

# CLASSIC MARQUE

## JANUARY 2024



**FEATURE - BROWNS LANE HISTORY 1951-2005**

THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA

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Very well maintained by its previous owner the car comes with full service history including stamped service log, invoice file, owner manuals, spare keys and original contract of sale.

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# Club Torque - President's Report 2024

## President's Report January 2024

Goodbye 2023 and Hello 2024....I hope you all had a great Christmas and New Year with family and friends.

Before we leap into 2024 too far, just a brief recap on how we finished December 2023. The XJ, MK 10 and 420G Register once again put on the usual Christmas Dinner & Show extravaganza at Glenelg Golf Club and the popularity of this event speaks for itself – there were 110 attendees. The amount of work that goes into making this event a success each year is quite amazing.

The Christmas Function at The Junction, where there were 67 attendees, was also a resounding success with thanks due to Heather Buck, Josephine Orford and Bob Charman for the entertainment. The fixed menu Christmas meal was excellent and exceptional value. The feed-back I have had regarding the evening has been nothing but positive.

The last event of the JDCSA year was the E,F & GT Register organised (well Alan Bartram, Graham Franklin and Alan Baker actually organised it as there is no Register Secretary at the moment – is this a role you would like to take on?) dinner at Somerton Surf Lifesaving Club and once again despite how busy we all become as Christmas approaches there were over 50 attendees.

The annual calendars were available at the last two events (thank you Di Adamson for your efforts) and if you didn't take one please contact your Register Secretary.

Now on to this year and I'm sure you are all raring to go. The first event is the now traditional Breakfast at Birkenhead Tavern organised by the XJ, MK 10 and 420G Register and then later in the month the Ladies Group will be meeting at The

Kensington for lunch and the Multivalve Register will host the Australia Day BBQ.

All events have been published on TidyHQ and registration is essential – sooner rather than later as some attendance limits apply.

Our next General Meeting (6th February) is at The Junction – registration via TidyHQ is essential if you wish to have a meal and very helpful even if you are only coming for the meeting as we need to let the venue know how many seats we require.

Tim White is going to give us all a brief refresher course on how to use the basics of TidyHQ – mainly how to register for events and edit your own profile so that contact information, etc is always up to date.

We then have guest speakers lined up for March and July with more detail to be published in TidyHQ in the near future.

By the time you read this the Executive Committee will have made our submission to DIT for a grant as part of the commitment of the government (then opposition) to car clubs before the last election. A convoluted process but we got there. We now wait and see whether-or-not we have been successful.

I hope to see and speak with as many of you as possible during 2024, until then.....

**Mind how you go.  
Michael Pringle**

**2024 JDCSA Club Calendar is now available. FREE to club members. Contact your Register Secretary to find out where to get yours**



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### Front Cover:

*John Williams XK120 OTS (See story pages 6-8)*

### Back Cover:

*Jaguar memorabilia*



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# Events Calendar 2024

JANUARY

FEBRUARY

MARCH

	<b>NO JANUARY GENERAL MEETING</b>
<b>SUNDAY 14th JANUARY</b>	SS, MkIV & MkV Register Summer BBQ. From 12.00 Noon. Sunday afternoon at Malcolm Adamson's seaside retreat at Seaford. Can members please advise Brenton if they will be attending the Lunch. 0419 345 775.
<b>THURSDAY 18th JANUARY</b>	<b>Jaguar Ladies Social Group Lunch. 12:30pm - 2:30pm</b> Will be held at the Kensington Hotel. Lunch will be served in the Regent Room. <b>Please register via TidyHQ by Thursday 11th January.</b> We look forward to seeing you all there. <a href="#">Ladies Social Group - January Lunch</a>
<b>SUNDAY 21st JANUARY</b>	<b>XJ, Mk10, 420G Register Annual New Year's Breakfast: 9.00am - 11.00am</b> Kick off the New Year at the Birkenhead Tavern, 3/7 Riverview St, Birkenhead. This event is open to ALL members and we love to see the car park full of Jaguars / Daimlers. <b>Please register via TidyHQ</b> <a href="#">Annual New Year's Breakfast</a>
<b>FRIDAY 26th JANUARY</b>	<b>Multivalve Register Australia Day BBQ: 3.00pm to 7.00pm</b> Michael Pringle and Jo Orford have kindly volunteered to host the Multivalve Register Australia Day BBQ at their home, 12 Pembroke Place, Colonel Light Gardens. <b>Please register via TidyHQ</b>
<b>TUESDAY 30th JANUARY</b>	<b>Deadline For All Articles For February Classic Marque (Inc. Classified Adverts).</b> Thank you. Please contact Editor: Graham Franklin M: 0490 074 671 or Email: <a href="mailto:editor.jdcsa@mail.tidyhq.com">editor.jdcsa@mail.tidyhq.com</a>
<b>TUESDAY 6th FEBRUARY</b>	<b>JDCSA General Meeting. "The Junction", 470 Anzac Highway, Camden Park.</b> <b>Registration through TidyHq is required if you intend to have a meal prior to the meeting.</b> The meeting starts at 7.30pm with meals available from 6:00pm. More details will be provided closer to the event. Please add the date to your calendar.
<b>WEDNESDAY 14th FEBRUARY</b>	<b>XJ, Mk10, 420G Register Meeting: From 6.00pm - 9.00pm.</b> The Bartley Hotel, Bartley Terrace, West Lakes Shore. For more information, please contact Bob Charman. Email: <a href="mailto:charmanr161@gmail.com">charmanr161@gmail.com</a> .
<b>WEDNESDAY 14th FEBRUARY</b>	<b>XK &amp; Marks 7, 8 &amp; 9 Register Meeting.</b> More details will be provided closer to the event. Or contact Steve Weeks: 0414 952 416 Please add the date to your calendar.
<b>WEDNESDAY 21st FEBRUARY</b>	<b>SS, MkIV &amp; MkV Register Meeting: 6.00pm - 8.30pm.</b> Next meeting is at Bruce Fletcher's + pre-meal at Gawler Hotel More details will be provided via email. Can members please advise Brenton if they will be attending the meeting. 0419 345 775
<b>WEDNESDAY 21st FEBRUARY</b>	<b>Compact Register Meeting. 6.00pm - 9.00pm</b> The meeting will be held at The Maid of Auckland Hotel, 926 South Rd, Edwardstown. <b>Please register via TidyHQ</b> <a href="#">February Compact Register Meeting</a>
<b>TUESDAY 27th FEBRUARY</b>	<b>Deadline For All Articles For March Classic Marque (Inc. Classified Adverts).</b> Thank you. Please contact Editor: Graham Franklin M: 0490 074 671 or Email: <a href="mailto:editor.jdcsa@mail.tidyhq.com">editor.jdcsa@mail.tidyhq.com</a>
<b>SUNDAY 3rd MARCH</b>	<b>Sunday - All British Day (combined club event) Entries Closed</b>
<b>TUESDAY 5th MARCH</b>	<b>JDCSA General Meeting. "The Junction", 470 Anzac Highway, Camden Park.</b> <b>Registration through TidyHq is required if you intend to have a meal prior to the meeting.</b> The meeting starts at 7.30pm with meals available from 6:00pm. More details will be provided closer to the event. Please add the date to your calendar.
<b>SUNDAY 17th MARCH</b>	<b>Sunday - British Classics Tour to Victor Harbor</b> ( <a href="https://britishclassicstour.com.au/">https://britishclassicstour.com.au/</a> )
<b>12th - 15th APRIL 16th - 20th APRIL</b>	<b>National Rally Tasmania. Hobart.</b> Early Bird Reduced Registrations expire 31 December 2023; Book Early and Save! More information Page #18 <a href="https://www.jagtas.org.au/nr24/">https://www.jagtas.org.au/nr24/</a>
<b>SUNDAY 21st APRIL</b>	<b>Sunday - McLaren Vale Vintage and Classic</b> ( <a href="http://www.vintageandclassic.com.au">www.vintageandclassic.com.au</a> )

# Club Torque - Editor's Column

A thank you to members and Register Secretaries who forwarded reports and stories for this January edition. John Williams, a long-term member of almost 30 years, provided a great story about the purchase and restoration of his XK120 OTS. John previously provided a story about the restoration of his Mark VII, and as I understand, he has another project in the wings.

Victorian Heinz Schendzielorz, from the Jaguar Car Club of Victoria, provided a great wrap up of the JCCV Concour and display day, and Geoff Mockford provided a technical story that is not only very interesting, but a clever play on words. Thank you, Geoff.

Steve Weeks provided a report and photos of the XK, Mk 7, 8, 9 Christmas get together at Steve & Cecilia Schubert's home. Although helped by Steve and other club members, a medal must go to Steve and Cecilia for the huge amount of work that they did to overcome not only the changing weather, that required the erection of a marque, but the loss of a caterer that caused added anxiety. The lunch and wine were extravagant.

Alan Baker kindly stepped up to get the E, F & GT Register together for a Christmas meal and a few drinks. It also enabled those members who had not seen Alan's D-Type construction project, an opportunity to get a first-hand look.

Unfortunately, there are no photos of the XJ, Mk 10, 420G Christmas Party, which is also unfortunate as it was reportedly another great show.

In addition to an historical story about Browns Lane (1951-2005), there is more to read including news from Jaguar, the UK Classic Motor Show 2023, Jaguar related stories, E.V. E-Types, auction news, the latest magazines, and upcoming events and happenings.

This year we will get news on the NEW 2025 EV Jaguar(s), and I for one, can't wait.

Cheers  
Graham

## New Code of Practice for Conditional Registration

The Dept of Infrastructure and Transport have issued a new Code of Practice for Conditional Registration which now includes ICV's (individually constructed vehicles). The new code of practice is available from the Federation of Historic Motoring Clubs SA Inc (FHMC) website or directly via this link: [Code-of-Practice-2023](#)

There is also a link to the new code via our website.

Members are advised that the Code of Practice is an important document which details Definitions, Eligible Vehicles, the Recognition and Responsibilities of Motor Vehicle Clubs, and the Duties & Responsibilities of Vehicle Owners.

As a Club registered under the scheme, it is our responsibility to ensure that all our members that have a vehicle registered under this scheme are conversant with their responsibilities.

For further information please contact our FHMC Club Representative, David Burton on Mobile: 0417 566 225. ■

## New Members

### NOTICE BOARD

The following applications for membership have been lodged with the Membership Secretary and are listed in accordance with clause 6 (B-C) of the Constitution. If there are no objections, membership will be ratified one month from this January, 2024 magazine:

- ◇ Terry Lee & Shirley Bates: 1992 Jaguar XJ6 3.2L Sedan.
- ◇ Dion & Alison Jensen:
  - 1950 Jaguar Mark V 3.5L Saloon
  - 1951 Jaguar Mark V 3.5L Drophead Saloon
  - 1962 Jaguar Mark II 3.4L Sedan.
- ◇ Toby Williams:
  - 1988 Jaguar V12 5.3L Sedan
  - 1970 Holden Monaro 5.7L Coupe
  - 1987 Holden Commodore 4.984L Sedan
  - 1990 Holden Commodore 4.984L Utility.
- ◇ Chris & Jane Strange
  - 1997 Jaguar Green XK8 Convertible
  - 1997 Jaguar Grey XK8 Coupe
  - 1997 Jaguar Red XK8 Coupe
  - 1999 Jaguar Green XKR Coupe.
- ◇ Adam Pedler
  - 1975 Restored Land Rover Utility
  - 1975 Authentic 2 Door Land Rover Station Wagon.

The following applications listed in the November, 2023 Classic Marque magazine have been accepted:

- ◇ Gary Dodd:
  - 2013 Jaguar F-Type Sedan
  - 2021 Jaguar XE P300 Sedan
- ◇ Simon Smith & Gilson Barros:
  - 1959 Jaguar Mark IX Sedan
  - 2014 Jaguar XF Premium Luxury Sedan
  - 1990 Jaguar XJS Convertible
- ◇ James & Irina McEwin: 1985 Jaguar XJ-S 5.3L V12 Coupe
- ◇ Paul Kennedy: No Vehicle as yet
- ◇ John & Carolyn (Sue) Weeks:
  - 2000 Jaguar XJ8 Sedan
  - 2007 Jaguar XKR Coupe
  - 2015 Jaguar XFRS Sedan
- ◇ David Atkins: 2022 Jaguar XE 2L Sedan

We hope you will take advantage of the benefits available, and that you will contribute in your own way to make this a better club for everyone. I particularly ask that Register Secretaries and current members make these new members welcome at meetings and functions.

Daphne Charman  
Membership Secretary

# A Member's Story - An XK120 Rebuild

- # Jaguar XK120 open 2-seater
- # Manufacture date 7 September 1951
- # Dispatched ten days later to Hoffman's USA
- # I bought the wreck 40 years later.

## The Story

We had recently arrived back from the UK, the building industry had collapsed over there like a set of dominoes falling, after the 'dot.com' bubble burst.

The day before we arrived back in Adelaide the State Bank collapsed. So, we were cash strapped, the money should have been spent on a set of garden swings and trampoline for our 3 young children.

For some unfathomable reason the money went on a rusty wreck much of which was in cardboard boxes stuffed in

the boot. I had been through the process before when I was 17 with a similarly rusty wreck of an Austin Healey 100/4 and with even less cash to spend on a reassembly. So not a total beginner.

## Step 1

Day one of the project: join the JDCSA and suddenly the doors are open to a whole wealth of encyclopaedic knowledge and tried and tested practical experience.

Thank you again to all those current and past members who very patiently answered innumerable evening phone calls on how to do something.

## Step 2

Cut the body in half and use an over hanging tree branch to block and tackle the body off the chassis. The 2 bits went down to 'Big John' at Noarlunga who

had a 'big shed' big enough to sand blast large maritime board offshore buoys.

When I got the call to come down and see the results of the sand blasting, 'Big John's' first question was, "what do you want me to do with it now?"

It was obvious that the first 40 odd Ohio winters with liberally strewn rock salt on the roads had taken its toll.

## Step 3

Go on holiday. We took the whole family back to the UK, hired a car and visited every known supplier of XK bits. At the time I didn't know that there was a wealth of Jag bits in cardboard boxes at the back recesses of wrecker's yards in South Australia.

Coming back through customs after a 24hr flight with 3 young children in hand and trolley load of bits and a



*The de-construction*



*Shot-blast and paint*

# Members Story - An XK120 Rebuild

couple of XK cills strapped to a rope across my shoulder, there was a look of pained bewilderment on the face of the customs officer, nothing was said, he just waved me through.

## Step 4, 5 and 6

The usual: -

- Weld the bits back together again.
- Get the block machined.

- Look at the Popular Mechanics magazine on how to rebuild an XK engine on a budget.
- Bolt the things back together and assemble on chassis.
- Take the rolling chassis for a careful spin with a timber crate for a seat screwed to the ply floor panel.
- Brakes, steering, engine all work.
- Order 2 or 3 times the quantity of paint you would normally need, and then teach yourself by trial and error how to spray paint a car.

## Step 7

Test drive. Take the car for its very first test run to Broken Hill (XK Border Run) on what seemed like the hottest day of the year.

On the way do a speed test on one of those more remote endless straight roads. As the needle rose on the speedo, we felt a warm wet sensation on our laps.



