XK60" 4.2 litre coupes & convertibles were built for the UK market to commemorate the 60th anniversary of the XK120. Notable changes included distinctive body enhancements along with bright upper and lower front grille meshes and special tailpipe finishes.*

## Feature - Jaguar XK/XKR (2006-2014)

side and squab support to hold driver and passenger securely during high-speed cornering.

Interior changes included a multifunction three-spoke leather steering wheel and Jaguar-embossed stainless-steel pedals, soft-feel paint for the switches and gloss black centre console. An exclusive dark aluminium finish was available as standard with an optional Piano Black finish.

### Special Editions

Various special and limited editions were produced by the Jaguar factory over the following years with the last model discontinued in 2014.

#### *XKR Portfolio (2008)*

The 2008 'XKR Portfolio' (4.2 litre) was a special edition of the XKR developed by Jaguar's Special Vehicles team and British competition brake specialist Alcon.

It is often incorrectly referred to as a 2007 model due to being built and first sold in 2007. It includes 400 mm diameter front and 350 mm rear brake discs, six-piston

front Alcon calipers and four-piston rear callipers, 20-inch five-spoke Cremona wheels, power vents, a Celestial Black or Liquid Silver body colour, Engine-Spun aluminium veneer or optional Satin American Walnut veneer. They also had an alloy and leather gearshift selector, soft-grab door handles, contrast stitching throughout the cabin and leather-edged mats with Jaguar logos.

Each car was fitted with Portfolio tread-plates on the doorsills and a 525 W Premium Audio system with Dolby Pro Logic II surround sound system by Bowers & Wilkins.

It was reported at the time that ten (10) examples of the 2008 XKR Portfolio were to be made available in Australia - all of in Coupe style, carrying a price tag of \$246,000.

#### *XK60 (2008)*

The 'XK60' was a special version of the XK released for the UK market to commemorate the 60th anniversary of the XK120.

Notable changes included 20-inch Senta alloy wheels, a sporty alloy gear knob and selector-gate surround, plus a new front spoiler and rear valance panel, chrome-finished side vents along with bright upper and lower front grille meshes, special tailpipe finishes and appliques on both sides of the car.

#### *XK-RS 4.2 litre (2009)*

The 'XK-RS' was a limited production (200 units) version of the XKR coupé for the European market. 50 units were built in RHD and 150 in LHD. It was not sold outside of the UK or EU.

It was a 2009 model year vehicle but built in 2008. The model was developed by Jaguar's Special Vehicles team in collaboration Alcon and had an electronically limited top speed of 280 km/h (174 mph).

The additional performance was achieved through improved aerodynamics (reduced drag and lift) and a revised suspension set-up. Other changes included an Alcon Performance braking



*Peter and Trish Clarke, 2014 Dark Grey V8 5.0 litre XKR Coupe*

## Feature - Jaguar XK/XKR (2006-2014)

system with 400 mm diameter front and 350 mm rear brake discs, six-piston front calipers and four-piston rear calipers and recalibrated suspension.

The XK-RS was fitted with ultra-fast manual shift controlled by steering wheel-mounted paddle shifts – with shift times measured in milliseconds making it (at the time) one of the fastest shifting transmissions in the world.

The XK-RS badge was first used on this special edition XK and then again on the production 5.0 litre XKR-S (2012).

### *XKR 'Goodwood Special' (2009)*

Based on the standard XKR, the XKR 'Goodwood Special' was a prototype designed to explore the sportier side of the XKR's character and allow Jaguar's engineering team to extend performance boundaries.

Unveiled at the 2009 Goodwood Festival of Speed, the engine was updated to generate a maximum power output of 390 kW (523 hp).

The car featured a louder exhaust, 21-inch alloy wheels and a lowered ride-height as well as a Lime Green body colour and satin graphite detailing on the front grilles, headlights, door mirrors, side window surrounds, rear signature blade and bonnet louvres.

### *XK-R75 Goodwood LE (2010)*

The name 'Jaguar' first appeared in September 1935 as a model name on an SS 2½-litre sports saloon.

Unveiled at the 2010 Goodwood Festival of Speed, the 'XK-R75 Goodwood LE' was a limited production (75 units, 20 RHD and 55 LHD) version of the XKR commemorating the company's 75th anniversary.

The car featured an upgraded engine together with an upgraded torque converter to handle the additional torque produced by the engine. The cars also had upgraded suspension and an aerodynamic body pack. The cars had a top speed of 300 km/h.

To ensure that the XK-R75 remained stable at that speed a revised aerodynamic body pack with a front splitter, side sills extensions, a rear diffuser and larger rear spoiler were fitted to increase balance and reduce lift.



*At the time, the Special Edition 2009 "XK-RS" 4.2 litre Jaguar was the fastest production XK built, reaching an electronically limited top speed of 174mph (280kph) – 19mph (30kph) faster than the 2009 XKR. The RS badge first appeared on this special edition XK.*



*The XKR 'Goodwood Special' was a prototype designed to allow Jaguar's engineering team to extend performance boundaries. Fitted with 21-inch wheels and a lowered ride-height. The XKR had a one-off lime green paint scheme with satin graphite detailing.*



*The 2010 "XK-R75 Goodwood LE" version was built to commemorate Jaguar's 75th anniversary. The cars were tuned and calibrated in partnership with the RSR ("Rocketsports Racing") engineering team that developed the all conquering American Trans-Am XK. The 75 cars were finished in Stratus Grey exterior paint with an optional graphics pack.*

# Feature - Jaguar XK/XKR (2006-2014)



*2010 marked the 75th anniversary of the Jaguar name. For the US market, a limited edition “XKR175” was built to celebrate the anniversary. With a top speed of 175mph, the cars were limited to just 175 cars for the US but a further 15 were built for Canada.*



*The 2011 “XK E-Type Anniversary Edition” (XK E50) or ‘XKR Heritage Edition’ was a limited production variant of the XK built to commemorate the 50th anniversary of the E-Type.*



*2011 Salsa Red XKR Poltrona Frau Limited Edition Coupe. One of only 16 exported to the US.*

The XK-R75's was also fitted with a computerised Active Differential Control (ADC) to reduce steering sensitivity at very high speeds, further improving stability and driver control. The XK-R75 was tuned and calibrated in partnership with the RSR (Rocketsports Racing) engineering team that developed the all-conquering Trans-Am Jaguar XK.

## *XKR175 (2010)*

Similar to the XK-R75, this version was built for the North American market and built to commemorate the company's 75th anniversary. The car had a top speed of 175 mph with a planned production run of 175 units. A total of 175 cars were exported to the US, as well as another 15 to Canada.

The cars were fitted with 20-inch Kasuga ten-spoke alloy wheels and were only available in Ultimate Black exterior and the interior finished in all black that included Warm Charcoal soft grain leather, Jet headliner and Piano Black veneer. Each car had a unique door sill tread plates identifying the car as '1 of 175'.

## *XK E50 (2011)*

Also known as the 'XK-R Heritage Edition' and the 'XK E-Type Anniversary Edition', the model was commissioned to commemorate the 50th anniversary of the E-Type.

Unveiled in 2011, the car featured special Black Cherry Colour along with a black bonnet and 19-inch Tamana heritage alloy wheels with red Jaguar badging.

Other exterior features include chrome trim on the front grille, wing mirrors, air intakes and window surrounds. The interior featured unique upholstery in Ivory and Charcoal leather along with a special "Jaguar Heritage" logo on the headrest, and aluminium inserts in "Engine Spin" finish.

The XK E50 cars have an additional "E50" badge on the left side of the boot lid, just below the standard "XK" badge.

## *XK and XKR Poltrona Frau (2011)*

The Poltrona Frau was a special trim level on the XK and the XKR with Poltrona Frau leather upholstery in "scraffito" finish that including the door panels, headliner, seats and dashboard.

## Feature - Jaguar XK8/XKR (cont)



“XKR-S GT”

*2013 “XKR-S GT” was a 300km/hour up-rated version of XKR-S coupé with a worldwide production of 45 units. The GT included a host of upgrades including a wider front track, stiffer suspension, carbon ceramic brakes and a reduction in kerbweight.*



“XK SIGNATURE EDITION”

*The 2014 “XK Signature Edition” was a more luxury oriented XK model with a luxurious interior fitted with soft-grain leather luxury seats, smooth canvas Suedecloth headliner, figured ebony veneers, Bright Metal sport pedals and a fancier set of wheels.*



“XK FINAL FIFTY”

*To mark the end of the XK’s production, Jaguar unveiled the “XK Final Fifty Edition”. Based on the XKR, only 25 coupes and 25 convertibles were built and sold exclusively to the US market. Externally identifiable by the louvered hood borrowed from the XKR-S GT.*

The edition was offered in salsa red, navy blue or truffle brown with aluminium or walnut wood trim along with heated sports seats, a 525-watt Bowers and Wilkins sound system, unique sill plates, stainless-steel pedals, choice of two 20-inch wheels, six special interior colours and four soft top colours (for the convertible).

### [XKR-S GT \(2013\)](#)

The “XKR-S GT” was a limited-edition version of XKR-S coupé with a worldwide production of 45 units (30 units in US/Canada and 10 units in the UK).

The GT included a host of upgrades over the standard XKR-S including a wider front track, stiffer suspension with bespoke dampers, carbon ceramic brakes, 145kg of downforce and a reduction in kerb-weight. J

The Jaguar XKR-S GT was only available in Polaris White with unique graphics and Jaguar R-S GT script on its louvred bonnet. It was unveiled by Jaguar in 2013 at the New York International Auto Show, followed by the 2013 Goodwood Festival of Speed.

