



CLASSIC MARQUE

NOVEMBER 2023



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THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA

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SNJ050 29,725 km **\$95,000**



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SNJ040 72,248 km **\$69,990**



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This Australian delivered 1977 XJ-S V12 pre H.E has only travelled 158,637 km and won a gold medal at the 2017 Victorian Jaguar Concourse D'elegance. The car comes with passport to service, portfolio and invoice file.

SNJ053 158,637 km **SOLD**



2008 Jaguar XF 3L V6 Luxury

2008 Jaguar XF Luxury 3L V6 petrol in excellent condition inside and out. The car has been very well maintained and comes with full Jaguar franchise service history including service log, various owner manuals and spare key.

SNJ030 100,838 km **\$24,990**

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Club Torque - President's Report

President's Report November 2023

Spring is in the air, trees blooming, birds nesting and historic and classic cars visible every weekend – Joy!

Possibly the major event for our club each year (except for National Rally years) is Jag Day, now done and dusted for 2023, the 50th annual gathering of the Jaguars and Daimlers of South Australia. I am told the final count was 137 cars – an excellent result and just reward for all the effort put into the day. A big thank you to Phil Prior who “with a little help from his friends” stepped up to co-ordinate the day; and what a successful day it was. We all owe thanks for the efforts of the many ‘volunteers’ that make things happen at our club – the quiet achievers - more on that theme another time but for now a heartfelt thank you to all who assisted on the day.

We should also probably give ourselves a bit of a pat on the back for the success of Cats 'n Cans. It looks like we more than doubled the collection of food stuffs this year and the cash donations were also considerably more than the last couple of years.

In addition to ‘Jag Day’ I have attended three Register meetings this past month and hope to attend those I’ve not yet made it to, early in the New Year. The numbers alone attending the meetings suggests the club is in very good shape.

There was a brief period last month during which our Website was unavailable; and thanks to the efforts (very frustrating at times) of Tim White and Phil Prior, it is now back on track.

I thank those members who responded to my request for suggestions for guest speakers. Thus far I have received three excellent suggestions and we will work toward inviting them to speak to us next year (not every meeting). If others have ideas please let me know.

Di Adamson has once again co-ordinated the annual calendars and it is hoped they will be available at the December General Meeting: is your car amongst those featured?

As noted elsewhere there is no General Meeting in November but we will be back at The Junction for our next meeting on 5th December. Please try and come along; there will be some entertainment and a Christmas menu and theme.

In closing, I am aware that not all members receive emails therefore I am repeating my advice to members that I have received a letter of resignation as Patron from Peter Holland; effective immediately (21 October, 2023). Peter is a Foundation Member (50 years!), is a Life Member and a multiple times President and has been in and seen all of the JDCSA ups and downs over the years. Peter has served two full terms (3 years – appointed in 2017) as Patron. We can only thank Peter for his outstanding contribution to Jaguars, Daimlers, our club and the friendships made along the way.

The Executive Committee will take some time to consider where to now and into the future with respect to a Patron.

**Mind how you go.
Michael Pringle**



CONTENTS (Feature Articles)

S.A. Jag Day	6-7
Tale of a Missing Jaguar	18-19
Q&A - Onslow Billingham	20-25
XK, 7 8 & 9 Border Run	26-29
Bay to Birdwood	30-33
Jaguar World Magazine	35
Jaguar Specials	36-37
Classified Adverts	38-39
Register Minutes & Reports	45-46
JDCSA - Oct. GM Minutes	48
JDCSA Club Directory 2022/23	49

Front Cover:

2023 S.A. Jag Day - 137 cars.

Back Cover:

Winner of the 2023 People's Choice Car Award - Malcolm Adamson (1936 SS Airline)

JDCSA 50 Year Celebration Book

To celebrate JDCSA 50th birthday this year, our club has for the past 18 months been compiling a 50-year Celebration Book - and it's now finished and printed. The book is a Coffee Table style book, A4 in size with landscape orientation. It is full colour. Approximately 110 pages with around 120+ photos.

Full details about the book, price and how to order your copy can be found here:- [JDCSA 50th Celebration Book](#).

◇ For local members please register your name only. Cost is A\$45.00. Books will be available for pick up at a General Meeting.

◇ For interstate members please record your name, address,

email address and mobile number. Cost is A\$59 (\$45+ P&P in Australia).

◇ For any international members please contact me via email for the P&P at your location. The cost will be A\$45+ P&P.

You can choose how many books you would like when you order and we can accept Visa or Mastercard.

Thank you for your support. Should you require any further information please call me.

Tim White
50th Celebration Book Editor
0419 80 9021 or timwhite1975@gmail.com

Events Calendar 2023

NOVEMBER

DECEMBER

	<u>NO NOVEMBER GENERAL MEETING (Venue Unavailable)</u>
3rd - 5th NOVEMBER	SS, MkIV & MkV Register Border Run to Mt Gambier with Victorian Car Club. Details have been provided to Register Members via email. For more information, please contact Brenton on 0419 345 775
FRIDAY 3rd NOVEMBER <i>(Sporting Car Club)</i>	'Climb to the Eagle 2023'. 7.00am - 4.00pm Starts from Victoria Park. Off to Eagle on the Hill, then Hahndorf, then Lunch at Victor Harbor Convention Centre. Telephone: 08 8373 4899. <u>Climb to the Eagle 2023.</u>
WEDNESDAY 8th NOVEMBER	XJ, Mk10, 420G Register Meeting: From 6.00pm - 9.00pm. The Bartley Hotel, Bartley Terrace, West Lakes Shore. All welcome! AUCTION NIGHT. Please register on TidyHQ. <u>XJ, Mk10, 420G Auction Night</u>
WEDNESDAY 15th NOVEMBER	SS, MkIV & MkV Register Meeting: 7.00pm - 8.30pm. Next meeting is at Bob Kretchmer's Residence. More details will be provided via email. Can members please advise Brenton if they will be attending the meeting. 0419 345 775
THURSDAY 16th NOVEMBER	Jaguar Ladies Lunch. Adelaide Oval. 10:00am - 3:30pm Tour of the Adelaide Oval and lunch in the lovely Bespoke Wine Bar All details are on Tidyhq but you will need to book by Thursday 9th November. Tricia Clarke (0422 128 066) triciac Clarke_1@hotmail.com <u>Ladies Tour of Adelaide Oval</u>
SUNDAY 19th NOVEMBER	Shannons QMT Yankalilla Classic Motor Show. 9.00am - 2.30pm Yankalilla Showgrounds. Registration of Classic car and 1 x Adult - \$15.00. Public Entry - \$5.00 For more information and registration please goto: <u>Yankalilla Classic Motor Show</u>
SUNDAY 19th NOVEMBER	Jaguar Car Club of Victoria Concours and Display Day. 10.00am - 3.00pm Concours & Display Day at Gregory Oval, Wesley College, High Street Road, Glen Waverley. For those interested in going, we will make our own way there and back and meet at the venue on Sunday at 9.00am. Please Register so that details can be passed onto other members that are going so cars can travel together if preferred. Details on TidyHQ and on page 43 <u>JCCV Concours and Display Day.</u>
FRIDAY 24th NOVEMBER	Multivalve Register Christmas Lunch Run. 10:00am - 3:00pm Meeting at the Marion Hotel, Mitchell Park at 9:45am. Leaving promptly at 10:00am. Mystery run with stops for morning tea and lunch. All details are on Tidyhq. There is a limit of 40. Peter Buck (Register Secretary) 0421 061 883 <u>Multivalve Lunch Run</u>
SUNDAY 26th NOVEMBER	Compact Register Twilight Christmas Picnic. 5.00pm - 8.00pm. Oaklands Wetland and Reserve, 237-265 Oaklands Rd, Oaklands Park. A casual meet up as we head into Christmas. This is a BYO Event . . . so bring your chairs, tables, esky, drinks, some special goodies to share. Whatever blows your hair back! Details are on Tidyhq but please Register so we know numbers. <u>Compact Register Picnic</u>
TUESDAY 28th NOVEMBER	DEADLINE FOR ALL ARTICLES FOR CLASSIC MARQUE (Inc. Classified Adverts). Thank you. Editor: Graham Franklin M: 0490074671 Email: editor.jdcsa@mail.tidyhq.com.
SATURDAY 2nd DECEMBER	XJ, Mk10, 420G Christmas Dinner & Show: From 5.30pm - 11.00pm. Join us at the Glenelg Golf Club, James Melrose Rd, Novar Gardens. SA. Cost is \$65.00 per person (drinks not included) and tickets are limited. All welcome. Please register on TidyHQ. <u>XJ, Mk10, 420G Christmas Dinner</u>
TUESDAY 5th DECEMBER	JDCSA Christmas General Meeting. "The Junction", Anzac Highway, Camden Park. There will be a brief meeting and then some Christmas entertainment. Registration through TidyHq is required by 1 Dec if you intend to have a meal prior to the meeting. The meeting starts at 7.30pm with meals from 6.00pm. <u>December Christmas GM</u>
THURSDAY 7th DECEMBER	XK & Marks 7, 8 & 9 Register Christmas Lunch. From 11:00am - 4:00pm. Christmas Lunch this year is at Steve & Celia Schubert's property. 7 Hanisch Rd, Stone Well. It will be a fully catered sit down event, cost being \$25 per person. Details on Tidyhq but you will need to Register or contact Steve Weeks: 0414 952 416 <u>XK & Mk 7, 8 & 9 Register Christmas Lunch</u>
FRIDAY 26th JANUARY	Multivalve Register Australia Day BBQ: 2.00pm to 7.00pm Michael Pringle and Jo Orford have kindly volunteered to host the Multivalve Register Australia Day BBQ on Friday 26th January at their home, 12 Pembroke Place, Colonel Light Gardens. More details will be provided closer to the event. Please add the date to your calendar.

Club Torque - Editor's Column

SA Jag Day:

We could not have had a lovelier a day. The Jaguar weather Gods were definitely shining on us. Unfortunately, editorial time frames limit comment to just a few words and photos. Full coverage will appear in next month's Classic Marque.

Feedback to the organising committee from many of the owners of the 137 cars that attended said that it was overwhelmingly a resounding success. Thank you to our generous sponsors and those members that supported the day. As one member said to me, there is no point in having a lovely classic car like a Jaguar and not letting other people see it. And there were certainly a lot of magnificently prepared cars to see.

Auctions and Jaguars For Sale

In late 2019 (pre-Covid) there were just over 2,000 used Jaguars for sale on CarSales. By late 2021 there were barely 700 for sale. There are now just over 1,000, together with a fall in prices from their high in July 2021. Some report it is as much as 25%.

One casualty is **Shannons Auctions**. Shannons has confirmed it will end its auction business in Australia after four decades. "The auction landscape in Australia has changed significantly in recent years with an increasing number of competitors offering frequent and low-cost online auctions to keep up with customer demand in real time," the company said in a statement.

Places like "Trading Garage" are becoming more popular with no fees to sellers.

November Classic Marque:

This month's Q&A is 50-year Club and Life member Onslow Billingham. Onslow was XK register Secretary for 15 years and recalls lots of good memories. Also included is a story that Onslow prepared following an engine failure in his XK150.

If you only read one story - try "The 'Sketchy' Tale of a Missing Jaguar".

Thank you to photographers and Register Secretaries for their contributions.

Cheers

Letters To The Editor

Dear Members,

It is with much sadness, that, following conversations between our newly elected President and me, I decided to step down from the position of Patron.

I have made this decision as I believe it will be in the best interests of the JDCSA and take this opportunity to thank you all for your support over the years.

It has been an honour and a privilege to have served the Club for the past six years in this capacity and I wish it well for a long and successful future.