*The re-assemble*



*The best part - driving the XK120 OTS regularly*

# Members Story - An XK120 Rebuild

Those shiny new stainless-steel core (welsh) plugs, (that the machine shop said would be much better than those thick old rusty soft metal ones used by Jaguar), had come flying out under a muted 3.5 lbs pressure or thereabouts.

Now there is nothing better to make the day of a pack of Border Runners than a full-blown breakdown in the middle of the Australian Outback.

As luck would have it there was some serious SA Jaguar 'royalty' to hand, some going back as far as the inception of JDCSA and beyond.

A Jaguar 'workshop tool' part no. 47A mod B was fashioned from a star dropper found in the adjoining paddock and bent to the required angle (to get under

that impossible tight space behind a hot exhaust manifold) by one of the more beefier Jaguar experts. Stick the end of the star dropper up the hollow part of a tow bar fitting at the rear of an XJ6, and lean on it heavily.

Luckily, I had premonition that something like this might happen and had some nice soft thick brass replacement core plugs jangling like loose change in my pocket.

Happy days and something I'm afraid you never live down.

Driving partners then kindly but very reluctantly gave up the contents of their water bottles to refill the radiator and we were on our way again.

[Step 8, 9, 10 etc.](#)

Keep driving your car regularly, the more trips we do the fewer surprises there are, hopefully.

In the last 30 years my XK has done 4 Classic Adelaide's, numerous border runs, weekend return trips to Canberra and the like; virtually trouble free. Thanks again to all you members that have made this car journey possible, without you it would have been a different story.

**John Williams**

*Editor: Great story John. Thank you very much. Another special Jaguar rescued from the wreckers.*



*John Williams - My favourite XK photo*



# Geoff Mockford - Measurements

When I was an apprentice engineer, we did one day a week at college where they measured things in anything from 'thousandths of an inch' to 'so many yards' (and of course the ridiculous metric alternatives of millimeters, centimeters and metres that had been forced on us back in the early 1970's). However, 'real engineers' were taught a far older and more reliable range of measurements.

Generally, at the quantum end of the scale, you started with a 'Smidgen', which equated to the standard British imperial precision 'clearance' measurement of 'sixteen thou' (16/1000 of an inch) or just under half of one of those ridiculous 'millimeters' that were foisted upon us by Europe.

In traditional British industries (if you are under 30 years old, ask your dad about the industries we had before Thatcher shut them down or sold them off for pennies), three Smidgens were equivalent to a 'Gnat's-Dick'.

Three Gnat's-Dicks were equivalent to a 'Cock-Hair' and four Cock-Hairs equalled one 'Tad'.

With the Tad we have entered the 'macro' scale, where things can be reliably measured by eye.

A 'Thumb-End' was made-up of two Tads and five Thumb-Ends were equivalent to one Handful. (Except in Norfolk or certain parts of Yorkshire where a Handful can be comprised of six or even seven Thumb-Ends).

At the larger end of the scale, we had a 'Batch', which was the equivalent of twelve Handfuls followed by a 'Ruck' which was comprised of twelve Batches. The only measurement greater than a Ruck was a 'Shitload'.

It was never firmly established how many Rucks it took to make a Shitload because, according to conventional wisdom, "If you have a Shitload, you have enough!"

This system of 'standard integers' was ideally suited to the universal requirements of British industry because they can be used as a measurement of length or mass but equally as a measurement of volume or the passage of time. Even the intensity of human emotions was often calculated using this system.

"Mr. Brunel will be more than a tad peeved if this bridge turns-out to be a thumb-end short of reaching the other

side of the Avon!" Said the foreman as he surveyed the site from his vantage-point atop a swarthy barmaid from Bristol; "And there'll be a shitload of us filling the next batch of boats back to Ireland if it's so much as a cock-hair out-of-kilter!"

*Excerpt from 'The Building of the Dangling Bridge' by R S Biscuits @1868.*

Nowadays of course we have all sorts of silly metric sizes for things while still clinging forlornly to the old imperial system of inches, feet, yards and miles. It's no wonder we have difficulty grasping the finer nuances of measurements.

Have you ever found yourself in the position where you need to replace a bolt on your bike or trike but you aren't sure of the exact size?

OK so, if you have the original bolt, you can try to roughly measure the diameter with a rule (or more exactly if you own a Micrometer), and perhaps you establish it to be in all likelihood 10mm in diameter (or 25/64 inch or about 8 cock-hairs); but then how do you know if it is a British imperial thread such as BA, BSF or BSW, or a metric thread or even a silly American 'Unified' thread? The simple answer is, generally you can't!

Maybe you can take a guess based on the manufacturer of the motorcycle but even that becomes less reliable with custom built bikes and trikes, so what do you do?

Well, you could try wading through all of the tech-spec stuff on the internet or you can go to your local bike-shop and ask them (again, less of an option for custom bikes).

I suppose, if you are a deranged optimist, you could ask on one of the motorcycle forums on the internet but the chances are some incredibly boring bastards will give you the very-long-winded version of 'a completely wrong answer'.

Well, I'll tell you what you have to do! You have to ask around until somebody gives you the name of the local Wizard!

Wizards nowadays don't tend to dress in pointy hats, curly-toed shoes and starry robes, they are far more likely to be wearing oily jeans and a mucky, often blim-burned and invariably aged t-shirt; but they are no-less mystical and magical for that!

Wizards can have strange names like 'Grobo' or 'Snob' or 'Budgie' though often they have fairly mundane-sounding names like 'Chris Ireland' or 'Dick Smith'.

My local Wizard is known as 'Trike Paul' and he can ascertain the size and thread of the bolt you need simply by licking the end of your thumb!

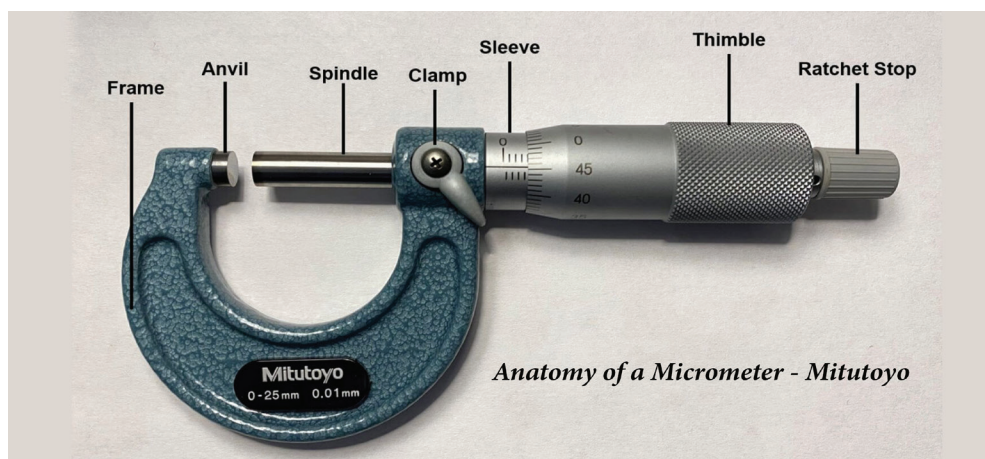
Wizards can conjure-up whatever parts you need, including parts you weren't even aware you needed, with the wave of a hand (though it can often be a very slow wave) and they can tell you how to fit them.

Wizards can also 'magic-up' cups of tea with barely a flicker of movement, if you are prepared to listen to them describing in great detail how they designed a revolutionary exhaust bracket for a triple-expansion banjo polisher or some such bizarre item... and it is invariably 'bloody good tea'!

I hope this short educational article has gone some way to helping you to solve your engineering problems. I shall now return to sitting in the corner of my nicely padded room and eating my crayons.

You never know, now that Britain has left Europe, perhaps we can all get our cock-hairs back and start believing in magic again?

**Geoff Mockford**



*Anatomy of a Micrometer - Mitutoyo*

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# 25MY F-Pace SVR 575 Edition

Jaguar's final V8 performance SUV, the 25MY F-Pace SVR 575 Edition, is now available to order in Australia.

The most driver-focused F-Pace variant ever created, owners can expect blistering performance and a heightened, head-turning design. A performance SUV like no other, the SVR 575 Edition features an impressive 5.0L V8 Supercharged Petrol Engine delivering 423KW (575hp) of power and 700Nm of torque. The cars can accelerate from 0-100km/h in just four seconds.

Throttle response is precise and connected, which adapts to different driving conditions. Expect a refined ride, whether in day-to-day city driving or out on the open road, with enhanced control as the vehicle approaches the limits of traction.

Larger air intakes, bonnet vents, side fender vents and rear spoiler reduce drag for better handling. Meanwhile, the active exhaust system delivers a louder, distinctive, yet authentic high performance multi-cylinder soundtrack, with gear shifts punctuated by a crisp yet powerful exhaust response.



New black SVR badging is featured throughout, while the wheels are 21-inch Style 5080 Diamond Turned with Satin Grey Forged Rims.

Inside, a heated SVR Leather Steering Wheel, along with Ebony Suede cloth and Windsor Leather Performance Seats, signal the vehicle's intent. SVR Luxury Car Mats and Embossed Aluminium Trim Finishers further illuminate the sporty yet refined feel. Customise the

SVR 575 Edition to your own taste with twelve SV Bespoke paintwork finishes.

With the entire Jaguar range set to become all-electric, don't miss your opportunity to own the last Jaguar V8 SUV. Along with the 25MY F-Pace SVR 575 Edition, the entire 25MY F-Pace range is also available now to order. ■

*Editor: Information for this story sourced from Jaguar Australia.*

## Lister Cars Unveils Facelifted Stealth Based On F-Pace SVR

Lister Motor Company (UK) has released a facelifted version of the Stealth, which is still Britain's fastest SUV.

Based on the Jaguar F-Pace SVR, the Stealth is powered by a the same 5.0-liter supercharged V8, but it generates a mighty 666 horsepower and 649 lb-ft of torque. The company mentions engine upgrades and a custom quad-exhaust system but doesn't go into further detail.

The pre-facelift model, which debuted in 2020, received upgraded supercharger pulleys, a new air filtration system, and a custom-built intercooler. We assume the same changes are carried out to the facelifted Lister Stealth. In standard guise, the supercharged V8 emits one of the greatest engine noises known to man. In the Lister, that signature growl has been turned up to 11.

Of course, this power bump has done wonders for the performance. It can do 0-60 mph in 3.4 seconds and has a top speed of 195 mph. In terms of acceleration, the Stealth is outclassed by several SUVs. But top speed? Few can beat it. Maxing out 5 mph short of the



hallowed 200 mph mark is nothing to scoff at, especially for a lofty SUV.

Aside from the outrageous performance, other upgrades include carbon fiber exterior accessories (like redesigned bumpers and a front splitter), Lister badging, and 23-inch wheels. We assume Lister will continue offering the Stealth an array of interior personalization options, including 36 upholstery color choices.

Like the pre-facelifted model, the Lister Stealth is limited to just 100 examples, making it a very rare vehicle - rarer than the Edition 1988 version of the F-Pace SUV. Pricing is revealed on application, but we assume it will be more expensive than the A\$220,000 needed to buy the previous model. ■

*Editor: Information for this story sourced from CarBuz.*

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# Jaguar Celebrates at GQ "Men Of The Year" Awards

Jaguar was one of the sponsors of the annual GQ 2023 "Men of the Year" awards at Sydney's Bondi Pavilion.

VIP guests were driven to the event in Jaguar cars, and a striking green Jaguar F-TYPE 75 Convertible P575 greeted guests at the entrance to the red carpet, while inside the pavilion, a Portofino Blue F-TYPE R-Dynamic P450 Convertible captured guests' attention.

During the awards, Australian fashion designer Dion Lee was named "Creative Force of the Year", with the award presented in association with Jaguar.

Lee received this prestigious accolade, at the newly renovated courtyard of Sydney's Bondi Pavilion. His innovative approach to design, and breaking category norms is just some of the qualities he shares with Jaguar, which is why they were thrilled to partner with GQ for the award.

As Jaguar reimagines its future, they stated that they are inspired by people and events that reflect the creativity and self-expression that form part of Jaguar's DNA. They are seeking out authentic, creative and disruptive collaborations, which is what made the GQ "Men of the Year" event a perfect fit.

After the awards were handed out, and speeches delivered, it was time to celebrate the worthy winners at the memorable, star-studded after-party.

This is the second time Jaguar has partnered with GQ for this category, with fashion designer Jordan Gogos claiming the award in 2022.

With creativity and self-expression at the heart of the Jaguar brand, Jaguar stated that they were proud to be a part of showcasing talented creators and tastemakers, and in doing so, building a community of creatives, and sharing their stories of creative endeavours. ■

*Editor: Information for this story sourced from Jaguar Australia.*



*Congratulations to Australian fashion designer Dion Lee, who was honoured with GQ's "Creative Force of the Year" award. Lee received this prestigious accolade, presented in association with Jaguar, at the 2023 GQ "Men of the Year" awards, which were held in the newly renovated courtyard of Sydney's Bondi Pavilion.*



*Australian creative director and photographer Yasmin Suteja, was just one of the celebrities that attended the GQ 2023 "Men of the Year" awards.*



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# Drive Car of the Year 2024 - Finalists

## Best Luxury SUV under \$150K

### Finalists

Now in its 18th year, the annual Drive Car of the Year awards program continues to be the Australian new car buyer's most trusted advisor.

The first round of voting has been counted and the "Drive judges" have selected the cars that will challenge last year's winner, the [Jaguar F-Pace](#), for the title of Best Luxury SUV Under \$150K.

This category is a slight tweak to last year's Best Medium Luxury SUV award to now include medium or large SUVs with luxury leanings.

The Jaguar F-Pace returns in 2024 to defend its crown as the front-running luxury SUV purchase. But it's now up against new competitors, some of which are the toughest in class. But the Jaguar F-Pace's undeniable performance heritage and state-of-the-art technology are high benchmarks to beat.

Even though there's a Who's Who of premium vehicle manufacturers in the list of finalists. Joining the F-Pace is the [I-Pace](#) and the Range Rover Sport.



*For the title of "Best Luxury SUV Under \$150K", last year's winner was the [Jaguar F-Pace](#).*

The Drive Car of the Year Best Luxury SUV Under \$150K will be announced on February 19, 2024.

## Best Small SUV Under \$80K

### Finalists

Small and medium SUVs are now the key battlegrounds for manufacturers looking to maximise sales in the Australian new car market. As such, a compelling blend of standard features, value for money in regard to the ownership experience, and style all play their part in this category.

Despite continual enhancements to existing contenders, along with all-new models, the Volvo XC40 has reigned supreme for the last 3 years. Finalists this year include the [Jaguar E-Pace](#).

The winner of the Drive Car of the Year 2024 – Best Small SUV Under \$80K will be announced in February 2024. ■

*Editor: Information for this story sourced from [Drive Australia](#).*

## 2024 Goodwood Revival - All Cars to Run On Sustainable Fuel

The 2024 Goodwood Revival will make history next year when all 13 races across the weekend will run exclusively using sustainable fuel, making it the first historic racing event to do so.

The races will feature vintage cars such as the Jaguar E-Type, Ferrari 250 SWB, and the Ford GT40.

It will also be graced by classic Formula 3 cars and motorcycles, including the Matchless G80 CS, Vincent Black Shadow, and Manx Norton.