### [Special Edition- XK Signature \(2014\)](#)

The “XK Signature” was a more luxurious version of the XK using the V8 engine tuned to 400hp. The non-supercharged cars were still capable of 155mph.

The cars were available with either 20-inch Kalimnos or Takoba alloy wheels and were fitted with diamond quilted leather upholstery, canvas suede cloth headlining, figured ebony veneers, leather seat in Ivory or Charcoal, reversing camera, metal sports pedals and a six-speed ZF automatic gearbox with steering wheel-mounted paddles.

### [XK-R Dynamic R \(MY2015\)](#)

The “XK-R Dynamic R” was a ‘run out’ version of the XKR with the Black Dynamic Pack.

It included stiffer suspension, a 10 mm ride height drop and body-kit extensions from the Speed Pack. A Performance Active Exhaust and Bright Metal sport pedals were also fitted as standard equipment.

## Feature - Jaguar XK8/XKR (cont)



*(Left to Right): The first production XK (X150); The very last XK (X150) built; and the penultimate XK that was the last customer car built.*

### Final Fifty (MY 2015)

Jaguar announced a special limited edition to mark the end of the XK production. 50 were sold, all in the US.

The Final Fifty was based on the XKR with a Dynamic Pack. The exterior is identifiable by an extra-louvered hood inspired by the XKR-S GT, “Vortex” 20-inch wheels, a rear wing, side sill extensions, and a rear diffuser.

The Final Fifty cars were split evenly in 25 coupe and 25 convertible body styles and all cars were fitted with a commemorative plaque signed by the then Jaguar’s chief designer Ian Callum. They were fitted with sport a special badge on the centre console and an inscribed doorsill tread-

plate identifying them as limited-edition models.

### **Production Ends (2014)**

On the 24th July 2014, the very last X150 was built and was handed over to its new custodian - Jaguar Heritage (JH).

In a special ceremony at the end of the line, the car was handed over by Castle Bromwich Operations Director, Nicolas Guibert, to Mike Beasley, Vice-Chairman of the Jaguar Daimler Heritage Trust who received the car on behalf of the Trust for long-term safekeeping. It was registered with the special number JH14 XKR.

The final car was finished in Italian Racing Red with Warm Charcoal seats and fascia with red stitching. It is also

fitted with a 174 mph speed limiter, Carbon Fibre Engine Cover and Adaptive Front Lighting.

### **Awards**

The XK (X150) won the Top Gear magazine “GT of the Year” and “Car of the Year” awards in 2006.

The XK was also awarded the Engineering and Technology Award at the Prince Michael International Road Safety Awards in London. ■

[\*\*WATCH VIDEO\*\*](#)

*X150 - Gorgeous Was Born That Way*



*2008 “XKR Portfolio” owned by Jaguar Drivers Club of Australia members John and Robyne Harlow. The Portfolio was a special edition developed by Jaguar’s Special Vehicles and brake manufacturer Alcon. Only 10 coupes were exported to Australia. See story page 22.*

# CELEBRITIES AND THEIR XK's



*Britiny Spears with her 'new' Jaguar XKR*



*UK tennis star Andy Murray arriving at Wimbledon in his 'new' convertible Jaguar XKR*



*American Singer-Songwriter Lana Del Rey returns with her 2013 Jaguar XK convertible after it was stolen by an obsessed fan.*



# CELEBRITIES AND THEIR XK's



*Pamela Anderson's bespoke Jaguar XK with 20" chrome wheels. I wonder how she manages to keep the white interior remotely clean.*



*Hollywood actress Mila Kunis poses with her Jaguar XKR-S*

# Apex Motorsports -XKR GT3

## Background: British GT3 Championship

This championship is a sports car racing series based in the UK. GT3 cars differ from GT1 and GT2 race cars by using more low-cost engineering and design elements in their development. Rules include extensive performance balancing and handicap weights to make the cars artificially more equal.

Manufacturers provide a ready-to-race car to a customer and the teams are then limited in what they can alter from production specs.

## FIA GT3 European Championship

The GT3 class mirrored that of the British GT Championship. It was launched in 2006 and ceased in 2012 giving way to one-make series such as the Ferrari Challenge and Porsche Supercup.

## Apex Motorsports

Apex Motorsport, was a successful British auto racing team founded in 1996 by former racing driver Richard Lloyd

In 2006 Lloyd, along with racing driver and entrepreneur Harry Handkammer, approached Jaguar Cars to develop a Group GT3 sportscar program built around the new aluminium bodied supercharged 4.2L Jaguar XKR (X150).

Apex and Jaguar agreed to build cars for the team as well as cars to be sold to customers to justify the cost of the program.



*Between 2007 & 2009, Apex Motorsport were a factory approved entrant into the FIA GT3 European Sports Car series with the Jaguar XKR-S. Four cars were built, each one an evolution and improvement of its predecessor. The first car now resides in the Jaguar Heritage Museum.*

## XKR Modifications

The modifications undertaken by Jaguar and Apex above the standard XKR were too many to list here.

Suffice to say the cars underwent extensive wind tunnel testing to redesign front and rear aerodynamics. The 510 bhp engines were dry-sumped with a remote oil tank and fitted with a six-speed sequential gearbox mounted at the rear of the car for improved weight distribution. Front and rear suspensions were purpose built and fitted with 18 x 11-inch wheels, larger discs and brake calipers and inboard airjacks.

From a distance the race cars looked like a standard XKRS. You could have bought one new for £400,000.

## 2007 season

Apex Motorsport first raced two cars late in the 2007 season for the International FIA GT3 European Championship and British GT Championship. The team was becoming competitive and the cars looked to be potential winners.

It was felt that all that was needed was more development over the winter break.

## 2008 Season - Tragedy

While developing the Jaguars in March 2008, Lloyd and team member Christopher Allarton, along with racing driver David Leslie were en route to France for testing when their aircraft crashed and the three, plus two pilots, were killed.

Despite the loss for the team, they continued their FIA GT3 campaign in 2008, racing three cars with good qualifying and good finishes.

## 2009 Season

The team pushed with further development of the cars however the project came to an early close in 2009 after no cars had been sold to customers and the team was dissolved.

Despite a huge amount of work by the team, without their mentor, Richard Lloyd, the team was reportedly destroyed, both emotionally and physically. Jaguar enthusiast and sponsor, Stuart Scott, bought the first car which now resides in the Jaguar Heritage Museum. The other three cars were bought by privateers and are now seen in historic racing and club events in the UK. ■



*In 2008 the team was involved in an air disaster on the way to a test at Paul Ricard which sadly claimed the lives of all 5 on board, including the team founder Richard Lloyd.*

[WATCH VIDEO](#)

[XKR GT3, D type & XKs test at Silverstone](#)

# Circuits des 24 Heures du Mans 2010

In 2010, with Jaguar celebrating its 75th anniversary, Jaguar were keen to promote the Marque. There was probably no better way to do this than to return to its spiritual racing home at Le Mans where it had won the race 7 times before.

Following his team's domination of the American Trans-Am series during the 2000's, in 2009 Paul Gentilozzi in partnership with Jaguar Cars Ltd founded "RSR Racing".

The aim was to build and race the Jaguar XKR in the GT2 class at the Le Mans 24 hour race as well as the American Le Mans Series. To comply with the Group 2 regulations, the XKR had to run without a supercharger.

## American Le Mans Series (ALMS)

The American Le Mans Series composed of Le Mans Prototypes (LMP) racing cars and Grand Tourer (GT) race cars such as Lamborghini, Ferrari, Porsche, BMW, Chevrolet, Ford and Jaguar.

The RSR XKRS first raced in September 2009 in what was the last race of the 2009 season. With over 100 cars competing, competition was fierce. The car looked spectacular and it was a promising start.

The first race for 2010 was the classic Sebring 12-hour race. Unfortunately, the car retired early with overheating problems. In its second race at Long Beach, they struck problems with a sticking accelerator and in its third race at the six-hour Laguna Seca race in May, the XKRS was troubled by a faulty alternator belt and subsequent flat battery which cost them several laps.



*The #81 RSR Jaguar XKRS driven by 7 times Trans-Am champion Paul Gentilozzi of the United States during practice for the 78th running of the Le Mans 24 hours race at the Circuits des 24 Heures du Mans on June 9, 2010 in Le Mans, France.*

## Le Mans 2010

In hindsight the lone XKRS should never have raced at Le Mans in 2010. History had shown that to win, even a class at Le Mans, a team needs multiple cars and lots of development time. Jaguar's win in 1957 came with no less than 5 cars.

With Le Mans in June, the team only had a week after the May Laguna Seca race to prepare the almost new racing car and send it to France. There was no time to improve reliability and performance.

In 2010 there were a total of 85 entries but only 55 cars were accepted to start. So, on a positive note, the fact that the Jaguar even qualified to compete in the 24 hour race was not insignificant.

The team struggled all weekend sorting out a series of problems including a blown clutch which significantly limited vital practice time.

Qualifying was much the same. The highest qualifying GT2 car was a Ferrari F430 in 36th place. The XKRS qualified 15th in its class putting it at the rear of the field for the start of the 24 hour race.

A Lola Le Mans Prototype LMP1 retired after one lap followed by the lone Jaguar. The XK was plagued by electronic issues (voltage spikes) that fried the ECU. The Jaguar officially completed 4 laps.

Car Manufactures like early results and when they don't happen, the dollars don't hang around for long. What Paul Gentilozzi needed was a lot more money and a lot more cars. It never happened.