Yours sincerely,
Peter Holland
Life Member

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 November, 2023 magazine:

- ◇ 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

The following applications listed in the September, 2023 Classic Marque magazine has been accepted:

- ◇ David Cooke & Caroline Adams: 1970 Jaguar XJ6 S1 4.2L Sedan
- ◇ Conrad & Carmina Van Wyk:
 - 1961 Jaguar Mk II 3.8L Sedan
 - 1967 Jaguar E-Type S1 4.2L Roadster
 - Jaguar C Type Recreation 3.4L Open Two Seater
- ◇ Melvyn Dennett: 1995 Jaguar X300 3.2L Sedan
- ◇ Ian & Peter Broadbent: 1973 Jaguar XJ6 4.2L Sedan
- ◇ Anthony Kennett: 1976 Ford XB Falcon 351 cubic inches 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

S.A Jag Day

Hi Members,

As coordinator of SA Jag Day 2023, I wanted to thank everyone for ensuring the success and enjoyment of the day. Without your participation the event fails in its aims to promote the club, the Jaguar marque and provide an enjoyable day out together with our cars.

Our SA Jag Day Committee deserves our thanks for the hard and consistent work in organising this event.

Philip Prior (Coordinator), Fred Butcher (Venue and Liaison with TTG Council and Vendors), Peter Holland (Trophies), Peter Clark (MC, Special Interest Vehicles), Trevor Norley (Head Marshall), Graham Franklin (Publicity), Alan Bartram (Club Gear, Set-up etc).

A special thanks to the Marshalls on the day, to Angela Rogers (Photography), Peter Thomas, David Burton, Peter Buck and Andrew Butcher (Assisting with Transport and set-up).

The Club Gazebo was manned by our Regalia and Membership personnel. Thanks to Graeme and Betty Moore, (Regalia), Daphne Charman (Membership).

This year we were grateful for sponsorship from Sportscar Centre; Classic & Sportscar Boutique; Sovereign Auto Services; Alan Baker Restorations and Richmonds Classic & Prestige Cars. The Federation of Historic Motoring Clubs SA, also generously sponsored the day.

A few statistics: -

- 137 cars attended on the day
- \$1401.25 was raised by the Regalia Team
- The Salvation Army Cats 'N' Cans more than doubled the collection of food stuffs this year and cash donations were close to \$1,000.
- Six trophies were awarded as follows. Congratulations to all the winners.

- ◇ People's Choice Award - Malcolm Adamson (1936 SS Airline)
- ◇ People's Choice Award - Runner-up - Graham Franklin (1992 XJR-S)
- ◇ Most Desirable S Type - Celebrating its 60th Anniversary - Steve Corbally (1965 S Type)
- ◇ Most Desirable 2 Door Car - Ros Rasmus (1950 Mark V DHC)
- ◇ Most Desirable 4 Door Car Pre 1995 - Jack Van der Kraan (1958 Mark I)
- ◇ Most Desirable 4 Door Car Post 1995 - David Magee (1996 X300)

So that's a wrap for 2023, a day to be very proud of as a club. We will do it all again next year.

Philip Prior
(SA Jag Day 2023 Coordinator)



S.A Jag Day - Sponsors

There will be more photos in the December Magazine



People's Choice Award won by Malcolm Adamson (1936 SS Airline). Sponsored by Sports Car Centre - Evan Spartalis.



Most Desirable S Type: Celebrating its 60th Anniversary. Steve Corbally (1965 S Type). Sponsored by Classic & Sports Cars Boutique - Geoff Mockford.



Most Desirable 4-Door Car Pre 1995 - Jack Van der Kraan (1958 3.4L Mark 1 saloon). Sponsored by Alan Baker Restorations.



Most Desirable 2-Door Car - Ros Rasmus (1950 Mark V DHC). Sponsored by Richmonds Adelaide - Andy Morgan



Most Desirable 4 Door Car Post 1995 - David Magee (1996 X300). Sponsored by Sovereign Auto Repairs. Presented by Michael Pringle.

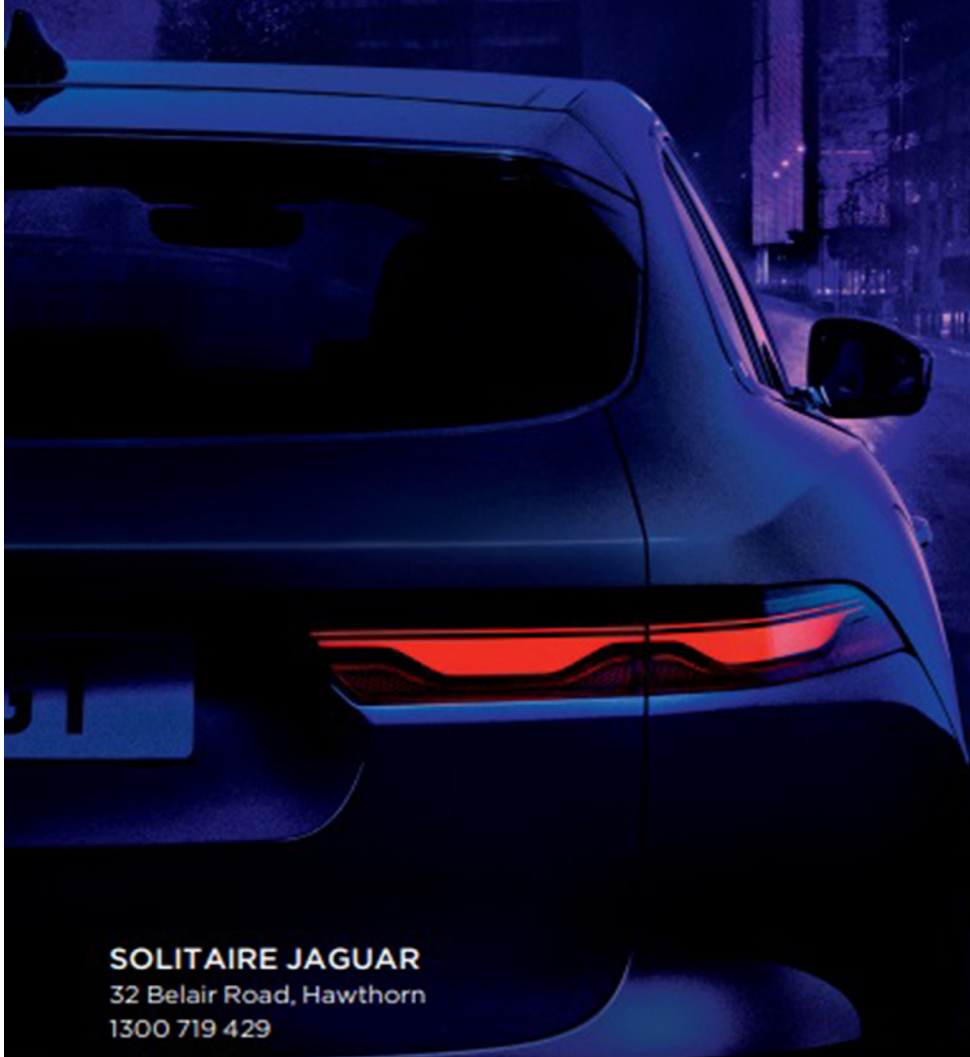


Noel Schmidt was away with work when the Annual Club awards were presented in July. Seen here receiving his award for "Most Enthusiastic Member" from President Michael Pringle.

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Jaguar Farewells F-Type With Limited-Edition ZP

The Jaguar F-Type is going out with a bang thanks to a special F-Type ZP Edition by Jaguar Special Vehicles that adds plenty of exclusive options to the sexiest car in the world.

Just 150 ZP Edition will be made, with 24 making their way to Australia when they land in the first quarter next year, accounting for 12 Coupes finished in Oulton Blue Gloss and 12 Coupes in Crystal Grey Gloss.

24 is only a handful, but pretty good considering just 10 are destined for UK buyers when production gets underway next year.

However, Australia won't be getting the convertible, but this \$373,547 plus on-road costs coupe will still become a future collectable as the last petrol-powered Jaguar sports car.

The price makes it the most expensive F-Type ever sold in Australia – almost \$44,000 dearer than the F-Type Heritage Edition – as well as nearly \$90,000 more than the equivalent F-Type R 75.

The most sought-after of the pair will probably be the Oulton Blue Glass paint with Mars Red and Ebony duotone leather interior. But the Crystal Grey Gloss paint with Navy Blue and Ebony duotone leather interior will also undoubtedly be in high demand.

Choose either colour and you'll receive Porcelain White Gloss hand-painted racing-style roundels on the doors and matching grille surrounds that indicate the exclusive models.

Further exclusive details include horizontal seat fluting, Gloss Black exterior accents and brake calipers. Plaques are plenty in this special edition



Following the unveiling of the F-Type R '75' last year – which was initially but incorrectly reported to be the last new variant of the sports car – Jaguar has now revealed the F-Type 'ZP Edition' what will be truly be the last hurrah.

and you'll find 'F-Type ZP Edition' logos on the fenders Gloss Black Diamond Turned 20-inch forged alloy wheels, tread plates and dashboard. Finally, an 'SV' commissioning plate that states 'One of 150'.

Jaguar Managing Director, Rawdon Glover, said: "The F-Type has captivated sports car drivers for more than a decade, just as the E-type did five decades before it. The ZP Edition is the ultimate celebration of that lineage, joining an illustrious roster of heritage-inspired collector's editions including the 2015 Project 7 and 2020 Heritage 60 Edition."

Power remains unchanged (not that it needed an increase) with 567bhp (423kW) thanks to a supercharged V8 combined with an intelligent all-wheel drive system. This helps catapult the final petrol-powered Jaguar Sports car from 0-100km/h in 3.7 seconds before

reaching an electronically limited top speed of 300km/h.

This will be the last chance for collectors to get their hands on a brand-new petrol-powered Jaguar sports car before the brand "embarks on the boldest transformation in its history, to become a modern luxury all-electric brand from 2025."

More information about the 2024 Jaguar F-Type ZP Edition can be found at the link below. Pricing for the model in Australia is \$373,547 plus on-road costs and cars will reportedly land on our shores in Q1 2024.

[Check out the Jaguar F-Type ZP Here](#)

Editor: Information for this story sourced from 'Man of Many' and Jaguar.



The new limited edition ZP commemorates 10 years of the F-Type – and the end of the line for Jaguar's petrol-powered coupes and convertibles. Unfortunately Australia won't be getting the convertible, but this \$373,547 plus on-road costs coupe will still become a future collectable.

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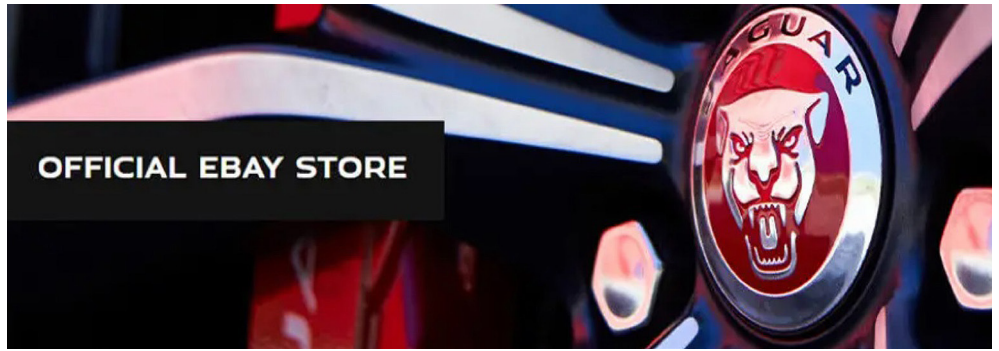
JLR Partners With eBay in Parts Supply for Older Jaguars

Finding the right parts for Jaguar models that have been out of production for 10 years or more is easier thanks to access through new online eBay stores.

Together, the Official Land Rover Classic Parts and Official Jaguar Classic Parts stores already provide more than 5000 listings – from a period-correct Jaguar E-type toolkit to an entire tail door assembly for a 2007 Land Rover Defender.

The partnership now gives repairers and owners another way to access the precise parts needed to complete a renovation or restoration, or simply to keep a model on the road.