Entrants will be running with a minimum of 70% sustainable components approved by the FIA. This fuel won't require modifying the powertrain and promises uncompromised performance.

At the Rudge-Whitworth Cup of the 2023 Goodwood Revival, a 1925 Bentley Speed Model, piloted by Ben Collings and Gareth Graham, became Goodwood's first sustainably-fuelled winner after

beating its competitors running with standard fuel.

With the 2024 Goodwood Revival pioneering the use of sustainable fuel, we can expect other historic racing events to follow suit. Maybe not immediately, but eventually, as the industry continues its push toward carbon neutrality.

Meanwhile, Porsche is working on developing synthetic fuel for road use to keep combustion engines alive in the future. The synthetic fuel-powered 2024 Goodwood Revival will take place from September 6-8, 2024. ■

*Editor: Information for this story sourced from [CarBuz](#).*



*2024 Goodwood Revival will see all cars running on sustainable fuel.*

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# U.K. - JLR To Help Study Electric Vehicles Use As Chargers

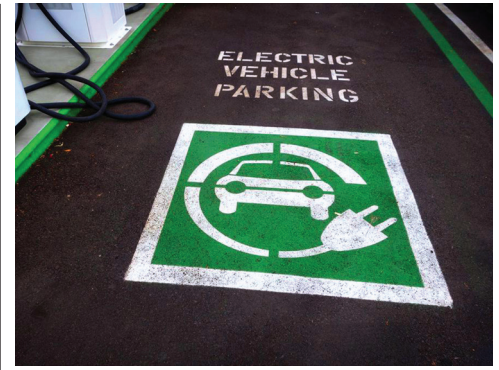
JLR is taking a significant step towards revolutionizing the electric vehicle (EV) industry by participating in ground breaking tests on the viability of EVs as power sources. JLR in collaboration with the Government, has backed four projects with a funding of over £5 million, aimed at exploring the potential of EVs to not only charge each other but also send power back to the grid.

One of the key projects, receiving over £1 million in funding, focuses on the concept of vehicle-to-vehicle (V2V) charging. JLR will be providing vehicles for testing this innovative technology after compatibility has been established with other major automakers such as Hyundai, Kia, and MG. The objective is to assess the practicality of EVs directly exchanging charge, paving the way for

a future where EV owners can share energy resources seamlessly.

Another project led by British renewable energy firm 3ti aims to address the issue of low power supply from UK power stations. Through the 'V2X FastHub' demonstration, which is supported by £1.3 million in public funding, the companies involved will showcase how EVs can act as valuable assets for the energy grid. These connected vehicles will serve as virtual power and energy storage facilities, releasing and replenishing stored energy based on user preferences and grid demand.

By leveraging the capabilities of EVs as grid assets, this initiative aims to generate income and cost savings that can be passed on to customers.



Furthermore, it offers a sustainable solution to enhance grid resilience and stability, promoting a greener and more efficient energy ecosystem. ■

*Editor: Information for this story sourced from Proactive Investors Limited UK.*

## Scottish Police Examining Purchase of £95k Jaguar

Police in Scotland are investigating the purchase of £95k Jaguar by Nicola Sturgeon's husband Peter Murrell amid probe into the Scottish National Party's (SNP) funding and finances.

The police launched an investigation into the SNP's finances, including allegations of fraud and misuse of funds.

The SNP raised a total of £666,953 through referendum-related appeals between 2017 and 2020. The party pledged to spend these funds on the independence campaign, but questions were raised after its accounts showed it had just under £97,000 in the bank.

Nicola Sturgeon, the former first minister has repeatedly denied any wrongdoing.

Murrell is alleged to have purchased the I-Pace SUV from a dealership in Edinburgh and subsequently sold it.

Both Ms Sturgeon and Mr Murrell were arrested and questioned by officers, before being released without charge, pending further investigation.

Former SNP treasurer Colin Beattie was also arrested in connection with the long-running Police Scotland investigation into the party's finances, before also being released without charge, pending further investigation.

The Jaguar pictured in the driveway of Mr Murrell and Ms Sturgeon's home in Glasgow was registered in October 2019. The registered keeper of the



*Police are investigating missing Scottish National Party funds. Peter Murrell is alleged to have purchased an I-Pace SUV, seen on Nicola's driveway, and subsequently sold it.*

vehicle changed in February 2022 and its registration plate was replaced a month later, before being switched back this year.

The SNP yesterday refused to say whether the I-Pace had ever been owned by the party.

Previously a luxury £110,000 campervan motorhome was seized from outside Mr Murrell's mother's home.

According to Police, the investigation is ongoing and involves dealing with "evidence and facts as opposed to rumour and innuendo".

Therefore, it is difficult to estimate how much money is missing at this point. ■

*Editor: Information for this story sourced from various sources including The Scottish Herald.*

## REGISTRATIONS NOW LIVE



## NATIONAL RALLY 2024

### TASSIE TEMPTATION

Celebrating 50 Years of the Jaguar Car Club of Tasmania

## ACCOMMODATION OPTIONS



**Wrest Point Casino**



**Strahan Village**

## SOME OF THE ACTIVITIES



**Parliament Lawns**



**Wilderness Wall**



**Saturday Night in the Tasman Room**



**West Coast Railway**

Please make an individual ferry booking  
National Rally website will open in early October

<https://www.jagtas.org.au/nr24/>

## 2024 JAGUAR NATIONAL RALLY PROGRAM

**Thursday 11<sup>th</sup> April**  
Early Arrivals at Rally HQ  
Wrest Point Casino

**Friday 12<sup>th</sup> April**  
Registration  
Welcome BBQ

**Saturday 13<sup>th</sup> April**  
Display Parliament Lawns  
Salamanca Market etc.  
Themed Dinner

**Sunday 14<sup>th</sup> April**  
Sporting Event  
Baskerville  
Alternate Event

**Monday 15<sup>th</sup> April**  
Peppermint Bay Cruise or  
Peninsula Tour  
Presentation Dinner

**Tuesday 16<sup>th</sup> April**  
Depart Hobart  
The Wilderness Wall  
Arrive Strahan Village  
Welcome Seafood Buffet

**Wednesday 17<sup>th</sup> April**  
Gordon River Cruise  
8:00am - 2:30pm with  
buffet lunch included

**Thursday 18<sup>th</sup> April**  
Wilderness Railway  
8:30am - 1:30pm

**Friday 19<sup>th</sup> April**  
Free to explore  
Farewell seafood buffet

**Saturday 20<sup>th</sup> April**  
Depart Strahan for home  
or extra touring

# U.S.A. - Undrivable XK150 Covered in Rust Sells at Auction

Although the XK150 was among the fastest and most comfortable GT cars of the late 1950s, this 1959 roadster was in a sorry state when it went under the hammer in December (2023).

With a top speed of 136mph and a 0-60 of 7.3 seconds in its prime, it was one of the fastest sports cars of its era.

However, this car had fallen into complete disrepair. The bonnet, boot and bodywork had largely rusted over and covered in a thick layer of grime.

This particular XK150 is one of the rarer 3.4 "S" roadsters. In the past, pristine examples have sold for over US\$200,000 (Au\$300,000).

However, prospective owners will have to pour a lot of money to restore this car to its former glory.

According to its history files, this black with red leather upholstery with a sand soft top was bought from Jaguar Cars of New York and collected by its first owner in June 1959.

Displaying 44,660 miles on the odometer when catalogued, this unrestored Jaguar retains its original, matching-numbers engine (block and head), chassis, and body per the JDHT certificate on file.

This car, along with other Jaguars, was auctioned by Gooding & Co of Santa Monica, California, and sold for US \$49,500 (Au\$72,773). (See page 47) ■

*Editor: Information for this story sourced from the US Sun and Gooding & Company.*



*This badly rusted XK150 3.4 Litre "S" roadster sold for US\$49,500 (Au\$72,773)*



## Ex CEO Thierry Bollore Joins U.K. EV Supplier

Thierry Bollore, the former CEO of JLR has joined the board of EV supplier Bedeo as a strategic adviser.

Bedeo, based in England, makes electric powertrains for vans, including new models for Stellantis, as well as for retrofitting existing diesel and gasoline models. It also makes a kit to convert classic Land Rover Defenders to EVs.

The company is launching the retrofitting business in France to take advantage of government subsidies for the service. Both Stellantis and Renault Group have announced plans to convert internal-combustion vans to EVs.

In 2020, Bollore was named CEO of JLR, and in February 2021 presented a strategic plan called "Reimagine." He resigned in November 2022 and was replaced by Adrian Mardell.

In a statement on Monday, Bollore said he was "looking forward to sharing his knowledge with (Bedeo) in support of pursuing the company's mission" to electrify transportation. ■

*Editor: Information for this story sourced from Automotive News Europe and Reuters.*



# XK 7 8 & 9 Register Christmas Lunch

Well, despite some last-minute date changes it was a great day.

The lunch was originally planned for Thursday, December the 7th until the BOM forecast that it would be 36C plus, with an extreme fire warning.

So, we rescheduled it for the following Sunday, which unfortunately prevented a few from attending, however we still had a great combination of Register and club members attending.

We had some 36 members at the lunch. Steve & Cecilia should be congratulated on the quality of the catering (especially when Steve's preferred caterer was not available given the date change at short notice). However, Steve & Cecilia's organization was spot on, right down to the marquee, tables, chairs, not to mention the selection of wines supplied.

A special thanks to Peter & Heather Buck, who were there to help with the setting up.

After lunch we had a short Register Meeting, minutes as follows: -

**Minutes of the December 2023 XK 7, 8 & 9 Register Meeting.**

## **Apologies:**

Rod & Peggy Davis, John & Lindsey Williams, Evan Spartalis, Dave & Carol Seidel, Stan & Sally Grafton, Rob & Vicky Loffler, Moira Lugg, Malcolm Drewer & Suzanne, Robin & Diedre Ide.

## **Welfare:**

Steve informed the meeting that Rod Davis is still recovering slowly and that Geoff Thomas is also unwell. We wish them a speedy recovery.

## **General News:**

Steve has brought the 2024 calendars with him, once again a great production.

The recent Border Run was a great success, many thanks again to Moira Lugg, who put the program together. Roy Armfield (the Victorian Register Secretary) has indicated that the Victorian hosted Border Run is likely to be in regional Victoria, possibly Echuca or Swan Hill. More details when they come to hand.

Steve has also brought the 50th Anniversary Books. They are on sale at \$45 each.

## **Register Meetings:**

Last year it was decided to move register meetings to the afternoon time slot (to prevent travelling at night, especially during winter). This has prevented some members from attending as they are still working, so Steve proposed that the February Meeting should be held in the evening to give these members an opportunity to attend and then we revert back to daytime meetings during winter. This was agreed to by those present.

Steve also talked about the program for 2024 and will send out a list of all events once the dates are finalized.

The meeting was then closed, mainly because those present wanted to get back to the wines and desserts.

**Steve Weeks**  
Register Secretary



# XK 7 8 & 9 Register Christmas Lunch



# E, F & GT Christmas Get Together

Thanks to the excellent work by past E, F & GT Register Secretary, Suzanne, it was felt that we should not let the year go by without, at the very least, getting together for Christmas and celebrate the year.

Around 50 adults met at the Somerton Surf Life Saving Club for an enjoyable, if not noisy dinner.

Alan and Pam kindly invited members back to their home, for those who decided to kick on a bit for a few drinks and a get-together after the dinner. Alan and Pam's home was only 8 houses from the venue.

For those members who had not seen Alan's D-Type that is currently under construction, it was an opportunity to have a look at this extensive project.

Late last year (2023), a number of members visited Alan's workshop where we were able to appreciate the considerable progress that had been made since our visit in 2022.

Alan outlined the design problems that he has had to address to achieve future registration. Although it looks like a 1957 Jaguar, it needs to meet today's compliance and engineering requirements. The list of items that need to be met is endless, and Alan has painstakingly progressed through each one.

Alan has not announced a completion date for the car as there is still a number of compliance issues to jump over. However, the wait will be worthwhile.

Thanks to Alan & Pam for making their home available, and to all the members that attended the evening.

PS - We are still looking for a Register Secretary.

**Graham**  
Editor JDCSA



# E, F & GT Christmas Get Together



*Alan is making great progress with his D-Type, despite having to jump through hoops to achieve compliance.*



# Victoria - Jaguar Concours & Display Day

The most important event held each year by the Jaguar Car Club of Victoria (Australia) was held on the weekend of 18 & 19th November 2023.

The location being the sports ground of Wesley College in Mount Waverley a suburb of Melbourne. The venue offered easy access from all over the state.

The theme this year was a time line of the history of Jaguar, ranging from a Swallow Side Car attached to a Norton Motor Bike from the early 1930's, and also a beautifully restored Austin Swallow build date 1931.

Then, most other models of Jaguars were lined up by year, including SS 100, SS Saloon, Mark IV and V, XK's most

models, sedans, and a huge line up of Mark II's, E Types, as well as countless modern Jaguars, such as the XJ sedans, X Types, XF's XKR's, and more.

Closing out the exciting line-up were the very latest 2024 sports car.

The other significant display was of the racing pedigree cars, including the Supercharged SS 100 clad in shiny Aluminium, Replica C & D types.

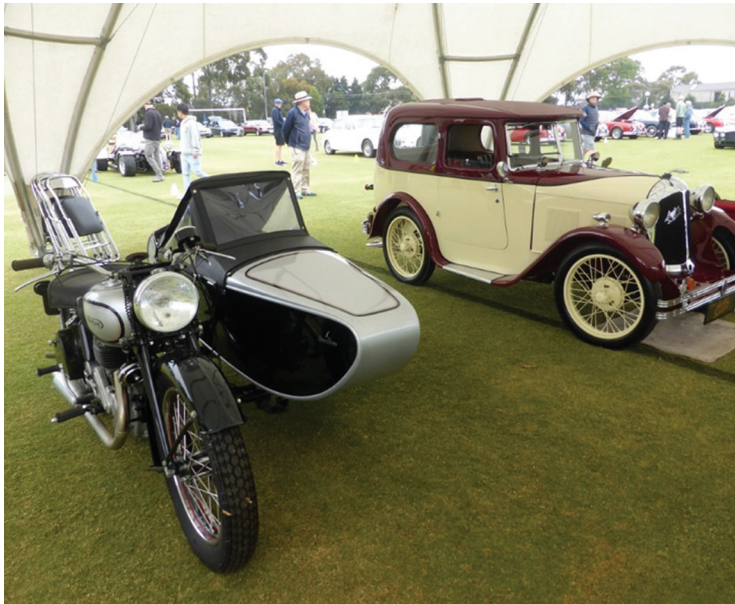
There was also a clone Jaguar XJ-S of Walkinshaw fame, modelled on the Bathurst 1985 winning Jaguar.

Not to be missed: "Moby Dick", the white Mark 7 Jaguar from Andrew Spiteri, who races the car regularly with mixed success.

Besides the stunning line up of various models, there were also lots of interesting Jaguars with modified engines, such as the XJ6 Series I, with a supercharger installed. I thought it was just a turbo charger, but was promptly corrected by the owner.