## 2011

There was no support for the 2011 Le Mans 24 hour race, and so there was no entry for 2011.

RSR continued to race in the American Le Mans Series (ALMS) with 2 cars. Regulations restricting engine air intake robbed close to 100 bhp, making the cars uncompetitive. The cars competed in all 9 races, but with the Jaguar Program ending after the last race in 2011, the XKR GT2's went into retirement. ■



*The #81 RSR Jaguar XKRS at Le Mans 24 hours race in 2010. The car started the race, many didn't, but lack of development cost them any hope or chance of a class win.*

[WATCH VIDEO](#)

*VIDEO: Jaguar RSR XKR GT2 at Long Beach*

# XK (X150) Joins XK8 to Win Trans-AM Series

## History: Trans-AM and Jaguar

As outlined in December's Classic marque, the Trans-AM Series was created in 1966 by Sports Car Club of America (SCCA) and evolved over time to include GT style race cars.

The Group 44 Jaguar XJS driven by Bob Tullius won the Drivers' Championship in 1977 and in 1978 he dominated the series winning 7 of the 10 races including the Watkins Glen 6 Hours, to win both the Drivers' championship and Manufacturers championship for Jaguar.

In 2000, the Trans Am Series brought in new manufacturer eligibility, multi-valve engines, fuel injection and spec rear wings. It marked the return of Jaguar, brought to the party by Michigan based "Rocketsports Racing" with two XK8's.

"Rocketsports Racing" won the prestigious series in 2001 (Paul Gentilozzi); 2003 (Scott Pruett); 2004 (Paul Gentilozzi); 2005 (Klaus Graf) and 2006 (Paul Gentilozzi), giving Jaguar a further five Drivers Championships and four Manufacturers' Trans-AM titles. (None was awarded in 2006).

Due to sponsorship issues, no Trans-AM Series occurred in 2007/8. This undoubtedly robbed Jaguar of two more championships.

## 2009 Trans-AM Series

Jaguars domination of the series during 2000's saw "Rocketsports Racing" joined by four teams, namely "JD Racing", "Pickett Racing", "Team Cytosport" and "Abacus Racing". All teams used modified un-supercharged XKR's (X150).

### Series Opener - Road Atlanta

With a field of 46 cars, the race was won by Greg Pickett in the No. 6 "Pickett Racing/Muscle Milk" Jaguar XKR.

Tomy Drissi in the No. 5 "Rocketsports" Jaguar XKR finished fifth.

Drissi's "Rocketsports" Jaguar was all set to claim second place when, on the final lap, the XKR sputtered to a stop with a fuel pickup problem, relegating him to 5th.

Rookie Daniel Ramoutarsingh, of Trinidad, Driving the No. 8 "Rocketsports" Jaguar XKR made an impressive debut to finish 6th.

### Round Two - Virginia Raceway

German Klaus Graf driving the No. 6 "Pickett Racing/Muscle Milk" Jaguar XKR, started last and drove through the field to earn his fifth career Trans-Am win. Graf was the provisional pole-winner before his XKR failed post qualifying technical inspection (wing height). As a result, Graf was moved to the back of the field.

However, it only took Graf 11 laps to take the race lead. Tommy Drissi finished fifth in his "Rocketsports" Jaguar XKR to help Jaguar lead the manufacturers standings, with 18 points, followed by Chevrolet (10) and Ford (9).

### Round Three - Mosport (Canada)

Deja Vu.

Klaus Graf again started last, but finished first to earn his second Trans-AM Series victory of the season.

Again, Graf was disqualified following post qualifying technical inspection for a wing height infraction and began last on the grid. However, he put on an impressive drive to win ahead of



Tomy Drissi in his "Night at the Museum 2", No. 5 "Rocketsports" XKR about to overtake Rookie Daniel Ramoutarsingh, of Trinidad, also driving a "Rocketsports" XKR. Drissi won the Series Championship over the seven rounds contested. Drissi owns a Hollywood advertising agency that produces displays for upcoming movies in cinemas. For each race, the cars livery was changed to promote a different upcoming film.

# XK (X150) Joins XK8 to Win Trans-AM Series



*Klaus Graf on his way to win the Mosport (Canada) Trans-Am race in the "Picket Racing" XKR. On two occasions, Klaus drove from the back of the grid and passed all 46 cars to win. Several DNF's robbed him of the 2009 Drivers Championship. However his two wins helped Jaguar win the Trans-Am Manufacturers Championship for the 6th time. Klaus previously won the Trans-AM Drivers Championship in 2005 when he dominated the series driving a "Rocketsports" XK8.*

Tomy Drissi in his "Rocketsports" XKR followed by Jorge Diaz Jr., of Puerto Rico in his "JD Racing" Jaguar XKR.

Jaguar extended its lead in the manufacturer's standings,

## **Round Four - Lexington Mid-Ohio**

Jorge Diaz Jr. in his "JD Racing" Jaguar XKR, led the second half of the Trans-Am Series Round Four race to capture his third-career series win. Tomy Drissi in his No. 5 "Rocketsports" Jaguar XKR finished a close second

In holding off Drissi's late-race charge, Diaz Jr. was also awarded the "Star of the Race" award". Drissi's second-straight runner-up finish, put him solely atop the Drivers' Championship standings.

## **Round Five - Portland Raceway**

Tomy Drissi crossed the start-finish line in his splashy No 5 "Rocketsports" Jaguar XKR to win his first Trans-Am race in nine years.

Greg Pickett in his XKR actually caught and passed pole-sitter Drissi in the 46-lap race. However, his XKR lost power shortly after he manoeuvred past Drissi and his engine completely detonated with 2 laps to go. There was so much

white smoke that cars following could not see where they were going and had to slow right down until the smoke cleared. Picket finished 5th.

Todd Harris driving the team "Cytosport" Jaguar XKR was second helping Jaguar extend its lead in the manufacturer's standings.

## **Round Six - Watkins Glen**

After five straight Jaguar wins, a Corvette finally broke the XKR stranglehold. However, Tomy Drissi in the Rocketsports XKR finished second and accumulated enough points to clinch the Trans-Am Drivers Championship title, even though there were two more races to go.

Driving No. 8 "Rocketsports" XKR, rookie Daniel Ramoutarsingh, of Trinidad, worked hard to earn his first career Trans-Am podium.

Race 7 at Bluegrass Motorsports Park was cancelled.

## **Round Eight - Road America**

Jorge Diaz, Jr. set the pace in his "JD Racing" XKR and opened up a lead of more than six seconds before he pulled off on lap 13 of the 23-lap race with a flat tire.

On lap 21 Daniel Ramoutarsingh in his XKR was running second and went to pass the leader but spun exiting the corner, leaving Cliff Ebben in his mustang alone at the front of the field. Ramoutarsingh still managed to finish second.

With 5 wins from 7 races and podium finishes in every race, Jaguar easily won their 6th Trans-Am Manufacturers Championship title.

## **2010 Trans-AM Series**

With Paul Gentilozzi forming RSR Racing in partnership with Jaguar Cars Ltd. to build and race the Jaguar XKR in the Le Mans 24-hour race and the American Le Mans Series, resources for the Trans-Am series was stretched.

However, Tomy Drissi in his "Rocketsports" Jaguar XKR won the first race and finished the series a creditable third overall against the bigger engined Chevrolet Corvette's. Following Jaguars domination in the series during 2000's, 2010 was the first Trans-AM season since 2002 in which an American manufacturer had won the championship. ■

# XK-R: One of Just 100. Loved, Lost and Found Again

*Editor - The following is an Award winning story by Jaguar Drivers Club of Australia member John Harlow, courtesy of Australian "Jaguar Magazine" (Les Hughes).*

## **John and Robyne Harlow have never loved a car as much as their XK-R Portfolio.**

In 2008 Robyne and I were looking for an early model XK-R X150 to replace the four year old XJ-R saloon I had the pleasure of using for weekly trips to Lithgow in the Blue Mountains. The trips were necessary for our business.

Having known Anthony Arditto for many years, his position at that time was Sales Manager for Trivett Jaguar, we called him regarding a car which had been advertised for a few months. It was an early 07 model being offered at a discounted price.

On viewing it Robyne was far from impressed with the colour (it's amazing how colours can make or break a car), so we wandered upstairs to the new car showroom where Robyne exclaimed: "I

like that!" Sitting there was a brand new 09 Model Year XK-R Portfolio finished in attractive Shadow Grey.

Now who was I to argue with a comment like that? I couldn't believe my luck, other than hearing the price. It took my breath away!

After doing all the sums, and then Anthony contacting Jaguar to try for a better change over price, we kissed part of the sale of our business goodbye and agreed to buy the XK-R Portfolio.

The model was limited to a one hundred car special build, of which only ten were imported by Jaguar Australia.

All of those ten Australian 09 Portfolios were Shadow Grey, five had Ivory trim and five Warm Charcoal leather.

All cars were fitted with the racing bred Alcon R braking system, being the most powerful Jaguar had made then as a production car. It was fitted with Selena Shadow finish alloy wheels, plus all the premium equipment and luxury options available to XK-R buyers at that time.

So, on September 17, 2008 we drove out of Trivett's Sydney showroom in our new XK-R Portfolio Coupé.

Over the next three and a half years we truly enjoyed the car, attending the 2009 Jaguar National Rally in Tasmania, Mountain Rallies and other Club events, as well as using it for my now new part-time consulting work.