Glen Kelly, Head of Parts and Accessories, JLR Classic said: “JLR Classic provides only genuine parts, which are accurate recreations of original items, engineered to the finest tolerances using original drawings, materials and tooling to ensure 100%



<https://www.ebay.co.uk/str/officialjaguarclassicparts>

authenticity – often produced by the original supplier.”

Operating from the state-of-the-art JLR Classic Works facility in Coventry, the new online stores include genuine parts for everything from an XK120 to an XK8 or a Mark 1 to an X-Type saloon, all available to order online for delivery direct to customers.

The partnership follows a push by eBay to shake up and take a large chunk of the replacements parts sector, targeting well-established aftermarket firms. Car parts is eBay’s fastest growing category, with 1.4 million products on offer, of which one is sold every second. ■

Editor: Information for this story sourced from Automotive World and JLR.

U.K. - 10,000 JLR Cars Stuck Waiting For Spare Parts

UK JLR workshops are at a “breaking point” due to a global parts shortage, and the firm has exhausted its fleet of courtesy cars, according to a report by Car Dealer Magazine.

According to the trade publication, around 10,000 customer cars across the UK are waiting for parts. Around 5000 are off the road at dealerships. The news came from **UK JLR client care director Andrew Woolliscroft**, who was speaking to dealerships at the British Motor Museum during a network summit.

The problems originated at the firm’s newest parts facility, Mercia Park. In a statement sent to Autocar, JLR said: “As we deliver our commitment to become carbon-net-zero across our supply chain, products and operations by 2039, we’re streamlining parts distribution from multiple locations to one global super centre.

“This transition has unfortunately caused some temporary delays to the delivery of parts to our retailers. We’re working closely with our distribution partner, Unipart, to quickly resolve the issue and ensure the service returns to normal as soon as possible for our clients.”

Woolliscroft labelled the situation as “unacceptable” and said that it had “nearly stopped workshops from being able to operate”.



JLR has consolidated multiple spare parts distribution hubs in the UK into just one 300,000 square metre super centre. Currently, a huge bottleneck is causing crucial service delays. It is unclear if Australia and International spare parts distribution are similarly affected.

“Mercia is a bottleneck and we have a backlog of orders,” Woolliscroft told the summit. “We have a backlog in inbound. As of today, we have 80 lorries waiting to unload. We have a backlog in packing, as those parts are unboxed and packed into the warehouse.”

JLR anticipates that it will be several weeks before the problems will begin to ease. “We’ve run out of cars to put clients into and we’ve run out of space to park the cars waiting on parts,” Woolliscroft said.

Some franchise leaders and dealerships also raised concerns at the network summit, saying the issues had been going

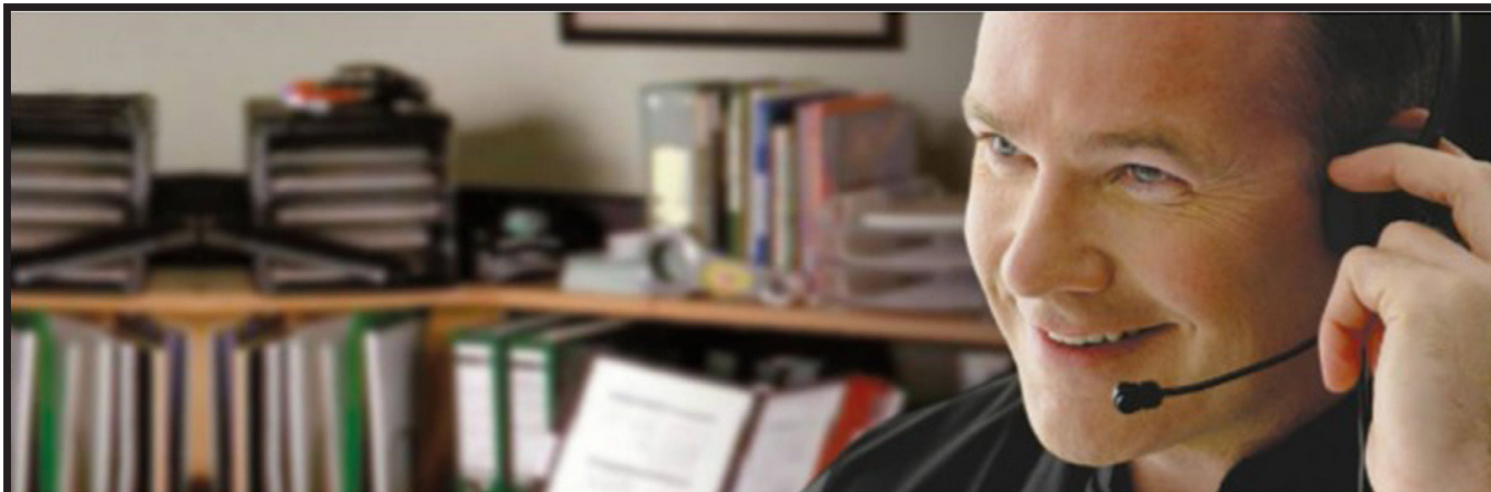
on for months and that many customers were “unhappy” with the situation.

Woolliscroft went on to tell the summit that JLR was “throwing everything” at resolving the problem, with the UK market said to be the “number-one priority”.

More recently some dealers have been accused of using second-hand parts to repair backlogged JLR customers cars.

It isn’t clear at this stage if Australia or other international markets are similarly affected. ■

Editor: Information for this story sourced from UK CarDealer and Autocar.



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JLR Opens £250 million EV Development Hub

JLR have just unveiled its new Future Energy Lab, a £250 million state of the art electric vehicle (EV) test facility, as it prepares to launch nine pure electric luxury models by 2030.

The new 323,000 sq. ft. facility at JLR's Whitley Engineering Centre in Coventry will host more than £40 million of technological innovations to enable the rapid testing of EVs, including electric test rigs, Electric Drive Unit (EDU) manufacturing and electric vehicle systems test cells. This includes a series of extreme-weather climate chambers, capable of simulating the harshest of conditions – from -40°C and up to 55°C.

The facility, part of JLR's £15bn investment to electrify its luxury brands over the next five years, will significantly increase JLR's test and development capacity. This will enable the company to sustainably scale up its next generation EVs, reducing the need to transport across other global test facilities during the development process.

By increasing its capacity for testing EVs on-site, JLR is minimizing the cost



JLR's new Future Energy Lab will develop electric drive units in-house.

of, and the emissions associated with sending fleets of prototype cars around the world for test assessments.

More than 200 EV engineers are already working at the facility, and a further 150 roles will be created, providing a significant employment boost to the regional economy.

JLR is planning a further £22m worth of investment next year, as it continues to upgrade the Coventry site. ■

Information for this story sourced from JLR Newsroom.

Formula E World Championship Calendar 2024

Formula E has announced its 2024 Season 10 calendar, with 16 races across 11 cities around the world. New for this season: Shanghai and Tokyo are hosting races, marking the first time the series has raced in Japan.

Formula E is FIA's top-level electric open-wheel racing series, now entering its 10th season. It recently announced that its fanbase grew 17% globally last year and overtook NASCAR as the fourth most popular motorsport series in the world.

Formula E's visit to Japan is interesting because while Japan is full of racing fans and is a global auto industry stalwart, the Japanese auto industry has been reluctant to fully embrace electric cars. Only 3% of cars sold in Japan in 2022 were electric, which is lower than the rather low 6-7% of the US market.

2024 Calendar

- 13 January Mexico City, Mexico
- 26 January Diriyah, Saudi Arabia
- 27 January Diriyah, Saudi Arabia
- 10 February Hyderabad, India

- 16 March São Paulo, Brazil
- 30 March Tokyo, Japan
- 13 April TBD, Italy*
- 14 April TBD, Italy*
- 27 April Monaco, Monaco
- 11 May Berlin, Germany
- 12 May Berlin, Germany
- 25 May Shanghai, China
- 26 May Shanghai, China
- 29 June Portland, USA
- 20 July London, UK
- 21 July London, UK

There is a likely venue change in Italy for Rounds 7 and 8. This follows a review by experts at Formula E and the FIA into the Season 9 races in Rome, where the new faster, more powerful GEN3 car reached the limits of the narrow, sharp-turning circuit in Rome's business district. Formula E is exploring alternative venues, including permanent circuits, to maintain an event in the key Italian market. An update on the venue in Italy is expected before the end of the year.

The event planned for Jakarta on Saturday; 8 June will not go ahead following the announcement of a campaigning period in the [Indonesian presidential elections](#) during most of June. This would impact the logistics of delivering a race on the streets of the capital city at the same time. Formula E and the authorities in Jakarta are exploring the feasibility of racing in the city on an alternative date. ■

Information for this story sourced from Formula E website and Jaguar TCS Racing.



New Zealander, Nick Cassidy, will join Jaguar for the 2024 season, following his most successful Formula E season to date where he was championship runner-up in 2023.

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UK - Jaguar F-Pace Is the Most Profitable Used Car For Dealers

The Jaguar F-Pace is the most profitable used car for car dealers, with the top ten featuring eight high-end SUVs that are good earners.

The art of achieving decent discounts on cars has suffered in the last few years as war, COVID-19 and supply chain issues has limited supplies and hardened prices.

But things are starting to return to something approaching normality and prices have dropped – although headline new car prices seem to be still rising above inflation – so the art of haggling is starting to return in the used car market as dealers try to shift stock.

So, knowing in advance how much profit a dealer has to play with on a used car helps, so research from CarWow on the most profitable used cars for dealers will give you a bit of useful ammo.

In the last six months, comparing CarWow's auction deals to their subsequent retail price, has shown



that the most profitable used car sale is for the Jaguar F-Pace with a margin of £4,721 (A\$9,000), followed by the Mercedes GLE, the Range Rover Sport and the Audi Q7.

In fact, eight out of the top ten profitable used cars for dealers were SUVs, with just the VW Golf R and Ford Mustang.

The rest of the Top 10 were made up of the Range Rover Velar, Land Rover

Discovery, Land Rover Defender and Audi Q5.

According to CarWow, all ten used cars are recording historically high profit margins. ■

Information for this story sourced from CarsUK

UK - Tom Walkinshaw Racing Resurrected

Fergus Walkinshaw is following in his father's footsteps. The 32-year-old is the eldest son of Scottish racing driver Tom Walkinshaw and is resurrecting the TWR brand again to pursue bespoke engineering projects.

Established by Walkinshaw senior back in 1975, the TWR team helped develop the championship-winning Jaguar XJS and XJR, with the latter most notably taking the top spot at Le Mans in 1988 and 1990. Those winners were instrumental in the iconic XJ220, which TWR modified into an XJ220 S, and the super cool XJR-15.

"It gives me a great amount of pride that the TWR name will live on for a new generation," Fergus Walkinshaw said.

"High-performance engineering runs in the blood of the Walkinshaw family, and ever since the original TWR closed its doors I have longed to find a way to continue the family legacy. Through this new iteration of TWR we can not only celebrate the history and heritage of the original TWR, but also push the boundaries of our projects further than ever before.

"This new generation of TWR is first and foremost an engineering company that will make cars, rather than a car maker doing engineering. And that's an important distinction. We will make use of cutting-edge technology, combining new expertise with traditional craft to build world-class products that make a statement of what this new TWR is all about. We aim to build some truly impressive and innovative automobiles, unconstrained by the rulebooks and styling demands of OEMs."

"We have scoured the performance and motorsport engineering worlds to

assemble an incredibly talented technical team, including some members who were part of the original TWR. It's from this base that TWR can push forward for a bright new future."

Fergus Walkinshaw hasn't yet revealed his team's first project, or any indication that it will include a Jaguar.

Ryan Walkinshaw – who heads the Walkinshaw Automotive Group in Australia, is not involved in the new UK TWR venture. ■

Information for this story sourced from EVO.



TWR developed six road cars called the XJ220-S, featuring one-piece carbon-fibre-reinforced polymer front and rear bodywork; the engine was tuned to 690 hp).