**Heinz Schendzielorz**  
Jaguar Car Club of Victoria

*Editor: A big thank you to Heinz for the story and photographs. Greatly appreciated as always.*



*The theme this year was a time line of the history of Jaguar*



*1930s Swallow Side Car attached to a Norton Motor Bike*



*Beautifully restored Austin Swallow - build date 1931.*



*Supercharged SS 100 replica clad in shiny aluminium,*



# Victoria - Jaguar Concours & Display Day



*Some early Mark IVs and Mark Vs*



*A late Mark VII fitted with non- standard wire wheels.*



*"Moby Dick", the white Mark VII from Andrew Spiteri*

# Victoria - Jaguar Concours & Display Day



*Replica C-Type*



*Replica D-Type*



*Replica D-Type*



*Jaguar Kugar Special*



*XK120 Fixed Head Coupe*



*XK140 Drophead Coupe*

# Victoria - Jaguar Concours & Display Day



*XK150 Fixed Head Coupe*



*Rare XK150 roadster*



*Interesting Jaguars with modified engines, such as an XJ6 with a supercharger and a XJC V12 with 12 carburetors.*



*There was a huge line up of concour E-Type's, Mark II's and XJ's*

# Victoria - Jaguar Concours & Display Day



*There was also a good representation of Mark X's and 420G's*



*Nicely prepared group of XK8's, XKR's coupes and roadsters*



*Clone Jaguar XJ-S of Walkinshaw fame*

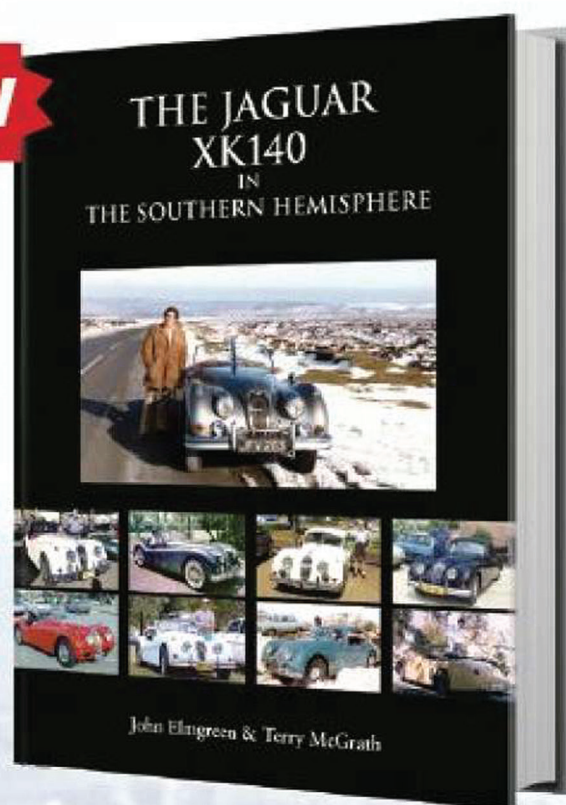


*Rare F-Type Project 7*

# THE JAGUAR XK140 IN THE SOUTHERN HEMISPHERE

By John Elmgreen  
and Terry McGrath

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This new book is a follow up to the authors' *The Jaguar XK in Australia* and *The Jaguar XK120 in the Southern Hemisphere*

John Elmgreen and Terry McGrath have covered every XK140 sold new in the southern hemisphere and for good measure added in Asia, the Middle East and the rest of Africa. They have also relentlessly pursued identifying and recording the histories of all the other XK140s ever in those areas – with numerous imports from the USA and the UK.

The result is a large format book (the same as those earlier) of some 528 pages, 380,000 words/figures, and records of nearly 500 XK140s in eleven chapters. The print run is just 500 copies. A special slip case with enamel badge is also available.

*The XK120 book is also still available.*

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**[www.jtpublications.com.au](http://www.jtpublications.com.au)**

# Upgrade Might End Jaguar's Formula E Title Wait

The F1-spec upgrade that might end Jaguar's Formula E title wait.

## Background

It's almost precisely eight years to the day since Jaguar announced its then 13-year absence from international motorsport was ending. The proclamation, that it would be joining Formula E, was delivered in 2015 from the lofty vista of "The Shard" in London - so it was clear from the genesis moment that its ambitions were equally exalted.

Seven seasons in Formula E later and despite the lack of an elusive title, the signs are that not only is the 'Big Cat' in good health but a degree of purring is going on. The manifestation of that, or certainly a big part of it, is its new headquarters that were opened late November 2023.

## New Formula 1-Spec Facility

This is a Formula 1-Spec Facility minus the wind-tunnel (not needed for Formula E) and a seven-post vehicle dynamic test rig (sometimes needed but cheaper to hire). Its air of efficiency and clever use of light makes for a very pleasant way of working and the embedding of technical partners ensures that design, manufacturing, and development is all under one roof.

Jaguar was very clever when it returned to motorsport via the all-electric channel. It got a good head start as it partnered with what was then called Williams Advanced Engineering, now the WAE concern, and had its programme run

mostly via the Grove facility that houses that company and Williams F1 team.

There was an edge to the deal though. Its rivals pointed to an uncomfortable closeness with a crucial spec component provider (WAE had the Formula E battery deal in the Gen1 era and later again for Gen3). That question of integrity has always robustly been defended by the team as a completely separate entity, one which does have completely split IT departments and has also been scrutinised by the FIA.

## Integration With Key Suppliers.

Where the new technical HQ really impresses is in its embedding of other key suppliers. Jaguar's portfolio of technical partners outside of WAE includes specific silicon carbide technology via Wolfspeed, thermal conductive material programmes with Dow, and re-refined transmission fluid via Castrol, a company that has heritage links to Jaguar via its iconic IMSA programme in the late 1980s and early 1990s.

Additionally, when "The Race" got a rare invitation in to the remote operations room at Kidlington it became evident that as well as Jaguar's own team of engineers it was working in a fully integrated way with several of its key suppliers. This is not common practice for manufacturers in the Formula E paddock, yet.

## Driver-In-The loop-Simulator

At the Sao Paulo E-Prix last March, a large percentage of Mitch Evans's

transition from being last in practice to qualifying third, just 90 minutes later was via the work being conducted by Jaguar's information management partner OpenText and its simulator driver Tom Dillmann.

In that time, Dillmann knuckled down and between him and the engineers found key benefits from a set-up change that opened the door for Evans to progress and get into a position to execute his first race win of the season.

It was arguably Evans's finest win of the season in what was essentially the first ultra-energy saving race of the Gen3 era - one that memorably allowed him and the team to ride a giant paper mache carnival Jaguar on the podium.

***"Mitch Evans - attuned to the bigger picture of what Jaguar is building".***

Evans wasn't at "The Shard" that day in December 2015 but in September the following year he was unveiled alongside Adam Carroll in Jaguar's first Formula E line-up. Evans has been ever-present since that time. Speaking to "The Race" at the new Jaguar HQ, Evans was not shy to insist that he "did see the vision" in the early days of Jaguar's commitment to all-electric motorsport.

"I started to be part of that progress on and off the track," Evans added. "It was just constantly always getting better, there was just kind of no reason for me to look elsewhere, even though there were definitely opportunities for me to move." But it always came down to the momentum that he and the team were building. It was one that ticked off some quick milestones: first podium (Hong Kong 2017); first pole (Zurich 2018); first win (Rome 2019); and title challenges in 2021, 2022 and 2023.

The Kiwi has matured massively since he joined at the end of 2016. Then a 23-year-old still ravaged by a justified bitterness that he wasn't going to make it onto the F1 grid, the frustration boiled over frequently.

In more recent years, he's become much more attuned to the bigger picture of what Jaguar is building, knowing that continuity is much more likely to bring ultimate title success.

"With the brand strategy, going forward on the automotive side, that backs it up to another level and to see the commitment



Jaguar TCS Racing has opened a new state-of-the-art racing centre in south east England as the team prepares for the upcoming 2024 ABB FIA Formula E World Championship.

# Upgrade Might End Jaguar's Formula E Title Wait

here in the new facility, for me it's a team that's striving to be the best," said Evans.

"We just hope the next step in our journey is winning titles now. If we do manage to win [the title] it's happened a bit later than what we would have wanted because we've been in great positions for a long time.

"But we've always been there for a number of years and I think we're definitely one of the leading manufacturers in the championship, so we've a lot to be proud of. But obviously that title is definitely something we need to tick off now."

If Jaguar is to do it in 2024 - and, although not a single person in the new facility will say it, it is among the favourites - they will do it without its technical leader of recent seasons Phil Charles.

His departure in October (Charles remains on gardening leave ahead of his move to DS Penske) was a shock internally and externally. But team principal James Barclay, another ever-present with the Formula E programme, was insistent that the strength in depth Jaguar has will limit any de-stabilisation.

"You always have to have in mind that people will move; one of the downsides of success is you get very heavily targeted by your competitors," he told "The Race".

"Eventually, I guess those opportunities aren't turned down. It's sad to see really, but we wish Phil all the best in this new venture".

"From our point of view, we have a really skilled team here who are a big part of



*At the Sao Paulo E-Prix last March, Mitch Evans's transition from being last in practice to qualifying third, just 90 minutes later, was via work being conducted thousands of kilometres away by Jaguar's information management partner OpenText and its simulator driver Tom Dillmann. Jaguar powered cars finished 1st, 2nd and 3rd. Jaguar's customer team, Envision Racing went onto win the 2023 Manufacturers Championship followed by Jaguar.*

our success. So as always, you're looking to make sure you have succession planning in place and we have a really great team, who Phil was orchestrating but actually a lot of that team are here".

***"Jaguar is re-imagining its racing DNA and it's proving its initial detractors wrong with the scale, scope and evidence of its electric ambitions."***

"It allows us a chance to expand some people's roles, and if needed in the future we may also look [externally], if we need to."

In reality, Jaguar has built the tools and the teams it needs to win the Formula E title for several seasons now. Its new HQ is a tangible hand-in-glove element of that, as much as the signing of Gen3's own smiling assassin Nick Cassidy is too.

A three-minute walk away from the shiny new edifice of Jaguar's new state-of-the-art racing centre is a much less salubrious location in Kidlington.

That is where TWR was based in the heyday of its Group A and Group C heroics, where a glorious purple hue reflected some of the Big Cat's most momentous projects and successes.

It's very different 35-odd years on but the spirit remains. Jaguar is re-imagining its racing DNA and it's proving its initial detractors wrong with the scale, scope and evidence of its electric ambitions.

*Editor: Information for this story sourced from "The Race". (The Race started in February 2020 as a digital-only motorsport channel. Their aim is to create the best motorsport coverage that appeals to die-hard fans as well as those who are new to the sport).*



*Jaguar TCS Racing I-Type 6 - Season 10, 2024 ABB FIA Formula E World Championship.*

# UK Classic Motor Show 2023

The Classic Motor Show returned to the National Exhibition Centre, Birmingham in November with a huge turnout and countless cars on display.

Over 300 car clubs formed the backbone of the show, bolstered by the usual vast array of exhibitors and traders.

Famous faces and industry experts were on hand to discuss the industry and dispense advice on the "Meet the Experts Theatre" stage, while the returning Pride of Ownership and Showcase stands saw huge interest and interaction from the visiting public.

## Best of Jaguar on Show

### 1950 Jaguar XK120

Displayed on the Classics World stand, this Jaguar XK120 is currently for sale as part of the JLR Classic Works Legends programme and was previously owned by a founding member of the Jaguar Drivers Club. Finished in Old English White with Biscuit and red leather trim, the car was fully restored around 15 years ago and has only covered 2,000 miles since.

A large chunk of those miles were covered on the Dubai Mille Miglia – a great sign of this 73-year-old car's mechanical condition. That rally heritage also means the car benefits from some tasteful stickers on the outside and a high-end Brantz rally-meter on the inside.

The car is currently up for sale for £249,950 and comes with FIVA accreditation and Jaguar Daimler Heritage Trust certification.

### 1977 Jaguar XJ-C 'R' retromod

Marque specialist Tom Lenthall brought a very special XJ-C to the show, freshly completed and resplendent in its bright red paintwork. Powered by a rebuilt 4.0-litre supercharged AJ16 from the X300 Jaguar XJR, this retromodded XJ-C has been comprehensively restored and upgraded to create the ultimate go-faster example of the model.

No stone was left unturned, with upgrades including an electronic throttle body, a manual gearbox, two new fuel tanks, rebuilt front and rear subframes, uprated brakes from a Jaguar XKR (including an outboard brake conversion at the rear), and refurbished X300 XJR wheels wrapped in Toyo Proxes tyres. There was no shortage of great retromodded classics at the show but this one – the product of some 4000 hours' work – stood head and shoulders above the rest.

### 1982 Jaguar XJ-S HE V12 Lister

The XJ-S Club had a great stand at the show filled with interesting examples of the breed.



*1950 XK120 from JLR Classic Works Legends. The car was fully restored and has only covered 2,000 miles since. For sale for £249,950 (A\$478,000)*



*Substantially modified XJ-C after a 4,000 hour rebuild*



*This XJ-C is now powered by a 4.0-litre supercharged AJ16 from an X300 XJR*



# UK Classic Motor Show 2023

Our favourite (and contender for Best Wheels in Show) was a V12-powered, Lister-tuned, fully restored example from 1982.

Upgrades over a standard car include a bodykit, lower suspension, manual gearbox and numerous engine upgrades. Owner Simon says he'll never sell it – and we don't blame him.

## 1970 Jaguar E-type Series 2

One of the best-looking Jaguars in Iconic Auctioneers' headline sale at the show was a 1970 E-type Series 2. The car had been tastefully prepared for club competitions and fast road driving. First registered in Connecticut and converted to its current racier specification in 2007. It uses an earlier S1 bonnet and Minilite-style wheels to achieve its motorsport-inspired look, with a full engine rebuild in 2016 adding triple Webers and a free-flow exhaust to the mix. Upgrades to cooling, braking and suspension round out the mechanicals, with a foam-filled fuel tank and a roll cage helping with safety.

Well maintained and ready to take to your local hillclimb, the car failed to sell at the show but is for sale for £65,900 (A\$125,000).

## 2016 Jaguar F-Type Project 7 & 2020 Jaguar XE SV Project 8

Two of the most extreme Jaguar models ever made, the Project 7 and Project 8 each represent the zenith of their respective ranges in terms of performance and exclusivity. Both examples in the sale were presented almost as-new, each with three-figure mileages and immaculate paintwork.

The F-Type Project 7 is one of 80 right-hand-drive examples made, finished in Goodwood Blue with contrasting white decals. Driven just 488 miles from new, the car's 567bhp supercharged 5.0-litre V8 is barely run in; a real collector's piece. The car sold for £131,625 (A\$252,000) for what is probably one of the best examples of this rare model.

The XE SV Project 8 was the follow-up to the Project 7 in 2018, arriving as a complete high-performance overhaul of the XE saloon. Four-wheel drive, supercharged 5.0-litre V8 power and reworked suspension, along with comprehensive aerodynamic upgrades, made the Project 8 seriously potent machine – and the fastest-accelerating Jaguar ever made. With just 106 miles from new and as one of only 300 made, this example made £96,625 (A\$148,000) when the hammer dropped. ■

*Information for this story sourced from ClassicsWorld and Prestige & Performance World.*



*1982 Jaguar XJ-S HE V12 Lister - was a contender for "Best Wheels in Show"*



*1970 E-type S2 prepared for club competitions. For sale for £65,900 (A\$126,000)*



*2016 F-Type Project 7 sold for £131,625 (A\$252,000) and the 2020 XE SV Project 8 sold for £96,625 (A\$185,000)*

# Browns Lane History 1951–2005

On the western outskirts of Coventry is Browns Lane, Jaguar's home for half a century. It is an unlikely location for a car factory; lined with red-bricked, semi-detached houses, it is more typical of suburban Britain.