On fully retiring, we intended to travel this big land of our's, but wondered if the Portfolio was the right car? One nagging thought was that with the huge Alcon brakes (bigger than the V8 Supercars of that era). Portfolio's came with NO spare wheel at all, a space-saver not being able to fit over the 400mm front and 350mm rear discs! Instead, it came with just a specialised pump and tyre goo.

The sensible decision for us was then made to purchase a Range Rover Sport. The Rangie did sterling service, but after eighteen months I had to admit to my friends at Jaguar the Rangie was a great car - but I was the wrong owner for it!



# XK-R: One of Just 100. Loved, Lost and Found Again



At this time, I was thinking: "I should never have sold the Portfolio". It was too late now.

Next for us followed an ex-Jaguar 2012 XJ X351, purchased in Melbourne and driven to Sydney without plates (only a Victoria Roads permit). I thought we would be pulled over by police on that 1000 kms trip, but not once!

Over the following years I still yearned to possess a sports GT. Having owned an XJ-S, XK8 and XK-R I knew how much I loved driving that type of Jaguar.

## I should never have sold the Portfolio.

Back on Carsales website I had set up an alert to let me know if any XK-R Portfolio's came into the market. We had quite a few results, but none were genuine PORTFOLIOS.

People were either mistaken or plain unscrupulous, trying it on over an unsuspecting punter.

Again, browsing Carsales, we came across a Western Australian XK in Lunar Grey (similar to the Shadow Grey of the Portfolio) with Ivory trim and only 33,000 kilometres. After enquiries, and a check over by our friend Don Stevens, we purchased that one.

We were to drive it back from the West, and in fact enjoyed it so much we planned another major trip around Australia. That epic was covered in our local Jaguar Drivers Club of Australia magazine.

Circumnavigating Australia we covered 18,137 kilometres with a fuel economy average of 31.7 mpg - or 11.2 kpl. I unblocked the air conditioner drain which is a common problem with 07-08 XKs, had no punctures and no dramas - but did get some strange comments about our choice of car.

The XK was a stunning thing, and still is, but a twist of fate occurred in May 2018 while Robyne was watching a television



*A rare photo. The rarity of this photograph should not be underestimated. Three of only nine such cars in Australia together for what is certain to be a once-only occasion.*

programme which gave me the horrors. I decided to do something else, so went and checked Carsales again (I must stop doing that).

This time I came across a genuine XK-R Portfolio for sale!

My heart skipped a beat, but alas, being a genuine Portfolio, it had the dark interior which I didn't like. So, I continued looking down the list of XK-Rs - and spotted a car with our plates!

It was enough to nearly give me a heart attack! Yes, it was our old car advertised as 2009 MY XK-R - nothing about Portfolio.

Well, as they say in the classics, the rest was history (and money). We traded the XK on our own Portfolio. An interesting thing was that the XK and XK-R had similar mileage - only 50 kilometres apart.

I still find XK and XK-Rs to be fabulous modern Jaguars, and our Portfolio is everything I loved about it the first time I drove it.

As an aside, the adventure goes further!

Some time ago I was speaking with JDCA Club member Cameron Knight and asking how his R model Jaguar was? He came back with a surprising reply: "Which one"? I knew he had an XJ-R X350 saloon, but he then told me he had purchased an XK-R Portfolio too.

Well again my heart skipped a beat! I was later to find out that his car had been delivered new in Adelaide.

At another meeting Cam came up and said: "You won't believe this, but there are two XK-R Portfolios in the carpark right now!" I think my smile gave it away! He said: "You haven't"? Yep, I had!

Cameron runs a business named Old Jaguar which specialises in up-grading electronics like Dab+ radio and reversing cameras which integrate with Jaguar systems and screens.

Naturally, after the meeting we compared our closely-related limited edition sports cars. We immediately decided we needed to get together for a photo shoot. Then fate took yet another good turn.

I got the exciting message that Cam had two XK-R Portfolios in his garage at that moment!

Being the tenth anniversary of those stunning things, we were extremely fortunate to get all three cars together for the special photos.

His client gave the go-ahead to use his car because he was going overseas. But we had only one single week to photograph one third of all 09 MY XK-R Portfolios which were sold in Australia.

We came to learn later there are only nine Portfolios left in Australia. One has been written off - so our percentage rate was even higher than realised at the time! ■

*Editor- No wonder this story won an Award. Thank you very much John and Robyne Harlow and to Les Huges, Editor of "Jaguar Magazine" (Issue #196).*

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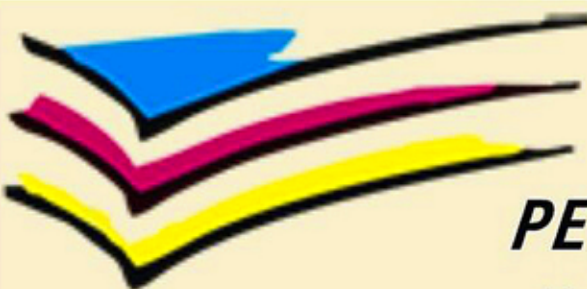
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# What is a HillJag - Story By David Seidel

## What is a HillJag?

During my recollections of the early 1960s period of buying old Jaguars, quite often I had to be prepared to “clean up” a yard and take a job lot with other vehicles as well. On one such occasion a 1950 Hillman was part of the deal, together with a single axle car trailer.

The little Hillman sat forlornly on the trailer, but it held a dark secret. The front end was a little tired and it looked like it had been lowered giving it a strange knock-kneed appearance.

It had a somewhat sad demeanour and the dark secret was that it had a Mark V Jaguar three and a half litre motor and gearbox resting uneasily under the bonnet. It was very crudely shoe-horned in and all hooked up. There had been little or no thought given to any other modifications – it was still all Hillman, even the steering and the rear end.

Without delay I just had to put an end to all this mechanical misery, so out came the Jaguar motor and gearbox and the rest was taken for scrap at Browns (now Simsmetal).

The irony of this story is that as we drove into the scrap-yard with the Hillman body there was an even sadder sight confronting us. At the bottom of the already stacked up hill of twisted metal was a Mark V Jaguar looking sadly at us, its grille and spotlights still intact, but totally irretrievable from the bottom of the pile.

So you now know what a HillJag is! I still remember well the impossibility of the situation, but at least I had saved a Jaguar engine and gearbox. ■

David Seidel



## 2022 Jaguar I-Pace

The I-Pace is less than three years old, but Jaguar is already preparing a facelift for their first electric vehicle based on patent images.

Reports say the facelifted 2022 I-Pace will sport a new look. The images show revised styling that brings the I-Pace in line with the updated F-Pace and XF. That seems to include new daytime running lights, a modified front fascia with new intakes on either side of the grille, which appears larger than before, and has a pronounced chrome accent that flows into the fog lights.

The sides appear to carry over without any changes, but with a redesigned rear end with new vents that are integrated into the bumper.

The Jaguar I-Pace came to market in 2018, and it hasn't changed much since. However, the automaker has announced plans to update it for the 2021 model year, and potentially refresh it for 2022.

Jaguar has already provided details related to the 2021 model, which gets quicker AC charging, a new infotainment system, and more driver-focused technology.

The I-Pace competes directly with the Audi E-Tron and Tesla Model X. Both crossovers recently got range increases, with the E-Tron now rated at 222 miles, and the Model X now rated at 371 miles of range in Long Range Plus form. ■

*Information for this story was sourced from Carscoops an automotive webzine with daily updates on new and future vehicles, motor shows and classic cars.*



*The I-Pace is less than three years old, but Jaguar is already preparing a facelift according to patent drawings*

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# How I Came to Join Jaguar (Part Three) By Ron Gaudion

*Editor - part three and final of this wonderful account of Ron Gaudion's time with Jaguar and Ecurie Ecosse*

## 1957 Monza (Monzapolis: Race of Two Worlds)

Next morning it was off to Monza in Italy, for the "Race of Two Worlds", Monzapolis, where the Americans wanted to race 10 of their Miniapolis cars, against European cars, it was for the following weekend.

With thick heads from the previous night's celebrations, our cases on board, off we go. The transporter moved one metre and "crack" the nearside rear spring decided to break the main leaf, so all out, wheels off, remove spring. While Stan and I were hard at work, Sandy had located a local spring works, who could make a new one, ready for the afternoon and after a bite to eat we were off.

Sharing the driving, we drove through the night, all of Tuesday (race finished on the Sunday, we lost Monday) and Tuesday night arriving at Monza in time for the scrutineering at 3pm on the Wednesday, (sleep, sleep, sleep) for practice on the Friday. Racing was on the Saturday.

Our drivers were Jack Fairman, Ninian Sanderson and John Lawrence. There was a case of Champagne for the first driver to be in front on the opening lap.

Jack Fairman, using all 4 gears, passed over the line first, to the utter surprise of the "Yanks", they had been lapping a lot faster than us, however their cars only had 2 gears. Jack used this to his advantage, however next time round there were three Indy cars leading.

The race was of 500 miles, broken into 3 heats, with 30 minutes in between. As it turned out the Indy cars suffered badly with suspension problems, on the rough track. The Americans needed the breaks to replace shock absorbers. The three 'D' types ran perfectly throughout.

The Indy cars finished 1, 2 and 3, the D types came in 4, 5 and 6, followed by 3 Indy cars, 4 had retired. If the race had of been 500 miles with no heats, we would have come in first, second and third. The Americans were impressed with our performance.