2024 National Rally - Tasmania

Registrations planned to go live on 4 November 2023



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 11th April
Early Arrivals at Rally HQ
Wrest Point Casino

Friday 12th April
Registration
Welcome BBQ

Saturday 13th April
Display Parliament Lawns
Salamanca Market etc.
Themed Dinner

Sunday 14th April
Sporting Event
Baskerville
Alternate Event

Monday 15th April
Peppermint Bay Cruise or
Peninsula Tour
Presentation Dinner

Tuesday 16th April
Depart Hobart
The Wilderness Wall
Arrive Strahan Village
Welcome Seafood Buffet

Wednesday 17th April
Gordon River Cruise
8:00am - 2:30pm with
buffet lunch included

Thursday 18th April
Wilderness Railway
8:30am - 1:30pm

Friday 19th April
Free to explore
Farewell seafood buffet

Saturday 20th April
Depart Strahan for home
or extra touring

JLR Gears Up Slovakian Plant For EV Production

JLR has confirmed that its state-of-the-art plant in Slovakia, will produce electric vehicles as part of the company's Reimagine Strategy that will see nine new electric vehicles launched by 2030.

Announcing the news on the Slovakian plant's fifth (5th) anniversary, Executive Director of Industrial Operations Barbara Bergmeier hailed the incredible success of the plant and its people since production commenced in Oct. 2018.

JLR invested €1.3bn to launch the plant, a highly digitised and automated plant that was the first in Europe to use Kuka's robots and automation systems – 30% faster than conventional systems. Since then, the luxury car maker has invested a further €60m in new technology, land, buildings and software.

JLR is rapidly transforming its industrial footprint to prepare for future EV production and the electrification of the Slovakian plant represents the last piece in that jigsaw.

Halewood will become JLR's first all-electric production facility; Solihull will



The JLR plant in Slovakia was the first in Europe to use the Kuka's Pulse automation system. A bit different than the 1956 Browns Lane production line. Amazing video. [KS Pulse Robots](#)

produce electric Range Rover and Jaguar models; the Engine Manufacturing Centre in Wolverhampton will build Electric Drive Units (EDUs) and Castle Bromwich will be repurposed to build body panels for EVs. Meanwhile JLR has just opened a new £250m Future Energy Lab in Whitley, Coventry, UK,

to develop Electric Drive Units for the company in house.

JLR advised that further details on the electric models to be built in Slovakia will be confirmed at a later date.

Information for this story sourced from JLR Newsroom.

Used I-Pace Batteries to Power Energy Storage Systems

JLR is working with Wykes Engineering, a manufacturer of renewable energy products, to develop one of the largest energy storage systems in the U.K. to harness solar and wind power using old I-Pace batteries.

JLR's announcement is the automaker's first foray into energy storage systems. It follows similar moves by competitors to ensure some level of grid stability as the rise in electric vehicles promises to boost electricity demand.

Wykes Engineering's 'battery energy storage systems' (BESS) are capable of supplying power directly to the National Grid during peak hours. They can also draw power out of the grid during off-peak hours to store for future use.

One of Wykes's systems uses 30 second-life I-Pace batteries and can store up to 2.5 MWh of energy at full capacity.

JLR said it will give a second life to batteries from prototype and engineering test I-Paces at first, supplying enough

batteries to store a total of 7.5 MWh of energy by the end of 2023 — enough to power 750 homes for a day. As more production vehicles reach their end-of-life, those batteries will be added to Wykes's BESS.

As part of a technical collaboration, the two companies have figured out a way to use Jaguar I-Pace batteries as they are and slot them directly into racks in Wykes's containers on-site. In other words, the I-Pace batteries don't need to go through any additional manufacturing steps or have their battery modules removed to be used in Wykes's BESS.

Once the health of those second-life batteries diminishes, JLR will recycle them to recover and re-use raw materials, the company said.

In recent years, other automakers like Renault and Audi have also found ways to repurpose old batteries, including placing them into similar energy storage systems. ■

Information for this story sourced from TechCrunch.



Wykes Engineering battery energy storage system uses second life Jaguar I-Pace batteries.

NZ - The 'Sketchy' Tale of a Missing Jaguar

This is the "hellishly complicated" tale of an owners wandering Jaguar.

An accident in a New Zealand car park began a misadventure involving police, bankruptcies, liquidators and lawyers.

When William Cottrell dropped his slightly damaged Series 2 E-type roadster off at an Auckland restorer in 2001, he had no idea he wouldn't see it again for over a decade.

For much of that time, the convertible sat in a workshop without much progress, although Cottrell admitted he took his eyes off the road when it came to tracking the progress of his car's restoration: he'd got married, adopted two kids, and was seriously injured in the NZ Canterbury earthquakes.

"I got out of hospital, and walked away from the marriage," says Cottrell, describing how he eventually turned his attention back to the Jag, which had been with the restorers for about 10 years, and by this time, the business had changed hands.

He met the new workshop owner, Stanislav Dimov, and saw his car sitting in a corner "looking neglected".

Cottrell accepted the restoration was taking some time, and paid various invoices over the next few years, but became suspicious when completion of the project always seemed to be "just out of reach".

By 2018 – after roughly 17 years at the restorers, nine of those with Dimov – Cottrell returned to Auckland once more to put an end to the whole fiasco. It had been some time since he'd had an update from Dimov.



When William Cottrell visited the Penrose workshop, after a 10 year absence, he found his beloved Jaguar looking rather neglected.

To his dismay, he found that Dimov's company Simo Cars had gone into liquidation, owing \$83,000 to Inland Revenue (IRD) over unpaid GST. Dimov was nowhere to be found.

Cottrell contacted liquidators to ask if his Jaguar was among the company's assets, but it had seemingly vanished.

While Cottrell began searching high and low for his E-Type, the car changed hands multiple times, resulting in hefty profits and losses and sparking legal disputes.

The man accused of first orchestrating its illegitimate sale – Stanislav Dimov – subsequently said that he's been fighting for five years to clear his name, with his career also left a wreck.

Dead Men Tell No Tales

The search for Cottrell's missing E-Type at one point arrived at a graveyard on Auckland's North Shore, where Cottrell was astonished to see a picture of his Jaguar on a tombstone.

It had been the dying wish of Albany's Graham Wheeler to feel the thrill of taking it for a cruise before terminal brain cancer took away the chance.

Wheeler bought the car from a workshop in relatively good nick for \$15,000 – it was worth 10 times that – but never got to drive it, dying in July 2017 while the engine was removed.

It's not clear who sold the car to Wheeler; he took that information to his grave.

Enter the Car Dealer

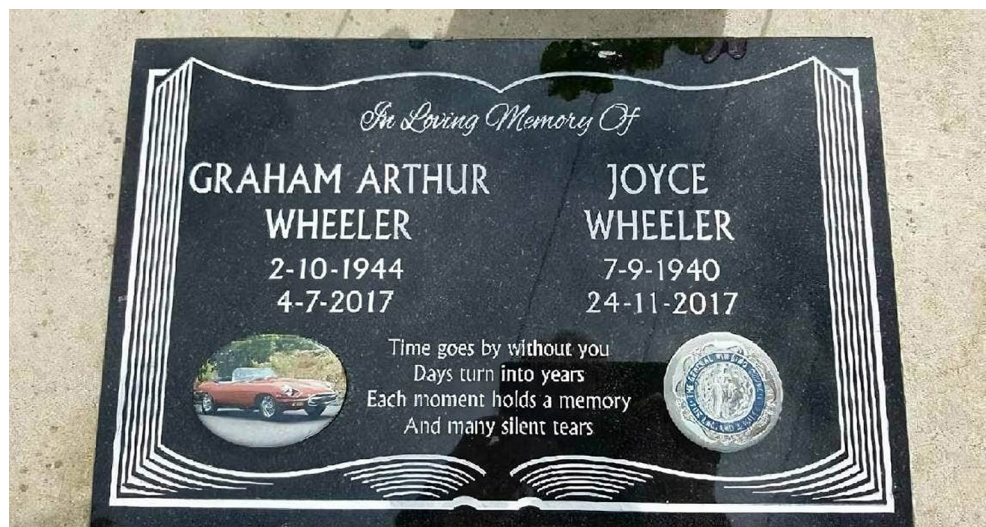
The Jaguar was purchased from Wheeler's estate by a prominent dealer, Alexander Beacham of Beacham European, for \$10,000, who within a month had sold it for a cool \$100,000.

Next Owner and the District Court

The car had been bought by Tony Caulfield of Rotorua, who took legal action against Beacham after learning from police in 2019 that the car had been stolen from Cottrell and would have to be returned.

The ownership dispute over the vehicle landed in Auckland District Court in 2021.

"It is interesting that nobody in the chain of successive purchases has ever



Graham Wheeler bought the stolen E-Type from a 'workshop' for \$15,000 but never had the thrill of taking the car for a drive before he died.

NZ - The 'Sketchy' Tale of a Missing Jaguar (cont)

registered the vehicle," Judge Sharp remarked in a summary judgment ordering Beacham to pay Caulfield back, adding that he had doubts about the credibility of Beacham.

Judge Sharp commented that the circumstances around the sale of the car had been "sketchy to say the least".

"The evidence that I have read definitely raises questions over the honesty of Mr Dimov and what he did with this E-type Jaguar," Sharp said.

"It appears to me very likely, if not conclusively the case, that he or an agent acting on his behalf sold the vehicle to Graham Wheeler without colour of right, and certainly without the consent of the true owner, Mr Cottrell".

Car Dealer Has Last Hoorah

Alexander Beacham wasn't forthcoming with the refund, so Caulfield pursued his dealership at the Motor Vehicle Disputes Tribunal.

Beacham's defence was that though he had stored the car and sold it at the dealership, it had been a private sale between two individuals, and the tribunal didn't have jurisdiction. Caulfield lost, and Beacham kept his licence.

Dimov's Day in Court

Sitting down with a reporter in his North Shore home, Dimov acknowledged that he had a previous conviction for forging invoices, but said he had taken responsibility for that and pleaded guilty. The allegations of car theft, he says, have ruined his reputation and made it difficult to get work.



The body of the 'stolen' Jaguar, as advertised by Beacham European on TradeMe. Beacham bought the car for \$10,000 and sold it for \$100,000.

"When suppliers know something, it goes everywhere. New Zealand is like a small village, it very quickly spreads information."

So how, then, did the Jaguar leave Dimov's custody?

Dimov says that when his company went into liquidation, he arranged for several cars he was working on to be put into storage with people he knew.

"I just didn't put too much attention into Cottrell's E-Type, because I trust these people, but after that I found that the vehicle was missing."

Dimov says he went looking for the vehicle, but found that the man to whom he had entrusted the Jaguar had skipped the country. "I believe he is in America probably, but I'm just guessing."

In an email seen by Stuff, that man told police that Dimov had arranged to sell the car and was paid in cash.

However, Dimov says he provided his bank statements to police, confident they showed that no subsequent deposits were made into his account, thus demonstrating he was innocent.

"I looked after the vehicle for 10 years. What would be the point of doing something wrong [in the end]?"

Owner Totally Disillusioned

The Jaguar had already had its engine removed by the time Cottrell had tracked it down and organised to have it picked up from Tony Caulfield in Rotorua.

But it was a hollow victory. The car was missing its engine, and Cottrell was told it would cost \$150,000 to put it back together, costing \$1000 per month in storage until it was done.

By this point he'd gone through 20 years of "heartache" trying to get his car restored, then obsessively trying to track it down and attempting to get justice.

It was time, Cottrell decided, to let it all go. Over the 2022 Christmas holidays, he accepted an offer of \$70,000 for his red Jaguar, which he felt was about half of what it was worth.

He's "totally disillusioned" by the legal process, after police were unable to definitively prove who was responsible for the theft of his car.

"It was vastly worse than any earthquake or marriage," Cottrell says reflectively. "This whole thing really ate me up." ■

Information for this story sourced from New Zealand website Stuff, October 2023.