But between 1951 and 2005 this leafy street was as important to Britain's car industry as Maranello is to Italy, or Stuttgart and Munich to Germany. From the D-type to the X100 XK8, Mk VII to the X350 XJ, every great Jaguar from this era was produced there.

## Birthplace - Blackpool

Browns Lane isn't Jaguar's birthplace, though; that was 150 miles to the north, in Blackpool, where a young William Lyons and his business partner, William Warmsley, started the Swallow Sidecar Company in 1922. Next came coach-built cars, which proved popular due to Lyon's eye for design. Yet he recognised that the lack of skilled automotive labour in this popular seaside resort would stop him being able to grow his company. He needed to move to the centre of British car manufacturing, the West Midlands.

## Foleshill - XK120 & Mark V

So, in 1928, Lyons transferred the company (later renamed SS) to the Whitmore Park Estate in Foleshill, to the north of Coventry, and into a double-H block building that offered 5,000sq ft (464sq m) of space. Originally commissioned by the British Government as a reserve shell-filling factory, it had been completed early in the First World War, but left unused. Consequently, it was in a poor state when Lyons' workers moved in, but, on the plus side, they would be in good company because the Dunlop Rim & Wheel Company and Motor Panels were close neighbours.

With the advent of the Second World War, the company produced aircraft parts here for the war effort. Immediately afterward, Lyons (Warmsley had left in 1935) changed its name to Jaguar.

The first few XK120s were built at Foleshill, as was the Mk V, but their success meant Jaguar soon outgrew the factory as it tried to keep up with demand. When the local council refused to allow Lyons to extend, he looked for an alternative.



*In 1951, Jaguar moved into a former WW2 shadow factory on Browns Lane, Coventry. (British shadow factories were set prior to World War II. There they used the skills of the motor industry to produce additional defence manufacturing capacity).*

## Lease on Browns Lane Factory

In early 1950, and after sending investigative teams to Scotland, Wales and even Northern Ireland, Lyons decided that the solution lay a mere two miles away – a former World War Two shadow factory on Browns Lane, in Allesley. Despite this modern factory (originally built for Daimler to produce the Ferret armoured car) being in a largely residential area, with one million sq ft (992,900sq m) of manufacturing space Lyons thought it ideal.

Tough negotiations with Sir Archibald Rowland of the Ministry of Supply followed, during which both parties threatened to walk away, but a deal for the rent was eventually struck: five years fixed at £30,000. Ever the clever businessman, Lyons sold Jaguar's existing factory to the Dunlop Rim & Wheel Company.

Although production of the Ferret was tailing off, Daimler was slow to move out; it was May 1951 before Jaguar could start to move into the new site.

Each weekend, an entire department was moved (the machine shop first, the paint shop last) using lorries borrowed from all over the West Midlands. It turned out to be a long, laborious process and the move wasn't completed until November 1952.

The shadow factory had included a separate ballroom and a sports club that

overlooked Browns Lane itself. To this, a two-story brick building was soon added to contain the reception, staff canteen, administrative office, board room and Sir William's own office. What had been the ballroom became a showroom of Jaguar's current models and, later, its growing collection of historic cars (all with drip trays underneath to protect the plush carpet). The building's big double doors and the wooden façade around them would become the most recognisable part of the site due to the many new models and personnel that were photographed outside.

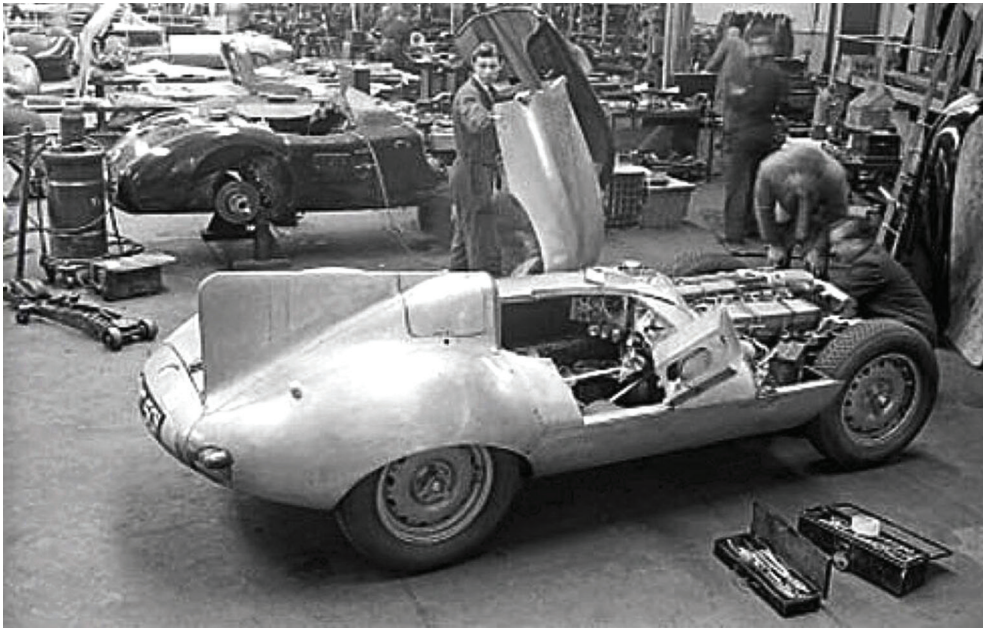
## Competition Department

One of the site's most famous areas, though, was the competitions department, located in a small, independent building at the north end of the factory and where the D-types and, later, Lightweight E-types were developed and built. In Jaguar's typical 'make do' mentality, it went on to become the experimental department and then Jaguar's first (and very basic) dedicated styling studio.

## 2.4 Saloon

The XK120 and Mk VII were largely built by hand and had to be physically pushed throughout the manufacturing process. But, in the mid-50s, the rise of a new, higher-volume small saloon – the eventual 2.4 – would require a mechanised assembly line. Instead of sourcing new equipment, though, Lyons

# Browns Lane History 1951–2005



*The first D-type being built alongside C-types in the competitions department in 1954*

bought a second-hand line from the Standard-Triumph factory (formerly Mulliner) on Torrington Road, on which, among others, the Triumph Herald had been built. He also bought body finishing and painting equipment from the same location, tools that would be used for the next 40 years.

Browns Lane quickly became one of the most successful post-war factories of the West Midlands, with 10,868 cars sold in 1955, many of which were exported.

## **Sir William Lyons**

In recognition of this success, HM Queen Elizabeth II and Prince Philip visited the factory in March 1956, touring the assembly lines alongside the newly knighted Sir William and Lady Lyons. The book *From Foleshill to Browns Lane* records how Prince Philip spoke to its author and former Jaguar employee, Brian James Martin, asking what he was doing. "I told him that I was fitting a heater," writes Martin. "In response to my stammered reply, he said, 'You are all doing a grand job for England.' It was as good as a pay rise!"

## **1957 Fire**

Yet it all could have come to an end on the evening of 12 February 1957 when a huge fire destroyed large sections of the factory. It began in a tyre store close to the service department in the north of the factory and, despite the rapid response of the fire brigade, it was soon burning uncontrollably. "Half an hour after the alarm was given, at 5.45pm, it

was out of our control," said Bill Cassidy from the experimental department the following day to news reporters.

The blaze was finally brought under control in the early hours of the 13th, when its damage could be assessed. Some 14,493sq m (the equivalent of two full-sized football pitches) were affected, and 270 cars. In total, the fire damage cost Jaguar an incredible, and potentially company-crippling, £3.5 million.

Thankfully, the fire brigade stopped the flames from destroying the main production line, engine assembly area, machine shop, chroming areas and press shop. Lyons himself had directed the fire-fighting effort to ensure the fire was cut off before it could spread to these sections.

It was with the knowledge that these important areas had been saved that Lyons could say he was confident things would get moving again. He told reporters, "I should imagine we can make a start on a reduced assembly line in a day or so." He wasn't wrong.

The clean-up operation started that day. Organised by the service department's foreman, Jock Thompson, and manager Bill Borbury, the destroyed cars were removed and parked across the factory, even along Browns Lane itself. All the staff worked on clearing the debris, and the damaged areas were soon cleared, allowing the roof to be repaired and car production to restart a mere 36 hours after the fire. By the end of the first week, 93 cars had been built; by April, this had risen to 1,000 and production was back to pre-fire levels.

In fact, 1957 turned out to be a record year for the company, the 12,952 cars beat the previous record, set in 1956, of 800 cars. Even more incredibly, the new 3.4 saloon was launched during this time and a fortnight after the fire more than 200 had been exported to America.

## **Acquisition - Browns Lane & Daimler**

For some time, Lyons had been negotiating with the Government to buy the Browns Lane plant and, in early 1959, his offer of £1.25m was accepted, an achievement that he would later count among his most satisfying.

However, with three successful models (XK150, Mk 2 and Mk IX), by 1960



*The Mark II assembly line in 1964*

# Browns Lane History 1951–2005

Jaguar had also outgrown this factory. With Lyons' request to expand the site declined and the company too large to move in the way it had done a decade before, Lyons instead bought Daimler to get access to its own one million sq ft factory in Radford, which, for the next four decades, would be Jaguar's engine plant and engineering centre. Browns Lane's role in the company, once an extra track had been added, was to focus purely on assembly, rather than manufacturing.

## BMC & Leyland

In 1966, Jaguar was taken over by BMC, forming British Motor Holdings Limited (BMH) which, in turn, became British Leyland following its merger with Leyland Motors in 1968. No longer independent, this was the start of a rocky two decades for both the company and its factory.

By the early 70s, Browns Lane had become badly neglected due to little or no investment for years. "In some ways it was a bit of a shock because it did feel quite run-down, old and slightly has-been," says former designer Keith Helfet, who joined the company in 1978.

Still using the same assembly track Lyons had bought in the Fifties, plus ancient tooling, the quality of Jaguar cars – and, therefore, Jaguar's image – suffered badly throughout the decade. As Geoffrey Robinson (Jaguar's chairman for two years from 1973) remarked, "Bill Lyons wanted a first-class bodyshell off third-class tooling." By 1975, production was down to 21,752 cars, a big drop from the 31,549 of just four years earlier.

Not long after Robinson took over the reins, he laid out an ambitious plan for the factory's expansion to include a new manufacturing facility to house a modern paint shop that would be surrounded by a test track. To support the necessary planning, a new entrance was envisaged to lessen the amount of traffic down Browns Lane itself, to appease those who lived there. But these plans were soon scrapped.

Following a report by Sir Don Ryder (the newly appointed head of the UK's National Enterprise Board) with recommendations to make the then-ailing Leyland more productive, it was decided a new paint shop should instead



*Sir William Lyons outside the Browns Lane office block in the early 60s, with products produced by the Jaguar Group*

be located at Leyland's Castle Bromwich plant in Birmingham, another former WW2 shadow factory that was already producing the bodyshells for Jaguar's cars.

## "Large Car Plant Number 2"

One of Ryder's most important recommendations was to remove autonomy of the individual brands and for Leyland to rationalise its many resources. Reading the report, "BL cannot compete successfully as a producer of cars unless it can make the most effective use of all its design, engineering, manufacturing and marketing resources."

As a result, in 1977, Jaguar's Browns Lane factory was renamed 'Large car plant number 2'. To further rub salt into the wound, British Leyland required the removal of all Jaguar signage at the site and the company colour was changed from racing green to British Leyland's universal white and blue.

Jaguar's loyal staff were so outraged by this that the Browns Lane plant director instigated the careful removal and storage (even at workers' homes) of everything displaying Jaguar's name or image.

Despite Leyland's attempt to erase Jaguar's identity, its heritage meant that even in the Seventies the factory had a unique aura. As Keith Helfet explained,

"Being the petrolhead I was then, I loved the fact that on that site wonderful things had happened and clever people had been doing brilliant things. For example, our styling studio had been the competitions shop, where the racing cars had been built."

But the poor reputation of its cars, a striking workforce, and regular energy shortages that stopped production, meant that by 1979 Browns Lane was down to producing a mere 14,283 cars. Thankfully, help was coming.

## Enter John Egan

In 1980, former Massey Ferguson director (Sir) John Egan was appointed as chairman. Not only did he solve many of the workers' issues, but he also oversaw investment in the facilities. An increase of sales naturally followed – 33,437 in 1984 – which resulted in Jaguar's privatisation the same year, allowing Jaguar to break free of Leyland and make its own decisions for the first time in almost two decades.

## Enter Ford

That freedom didn't last long, though, because five years later the company was bought by Ford. After paying 1.6 billion, Ford's executives were shocked by the poor state of Jaguar's facilities, Browns Lane especially. As Alex Trotman, then Ford of Europe chairman and integral to the company's takeover, said years later,

# Browns Lane History 1951–2005



*Workers and union members demonstrate against the proposed closure of Browns Lane*

“There was nothing wrong with Jaguar manufacturing that a bulldozer wouldn’t fix.”

As an example of the problems Ford faced, shortly after new chairman Nick Scheele had arrived at Jaguar in 1992, he went to the water booth where cars were tested for leaks; new models were scoring in the 90s. Scheele had spent much of his career working for Ford on the other side of the Atlantic and, according to American practice whereby results were scored on a scale of 100, that seemed to Scheele to be a good result. But the test engineer pointed out that, at Jaguar, the figure meant the vehicle had 90 leaks.

Consequently, over a three-week period in August 1993, the Browns Lane assembly plant received a £8.5m refit that replaced the ancient, ex-Triumph assembly line with modern equipment. As the quality of the cars improved, so did sales; in 1992, Browns Lane had produced a mere 22,499 cars, but just six years later this figure had increased to 50,225. In 2000, as vindication to the scale of improvements made, the respected American research firm JD Power gave the Browns Lane factory first place in its European plant awards.

In 1999, production of Jaguar’s new executive car, the S-Type, started at Castle Bromwich (which had been under Jaguar’s control since 1980). This was followed by the X-Type in 2002 at Ford’s Halewood plant (it had previously

produced the Escort). Production moving to these factories would later facilitate the closure of Browns Lane.

By the early 2000s, both the company and its American parent were making serious losses – in 2004, Ford reported a second-quarter pre-tax loss for its Premier Automotive Group of \$362 million, with an estimated \$178 million attributed to Jaguar. Part of the problem was producing cars in three locations. For volume car manufacturers at the time, 300,000 was the optimum annual production for one plant, but, in 2003, Jaguar had produced just 120,000 at three.

## **Browns Lane to Close**

In need of the most investment and with the least room for expansion, Browns Lane was earmarked for closure, which Jaguar’s chairman, Joe Greenwell, announced in September 2004. “It is not a decision we have taken lightly,” he said. “We do have a strong attachment to Browns Lane, but it does not have the infrastructural advantages of other plants.” He later told MPs on the Trade and Industry Select Committee that to continue producing 120,000-cars-a-year at three plants was, “A recipe for the end of Jaguar. “Unless we follow this path, the future viability of the company is at risk, as are the jobs of 8,000 people.”