### A Bit of Trivia.

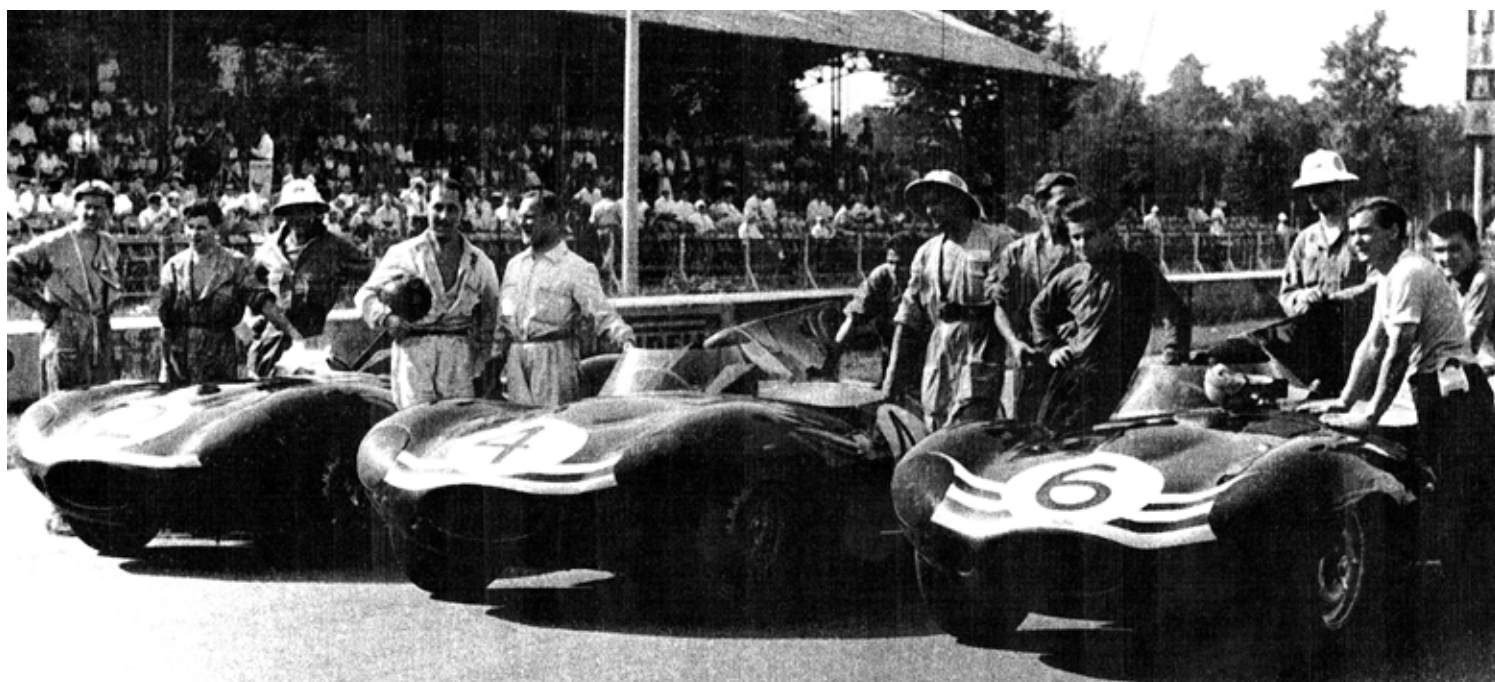
Jack Fairman's nickname was "Flashjack" Why? Because he was immaculate in his dress code, always in a sports jacket and cravat with a neatly trimmed moustache. After the Monzapolis this was changed to "Fearless Jack" Why? Because, during practice one of the D types threw a tread, due to the stress on the tyres of speeds in excess of 150m.p.h when on the steep banking at each end of the circuit. Dunlop, our tyre supplier recommended, due to the excess heat generated and

the down force encountered, the higher up the banking the less loading on the tyres. (Keep in mind the D type had a fully enclosed body, heat buildup was tremendous), therefore Fairman was circulating so close to the top of the barrier, that he took the bonnet handle, safety strap and the first coat of paint, travelling well in excess of 160 m.p.h, hence the well-deserved "nickname" Fearless Jack.

### 1957 - Milli Miglia

E.E. in 1957, entered one car in the Milli Miglia (1000 miles) on the 11th May, with Flockhart the driver, roughly 10 hours, only stopping every 250 miles for fuel. Starting at Brescia, first pitstop at Pesard, then Rome, Bologna, then back to Brescia. Using the highway down the east coast then through the mountains to Rome, then up through the centre back to the start - finish line.

Sandy Arthur, Pat Meehan and myself were to cover the race. Stan Sproat and Wilkie Wilkinson were to attend to a race in Spa, in Belgium the same weekend, taking one car in the grey transporter. Driving the green transporter with two cars on board, (we were whilst on the Continent to race in the M.M, Nurburgring, Le Mans, Monza and in Sweden) we left Edinburgh early morning on the 4th May, driving to the "cross channel" ferry at Dover to



1957. The three Ecurie Ecosse cars, two Long-nose and one production car on the grid at Monza for the "Race of Two Worlds". L-R Stan Sproat, Pat Meehan, (unknown), Jack Fairman, 'Wilkie' Wilkinson, Sandy Arthur, Ron Gaudion, and Ninian Sanderson.

# How I Came to Join Jaguar (Part Three) By Ron Gaudion



1957 grid at Monza for the "Race of Two Worlds". L-R 'Wilkie', (unknown), Sandy Arthur, Ron Gaudion, (unknown) and Ninian Sanderson.

Calais, then down the centre of France to Grenoble, then over the Cenise Pass into Italy.

We started to climb towards the pass, very heavy going, a lot of 1st and 2nd gear work, when the engine gave a cough and promptly stopped. With all the low gear work the exhaust manifold was glowing a "cherry red", causing the plastic fuel line (with internal tension spring) to collapse, touching the hot manifold and burning a hole, lost fuel pressure. Thankfully it didn't catch fire. No spare fuel hose in toolbox, what to do?

Fortunately, on driving through London, I had purchased a new shirt, which was within a plastic sheath, wrapping a part of the plastic around the fuel line, held in place with welding wire and held back out of harm's way. It worked well, as a matter of fact it held up until our return to Edinburgh. (There was no way we could get a replacement for a 1936 Leyland on the Continent).

As we approached the Border Control, the Officer came out of his office to tell us "the Pass is closed" due to a heavy fall of snow. No alternative but back track to Grenoble. We tried going by train, but when the transporter was on the flat top, it was too high for the tunnel. So,

via Nice, Monaco, Genoa, then north to Milano then east to Brescia.

Count Maggi, a promoter of the Milli Miglia, invited Ecurrie Ecosse to stay with him and the Contessa, in their beautiful ancestral home. Cassa Maggi (Castle Maggi) at least 400 years old, sitting on a hill, surrounded by 100 acres of a working farm of cattle, dairy herd, vineyard and a large vegetable garden with fruit trees. It was in the village of Coleno, a few miles inland from Brescia.

The castle and numerous stone horse stalls, converted into garages, machinery sheds and workshops, with servants' quarters above. Mr & Mrs Murray were entertained in the castle, whilst Sandy, Pat and I were to share the servant's quarters.

Count Maggi, pre WW11, was racing a Bugatti, his ride on mechanic, Baccoli, who had a gammy leg and used a cane, when walking, (due to an accident racing) was responsible for the maintenance of the cars, trucks, tractors and other farm machinery. The Bugatti was in one of the better restored stables. Baccoli was only too pleased to show us the finer points of this magnificent machine, and was delighted to inspect the 'D type'. He was mystified with the disc brakes and

torsion bar suspension and not having a chassis. Needless, to say, we were looked after like royalty by the staff.

It was an early start, 5am, cars were numbered by their starting time, with one-minute intervals, our car was numbered 513. Pat Meehan was at the start, I was at the first stop at Pesaro, Sandy Arthur was at Rome (half way) with the transporter, (just as well).

I had set up the first stop on the forecourt of an Esso Service Station, (Esso supplied a mini fuel tanker with hose and nozzle attached) just around from a sharp right-hand corner. The locals, numbering a couple of hundred, were crowded opposite and all over the roadway. As cars were accelerating from the corner, the crowd would part just wide enough for the cars to go through. This was a dangerous sport, as some would brag that they had touched the car on the way through. (No wonder some were killed or injured).

**Trivia.** Flockhart, who was in 13th position on starting, was now running in 5th position. He was in a hurry, stopping abruptly, strain showing on his face, jumped out, thumbs up (meaning everything was ok) and moved quickly behind me. I had flipped the lid of

# How I Came to Join Jaguar (Part Three) By Ron Gaudion

the fuel tank, inserted the nozzle and started filling, I then looked back and there was Ron, relieving himself on the rear wheel of the tanker. The crowd who had been quite noisy came to a hush and as the strain left Ron's tensed up shoulders, the crowd went ahhh in sympathy. Ron zipped up, turned round with a huge smile and wave, the crowd went crazy, shouting Bravo, Bravo. No one had thought of a comfort stop, we had provided him with sandwiches and lemon juice with a long plastic straw, but didn't think of comfort stops. We had all been up at 4am for breakfast and it was to be a 10 or 11 hour drive.

After Flockhart left Pesaro, I was to proceed to Bologna for the third and last stop.

Whilst waiting for Flockhart to appear, Taruffi driving a Maserati came through first two and a half minutes in front of the Marquis De Portago, (a Spanish aristocrat) driving a Ferrari. As the Ferrari approached the pits, it was quite noticeable that the front of the car was shuddering badly, both front wheels were bent and out of balance, obviously through hitting kerbs going through some of the villages. Alphonso, as he approached, was giving hand signals not to worry about changing the wheels, pointing behind him, just re-fuel.