"Stuff" provides public interest journalism funded through "NZ On Air." Written by Jonathan Killick. To read the unedited story please goto ["Missing Jaguar."](#)



The Jaguar had already had its engine removed by the time Cottrell had tracked it down and organised to have his E-Type picked up from Rotorua.



Interview

Q & A

Onslow Billinghamurst

Life Member No. 130

Questions: Graham Franklin

Answers: Onslow Billinghamurst

Hello Onslow - let's start - what was your first car?

I was a uni student and my first car was a 1938 Austin 7. It did a rear main bearing and I pulled the engine out with a rope over my shoulder. I didn't really know what to do but I managed to fix it and got it going.

I then bought an Austin A40 from my mother and then a 1959 Austin Healey Sprite.

I also bought two Austin 7s that I made into one. I stayed clear of 3-bearing engines in preference to 2, as the 3-bearing engine had a reputation for breaking their crankshafts due to poor alignment of the centre main bearing. I bought a book by L.M.(Bill) Williams "Austin 7 Specials - Building Maintenance and Tuning" and used that to help me rebuild the 750cc engine.



Rod Davis helping to load the third and last Austin 7



Second Austin 7 seen at Birdwood some years after we sold it. Wendy called it Myrtle

Interview - Onslow Billinghamurst (cont)

How did you become interested in Jaguars or classic cars?

They were always a dream. After I married Wendy, I bought an EH Holden and kept the Sprite. I was happy with the Sprite.

Can you recall your first encounters with a Jaguar?

A friend of the family had a lovely 2.4 Mark 1. We sold the EH Holden and owned the Mk 1 for 4 or 5 years. We sold it to the then Club Treasurer Chris Greaves.

At one stage I got a scholarship to work in the UK for 10 months, which was long enough to buy a car and bring it back to Australia. We started looking for a 420. A number that we looked at were rust effected and although we didn't want a dark car, the best we could find was a Black Daimler Sovereign. We brought it back to Australia, kept it for 40 years and sold it to an enthusiast in NSW.

The Jaguar cars you own or have owned?

I haven't owned many Jaguars. The one and only that we still own is the XK150.

The restoration of the XK150 has been well documented in "Classic Marque" and "Thoroughbred and Classic Cars". The condensed version is that it was owned by South Australian gunsmith, Bill Hambly Clark, and registered 22-303 (names of rifles).

After some time, Bill handed the XK150 onto his son, who in turn sold it to a fellow in Glenelg. This "bush mechanic" squeezed a 3.8 engine with three SU carburettors without air cleaners into the engine bays. The engine backfired and set the engine bay on fire, destroying the wiring, plumbing and a few other things as well.

The XK150 was taken home, put in the side garden, and forgotten until my brother-in-law rescued it in 1976. He stored it in his workshop, and eagerly awaited the day it would be back on the road. Eventually realisation dawned that to get it going again would take more time than he could afford and I bought the wreckage from him.

A nut and bolt restoration followed and we eventually had a very lovely XK150 that we still enjoy touring around in.



Onslow's restored last Austin 7 called Myrtle 2 by Wendy



UK purchased black Daimler Sovereign 420



Badly neglected XK150 saved and ready for a total rebuild.

Interview - Onslow Billinghurst (cont)

You have been a member of the club for 50 years. What do you remember in particular about those early days of the Club?

Although the Club primarily evolved out of friendship of XK owners, the XK Register didn't form until 1987. It evolved out of a run to Renmark organised by Dennis Crowhurst that included club members Ossie Petrucco, Michael Finnis, Peter Shurven, Murray Lindner and Rob Loffler in the fire Chiefs XK 120.

John Stewart was the first secretary, then Rob Smith for a couple of years, and then myself for the next 15.

I wrote a "Job Specification" for the position of Register Secretary after my 15 year stint, but nobody took any notice of it.

[That's ironical. The exec just signed off on a job spec to help new register secretaries].

In those early days of the club, SA and Vic clubs were very close and started regular interstate events that continue to this day. Do you recall some of those trips?

Yes, the first one was to Mt Gambier and I organised one to Echuca. Over time we went all over the place including Broken Hill, Halls Gap, Swan Hill, Portland, Nelson, Warrnambool, Penola, Ballarat, Bendigo, Apollo Bay and Kangaroo Island. Our longer trips were to Darwin twice, Tasmania and New Zealand.

Any special memories of Club events?

Probably the New Zealand trip. Richard and Carla Smith organised it. Bill & Julia Barker from Victoria joined us.



Mechanical's rebuilt - now ready to start the body.



Onslow and Wendy's collection of historic cars. Photo taken prior to the sale of the 420.

Interview - Onslow Billinghurst (cont)

We took the cars down to Outer Harbour with much trepidation as the wharfies loaded the Jaguars onto a ship. We then all flew to Christchurch for the tour of N.Z.

The run to New Zealand was greatly helped by Richard Smith's friends who had my car waiting for me at the Motel in Christchurch when I arrived. How good is that.

We all agreed it was one of the best holidays ever with 30 Jaguars on the South Island.

The two trips to Darwin and Alice Springs were also very memorable, as was the journey to Tasmania.

Perhaps some funny or not so funny experiences?

On at least two occasions we borrowed a star picket from a nearby fence to enact repairs on our XK's. Once in N.Z. to act as a lever to tighten a loose fanbelt and the other on John Williams car to refit lost Welsh plugs.

Then there was the case of my burnt piston that resulted in a full engine rebuild with the thanks of Rob Loffler.

Of all the vehicles you have owned, and you could only have one returned, which car would you choose?

We still have the XK 150 so it would be the 1960 Sprite.

Your story brings back lots of memories. Anything else that comes to mind?

No, I think that's all.

Thank you very much Onslow.



XK150 progressively being reassembled with the engine now fitted correctly.



Completed XK150. Photo taken on the Register Run to New Zealand

An XK150 Story

A HOLE IN ONE

Whenever I visit my good friend Jon in the UK he loves to take me for a ride around Somerset in his Series 1.1/2 Jaguar E type roadster and his lovely black jaguar XJ super V8.

So, when he visited me a while ago I was only too keen to demonstrate what an XK150 converted to S specifications (3.8 litres, triple 2 inch SU's and overdrive) could do.

We set off one morning from Onkaparinga Hills for a run down to the South Coast. I was leading with Jon in the XK, and Wendy following in the Pajero with wife Catherine and children, Eleanore and Oliver.

All was going well until we started up Willunga Hill. I put my foot down to demonstrate the power and "COUGH", it shouldn't do that, then another "COUGH" and started to lose power.

The coughing got worse and worse and it lost more power and I only just managed to make it to the lookout near the top of the hill in bottom gear!

What a calamity.



Wendy pulled up behind me in the Pajero and said the XK was exuding great volumes of grey smoke from underneath the car.

Jon and I got out of the car and I opened the bonnet to make a formal inspection, of course nothing being evident.

Jon was standing on the left of the engine bay and I thought I might see what happened if I tried to start it.

I turned the key on, pressed the button and "BOOM", an explosion in the engine blew the dipstick out past Jon's ear and the oil breather pipe waved to him.



Editor: I can't speak on behalf of all club members, but I have been in this situation a few times!

An XK150 Story



The only thing to do was ring the RAA and send Jon back with Wendy and the rest of his family for lunch at McLaren Vale while I attended to the RAA.

Despite me insisting it was a job for a tow truck, only the RAA man turned up after an hour or so. He explained that they can't take my word for it and he must arrange the tow.

After a further wait of over another hour for the tow truck enabled all the visitors to the Lookout to tell me what was wrong with the car. The general consensus was a hole in a piston. The RAA man very

nicely pushed the car back into the garage for me where the XK lay sulking for a further 8 weeks while we went caravanning in Queensland which had been previously arranged.

All the experts told me it was either too lean a mixture or ignition too far advanced. Well I have been driving this car over 35 years and have always timed it as per the specifications so I didn't think it was the timing and everybody who was following me in the XK said it was obviously running rich because it emitted black smoke whenever I put my foot down.

On our return from the caravan trip, I took the cylinder head off and sure enough there was a hole in piston number 5.

But what caused it?

Our expert Geoff Mockford thought that, as I was still using the original distributor (60 years old) the centrifugal advance springs were probably getting a bit tired making the timing too advanced at speed.

In response to me saying I never heard it pinging, he said "you don't hear it at speed".

After six new pistons, a you beat electronic distributor, changing the air filters from a felt type to the proper foam one which lets it breathe a little easier and a lot of help from some of my good friends, the XK is now running like a well-oiled machine.

All I need to do now is to wait for Jon to come visit us again so I can now show him how an XK can really go up Willunga Hill. ■

Onslow Billinghamurst

Editor - Onslow and Wendy have been members of our Car Club since 1974 and were elected to Life Membership in 2015. Thank you, Onslow for sharing this story.



Onslow and his good friend Jon in the UK in his Series 1.1/2 Jaguar E type roadster

XK 7 8 & 9 Border Run 2023

Well, what a great week we have just had. This year was the South Australian Registers turn to host this Border Run and we focused the event in the Strathalbyn area. It is truly amazing just how much this region has to offer.

Some 30 plus South Australian and Victorian members attended with a large range of cars, from XK120's, 140's 150's, a replica D Type, many XKR's, XJS's, Mark 2's, a few X Types, an E Type and to top it off, a VW Transporter.

To see these cars parked in the carpark of the Strathalbyn Motel was a sight to see.

There was a full program every day.

Monday started with welcome drinks and dinner at the Robin Hood Hotel.

Tuesday began with a convoy to the Finnis General Store for breakfast, then a visit to Rusticana Wines for wine tasting and a talk on their Horse Radish Farm followed by lunch at the Lake Breeze Winery.

The day ended with a bus taking us all to the Greenman Inn at Ashbourne and back again. It's not that we thought the Jaguars

would let us down, but country roads at night coupled with many beverages was not something that we wanted to risk.

Wednesday kicked off with a breakfast at the Appleseed Cafe in Strath, followed by a visit to Gilberts Motor Museum, where we were greeted by Glen Dix, who just happened to call in.

Lunch was at a quaint little tearoom called Flo and Ada's, before heading out for a tour of a local garden called Sgorra Bhreac.

Dinner that night was at a local Italian Restaurant called Cafe Ruffino, Strathalbyn.

Thursday. I think that many a power/weight ratio had been compromised due to all the eating, but not to be deterred we all met at Hammer 'N' Tongs for a hearty breakfast before driving in convoy to Paech's Farm for a tour of this fantastic time capsule, where we had morning tea!

If that wasn't enough it was then to Longview Winery for lunch.

By now many were loosening their belts, but it was time to return to Strath for farewell drinks and dinner at the Terminus Hotel.

All in all, it was a very successful Border run. Thanks go to **Moira Lugg**, who came up with the idea of holding the run in Strathalbyn some time ago. Moira put a lot of time and effort into organizing the weekend. I think that many were surprised at what the area has to offer.

Thanks also to **Rob Loffler** who organized the bus on Tuesday night and to **Graeme Schultze**, who arranged for a talk on **Kenny Blake** at the statue in memory of this famous motorcycle racer. Kenny was killed while competing in the Isle of Man TT race.

All in all, a memorable Border Run that was enjoyed by all.

Steve Weeks
Register Secretary.



Cars at Paech's Farm

XK 7 8 & 9 Border Run 2023 (cont)



Flo and Ada's Tea Room



Long View Winery Macclesfield



Hammer 'N' Tongs Strathalbyn

XK 7 8 & 9 Border Run 2023



Paech's Farm Wistow



Graeme Schultz's replica D Type



Paech's Farm Wistow



Rusticana Wines and Newman's Horse Radish Farm Langhorne Creek

XK 7 8 & 9 Border Run 2023 (cont)



The amazing Kenny Blake memorial



Mary Lou giving a talk on the Kenny Blake motorcycle sculpture



Finnis General Store



Lake Breeze Winery

Bay To Birdwood 2023

The Bay to Birdwood is one of Australia's great historic motoring events and has been an iconic fixture on the South Australian events calendar since 1980.