## **Protests**

Still, 1,100 jobs were cut, prompting demonstrations by Jaguar workers and union members to keep the factory open. “This is a bleak day for the British

car industry,” said Tony Woodley, general secretary of the T&G Union, while Derek Simpson, general secretary of the Amicus Trade Union, believed, “Ford’s decision may kill off Jaguar. Our members will fight like tigers to keep the lion’s share of quality car manufacturing in Britain.”

Their protests were ultimately unsuccessful. On 1 July 2005, the final car – an XJ Super V8 Portfolio – rolled off the Browns Lane assembly line. It was the 1,447,677th car to have been built at the plant between 1952 and 2005 (a tiny figure compared to the numbers BMW’s vast Munich factory, or Volkswagen’s enormous Wolfsburg facility, produced at the time). Production of the saloon moved to Castle Bromwich, where it joined the S-Type and new X150 generation of XK.

“This is a huge emotional blow to Coventry,” said Nick Matthews of the Warwick Manufacturing Group at Warwick University. “Jaguar is in Coventry’s DNA and vice versa. It is like losing a friend or a member of family.”

## **Housing & Industrial Estate**

The 117-acre site was eventually sold in 2007 to Australian developer Macquarie Goodman, and the historic assembly and administrative buildings were demolished the following year. A housing development called Swallows Nest and Lyons Park Industrial Estate now occupy the area, the latter home to the Technology Centre, where clients include Jaguar Land Rover.

Today, Jaguar has manufacturing facilities all over the UK, but its long association with Browns Lane and the many iconic models produced there means for many, it will always be the company’s spiritual home.

*Editor: Information for this story sourced from Prestige and Performance Car. Words: Paul Walton. Photos: Paul Walton & Getty Images.*

# USA - ECD Auto Design: E-Type Electric First Drive

*Editor: In April 2023 we covered a story about E.C.D Auto Design. The Florida-based company had just announced that the US\$225 million-dollar firm was to become a publicly-traded company and was to build custom EV E-Type's. Zac Palmer, road test editor with automotive website "Autoblog", takes the first one for a drive.*

## ECD Auto Design E-Type EV

Turns out, making a light, reasonably-powered electric convertible is a great idea.

ECD announced its foray into the E-Type world about a year and a half ago, and by the time we showed up, it'd already produced seven restored and/or heavily modified E-Types.

While one can stick with the original Jaguar powertrain for restoration builds, it's also offering some rather tempting swaps.

If there's something you should know about ECD, it's that this company loves a good American V8, and that's exactly what ECD is offering in the E-Type, too. GM's 450-horsepower LT1 can be plopped under the long hood of the E-Type should you want to turn it into a tire-destroying muscle machine. On the other end of the spectrum is an electric conversion option, which is the E-Type variant we got to drive.

Before you scream "sacrilege!" we won't bury the lead on this one: An all-electric E-Type is actually a hoot to drive.

Admittedly, what makes it fun to drive is also what makes other modern-day sports cars fun to drive. It's lightweight at just 2,940 pounds, features a 51/49 weight balance, has a 305-horsepower motor doling out power solely to the rear wheels and you can take the roof



off! Today's EVs, even the smaller ones, are considerably heavier than this one.

*Also, you simply can't go out and buy a new electric convertible sports car, because they don't exist.*

Of course, this EV is light and massively characterful to drive because it's quite literally an E-Type from the 1970s that's had its inline-six heart ripped out. There are no regulations or crash standards it needs to adhere to, so you're left with what is essentially a "new" E-Type, but better. And we do mean better, too, because ECD will install an upgraded suspension and braking system for more modern (and safer) dynamics.

The ride is a good bit stiffer than a regular E-Type, but the body control and roll resistance is much improved, lending greater confidence when driving it with vigour. You'll still need to use a fair amount of lock from the delicate wooden steering wheel to get turning action, but this electric E-Type genuinely feels light on its feet and balanced when you swing it left or right.

The brakes do a slightly worse job of masquerading as modern performance car brakes, but they're still better than what stock brakes from the 1960s or 1970s will give you. Plus, you can turn the regenerative braking on or off depending on whether you want the car to automatically decelerate once you lift off the throttle – ECD says it's working on a one-pedal drive mode for future builds, too.

Slamming the throttle brings the instant-on shove of a performance EV, and the corresponding electric whine you can hear with the roof off is entertaining. We'd guess the 0-60 mph time is right around 5 seconds as it stands with the 305-horsepower motor, but ECD says it's working on developing a more powerful 450-horsepower electric motor for those who want even better acceleration.

After driving the E-Type around at its current power level, though, we're left wondering if more power would make the experience any better. The E-Type was used in racing many years ago, but as a road car, this amount of power with its corresponding suspension and braking capabilities feels perfectly in balance.

As for areas of improvement, ECD says it's constantly working with its battery supplier Ampere EV to fine-tune the software and improve battery performance (we actually lost drive momentarily on our test route due to a software glitch, but a quick cycle of the key had us back up and running normally).

The 42-kilowatt-hour battery pack itself – the only size option – fits snugly under the E-Type's long clamshell hood, while



# USA - ECD Auto Design: E-Type Electric First Drive



In a word, the end products are beautiful. Then again, this is an E-Type. When has that ever not been the case?

Pricing for the E-Type restoration begins at US\$299,995 (A\$444,000) and only goes up from there depending on whatever luxury or powertrain options you may choose.

The end product is essentially a brand-new E-Type with whatever form of motivation excites you. We can vouch for the electric version being great fun to drive, but an LT4 boomed by us while visiting the site, and it's nearly as tempting.

And don't worry, traditionalists. ECD is happy to restore (and even improve) the original inline-six or V12 that these E-Types came with from the factory. However, the company warns that you're in for an entirely different maintenance experience over the lifetime of the vehicle should you pass up the modern powertrains.

No matter the choice, a brand-new E-Type built to these standards is some forbidden fruit that very few builders in the world can give you.

To read Zac Palmers full story goto: [Autoblog E-Type EV](#)

the motor and running gear route their way back through the chassis. ECD claims its electric E-Type can do about 200 miles of city driving or 140 miles of highway driving.

You can recharge it at a DC fast charger with a CCS plug, and it charges at a maximum rate of 50 kW, allowing you to go from 0-100% in about 45 minutes. That's very slow by modern EV standards, but perhaps acceptable for a retromod that seems unlikely to venture off on many lengthy road trips.

ECD says that by the end of 2024, it'll support Tesla's NACS plug, but folks who take delivery of their E-Types between now and then will be given

adapters, and eventually the company will install NACS ports in its cars.

The E-Types retain as much of the original car as possible. ECD can buy new body panels directly from Jaguar, and it keeps the exterior looking about as faithful to its original form as can be. That's where the originality of the appearance ends, though. The colors, upholstery, trim and pretty much anything to do with the appearance can be customized to your heart's content. All of the cars are painted and put together on-site and then tested for several hundred miles before they're ultimately delivered to customers around the country.



# Sunday Morning Cars & Coffee

## SUNDAY Morning 'CARS & COFFEE' Themed Events

DATE	EVENT NAME + <i>Facebook Name/Page Link</i>	SUBURB / TOWN (South Australia)	TIME
1st SUNDAY	<a href="#">Cars &amp; Coffee Barossa</a>	NURIOOTPA – Bean Addiction, 18-28 Tanunda Road	0800-1030
“ “	<a href="#">Cars &amp; Coffee Blackwood</a>	BLACKWOOD – Montagna Café (Woolworths Car Park)	0800-1000
“ “	<a href="#">Cars &amp; Coffee Murray Bridge</a>	MURRAY BRIDGE – Wharf Precinct Car Park, Clark Street	0800-1000
“ “	<a href="#">Coffee &amp; Classics</a>	GEPPS-X <b>ON HOLD AWAITING NEW LOCATION</b>	0830-1030
“ “	<a href="#">Coffee &amp; Machines</a>	ABERFOYLE PARK – The Hub Cafe, 5/130-150 Hub Drive	0800-1000
“ “	<a href="#">Coffee n Cars in the Vale</a>	McLAREN VALE – 130 Main Road	0800-1030
“ “	<a href="#">Hot Rod Haven</a> (Hot Rods & pre-65 customs)	WEST BEACH – Henley Sailing Club, 1 Seaview Road	0800-1030
2nd SUNDAY	<a href="#">Cars on the Coast</a>	PORT NOARLUNGA – Beck's Bakehouse	0800-1030
“ “	<a href="#">Victor Harbor Cars &amp; Coffee</a>	VICTOR HARBOR – Corner Hindmarsh & Seaview Roads	0800-1030
“ “	<a href="#">Coffee &amp; Cars Riverland</a>	BERRI – Senior Citizens Carpark, 9/12 Crawford Terrace	0900-1100
“ “	<a href="#">Coffeed Classics &amp; Chrome</a>	ABERFOYLE PARK – Village Shopping Ctr, 142 Hub Drive	0800-1000
“ “	<a href="#">Machines and Caffeine</a>	MT BARKER – Homemaker Ctr / Laratinga Café, 6 Dutton Rd	0800-1000
“ “	<a href="#">Northside Coffee &amp; Classics</a>	GOLDEN GROVE – The Grove Shopping Ctr, The Golden Way	0800-1030
3rd SUNDAY	<a href="#">Breakfast with the Devils</a>	GREEN FIELDS – Whiteline Transport, 1 Belfree Drive	0730-1030
“ “	<a href="#">Cars And Coffee Hahndorf</a>	HAHNDORF – Fruit & Veg Market, 182 Mt Barker Road	from 0800
“ “	<a href="#">Cars and Coffee Tonsley</a>	TONSLEY – MAB Circuit, Tonsley	0700-0930
“ “	<a href="#">Chrome in the Valley</a>	HAPPY VALLEY – Shopping Centre, 50 Kenihans Road	0800-1000
“ “	<a href="#">Compass Cars n Coffee</a>	MT COMPASS – BP Service Station in Main Street	0800-1000
“ “	<a href="#">Super Sunday Get Together</a>	ANGLE VALE – Shopping Centre, Heaslip Rd	0800-1030
4th Saturday	<a href="#">Coffee N Chrome</a>	MILE END SOUTH – Mile End Home	from 6.00pm
Last SUNDAY	<a href="#">Cars &amp; Coffee on the River</a>	MANNUM – Ferry Landing	from 0830
	<a href="#">Cars &amp; Coffee at Port Pirie</a>	PORT PIRIE – Domino's Car Park, 10 Main Road	from 1000

NOTE: Check with each event/host's Facebook page as details can change.

Compiled by Grant Zippel. Updated: 18/01/2023



With undoubtedly one of the strongest pairings in Formula E's history Nick Cassidy and Mitch Evans finished fastest on each of the three days of pre-season testing for the 2024 championship which commences on 13th January in Mexico City.

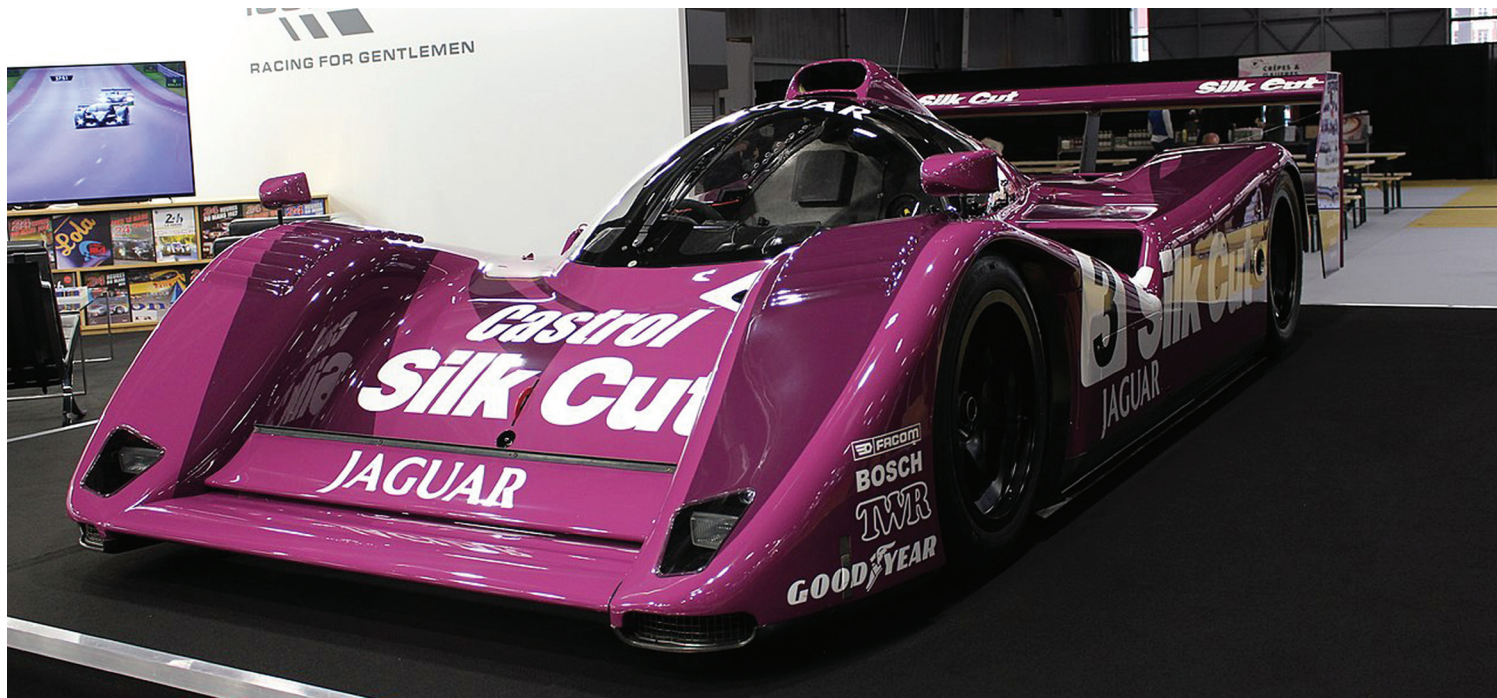


# Rare Jaguar Race Cars Up For Sale



## 1989 Jaguar Sport XJR10 # 589 TWR Works IMSA prototype.

The Jaguar XJR-10 is an IMSA (International Motor Sports Association) sports prototype race car, designed, developed, and built by TWR for Jaguar. The XJR-10s competed in the U.S.A. from 1989 until 1991. The cars debuted a 3.0-litre twin-turbo V6 engine that was later fitted to the Jaguar XJ220. Of the 5 cars built, two have notable race history - Chassis 389 & 589. Chassis 589 achieved 2 outright wins and 6 Podium finishes. The car has now been restored to like new condition and as it competed in its Palm Beach win in Number 2 livery, with no expense spared on any part of the restoration and the race preparation. Supplied complete with a substantial spares package. The asking price is £1.1M (A\$2,081,640). (Cars International Heritage U.K.)



## XJR14 chassis X91 on display at 2023 Retromobile at the Paris Expo.

The Jaguar XJR-14 is a sports-prototype racing car built for the 1991 World Sportscar Championship season. The cars use a 3.5 litre Ford Formula 1 engine. The cars dominated the 1991 World Sports Cars Championship winning both the drivers and manufacturers championship for Jaguar. Four cars were built but only two remain in existence in driving condition. The XJR-14 is widely considered as a piece of art, a master car in the motorsport history. XJR14 chassis X91 was built using a new chassis tub and spares in 2003 before TWR went into liquidation. It comes with an immense set of spare parts including a spare suspension, gearbox internals, spare engine ( 0km rebuilt in 2022 ) and original body moulds. For sale 3.5 million Euro (A\$5.7 million). (ART & REVS Luxembourg).