As it turned out, it was a bad decision. Whilst re-fueling with 30 or more gallons of fuel, the mechanics could have quite easily have changed both wheels. Alphonso, knowing that Taruffi was only just ahead, was thinking that with the new auto-strada from Bologna to Brescia, he would be able to catch Taruffi and win this very prestigious event. Alphonso De Portago took off accelerating like a bat out of hell. On the auto-strada accelerating hard, when either one or both front wheels collapsed, sending the Ferrari into the spectators standing at the roadside, killing 11, himself and his navigator.

The Milli Miglia, being run on public roads, it was not possible to police 1,000 miles. Each year 2 or 3 pedestrians were killed by very fast-moving cars, this seemed to be acceptable until 1957. So, due to this horrific accident, the race has been terminated.



*Count Maggi, a promoter of the Milli Miglia, invited Ecurrie Ecosse to stay with him and the Contessa in their beautiful ancestral home Cassa Maggi - at least 400 years old.*

Meantime, word came through that Flockhart had pulled out at Rome. Due to the heavy fuel load, going over the very twisty mountain road, with the fuel sloshing from side to side, the tail section holding the tank, decided to part company with the main centre section, Flockhart just managed to make the Rome pitstop. Sandy Arthur, having the green transporter, was able to load the damaged car and head with Flockhart to the Nurburgring in Germany, for our next race, 1000kms.

Stan Sproat and Wilkie had taken the grey transporter, with our first ex "works" long nose to Spa, in Belgium with both races being on the same weekend, and then to meet up at the Nurburgring. David Murray had entered two cars in the 1,000kms at the Nurburgring. Drivers were to be Flockhart/Fairman and Bueb/Lawrence, in a field of 79 on the treacherous 14-mile mountain circuit, they finished 8th and 11th.

## Le Mans

Then on to Le Mans three weeks later. It was decided that Pat Meehan and I take the grey transporter, with the damaged M.M. car to the factory at Browns Lane, for repair a.s.a.p. Pat taking the transporter back to Edinburgh and return to pick up the repaired car, three weeks later and meet us at Monza. Meantime, as Lofty had suggested, I was to help prepare our 2nd long nose, as mentioned previously. Scrutineering for Le Mans was on the Wednesday, practice

on Thursday, Thursday night and Friday. Race started at 4pm on the Saturday. All competing cars had to be in front of their designated pits by 10am. Gates then closed for any further entries.

Final scrutineering then took place. Officials with three different colours of paint, then put a dab on all four shock absorbers, a different colour on the battery, and another on the starter motor. If any changes were made during the race, it was immediate disqualification.

Only two mechanics could work on the car during pitstops with the driver counting as one. Therefore, the 2nd mechanic could not jump down until the driver was on the pit counter. Should it be necessary to change a wheel, then the spare carried in the car must be used first. A quick lift jack may be used, providing a small jack with tools are carried in the car, usually under the passenger seat. If the decision is made to change a wheel, the used wheel must be returned to the boot. In the D type, the fit in the boot is very tight and when the car has been re-fueled, the weight of the fuel distorts the shelf that the tank sits on (a rubber bag) at least 8mm and it is impossible to get a wheel in or out. So, therefore we had to do the change before re-fueling.

At 3.45pm the cars are pushed to the start line, side by side facing out. At precisely 4pm the flag is dropped, the drivers, who have been standing on the other side of the track, run across, jump in, start their engines and away.

# How I Came to Join Jaguar (Part Three) By Ron Gaudion

## Back at Monza.

*As noted in part 2, Ron was to meet his parents in London and would have to miss Monza. But Murray said 'No way' as he had 3 cars running. So he arranged for John Lawrence to take Ron back to London in his XK140 DHC.*

We were all staying at the same hotel, after the race, John said, "Be in the car park tomorrow at 9am and we will head off". So, Monday morning at 9am, no John, 9-15 I ring his room, no answer, at 9-30 I ring again, no answer, I could only wait. At 10am John appears with a gorgeous Italian 'lady', he has a smirk on his face, sorry Ron I got caught up, I give him a smile and a wink, he then introduces Gabriella, and says we will be dropping her off at Lake Como on the way. (Gabriella's parents were living in retirement on the northern shore of this lovely lake).

So, off we go, being an XK 140 I'm sitting sideways in the back. We approach the ferry on the southern side of the lake and being a 'gentleman' John suggests we see Gabriella to her door. On arrival, after introductions, her parents insist we stay for lunch. We finally get away reaching the car at about 3pm. It was a beautiful sunny day, we decided to drop the hood. John says, "I will get you to London in time, don't worry". We head off towards the mountains and the Cenise Pass, (now open due to the warmer weather). Cruising along at about 85 m.p.h there was a long right-hand curve, John was drifting over the yellow centre line, and low and behold, on the apex of the corner were two motor cycle cops, talking to two young ladies. I looked in the side mirror and yes, both Polizia were kick starting their bikes and after us. I had visions of

spending the next couple of days in an Italian prison. So, John, put your foot down, they are after us. Now, we were in a right-hand drive vehicle driving on the right-hand side of the road, so I was the eyes looking ahead. We were now doing over 100 m.p.h and fast approaching a very large truck with a car coming towards us, can't pass yet and police gaining on us, oncoming car passes, now, John, first turn off, take it, a change down to 3rd, foot down, 4th gear foot down, up to 130m.p.h. police falling away, a turn off to the left, we take it and thankfully lose the Polizia. Later in the afternoon as we approach the Alps, storm clouds start to appear, time to stop and put up the hood. About 9pm, halfway into the mountains, all hell breaks loose, thunder, lightning and heavy rain, it's pitch black, John is driving with caution, when we



*1957 Le Mans. The winning Jaguar driven by Ron Flockhart in red, alongside Ivor Bueb and Ron Gaudion, post victory with the Ecosse Team and 'XKD606'.*

# How I Came to Join Jaguar (Part Three) By Ron Gaudion



*Concours of Elegance at Hampton Court Palace on September 1, 2017 in London, England. Ron was flown to the UK by British Airways for the celebration of the 60th anniversary of Jaguar's 1-2-3-4-6 finish at the 1957 Le Mans 24-hour race. The 5 Jaguar D-Types that accomplished the result were displayed together for the first time in 60 years.*

hear a loud backfire, engine stops, all dashboard lights off and smoke appears from under dashboard, we smell burning rubber, John de-clutches and selects neutral and coasts to a stop. Pitch black and rain pelting down. John says, "There is a torch in the glove box, you're the mechanic, fix it". On opening the bonnet, it was obvious that the coil bracket had broken in half, coil had fallen in between the cam covers and shorted out the main wire to the ignition switch.

My toolbox was in one of the transporters, my suitcase was in the boot, with, thankfully, a small coil of wire, how come? you may ask. At Silverstone, the last meeting we had attended in the U.K. before moving to the Continent, I had caught up with the Lucas Rep, and told him I wanted to purchase a small coil of wire, to rewire some of the wiring on my MG-TA, in need of some TLC. He said he didn't have any with him but would see me in Le Mans with a coil. He was true to his word, hence the life saver in my case. On opening the boot, low and behold, a plastic raincoat and the XK tool roll had the tools I needed. I cut off two lengths of wire, one to replace the burnt out one from coil to ignition switch, the other to tie the coil out of harm's way. O.K. let's go; a total of 15 minutes lost.

We made the Cenise Pass about midnight and as we moved into France the weather

was on the improve. We made Genoble for an early breakfast and caught the midday ferry at Calais for Dover. John dropped me off at the Strand Palace Hotel in London at 3pm, a couple of hours before meeting my folks. "I said I would get you here in time", says John. I thanked him and asked him if he had Gabriell's phone number, laughing, he thumped me on the shoulder, jumped in the car and headed off home to Scotland with his right arm out, giving me the finger in deep laughter.

After two days of catch up, I hadn't seen my parents in four years, although in constant contact by letter. I then caught the train to Middlesborough, taking the overnight ferry to Brussels. Stan and Sandy were there waiting for me. We left the grey transporter at the ferry terminal, to be picked up on our way back. We headed off in the green transporter with both Long Nose D types, to the 1000klms race at Kristianstad in Sweden, our last race of the season. Driver pairing was Fairman/Sanderson and Lawrwnce/Scott-Brown. In a field of 32, only 21 finished, E.E. finished 8th and 11th.

On our return to Edinburgh it was rebuild the cars and, for myself, it was getting ready for my impending marriage in three weeks' time.

I had met the love of my life, May, at a lovely ballroom, called 'The Cavendish',

close to Edinburgh Castle, my first month in Scotland, two months later I was away for five months as a Marine Engineer. On my return, I once again went to the Cavendish and May was also there, that's when we started courting, that was March 1956, and as mentioned earlier, married in September 1957, spending our honeymoon on the Channel Islands of Jersey and Guernsey. We left in February on the MV Fairsea, and six weeks later we arrived in Melbourne and I introduced my new bride to Australia. I must say that May has loved Australia from her first day ashore, and 62 years later she thinks it is the best place in the world.