The 2023 event started at Barratt Reserve West Beach and it was a great opportunity for spectators to see the vehicles as they embarked on their journey.

Drawing around 90,000 spectators who lined the 67-kilometre route to view the passing parade of historic motoring from West Beach through to the National Motor Museum, Birdwood.

This year over 1,500 vehicles participated. Any vehicle manufactured prior to 1993 was able to enter. Period clothing was

also a feature of the Bay to Birdwood, with many participants in their vehicles matching the era of their vehicles.

There were Jaguars of all shapes and sizes, including a number from interstate as well as a number parked on the side of the road to wave as cars went past.

2023 Bay to Birdwood Award Winners

- ◇ *Concours d'Elegance: Post-1950: Corey Armstrong, 1973 Mazda Capella RX-2*
- ◇ *Concours d'Elegance: Pre-1950: Malcolm Adamson, 1936 SS Jaguar Airline*
- ◇ *Preservation Award: Post-1950: Roberto Formato, 1970 Mazda Cosmo Sport*
- ◇ *Preservation Award: pre-1950: Michael Keogh, 1922 Ford Utility*

- ◇ *EV Conversion Award: Matthew Hooper, 1970 Land Rover 109 Series 2a.*

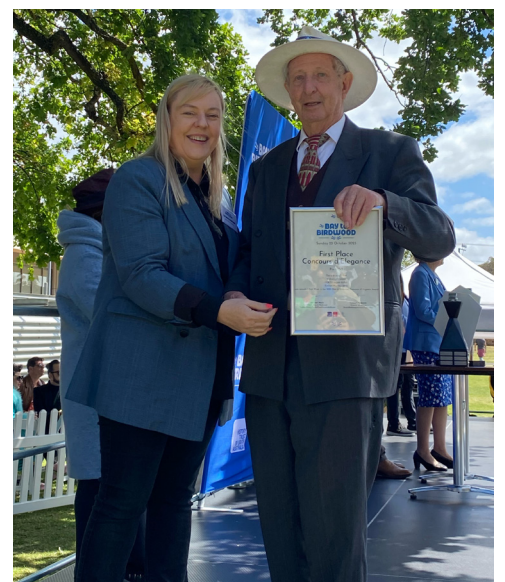
2023 Fashions on the Field Winners

- ◇ *Best Female Fashion: Nhu Trinh - 1902 "Votes for Women" Suffragette, with original Edwardian shoes & skirt produced from original Edwardian pattern*
- ◇ *Best Male Fashion: Ryan Piekarski - 1970, with original flares and tie*
- ◇ *Best Group Fashion: The McConvilles - 1970s family travelling in 1973 Mercedes-Benz 280E.*

Congratulation to award winners, the Bay to Birdwood organising committee and event director Dane Wilden. ■



Congratulations to Malcolm Adamson on winning the pre 1950 Concourse D'Elegance at the Bay to Birdwood in his 1936 SS Airline. Malcolm was presented with the trophy by Her Excellency, Frances Adamson, Governor of SA. Also seen here with head of judging Lucinda Osborne.



Bay To Birdwood 2023



Malcolm Adamson, 1948 black Mark IV Drop Head Coupe (3.5L) and David & Angela Rogers, 1950 2 tone Blue & White MK5 (3.5L).



Christopher & Xavier Jobson, Green 1969 Daimler 250



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



Gordon & Marie Elley, 1969 Regency Red E-Type Series II (2+2)



Christine & Shane Ferguson, 1968 Dark Blue 420G auto



John & Nan Messent, Black 1955 Mark VII manual

Bay To Birdwood 2023



Mehran Pooyafar, 1950 2 tone Blue Mark V 3.5L



Ross & Janet Rasmus, 1950 Blue 3.5 litre Mark V Drophead



Clayton Hayball, 1977 White Daimler XJ6 Series 2



Mario Siciliano, 1965 White Daimler 250V8



Bob & Margaret Kretschmer, 1939 SS Jaguar 1 1/2 litre



Peter Mountcastle, 1973 Maroon XJ6 Auto

Bay To Birdwood 2023



Dave & Debbie Adamson, 1946 Mark IV Saloon (1.5 Litre)



Antony & Bronwyn Veale, 1951 Grey Mark V Saloon (3.5 Litre)



Victorian E-Type, Series 1 FHC



Victorian Mark 2



Victorian E-Type, Series 2 FHC



Victorian Mark 2

Sunday Morning Cars & Coffee

SUNDAY Morning 'CARS & COFFEE' Themed Events

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

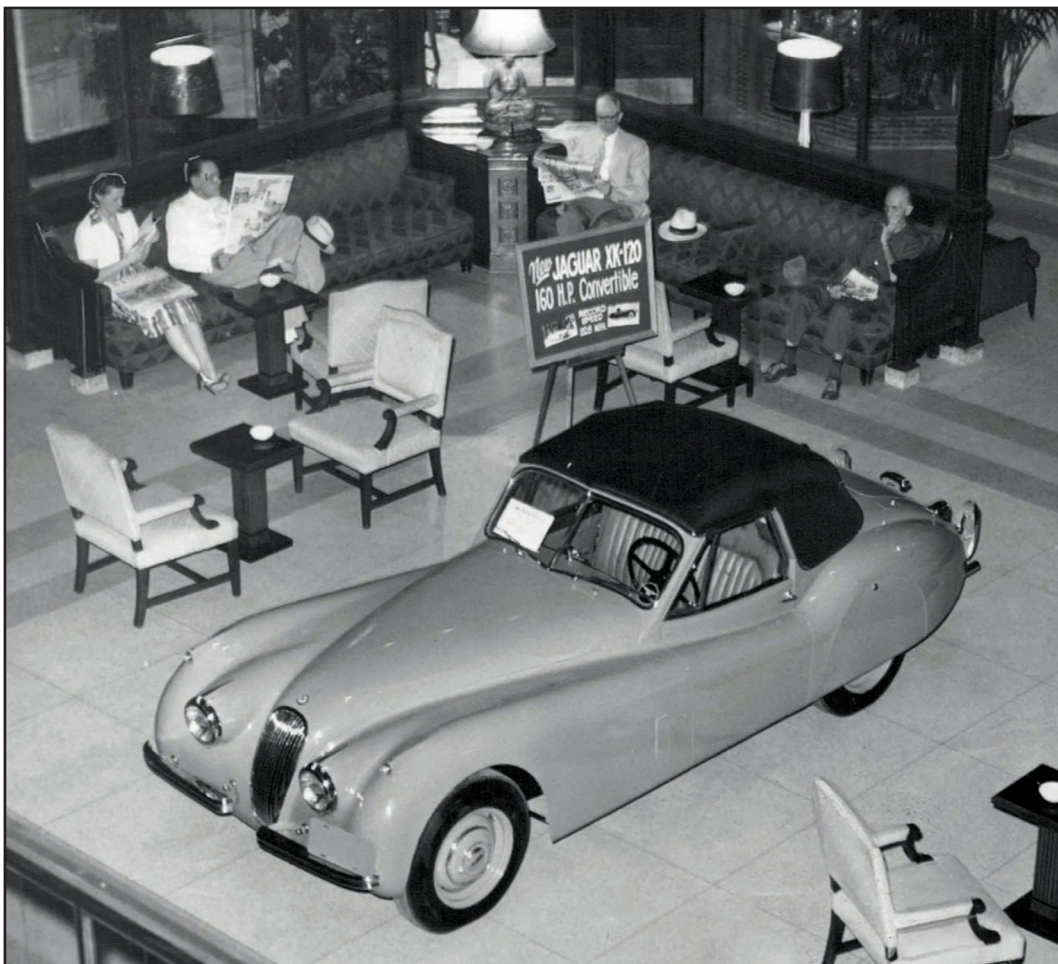


In December 2020, Australian supermodel and actress Gemma Ward, became a brand ambassador for Jaguar Australia to help fly the flag for the mid-size sedan range, the Jaguar XE. Gemma has appeared in Hollywood movies including 'Pirates of the Caribbean'.



The November 2023 edition of Jaguar World includes the following stories:

- ◇ 75 Years of Jaguar XK: 14-page special issue charting the life and times of the iconic XK120/140/150 which put Jaguar on the sports car map.
- ◇ XK X100 and X150: 10 page special on the affordable XK that is an alternative to the costly classic. They also have the extra degree of practicality afforded by a more modern car.
- ◇ Original E-Type: We sample a reference-quality E-Type which boasts just two owners in its 57 years.
- ◇ Jaguar v Bentley: We pit the last of the XJs against the might of the VW Group and come away surprised.
- ◇ Daimler Century: Founded in 1896, Daimler was the oldest motor manufacturer in British history to reach 100 years of continuous production. They sample the car that marked that anniversary – The Daimler X300 Century.
- ◇ Modern S-Type: Can you believe it's a quarter of a century since the wraps came off the S-Type? They were there in '98.
- ◇ Tech - AJ126: The Jaguar V6 which thinks it's a V8. Retaining the longer block and crank of the V8 means the AJ126 V6 engine has not 4 but 5 main bearings.
- ◇ Buying The F-Pace: What you need to know before buying Jaguar's first SUV.
- ◇ Workshop - XF Brake Service: Disc and pad change on this modern Jaguar.
- ◇ Workshop – XK Oil Pump: Checking crankshaft bearings, measuring end float and testing the pump.
- ◇ Archives: Snapshot from 100 years of Jaguar (see below). ●



From The Archives: Snapshot from 100 years of Jaguar

These days it's not unusual to come across a local dealer displaying a car in a shopping centre, or to find a supercar being raffled off in an airport departure terminal. Back in 1953 though, a lifetime before online configurations and direct sales had been invented, popping an entire motor vehicle into an unexpected location was a sure-fire way of grabbing the attention. Or was it?

As we see here, the then newly introduced XK120 convertible has been installed so casually into the lobby of Denver's Brown Palace hotel that it looks like part of the furniture. Certainly, the nattily-attired chap in the white suit seems singularly unimpressed by the Jaguar, with only a couple of guests even acknowledging its existence.

Japan - Supra-engined Jaguar E-Type

A Japanese manufacturer of motor oil and transmission fluids called ENEOS has revealed a Jaguar E-Type which, if one was honest, stopped being a Jaguar E-Type a long time ago.

The car is heading for the Las Vegas Convention Centre as part of the huge SEMA Show that takes each year.

Background

SEMA (Speciality Equipment Market Association) was formed in 1963 and now consists of 6,383 companies worldwide, bringing together original equipment manufacturers (OEM), aftermarket manufacturers, media, speciality equipment distributors, installers, retailers, and restoration specialists.

The largest of the SEMA events held annually during the first week of November is the SEMA Show at Las Vegas, held in conjunction with the Automotive Aftermarket Industry Week.

This auto show is not open to the public. Registration as media, manufacturer, buyer or exhibitor is required.

ENOS

This year the oil company has brought modified versions of a 1969 Jaguar E-Type, a 2003 Nissan 350Z, and a 1997 Toyota Land Cruiser Pickup to SEMA.

The cars are referred to as “Frankenstein Cars.” What’s fascinating about so-called Frankenstein cars is how builders harmonize parts from different worlds.

1969 Jaguar XKE 2+2

At which point it stopped being a straightforward E-Type remains up for discussion. It could be the moment it received a heart transplant, gaining a Toyota Supra’s 2JZ-GTE 3.0-litre turbo in place of its original 4.2-litre engine.

Or when said 2JZ was itself removed from a normal Supra sixer via a new factory head casting, better fuel injectors, a performance fuel system, reinforced pistons and rods and an uprated Borg Warner turbo and performance intercooler.

Maybe it was the revelation that this so-called ‘E-Type’ is expected to punch out 750bhp, a far cry from the original six-pot’s Sixties power output.

Was it the moment the E-Type’s not-an-E-Type engine was matched to an E36 BMW M3’s five-speed manual gearbox?