**Make your Jaguar V12 last forever**  
Tips and tricks from the experts

# JAGUAR WORLD

JANUARY 2024 THE WORLD'S BEST-SELLING INDEPENDENT JAGUAR MAGAZINE

## LIVING WITH THE V8 XF

**From mild SVR to wild XFR-S**

**Two-owner E-TYPE**

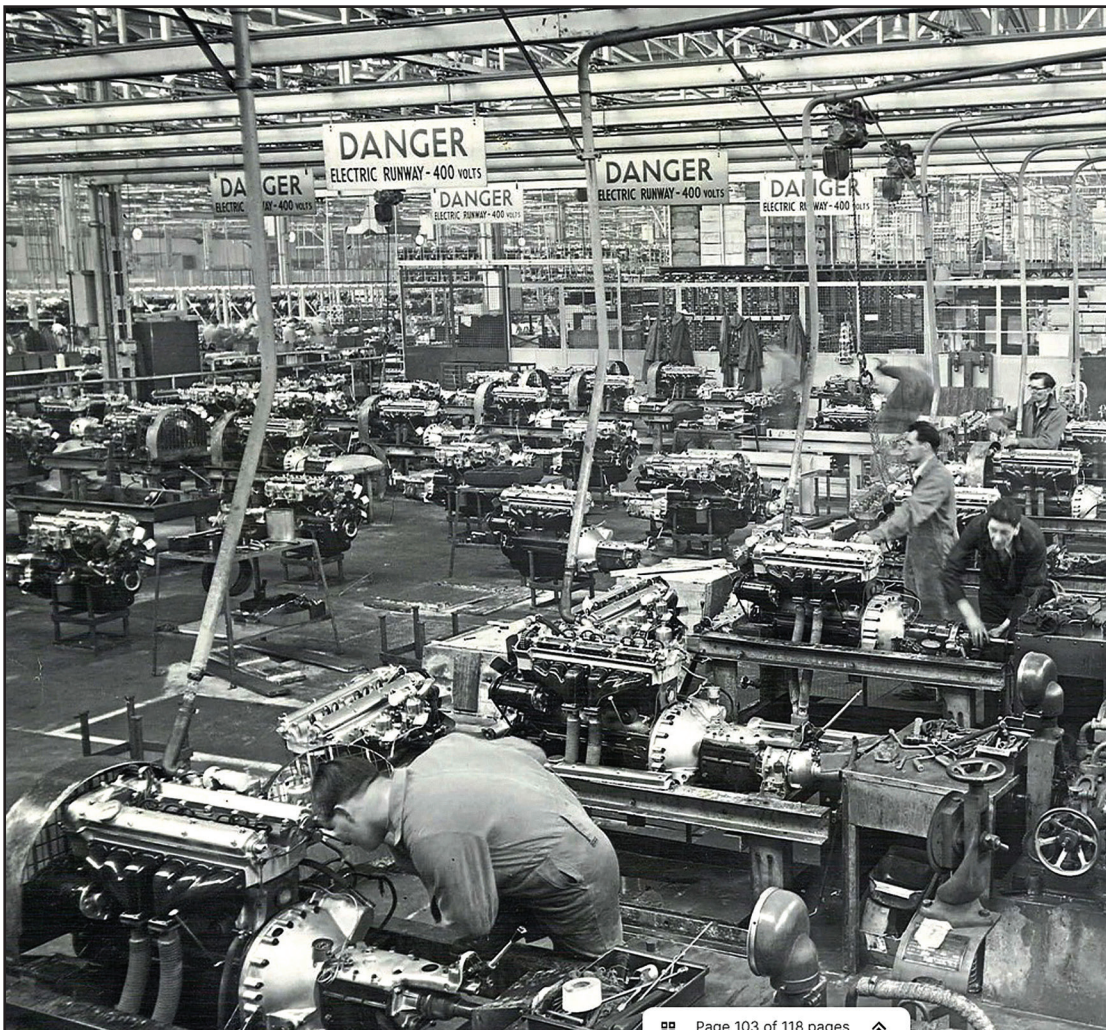
**Jaguar's break from BL**

**WORKSHOP**  
BRAKE PIPE DIY  
DASHBOARD LIGHTING UPGRADES

**XJ Series 3 rarity**  
Driving the manual 3.4

The January 2024 edition of Jaguar World includes the following stories:

- ◇ **XJ Series 3 Rarity:** We sample the entry-level Series 3 XJ6 in cloth trimmed manual spec.
- ◇ **Series 2 E-Type:** They don't come more original than this 4.2-litre S2 with just two owners behind it, the last having enjoyed it for 48 years.
- ◇ **S-Type R Restoration:** Buying a 400bhp supercharged Jaguar with an engine problem takes a certain amount of nerve but in this case, it's paid off handsomely.
- ◇ **Make Your V12 Last Forever:** Once described by Sir John Egan as Jaguar's 'gentle giant', there's no reason why your V12 shouldn't last indefinitely... that is, if you treat it properly.
- ◇ **History:** We rewind 40 years to Jaguar's first steps along the road to its brief period of independence between BL and Ford.
- ◇ **Tech: Daimler V8:** Charting the life and times of the first V8 engine to be sold by Jaguar
- ◇ **Buying and Owning XF V8:** Offering a great combination of modern style and old-school heft, the V8-engined XF's are a sure-fire future classic. We guide you through the maze from basic V8 to fiery XFR-S.
- ◇ **Workshop - Classic Dashboard Lighting:** Led bulb upgrade.
- ◇ **Workshop - Brake Pipes:** Find out what's involved in replacing corroded brake pipes on a Jaguar. ■



### From The Archives: Snapshots From Jaguars History

We wind the clock back to 1956 with a shot first published in the Coventry Telegraph showing Jaguar engines under test. At this time, engine production still took place at the Browns Lane site.

Naturally, the engines in shot are XK units, each having been attached to its gearbox before being mounted on a Froude 'water brake' dynamometer. Here an exhaust extraction pipe was added as well as fuel supply and an external oil pressure gauge, with the engine plumbed into an external radiator on the dynamometer, itself cooled by a fan shrouded in mesh. Curiously, most engines were run on petrol, but some were run on town gas using a special carburettor.

Each engine was subject to a surprisingly rigorous test: having first set the idle speed and ignition timing, it was run for up to two hours at 2000rpm before having the sump removed and flushed out before refilling with fresh oil and checked again. The full test took some four hours and engines recording a maximum power output below spec were rejected.

After a successful test, the engines were sprayed with lanolin wax to protect the decorative cam covers during their onward transit to final car assembly and then their first owner.

The test would later be reduced to around 40 minutes in the 1970s, by which time engine production had moved to the former Daimler site at Radford.



**P300 SPORT (\$80,000)**

## XE

Down from 14 options to one, the best XE powertrain remains - a slick, punchy 2.0L turbo blending beautifully with poised, supple, involving chassis.

**THE PICK:** One choice. Facelift brings XE back into sharp contention.

**2.0 Litre 4 cyl turbo; 8-speed auto; 1665kg; Fuel-95 Octane 6.9L/100km; AWD**



**P300 SPORT (\$114,000)**

## XF

Second-gen XF finally scores the lighting detail and interior flair to match its supple ride and driver appeal, only to see the range shrivel.

**THE PICK:** Only one. The best engine now in one excellent spec. with AWD

**2.0 litre; 4 cyl turbo 8-speed auto; 1774kg; Fuel-95 octane, 7.1L/100km; AWD**



**P250 R-Dynamic SE (\$74,263)**

## E-Pace

Looking far more chic now that it's been facelifted. The latest E-Pace brings big improvements in cabin tech and luxury.

**THE PICK:** The 300 Sport with mild-hybrid system and adaptive AWD. (N/A)

**2.0 litre; 4 cyl turbo; 9-speed auto; 1782kg; Fuel-98 octane, 7.7L/100km; AWD**

**P250 R-Dynamic HSE (\$78,177)**

**2.0 litre; 4 cyl turbo; 9-speed auto; 1782kg; Fuel-98 octane, 7.7L/100km; AWD**



**P250 R-Dynamic SE (\$87,000)**

## F-Pace

Trademark steering crispness, handling and space finally joined by a cutting-edge interior and sparkling mild-hybrid straight sixes.

**THE PICK:** 400 SPORT with its electric supercharger and a twin-scroll turbocharger\*, or the mad-hatter SVR.

**2.0L; 4 cyl turbo; 8-speed auto; 1897kg; Fuel-95 octane, 7.7L/100km; AWD**

**D300 R-Dynamic SE (\$103,200)**

**3.0L; 6 cyl turbo diesel; 8-speed auto; 2083kg; Fuel-diesel, ? /100km; AWD**

**400 SPORT (\$124,600)**

**3.0L; \*6 cyl S/C & Turbo; 8-speed auto; 1953kg; Fuel-95 octane, 9.5L/100km; AWD**

**SVR 575 (N/A)**

**5.0L; V8 S/C 8-speed auto; 2058kg; Fuel-98 octane, ?/100km; AWD**



**P450 F-Type 75 Coupe (\$195,724)**

## F-Type 75

More aggressive than ever, now rationalised to V8 engines only. Not as sharp as a Cayman/Boxster but loaded with personality.

**THE PICK:** Probably the rag-top, to hear that V8 roar

**5.0L; V8 S/C 8-speed auto; 1706kg; Fuel-98 octane, 11.3L/100km; RWD**

**P450 F-Type 75 Conv (\$201,186)**

**5.0L; V8 S/C 8-speed auto; 1718kg; Fuel-98 octane, 11.3L/100km; RWD**

**P575 F-Type R75 Coupe (\$301,130)**

**5.0L; V8 S/C 8-speed auto; 1780kg; Fuel-98 octane, 11.8L/100km; AWD**



**EV400 R-Dynamic SE (\$148,800)**

## I-Pace

A breathtaking first electric car from Jaguar. Intriguing to behold and fun to pedal hard, it shows Tesla a thing or two about build quality.

**THE PICK:** All grades recently updated. Trim the only difference.

**Electric; 2058kg; Fuel-Nil, AWD**

**EV400 R-Dynamic HSE (\$165,600)**

**Electric; 2058kg; Fuel-Nil, AWD**

## FOR SALE: 2010 XF PORTFOLIO

- ◇ Supercharged 5.0 litre V8 auto with paddles. 200,000 Km.
- ◇ In red burgundy. Owned since new, always garaged/
- ◇ Showroom display model, fitted with numerous options including sunroof, cruise control, heated leather seats, factory alloys, satellite navigation, keyless entry with start button, Bluetooth phone etc.
- ◇ Full-service history with no expense spared to keep this car in perfect mechanical condition.
- ◇ Car is located in Glenelg South.

**PRICE \$20,000.**

Please contact - Rosemary Ward  
Email: [rosemary-ward@changedrivers.com.au](mailto:rosemary-ward@changedrivers.com.au)



## FOR SALE: 1991 XJ40

- ◇ Owned for 28 years. 247,404 km
- ◇ Car meticulously maintained. Owner has every service receipt. Everything works.
- ◇ Previous work includes: - Aircon retrofit 1999, power steering rack 2000, head lining 2002, fuel pump 2007, all shock absorbers 2008, tappet shims 2008, reconditioned diff 2009, all disc rotors 2009, starter motor 2009, radiator 2017.
- ◇ Have retained all original delivery documentation, log books, owner's manual and original tool kit.
- ◇ Paintwork generally good condition, except where the clear coat on the roof is breaking down.

**PRICE: 14,000**

Please contact Mark at Matrix Engineering - 0418 848 646



## FOR SALE: 1999 XJ8

This car is in NEW condition. Sadly our club member has passed away. 1999 3.2 litre XJ X308 V8  
The XJ8 is located in Mildura.

**PRICE \$25,000 (FIRM)**

For details and more photos please phone Lyndsay Paech

0412221525 or 0433713919



## FOR SALE: 2005 X-Type 2.1L

- ◇ Purchased in 2010 from Trivett's in Sydney with about 11,000 km's on it.
- ◇ Since then the car has travelled 3,000 km and has now only 14,000 km's on the speedo.
- ◇ The Trivett's sale details are still in the car with all the info from 2010.
- ◇ There are service records from new. The car was never driven unless the sky was blue and has been garaged ever since purchase.

**Asking \$20,000 (or near offer)**

Please contact owners son Rob Buchanan - 0418 845 992



## FOR SALE - 2016 F-Pace

- ◇ 2.0 L Ingenium I4 Prestige
- ◇ Interior upgrades
- ◇ Ceramic Protection
- ◇ 94,000 km

**BEST OFFER**

Please Contact Ross 0424 024 199



## FOR SALE 2005 XJ6 X350 Auto (Petrol)

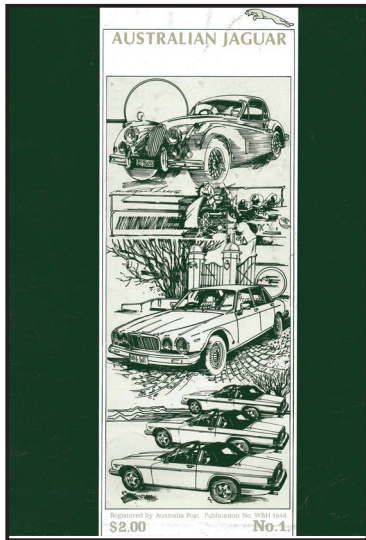
- ◇ Car is in very good condition.
- ◇ Has been very well maintained.
- ◇ Service history is available.
- ◇ 185,681 kilometres.
- ◇ Available for inspection at Kensington Gardens.

**Price \$23,000**

Please contact - Andrew Jantke  
Mobile: 0418803184  
Email: [aajantke@icloud.com](mailto:aajantke@icloud.com)



# S.A. Classified Adverts



## Australian Jaguar Magazine Collection

From Edition 1 to Edition 210 (1984 to 2022).

All In excellent condition.

Includes duplicates of Editions 3, 4, 6, 8, 9 & 10.

Happy to give the collection to a Jaguar enthusiast for free.

Please Phone Chris on 0411 550 465

## FOR SALE 2016 XE S

- ◇ Rare supercharged 3 litre V6 with 8 speed transmission, in Italian racing red.
- ◇ Showroom display model, fitted with every available option, including sun roof, heads-up display, 20 inch propeller wheels, adaptive suspension etc., the new list price at time of purchase being \$124,881.
- ◇ Travelled only 64,000 Km. First registered August 2016 and in immaculate condition.
- ◇ Recently serviced and fitted with a new battery.

**Price \$49,000**

**CONTACT: Peter Beaumont - 0419 004 274  
Email pbeaumont@internode.net.au**

## PARTS WANTED FOR MK 2

I am just starting a Mk2 restoration and require many parts to complete.

Parts like Radiator, Heater air box, front & back bumpers, external chrome work, complete exhaust, set of wire chrome wheels etc.,

If you have any parts that you no longer require or left over from your own restoration, please give a call.