A month later I joined BP Australia as an Automotive Lubricants Engineer and three months later was Racing Manager for Victoria, as well. After 26 years with BP, I was offered a 'Golden Handshake' and retired on the Gold Coast, that was 1984, and we are still here. ■

*Editor.- For readers who missed Ron's story, Part 1 was published in the October Magazine and Part 2 in December. Acknowledgement to the Jaguar Drivers Club of Queensland and Ron Gaudion for this wonderful story.*

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# 2021 Jaguar F-pace SVR Quicker Than Ever

**Jaguar's Special Vehicles Operations has revealed its updated F-Pace SVR.**

The SVR adopts the recent styling and tech changes debuted on the standard model earlier this year. Its core mechanical components remain mostly unchanged though, meaning the SVR remains a welcome contrast to its predominantly turbocharged V6 rivals.

## Powertrain

The engine is the familiar 5-litre supercharged V8, still producing 542bhp and 516lb ft, but engineers have worked on its engine mapping, broadening the torque curve farther across the rev band.

## Ride & Handling

The eight-speed automatic transmission has been given a more thorough update, with a new torque converter borrowed from the XE Project 8, which should result in snappier, more aggressive shifts.

SVO's engineers have also been working on the steering, damper and rear differential calibrations, with a sustained effort to further differentiate the SVR's Dynamic mode, providing more of an edge to its ride and handling. There's also a new brake booster, and a fresh brake pad compound, although carbon-ceramics are still not available.

The rest of the changes are in line with those on the standard F-Pace, including new lighting front and rear, a fresh front



bumper and a new 22-inch wheel design. While the changes don't make a dramatic difference, they do usefully modernise the SVR's aesthetic.

## Interior

A bigger transformation is reserved for the cabin, which features an all-new dash and infotainment interface. As with the standard car, Jaguar has focused on improving perceived quality, upgrading materials and refining interior touchpoints. The new infotainment system is JLR's new Pivi Pro system, accessed via an 11.4-inch curved glass touchscreen, which also supports Apple CarPlay and Android Auto if you don't like the embedded software.

## Competition

The market is full of alternatives, with the similarly sized Alfa Romeo Stelvio Quadrifoglio and Porsche Macan Turbo being the best performance SUVs in the business. The F-pace SVR has its work cut out to match them, but with its extra couple of cylinders and that supercharger shriek, it's still got plenty in its back pocket with which to take them on.

And of course, Americans still love the big V8's. ■

[WATCH VIDEO](#)

## Is Jaguar Developing a New Large All-Electric J-Pace?

**New rumours say the long-awaited J-Pace won't offer internal combustion power.**

The latest chatter from 'Auto Express' states a J-Pace flagship will arrive soon with electric-only power.

It now seems all other power-train options are off the table, effectively making the J-Pace a high-end EV competitor to the Tesla Model X.

The news about the plan of a large SUV from 'Auto Express', explains that the Jaguar brand - under the new CEO Thierry Bolloré (formerly at Renault) - is expected to evolve into a fully electric company (like Tesla or Polestar).

The J-Pace would join the smaller crossover/SUV Jaguar I-PACE as the second battery electric vehicle (BEV), or third if/when the all-electric XJ comes out.

The production is expected to take place at the Castle Bromwich plant, poised to become an EV hub.

Of course, Jaguar isn't talking and so far there have been no sightings of prototype vehicles despite the report suggesting development was nearly complete.

The J-Pace is said to use Jaguar's Modular Longitudinal Platform (MLA), underpinnings, which support combustion engines as well as hybrid



and electric designs. This is the same platform destined for the future XJ, so if the J-Pace does indeed utilize this platform, an electric-only arrangement is certainly possible.

At least, that's the rumour! ■

# Jaguar Racing's Formula E Team Ready for 2021

## Jaguar Racing Form Strongest Line-Up Yet For 2021 Season.

Jaguar Racing's Formula E team are gearing up with anticipation for the 2020/21 ABB FIA Formula E World Championship that starts in January 2021. Jaguar returned to racing with Formula E in 2016.

Whilst the sleek looking Formula E's remain very similar to its predecessor, the cars boasts all-new features. At the core is the new powertrain that has been developed in-house, the release from Jaguar states that engineers 'have focussed on efficiency gains, reduced weight and lowered the centre of gravity'.

The powertrain in the I-TYPE 5's will be used for the next two seasons. Jaguar also highlights that new suspension has been introduced for 2020/21 to tackle the varying track attributes that come with city street racing. There's also a more efficient and 'state-of-the-art' inverter to 'improve switching speeds and performance', it also features 24-carat gold due to its highly conductive properties.

Driver Mitch Evans will be looking to compete for podium finishes in the all-electric Jaguar I-TYPE 5 with the help of new team mate and experienced Formula E racing driver, Sam Bird.



*Jaguar Panasonic I-Type 5 has been upgraded for the 2021 season with a new powertrain, reduced weight, lowered centre of gravity and new suspension.*

Mitch made his ABB FIA Formula E debut with Jaguar Racing in 2016 when Jaguar returned to racing. In 2019 his hard work paid off with his first ever Formula E victory in Rome. This was followed up by two further podiums in Bern and New York which led to a top five finish in the driver standings. During the 19/20 season Mitch took a dominant victory in Mexico City, and pole position and a podium finish in Santiago.

Sam Bird is one of a select group of drivers to have competed in every Formula E

race since the series' inception in 2014, tallying nine wins, 18 podiums, five pole positions and five fastest laps to-date.

The first races will be held in Santiago on the 16/17 of January with further races to be announced in early 2021 as part of a planned 14-round calendar in some of the world's major cities. ■

[WATCH VIDEO](#)



*Formula E Panasonic Jaguar Racing Team drivers Mitch Evans and Sam Bird. The Jaguar team will be hoping to build on their successes from the last two seasons with one of the strongest line-ups on the grid.*

# E F & GT Register - Christmas Drinks

Merry Christmas from the E F & GT Register. Thank you to all those who participated in our Register this year. Congratulations to Pete and Kath and Rog and Di on their new XJ-S convertibles which were the stars of the Christmas drinks. See you all in 2021 for the E-Type's 60th celebrations! Tom



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

E TYPE BORDER RUN 2021  
60th ANNIVERSARY EVENT

September or October 2021

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

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

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

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

[Pre-Register](#)

# Compact Register Christmas Picnic



*Maxwell & Gena Beacom, 1963 Mark II 3.8 litre manual*



*Tom & Marj Brindle, 1967 Mark II 3.4 litre manual*



*David & Margaret Bicknell, 1967 420 (4.2 litre) Auto*



*Malcolm Adamson 1964, 3.8 litre S-type*



*Tony Human & Gabriela Orford, 2019 F-Type 3.0 litre (S/C)*



*Andrew & Milly Costi, 2.0 litre turbo XE (petrol)*

# Compact Register Christmas Picnic

On a lovely Sunday afternoon our Register met at 4.30pm at the Oaklands Wetland and Reserve.

The temperature was estimated to reach 36 degrees but it never got there and by late afternoon the weather was around 27

degrees, which was ideal for an outdoor picnic.

It was a great location and we camped under a large shady tree. It was a nice way to get together again after all the recent COVID-19 restrictions.

Everyone brought all they needed for a grand picnic and we basically had the Park to ourselves. It was a great day with lot of stories told.

See you all again next year. ■



*Peter & Ros Holland, X-Type; David & Angela Rogers, 1966 S-type; Fred Butcher, 1969 Daimler 250 V8*

# XJ Register Christmas Dinner and Show (10th year celebration)

On Saturday the 12th December the 11th XJ, MkX & 420G Christmas Dinner was held at the Cruising Yacht Club, an excellent venue and setting.

Over 100 people attended the evening and were treated to a three course

meal before commencement of the entertainment.

This year they celebrated 10 years of their variety show which included hits from the 50's and 60's. There were lots of laughs and it was a great night. Special thanks

must go to Bob & Daphne Charman and their Entertainment Ensemble. Also a big thank you to all those who attended and as they say, see you all again next year. ■



# XJ Register Christmas Dinner and Show (10th year celebration)



# E F & GT Summer BBQ - Sunday January 24th 2021



## E F & GT Summer BBQ - Sunday January 24th 2021

Forest Lodge - 158 Onkaparinga Valley Rd, Verdun SA

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

YOUR REGISTRATION BY "TICKET" IS MANDATORY FOR ATTENDANCE

Once you have read all information below including the COVID-19 Club Guidelines

Please [GET TICKET](#) to register for this event

Sun, 24 Jan 2021

11:00 AM - 03:00 PM

[GET TICKETS](#)

## Multivalve Register Australia Day BBQ



## Multivalve Register Australia Day BBQ

12 Pembroke Pl, Colonel Light Gardens SA

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

YOUR REGISTRATION BY "TICKET" IS MANDATORY FOR ATTENDANCE

Tue, 26 Jan 2021

02:00 PM - 07:00 PM

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**Cars and Coffee - Run to Mannum - Sunday  
January 31st 2021 (Followed by lunch at a country pub)**  
Our starting point will be 8.30 am at OTR Port Wakefield Road, Bolivar

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

**Sun, 31 Jan 2021**

**08:30 AM - 04:00 PM**

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

[GET TICKETS](#)

## **S.S., Mk IV, Mk V Register Annual BBQ Lunch**



**S.S., Mk IV, Mk V Register Annual BBQ Lunch - Sunday  
January 17th 2021. (Malcolm Adamson's Seaford seaside retreat)**

For more information please contact: Bob Kretschmer, T: (08) 8357 8233 or Email: [kretsch@internode.on.net](mailto:kretsch@internode.on.net).  
**Please note COVID-19 requirements: Members need to register that they will be attending the event.**

# *Coffee and Cars In and Around South Australia*

## ***1st Sunday***

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

## ***2nd Sunday***

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

## ***3rd Sunday***

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

## ***4th Sunday***

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

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

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



*Jaguar XKR-S booth girls at 2011 Australian International Motor Show*

# Classified Adverts

## FOR SALE: 1948 Mark 4 Saloon

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

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

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



## FOR SALE: 1965 Mark X Saloon

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

**Price: Negotiable**

**Please contact Elvira 0418 818 415**



## FOR SALE: 1951 Mark 7

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

**Price: Negotiable.**

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

## FOR SALE: 2009 XF 2.7L Bi-Turbo Diesel

- ◇ The car has travelled only 73000 kms, most of the travel on the highway. Silver Blue with Beige Interior
- ◇ It has been fully maintained by Solitaire Motors and comes with all service books and records.
- ◇ Car is in excellent condition. (Black Forest, Adelaide)

**Price: \$20,000 - Negotiable**

**Martin Ellis: 0400 119 430 or martin.ellis@uhs.sa.edu.au**



## FOR SALE: 1998 XJ 308 4.0L Sport

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

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

**Contact Richard Chuck on 0408 313 848**



# Looking at Buying an XK8 or XKR (X100)?

The following is a collection of Jaguar XK8/XKR's that were advertised for sale during December 2020. The adverts are provided for information only, are not endorsed by our club, and the cars may no longer be available for sale.