Or when its “slender hips” were armour plated with widened 3D-printed carbon fibre arches housing 17in custom-built alloys? Or when it received an E60 BMW 5 Series’s rear subframe, suspension setup and diff? Perhaps it was the addition of front brakes from a 2003 Corvette and rear brakes from a 2010 535i. Or when it was fitted with an OMP steering wheel,

racing harnesses and special seats. “This Jaguar certainly fits the Frankenstein theme of previous years and takes it up a notch with increased use of modern technology to update this classic sports car,” said ENEOS. ■

Information for this story from BBC Top Gear and Wikipedia.



UK - Jaguar XJ12 Restored With BMW V8

The owner of this British cat thought downsizing from a V12 to a V8 was a good idea.

The Jaguar XJ left an indelible mark on a young enthusiast that led to the creation of this interesting project. Instead of the V12 that once resided under the hood, the owner, Shaun Barnes, has fitted a BMW V8 from the E34 5 Series. Replacing a V12 with a V8 is already something people may object to, but fitting a BMW engine in a Jaguar? It's either brilliance or sacrilege, and we won't be the judges of which it is.

Barnes' fascination with the British brand began at seven when his father borrowed his boss's 1994 XJ. Since that day, the young Shaun vowed to own his own Jaguar someday.

Being the co-owner of Keltec Performance - a shop specializing in custom exhaust systems - Shaun is not one to settle for an ordinary modern sedan like the Jaguar XF. He decided to build his dream XJ.

In 2017, Shaun stumbled upon the 1987 Jaguar XJ12 that would become his fifth and most ambitious XJ project.

Shaun initially planned to restore the car within a year but soon discovered the challenges ahead. The complex twin-fuel tank system of the Jaguar proved to be an early obstacle. Undeterred, he swapped out the Jaguar's V12 engine for a newer BMW M60B30 V8 and introduced air suspension. The rear differential was replaced with one from an Aston Martin DB7, which gave it a stronger braking setup, too, replacing the original in-board discs with a conventional outboard setup.

Custom bumpers were meticulously crafted to achieve a sleeker look, and the car was adorned with a striking OEM-spec Carpathian Grey paint finish. Drawing inspiration from YouTube tutorials, Shaun took on the task of refurbishing the interior with leather upholstery.

Barnes also opted for aftermarket LED headlights - the same eBay headlights used by the Aston Martin Victor. The stock grille was modified to an eye-catching mesh design, while a modern XJS steering rack greatly improved the car's handling. Of course, Shaun's company, Keltec Performance, created a great-sounding exhaust to go with the sinister look.

Shaun's dedication to his project paid off when he entered the car into a prestigious car show, garnering significant attention and earning a place in the top 10.

What makes Shaun's creation even more exceptional is its originality; Jaguars are seldom modified, and enthusiasts typically favour maintaining these

classics in their stock condition as they view it sacrilegious to modify such a classic. However, Shaun's unique build has captivated the automotive community, earning respect and admiration from fellow enthusiasts. ■

Information for this story from CarBuzz



Classified Adverts

FOR SALE: 2010 XF PORTFOLIO

- ◇ Supercharged 5.0 litre V8 auto with paddles
- ◇ In red burgundy.
- ◇ 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.
- ◇ Owned since new, always garaged,
- ◇ Full-service history with no expense spared to keep this car in perfect mechanical condition.
- ◇ Travelled 200,000 Km.
- ◇ Car is currently located in Glenelg South.

PRICE \$20,000.

Please contact - Rosemary Ward

Email: rosemary-ward@changedrivers.com.au



FOR SALE: 2005 S-Type

The car has some electrical issues but is reportedly in great condition. The owner does not have the time to look after the car as he is a carer for his wife. All books & service history (all services by Solitaire).

There are issues with - the engine control module; security input; and climate control system. All issues require auto electrician to investigate and repair. (A report from a local mechanic available).

Front interior seats & carpets are v/g but the car needs a good clean. The vehicle is currently being stored under cover in Hendon.

Price: Best Offer

All reasonable offers considered.

The contact is an employee of the company owner that is selling the car. Please contact Justine Simpson. Email: Justine.s@dynek.com Phone: 08 8268 2033



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



Classified Adverts

FOR SALE - 1966 Mk 2 (4.2 litre)

- ◇ 1966 Mk2 manual, fitted with 4.2 litre engine,
- ◇ Toyota Supra 5 speed gearbox,
- ◇ Power steering, and
- ◇ XJ40 front seats.
- ◇ Original 3.4 litre block & original front seats included.
- ◇ Full history inc UK service records from 1967.

PRICE: \$38,000

CONTACT: Contact Dave Burton 0417566225



FOR SALE - 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



FOR SALE: 1984 XJ6 (S3)

This car is well known to many in the club and has enjoyed the many hours of help and attention of many of those members.

This vehicle is in lovely condition with an excellent interior and grey exterior. The top end has been rebuilt and the engine is perfectly balanced and exceptionally smooth and quiet.

Have to sell due to a lack of room.

Price \$15,000 (ono)

Please contact Mark Walker-Roberts 0401444919



FOR SALE - 2016 F-Pace 20D Prestige

- ◇ Interior upgrades
- ◇ Ceramic Protection
- ◇ 94,000 km

BEST OFFER

CONTACT: Ross 0424 024 199



Looking at Buying a V6 Jaguar XF?

There are currently over 150 Jaguar XF cars for sale on Carsales, Gumtree and Marketplace. The following is a collection of six (6) cylinder petrol models with less than 80,000km advertised during October 2023 and sorted by milage - low to high. The adverts are not endorsed by our club, and the cars may no longer be available for sale.



2010 XF Luxury 6cyl 3.0L Petrol Auto. 17,900 km. \$24,200 (NSW)



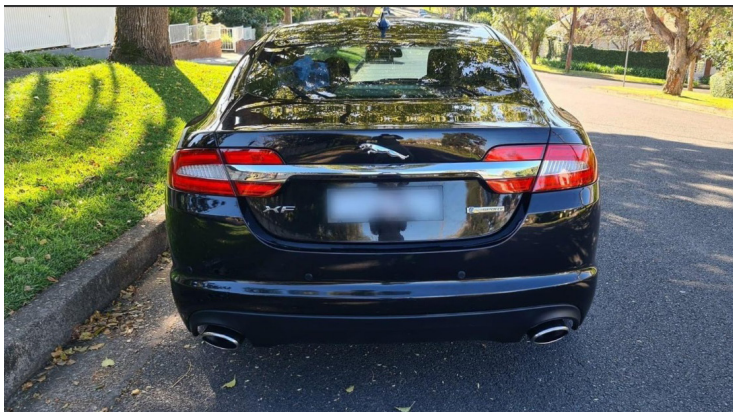
2013 XF Luxury 6cyl 3.0L (S/C) Auto. 39,000 km. \$30,000 (NSW)



2013 XF Portfolio 6cyl 3.0L (S/C) Auto. 58,890 km. \$34,990 (NSW)



2015 XF Luxury 6cyl 3.0L (S/C) Auto 58,950 km. \$39,990 (WA)



2013 XF Portfolio 6cyl 3.0L (S/C) Auto. 61,000 km. \$34,500 (NSW)



2012 XF Premium 6cyl 3.0L Petrol Auto. 62,000 km. \$29,800 (QLD)



2013 XF Luxury 6cyl 3.0L (S/C) Auto. 79,400 km. \$34,000 (WA)



2015 XF Luxury 6cyl 3.0L (S/C) Auto. 79,897 km. \$31,596 (WA)

Looking at Buying a V8 Jaguar XF?

The following is a collection of eight (8) cylinder Jaguar XF models advertised for sale during October 2023 and sorted by levels of trim. The adverts are provided for information only, are not endorsed by our club, and the cars may no longer be available for sale. *Cars are private sales unless otherwise noted.*



2009 XF Premium 8cyl 4.2L Auto. 255,000 km. \$21,000 (VIC)



2008 XF Premium 8cyl 4.2L Auto. 136,274 km. \$19,990 (WA)



2008 XF Premium 8cyl 4.2L S Auto. 152,000 km. \$24,950 (VIC)



2008 XF SV8 8cyl 4.2L (S/C) Auto. 145,500km. \$18,000 (VIC)



2009 XF Portfolio 8cyl 5.0L Auto. 176,000 km. \$15,000 (Vic)



2010 XF Portfolio 8cyl 5.0L Auto. 66,270 km. \$29,990 (Dealer QLD)



2010 XF XFR 8cyl 5.0L (S/C) Auto. 108,000 km. \$49,000 (NSW)



2015 XF XFR 8cyl 5.0L (S/C) Auto. 98,000 km. \$42,500 (NSW)

Event - Jaguar Ladies Group - Thursday Nov. 16th

Their final event for the year will be a tour of the Adelaide Oval and lunch in the lovely Bespoke Wine Bar on Thursday 16th November. A lovely day is planned to enjoy this wonderful iconic world class venue. All details are on Tidyhq and you will need to book by Thursday 9th November. Tricia Clarke (0422 128 066) triciaclarke_1@hotmail.com



YOUR REGISTRATION BY "TICKET" IS ESSENTIAL FOR ATTENDANCE

Please join us for a tour of the Adelaide Oval and/or lunch in the lovely Bespoke Wine Bar.

This event is for Jaguar Ladies only as our numbers are limited.

TOUR

This will take us behind closed doors to discover amazing history and secrets and how this iconic venue has turned into a world class facility. You will need to arrive at the Concierge Desk (through the glass doors) via the South Gate, War Memorial Drive, by 10:10am to make payment. Please note the Oval is a card only venue, so no cash.

The tour will start at 10:30am sharp and will finish at the Bespoke Wine Bar and Kitchen. The only stairs on the tour are in the scoreboard. A video will play for anyone who is not able to manage the stairs. Lifts and escalators will be used to make the path accessible.

Cost of the tour is \$23pp (group/seniors rate).

A wonderful opportunity to have a look at this amazing facility, ladies, if you haven't already done so.

LUNCH

The Bespoke Wine Bar and Kitchen is booked for 12:00pm. It is via the East Gate, Hotel Entrance, level 3, via escalator or lift. A menu packed with local flavour will be offered together with quality wines all in a contemporary stylish setting with panoramic views of the iconic Adelaide Oval. Lunch will include two courses - main, dessert and a glass of wine or soft drink for \$49pp.