**PLEASE CONTACT: Nigel 0439 082 966**



## FOR SALE 1985 XJ6 S3 VANDEN PLAS

Very rare car with Heritage Certificate from Jaguar

122,000 kms

Exceptional condition.

**Price \$32,000**

**Please phone David Seidel  
0411 380 388 or 0419 806 866**



## FOR SALE Mark X 4.2 Litre

- ◇ It is an original, complete
- ◇ November 1965 build,
- ◇ Garaged for the last 20 years
- ◇ Requires attention.
- ◇ Cheap easy start into restoring as it did run 20 years ago.

**Please Contact Paul Bajada  
0408 806 291**



# Lloyds On Line Auction (16 Dec)

Lloyds do not list reserve prices or publish online sales information after the auction closes. It is therefore difficult to know if a car has been sold unless it was listed with "no reserve" or specific enquires are made. Some of the cars below were unsuccessfully auctioned in November. (Provided for information only).



1997 XJ8 X308. 4.0 litre V8. 247,062 km. Closing bid \$2,500



1998 XJ8 X308 3.2 litre V8 auto. 272,909 km. Closing bid \$2,010



1997 XJ8 X308 4.0 litre V8 auto. 221,127 km. Closing Bid \$4,300



2001 S-Type 3.0 V6 auto. 207,410 km. Closing bid \$3,290



1996 XK8 X100 auto. 88,636 km. Closing bid \$18,000



2011 XF 3.0L V6 turbo diesel. **Unreserved - sold (unknown)**



1986 XJS 5.3 litre V12 auto. 133,515 km. **Unreserved - sold \$17,050**



1972 Series 3 V12 E-type auto. 67,117 km. Closing bid \$66,000

# U.S. - Gooding & Company "Geared OnLine Auction" (8 Dec)

The "Geared Online" auction series offers a selection of lots with and without reserve, providing a selection of cars and memorabilia. All lots are housed at the company's Southern California facility. Auction closed 8/12/03.



1961 3.8 litre E-Type. Welded bonnet louvres, flat floor Coupé. One owner. 39,500 miles from new. Sold \$132,000 (A\$194,000)



1961 3.8 litre E-Type. Concours level restoration by Jaguar specialist. Matching numbers. Sold \$242,000 (A\$356,000).



1959 XK150"S" 3.4-Litre roadster. 44,660 miles. Bonnet, boot and bodywork badly rusted. Engine does not run. Interior ruined. Matching numbers, restoration project. Sold \$49,500 (A\$73,000)



1956 XK140 SE Roadster. Special Equipment package and C-Type head. Rusted bodywork. Interior ruined. Retains matching numbers. Restoration project. Sold \$40,700 (A\$59,980).



Jaguar XJ13 bronze sculpture by Emmanuel Zurini, 1989 (No. 3 of 8). Mounted on a polished marble base. Bronze size: 24 x 10 in. (600 x 260 mm). Sold \$3,170 (A\$4,660).

The Fifth Jaguar Victory in Seven Years

## LE MANS

24 HOUR GRAND PRIX D'ENDURANCE · 1957

**1st JAGUAR**  
Prize team: ECUSSIE ECOSSE (Ren Fleckhorn and Ivar Bah)

**2nd JAGUAR**  
Prize team: ECUSSIE ECOSSE (N. Sanderson and J. Lawrence)

**3rd JAGUAR**  
Prize team: LOS ANGELES, FRANCE (J. Louis and J. Marin)

**4th JAGUAR**  
Prize team: ECUSSIE BELGE (Paul Free and L. Renault)

**6th JAGUAR**  
Prize team: DENKIN HAMILTON (D. Hamilton and M. Gregory)

In a race where only 21 cars finished out of 54 starters  
**5 JAGUARS STARTED . . . 5 JAGUARS FINISHED**

Congratulations to Ecurie Ecosse on a superb victory with  
**RECORD DISTANCE . . . 2732 MILES**  
**RECORD RACE SPEED 113-84 m.p.h.**  
winning the race outright for the 2nd year running

**JAGUAR'S LE MANS RECORD**  
1951 . . . 1st  
1953 . . . 1st 2nd 4th  
1954 . . . 2nd 4th  
1955 . . . 1st 3rd  
1956 . . . 1st 4th 6th  
1957 . . . 1st 2nd 3rd 4th 6th

JAGUAR CO. LTD. COVENTRY · JAGUAR DEVELOPMENT · 88, NEWBURY ROAD · W. 1.

Jaguar cars at Le Mans original poster, 1957. Sold \$2,400 (A\$3,500)

## Upcoming Event - Jaguar Ladies Group (18/01/24)



### Jaguar Ladies Group - Thursday January 18th 2024

Hi Ladies, Come along and join us for our first event of 2024. Lunch will be served in the Regent Room, at the Kensington Hotel, 23 Regent Street Kensington from 12.30 pm. A Seniors Menu will be available.

**Please register via TidyHQ by Thursday 11th January.**

[Jaguar Ladies Lunch](#)

Jaguar ladies only at this stage. Closer to the date, if numbers permit, I will advise that you may invite a friend. So please come along and enjoy a few hours of fun, friendship and laughs. I look forward to seeing you all there. For more details please contact Tricia Clarke (0422 128 066 or [triciac Clarke\\_1@hotmail.com](mailto:triciac Clarke_1@hotmail.com))

## Upcoming Event - New Year's Breakfast (21/01/24)



### New Year's Breakfast - Sunday 21 Jan 2024 (09:00 am - 11:00 am)

Kick off the new year with our annual breakfast at the Birkenhead Tavern, 3/7 Riverview St, Birkenhead.

This event is open to ALL members and we love to see the car park full of Jaguars / Daimlers.

For more information please contact Bob Charman 0421 482 007

**Please register on TidyHQ.**

[New Year's Breakfast](#)



# Christmas Dinner Function (Tuesday 5/12/23)



Our December (5th) General Meeting at The Junction Hotel was a social evening with some fun and games, entertainment, magic tricks & jokes from Bob Charman, and some talented vaudeville acts.



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(02) 83580999  
Rental  
Management

## Club Notices

### GENERAL MEETING ROSTER 2024

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

### CLASSIC MARQUE

Classic Marque is the official magazine of the Jaguar Drivers Club of South Australia (JDCSA). The opinions and views expressed in published articles are wholly those of the respective authors, and are not necessarily those of Jaguar, the Editor, the Club, or its members.

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

# Minutes of the JDCSA October 2023 General Meeting

**Minutes of the JDCSA General Meeting held on Tuesday 3rd October 2023, at The Junction, 470 Anzac Highway, Camden Park, SA 5038.**

**Meeting opened at 7:30pm.**

**Present:** As per TidyHQ registrations and signature sheet held by Club Secretary. Members present were reminded to sign in if they had not registered online.

**Apologies:** Bob and Glenys Moylan, Peter and Tricia Clarke, Jonathan and Carolyn Harry, Arcadia Komaromi, David Rogers, Paul Moore, Steve Weeks, Graeme and Betty Moore.

**Minutes of the Last Meeting:** Moved for acceptance by Barry Kitts and seconded by Daphne Charman. There was no business arising.

**Welfare:** Two members of the Club have recently passed away, Gordon Brown and Julia Harrland.

- A memorial for Gordon Brown was held this afternoon and several members attended with their cars, as per his wishes.
- Julia's husband, Paul, has extended an invitation to all members to gather at their home to celebrate her life. Details are in the Classic Marque.

The Club extends sincere condolences to all family and friends of both Gordon and Julia.

**President (Michael Pringle):** The President's report can be read in the Classic Marque.

**Vice President (Graeme Moore):** No report as Graeme is currently interstate.

**Secretary (Steve Weeks):**

- A letter has been received from St John's SA extending their offer of free CPR courses. Interested members should contact the President for information.
- Log Book Secretary, Bob Charman, has responded to a member who enquired about historical registration for a car other than a Jaguar.
- A thank-you card has been received by the Club from Paul Moore for a gift sent to him as he recovered from a spell in hospital.

**Treasurer (Heather Buck):**

- Nothing to report, the Club remains in a healthy financial position.
- The President asked for members to consider a position as Minute Secretary for future general meetings.

**Membership (Daphne Charman):** One new member at the end of the period for the October magazine.

**Editor (Graham Franklin):** The September issue was late this month as there is currently

a problem with the ability of the magazine to be read online, in the meantime members can download the PDF file sent by email. Graham will message members when the better-quality flip version is available on the website and advised that some October events will be held over until the December issue.

**Log Books (Bob Charman):** All outstanding members have been contacted and have sent their log books in for updating.

**Regalia (Graeme & Betty Moore):** No regalia present this evening.

**MSCA (Barry Kitts):** The last event of the year clashes with SA Jag Day. Last month's event was cancelled, only 25 people interested, not financially viable.

**Library (Tom Brindle):** A few books, magazines and videos available this evening.

**Ladies Group (Tricia Clarke):**

- 15 ladies took part in a successful and informative visit to Jurlique on the 21st September.
- The next event is on Thursday 16th November at the Adelaide Oval. An optional tour is planned prior to the lunch. Details will be published soon on TidyHQ.

## REGISTER REPORTS

**Multivalve Register (Peter Buck):**

- Last week's meeting at The Kensi had as many attendees as apologies.
- A Christmas lunch run is being planned for November, details to follow.

**Compact Register (Phil Prior):**

- A successful meeting was held at the Maid of Auckland. Phil lost the vote for Register Secretary and will be the current incumbent for this year.
- It was agreed to hold quarterly meetings, hold separate events in between those meetings, and have events in conjunction with the XK Register. There was also good interest in the possibility of a border run in May next year.

**SA Jag Day:**

- Phil confirmed the date as 29th October at Civic Park from 10:00am until 2:30pm and will celebrate 60 years of the S-type. Trophies will be awarded for the most desirable S-type on the day and the most desirable 2-door and 4-door cars pre-95 and post-95. Five sponsors have been secured for the day, adding an extra \$1500 to the budget.
- Members were reminded about Cats 'N Cans and advised the Club has contributed in excess of \$20,000 this way to the Salvos over the past ten years or so.

**XJ Register (Bob Charman):**

- The next meeting will be held at the Bartley Hotel on 11th October.
- There are 7 tickets left for the Christmas Show on Saturday 2nd December.
- The XJ auction night will be held on Wednesday 8th November.

**E, F & GT Register:**

- Alan Bartram reported that the Register is still looking for a new Secretary.
- Next meeting is the 26th October at Alan Baker's premises to see the completed D-type.

**SS & Pushrod Register (Brenton Hobbs):**

- Malcolm Adamson reported the next meeting will be on the 18th October.
- The border run on the 3rd to 6th November is fully booked with 7 or 8 cars from Adelaide, a higher number than usual.

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

- 34 members will be attending the border run in October. All members welcome.
- A Christmas lunch is being held on December 7th at the home of Steve and Cecilia Schubert. This will be a full catered affair. Details to follow on TidyHQ.

## GENERAL BUSINESS:

**Website** - Tim White reported there is an issue with linking the domain name to the website and has been in contact at length with Vista in the USA. Vista has to forward the necessary information to Wix which should solve the problem.

- There are still plenty of 50-year anniversary books available for sale.
- Guest speakers – one suggestion has been received this evening. More suggestions would be appreciated.
- Bookings for the National Rally in Tasmania will be open early this month.
- All British Day entries were opened on the 30th September.
- There will be no general meeting in November. The venue is not available due to a clash with the Melbourne Cup.

**Next Meeting:**

The next meeting will be held at The Junction on Tuesday 5th December and will be a Christmas-themed event.

The President ended the evening with a humorous tale and closed the meeting at 8:02pm.

# JDCSA - Club Directory 2024

**Club Postal Address:**

PO Box 6020, Halifax Street, Adelaide SA 5000

**Club Web Site / Email**

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

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

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

7.30pm at "The Junction", 470 Anzac Highway, Camden Park.  
(Near the Morphettville Racecourse).

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

## Your Committee

**President: Michael Pringle**

Mobile: 0418 311 422

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

**Vice President: Graeme Moore.**

Mobile: 0467 066 797

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

**Treasurer: Heather Buck**

Mobile: 0432 549 086

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

**Secretary/Public Officer: Steve Weeks**

Mobile: 0414 952 416

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

**Membership Secretary: Daphne Charman**

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

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

**Committee Member: Vacant**

## Register Secretaries/Committee members

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

Brenton Hobbs.

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

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

Steve Weeks: 0414 952 416

[xk789register.jdcса@mail.tidyhq.com](mailto:xk789register.jdcса@mail.tidyhq.com)

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

Phil Prior. Mobile: 0402 670 654.

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

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

Bob Charman: (08) 8248 4111

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

**E, F & GT - Meet 3rd Thursday of every second month.**

Vacant:

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

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

Peter Buck Mobile: 0421 061 883

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

## Club Services/Club Representatives

**Jaguar Ladies Social Group: Tricia Clarke.**

Mobile: 0422 128 066. Email: [triciaclarke\\_1@hotmail.com](mailto:triciaclarke_1@hotmail.com)

**Log Books: Bob Charman**

Phone: 8248 4111. E: [logbookofficer.jdcса@mail.tidyhq.com](mailto:logbookofficer.jdcса@mail.tidyhq.com)

**Regalia: Graeme & Betty Moore.**

Mobile: 0467 066 797. E: [regalia.jdcса@mail.tidyhq.com](mailto:regalia.jdcса@mail.tidyhq.com)

**Librarian: Tom Brindle.**

Phone (08) 8387 0051. E: [librarian.jdcса@mail.tidyhq.com](mailto:librarian.jdcса@mail.tidyhq.com)

**Web Master: Vacant**

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

**TidyHQ Administrator: Tim White.**

Mobile: 0419 809 021. E: [thqadmin.jdcса@mail.tidyhq.com](mailto:thqadmin.jdcса@mail.tidyhq.com)

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

Club Representative: David Burton Mobile: 0417 566 225

**Editor/Events Coordinator: Graham Franklin**

Mobile: 0490 074 671

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

**Club Patron: Vacant****Public Officer: Steve Weeks**

Mobile: 0414 952 416. E: [publicofficer.jdcса@mail.tidyhq.com](mailto:publicofficer.jdcса@mail.tidyhq.com)

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

Club Representative: Phil Prior. Mobile: 0402 670 654.

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

**Marque Sports Car Association (MSCA)**

Club Representative: Barry Kitts: 0412 114 109

**All British Day**

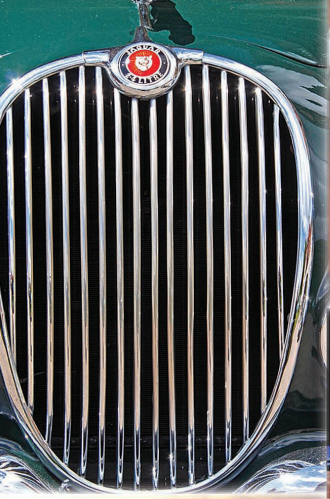
Club Representative: Fred Butcher: 0428 272 863

**Technical Officer: Geoff Mockford**

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

**Club Registration (For MR334 Application Form)**

- Bob Charman: (08) 8248 4111 - M: 0421 482 007
- Geoff Mockford: 0438 768 770
- Evan Spartalis: (08) 8362 8116 - M: 0408 827 919
- Roger Adamson: 0421 482 007
- Tim White: 0419 809 021



JAGUAR