**1997 Jaguar XK8 Convertible, 8cyl 4.0L. 100,000 km. \$29,999**



**2000 XK8 (MY01) Convertible, 8cyl 4.0L. 140,000 km. \$34,500**



**2004 Jaguar XK8 Coupe, 8cyl 4.2L. 125,000 km. \$39,200**



**1997 Jaguar XK8 Convertible, 8cyl 4.0L. 98,964 km \$39,950**



**2003 Jaguar XKR Coupe, 8cyl 4.2L S. 188,245 km. \$45,000**



**2002 Jaguar XKR Convertible, 8cyl 4.0L S. 115,000 km. \$49,500**



**1999 XKR Coupe, 8cyl 4.0L S. 64,000 km. \$68,899 (dealer)**



**2000 XKR (MY01) Coupe, 8cyl 4.0L S. 41,000 km. \$89,950 (dealer)**

# Looking at Buying an XK or XKR (X150)?

The following is a collection of Jaguar XK/XKR's that were advertised for sale during December 2020. The adverts are provided for information only, are not endorsed by our club, and the cars may no longer be available for sale.



**2007 XKR convertible, 8cyl 4.2L S. 104,607 km. \$55,000**



**2008 XK Convertible, 8cyl 4.2L. 54,798 km. \$69,990 (dealer)**



**2013 Jaguar XKR Coupe, 8cyl 5.0L S. 66,000 km. \$86,500**



**2012 XKR (MY13) Coupe, 8cyl 5.0L S. 37,800 km. \$95,000**



**2014 Jaguar XKR (MY15) Coupe, 8cyl 5.0L S. 50,720 km. \$95,000**



**2012 XKR S Coupe, 8cyl 5.0L S Petrol. 21,526 km. \$99,950 (dealer)**

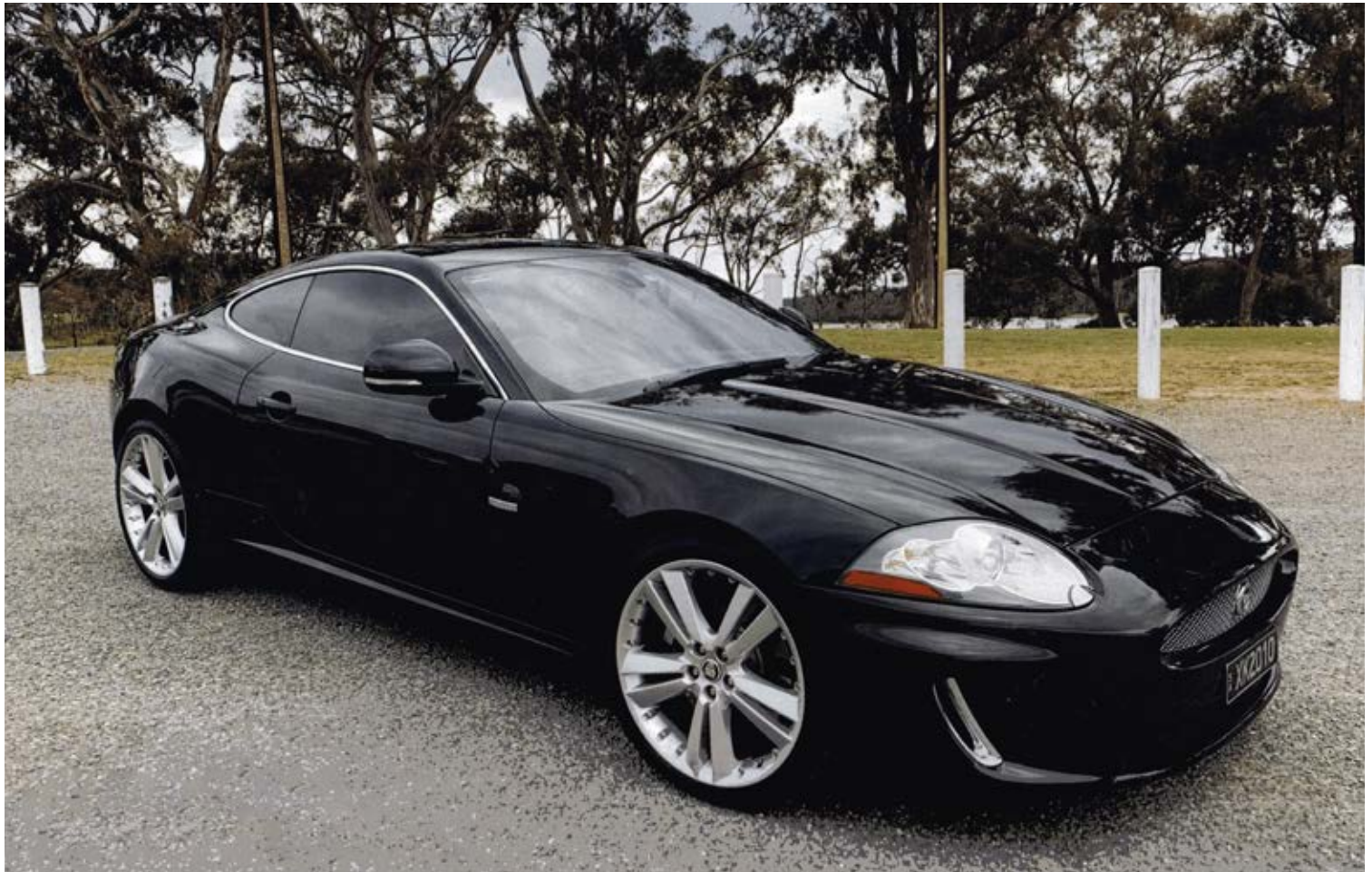


**2014 XKR (MY15) Convertible, 8cyl 5.0L S. 46,616 km. \$105,000**



**2013 XKR (MY14) Convertible, 8cyl 5.0L S. 41,300 km. \$115,000**

# 2021 Jaguar Car Club Calendar Now Available



David Brewer, 2010 Jaguar XK. Photo from 2021 JDCSA Calendar that is now available "free" from Register Secretaries,

 <b>Brett Lewis</b> 0412 843 771 Director Sales Executive	 <b>first national</b> REAL ESTATE   Lewis Prior <b>P</b> (08) 8358 0555 <b>F</b> (08) 8358 0111 <b>E</b> mail@lewisprior.com.au <b>W</b> www.lewisprior.com.au 245 Diagonal Road, Warradale, SA 5046 <b>Find out what your home is worth FREE!</b> Our thanks to First National Real Estate Lewis Prior, who generously print this monthly club magazine.	 <b>Karlie Ridley</b> 0478 062 591 Rental Management
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## Club Notices

### GENERAL MEETING ROSTER 2021

February	Compact Register
March	XJ, Mk 10, 420G
April	SS, IV, V Register
May	Multivalve Register
June	XK, 7, 8, 9 Register
July	E, F, GT Register

### CLASSIC MARQUE

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

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

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

# JDCSA - Club Directory 2020 - 2021

## Club Postal Address:

PO Box 6020, Halifax Street, Adelaide SA 5000

## Club Web Site / Email

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

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

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

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

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

## Your Committee

**President:** Philip Prior

Mobile: 0402 670 654.

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

**Vice President:** Fred Butcher

Mobile: 0428 272 863

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

**Treasurer:** Heather Buck

Mobile: 0432 549 086

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

**Secretary:** Steve Weeks

Mobile: 0414 952 416

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

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

Mobile: 0490 074 671

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

**Membership Secretary:** Daphne Charman

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

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

**Web Master:** Tom Herraman

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

**Public Officer:** Tim White

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

**Club Patron:** Mr Peter Holland

Phone: (08) 8271 0048

## Club Services / Club Representatives

**Technical Officer:** Geoff Mockford

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

**Regalia:** Ron Palmer

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

**Librarian** Tom Brindle

Phone (08) 8387 0051

**Log Books** David Burton

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

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

Club Representative: **Tim White**

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

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

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

**Marque Sports Car Association (MSCA)**

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

**All British Day**

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

**Inspectors - Club Registration**

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

## Register Secretaries

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

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

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

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

Steve Weeks: 0414 952 416

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

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

Angela & David Rogers

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

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

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

Bob Charman Phone: (08) 8248 4111

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

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

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

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

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

Peter Buck Mobile: 0421 061 883

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

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



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