PARKING AT THE OVAL

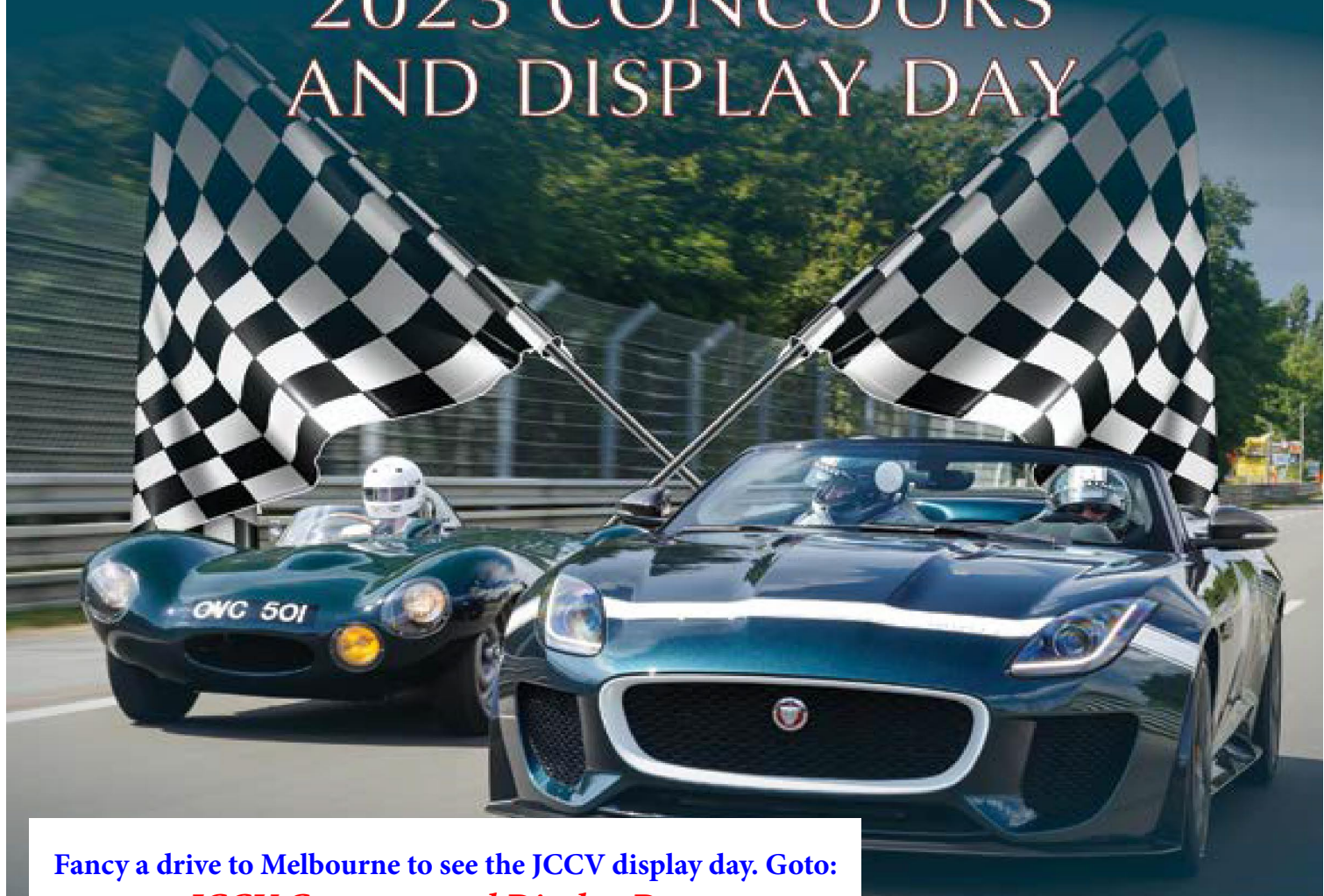
Provided by Wilson Parking at either the East or North Gate on non-event days. You can book a bay for \$10 at the North Gate. For more information check out wilsonparking.com.au, otherwise the Oval is easily accessible by public transport or perhaps your husbands/partners could provide a taxi service?

Hope you can all join us for another special day with our Jaguar Ladies Social Group.

Please register on TidyHQ by Thursday 9th November. *Ladies Tour of Adelaide Oval*

JAGUAR

2023 CONCOURS
AND DISPLAY DAY



Fancy a drive to Melbourne to see the JCCV display day. Goto:

JCCV Concours and Display Day.

Celebrating Jaguar's Sporting Heritage

SUNDAY 19TH NOVEMBER 10am - 3pm

WESLEY COLLEGE, GLEN WAVERLEY



CAT-A-LOG

\$8.00 NOVEMBER 2023
www.jagvic.org.au

Event - Compact Register Sunday Nov. 26th

This will be our final meeting for the year. Please check TidyHQ for full details. Compact Register members will receive a separate invitation, but the event is open to all Club members.



TWILIGHT PICNIC IN THE PARK

Oaklands Wetlands and Reserve,
237-265 Oaklands Rd, Oaklands Park SA 5046

Sunday 26 November, 5.00pm.

You are invited to our casual Compact Register Christmas Event

Enter from Oaklands Road, Marion, at the Hendrie Street intersection (See map attached) Drive to the main carpark at the end of the entry road. This is a good opportunity to get the Jag out for a run, good parking available.

This is a BYO Event . . . so bring your chairs, tables, esky, drinks, some special goodies to share. Whatever blows your hair back!

Please register so I know I will not be lonely!

[Compact Register Picnic](#)

Cheers - Philip Mob: 0402670 654. Email: philipprior@bigpond.com

SS, Mk IV, Mk V - Register Minutes (October)

SS, Mk IV, Mk V Register



Currently meeting the 3rd Wednesday of each month.

Minutes of meeting held at Kensington Hotel - Wednesday 18th October 2023.

Present:

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

Apologies:

Antony Veale, Warren Foreman, Ian Sholl, Andrew Hayes, Alan Miller, Greg Castle, Daniel Adamson, Rob Paterson, Des Brown.

Guests:

Nil

Previous Minutes:

The Minutes of 20th September 2023 as issued were accepted as a true record of the meeting.

Correspondence:

Nil

Welfare:

Bob K is up and about and feeling much better. Bob can drive again now much to the delight of his wife.

SS Register 50th anniversary 2024

No updates.

SA/VIC Border Run 2023: Mt Gambier.

- The run will be 3-6th November 2023
- Permit has been arranged for the display in front of the Tourist Info Centre.
- Some members are leaving from Tailem Bend at 9.30am on the Friday.
- Others are travelling down the day before.
- The owner of the Pt McDonell Museum has asked for all cars to be parked inside the fence when visiting so he can shut the gate.

Technical & Parts:

- Bruce is rebuilding his steering box before the Mt Gambier run.

- Bruce has found the air filter he was after.
- Ross was looking for welsh plugs for the MKV. He found some in the UK.
- They were \$20 each and \$40 dollars to get to SA.
- Ross found some in a Adelaide Repco store for \$5 each.

General Business:

- Car Talk

SS Register Meeting Dates:

- Next meeting is 15th November at Bob Kretschmer's Residence (I will be away so can somebody do the minutes please).
- No Meeting in December.
- 14th January at Malcolm's beach house.

If you can host a meeting for other months, can you please advise Brenton.

The meeting closed at 8.45 pm.

Brenton Hobbs
Register Secretary



1949 Mark V 3.5L Manual. 20,778 km. Early version (build No. 190). Low kms (leather binding still covers the rear suspension). Matching numbers. Stored inside under a cover. \$39,000 (NSW).



1950 Mark V 3.5L Manual. 1,000 km. Has air conditioning. Interior is in great condition. Been garaged the whole time the owner has had it. Brakes my need attention. \$35,500 (Vic).

XJ, Mk10, 420G - Register Minutes (October)

XJ, Mk 10 & 420G Register



*1973 XJ Series 1 & 2 celebrating 50 years
They meet the second Wednesday of each month*

Minutes of meeting held at 7.30pm on Wednesday 11th of October, at the Bartley Hotel, West Lakes Shore.

Present:

Steve Arthur, David Bicknell & Margaret, Tom & Marj Brindle, Peter & Heather Buck, Don & Margaret Bursill, Andrew & Margaret Byles, Bob & Daphne Charman, Richard Chuck, Jeannie DeYoung, Alan & Lorraine Davis, Fay Leyton, Dean McCarthy, Louis Marafioti, Graeme Moore, Paul Moore, Sandy Nicholson, Trevor Norley, Craig & Zyra Norley, Dy & Rara Norley, Brian & Ann O'Shaughnessy, Borys & Ellaine Potiuch, Michael & Jo Pringle, Evan Spartalis, Andrew & Simone Tessari, Don Tyrrell.

Apologies:

Fred Butcher, Jonathan Harry, Don & Elaine Cardone, Alan & Lorraine Davis, Don & Toni Heartfield, Gary Monrad & Oggi Stojanovich, David & Angela Nicklin, Geoff & Margaret Thomas.

New Members:

Craig & Zyra Norley, Dy Norley and Rara Norley.

Tonight's Lucky Draw:

Ellaine Potiuch was tonight's lucky winner.

Previous Minutes:

Approved by Jo Orford, seconded Geoff Thomas.

General Business:

1. The 50th anniversary book is now

available to purchase online.

2. Next ladies group lunch is 16th November at the Adelaide Oval.

3. Jag Day , 29th October at Civic Park.

4. Multi Valve Xmas run November 24th. Details to follow.

5. XJ Mk10 420G run for 2024 is in the planning. Sovereign Hill, and Castlemaine.

6. Our November meeting is AUTION NIGHT.

7. Our Xmas Dinner and Show have added one more table. 4 seats left.

8. Our Register planning day cruise and lunch – Early November.

CAR TALK

David Bicknell: The 420 going well. New roof lining.

Tom & Marj Brindle: Took the Mk 2 to Pt Fairy – went well.

Peter & Heather Buck: All good. Heather drove the Jag 2 years ago.

Don & Margaret Bursill: XJ12 going well.

Andrew & Margaret Byles: XJS out of the shed. Cleaned the engine

Bob & Daff Charman: All cars going very well thanks.

Fay Leyton: Had all the hoses replaced on the XJ.

Richard Chuck: X-Type to Sydney. Shredded a tyre, apart from that all good.

Jeannie DeYoung: Car looks good in the garage.

Dean McCarthy: X300 Been overseas. Car covered in shed.

Louis Marafioti: XJ8 all is very good.

Graeme & Betty Moore: Been away and all the cars still OK.

Trevor Norley: Series 3 going well. Had auto trans serviced on X Type.

Bryan & Ann O'Shaughnessy: Going well around Woodcroft.

Borys Potiuch: Blue Jag almost ready for the road. About 12 more years.

Michael & Jo Orford: Jo's XKR in the garage waiting for parts.

Andrew & Simone Tessari: Took the Series 2 out for run and brakes seized. Got it going – all good now.

Don Tyrrell: Had the Mk 10 out quite a bit lately. The XJ is like a dream.

All others had nothing to report

Meeting closed 8.15pm.

Our next Register meeting will be at the Bartley Hotel on **Wednesday 8th November, 2023. – AUTION NIGHT-** Looking forward to seeing you all there.

Bob Charman
Register Secretary

8th NOVEMBER

AUCTION



Scotland - More Barn Finds



It's always fascinating to crack open an old barn or garage to see what's hidden inside. Anglia Car Auctions recently chronicled a collection of vehicles in Scotland, which includes MG's, Corvettes, E-Type's and several XK's. All due to go under the hammer in November. For more details please goto: [Scotland Barn Find](#)



Brett Lewis
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Director
Sales Executive



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



Karlie Ridley
(02) 83580999
Rental
Management

Club Notices

GENERAL MEETING ROSTER 2023/24

October	Multivalve Register
December	XK, 7, 8, 9 Register
February	E, F, GT Register
March	XJ, Mk 10, 420G
April	Multivalve 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.

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Minutes of the JDCSA October 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 2023 -2024

Club Postal Address:

PO Box 6020, Halifax Street, Adelaide SA 5000

Club Web Site / Email

Web: www.jdcса.com.au

Email: jdcса@mail.tidyhq.com

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

7.30pm at "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

Vice President: Graeme Moore.

Mobile: 0467 066 797

vicepresident.jdcса@mail.tidyhq.com

Treasurer: Heather Buck

Mobile: 0432 549 086

treasurer.jdcса@mail.tidyhq.com

Secretary/Public Officer: Steve Weeks

Mobile: 0414 952 416

secretary.jdcса@mail.tidyhq.com

Membership Secretary: Daphne Charman

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

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

XK & MK 7, 8, 9 - Meet TBA

Steve Weeks: 0414 952 416

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

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

Bob Charman: (08) 8248 4111

xjregister.jdcса@mail.tidyhq.com

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

Vacant:

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

Club Services/Club Representatives

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

Mobile: 0414 952 416. E: publicofficer.jdcса@mail.tidyhq.com

Jaguar Ladies Social Group: Tricia Clarke.

Mobile: 0422 128 066. Email: triciaclarke_1@hotmail.com

Log Books: Bob Charman

Phone: 8248 4111. E: logbookofficer.jdcса@mail.tidyhq.com

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Librarian: Tom Brindle.

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Web Master: Vacant

webmanager.jdcса@mail.tidyhq.com

TidyHQ Administrator: Tim White.

Mobile: 0419 809 021. E: 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.

Australian Council of Jaguar Clubs (ACJC)

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

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



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