

CLASSIC MARQUE

December 2023

Merry
Christmas



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THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA



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2007 Jaguar XK X150 4.2L V8

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SNJ042 77,056 km **\$59,990**



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SNJ032 164,926 km **\$18,990**



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SNJ840 153,351 km **\$39,990**

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Club Torque - President's Report



President's Report December 2023

Another month gone and although there was no General Meeting there was still plenty happening around the club in November; to name a few events: the SS Border Run, Ladies Group visit and lunch at Adelaide Oval, XJ Register Auction Night and a contingent travelled to Melbourne to the JCCV Concourse.

As I sit down to write this report there are only 35 more sleeps until Christmas and yet apart from our last General Meeting of 2023 - the Christmas Meeting on the 5th (see Tidy HQ for details - booking and payment is essential before 1st December) there are five more Register activities including the XJ Register Christmas Extravaganza where there are 110 people booked to attend. Someone seems to be doing something right or we wouldn't be so busy!

Moving in to 2024 things are looking just as active with potentially two events before the next General Meeting in February (keep in touch via Tidy HQ).

On a personal note (forgive the indulgence) after 4 years - 3 in storage, 1 in our shed - a move to SA, a marriage and settling into a new life I have finally re-started the Daimler DJ 254 restoration (it started in 2011) ... little steps but I have started. It is exciting, this is a car with a very interesting history. It must be finished - whether-or-not I am the final custodian remains to be seen - I rather fancy an XK 150, red and convertible - but for now I am back on the case.

As I sign off for the year it only remains for me to wish you all a very Happy Christmas. I hope you all get the opportunity to spend quality time with family and close friends. If you are travelling be safe, make good choices and enjoy the break. From Josephine and me our very best wishes and we look forward to catching up and doing it all again next year.

Mind how you go.
Michael Pringle



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Front Cover:
Merry Christmas (Noel Schmidt)

Back Cover:
Merry Christmas (F-Type)

The Executive of the Jaguar Drivers Club of South Australia wish all Members a very Merry Christmas and a Happy, Healthy 2024

Events Calendar 2023/24

DECEMBER

JANUARY

FEB

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. XJ, Mk10, 420G Christmas Dinner
TUESDAY 5th DECEMBER	JDCSA Christmas Function. "The Junction", Anzac Highway, Camden Park. This is a fixed Christmas menu, table seating only event with after dinner entertainment. An extremely brief 'notices only' meeting at some point. Registration through Tidy HQ by Friday 1st December is the only way to attend this event - NO WALK UPS! Please be there by 6:00pm, dinner served at 6:30 - then the fun! December Christmas Function
THURSDAY 7th DECEMBER	XK & Marks 7, 8 & 9 Register Christmas Lunch. From 11:00am - 4:00pm. 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 XK & Mk 7, 8 & 9 Register Christmas Lunch
WEDNESDAY 13th DECEMBER	XJ, Mk10, 420G Register Meeting: From 6.00pm - 9.00pm. The Bartley Hotel, Bartley Terrace, West Lakes Shore. All welcome! This will be a get together for a Christmas Meal and drinks. Please add the date to your calendar.
THURSDAY 14th DECEMBER	E, F & GT Christmas Dinner & Get Together. From 7.00PM A dinner has been organised at the Somerton Surf Life Saving Club. Pay as you go. Alan Baker has also kindly invited members back to his home, for those who would like to kick on a bit for a few drinks and a get-together after the dinner. Numbers are needed for catering, so please register by 7th December. More details and registration via TidyHQ: E, F & GT Christmas Dinner & Get Together.
TUESDAY 26th DECEMBER	Deadline For All Articles For January Classic Marque (Inc. Classified Adverts). Thank you. Please contact Editor: Graham Franklin M: 0490074671 or Email: editor.jdcsa@mail.tidyhq.com
	NO JANUARY GENERAL MEETING
SUNDAY 14th JANUARY	SS, MkIV & MkV Register Summer BBQ. From 12.00 Noon. Sunday afternoon at Malcolm Adamson's seaside retreat at Seaford. Can members please advise Brenton if they will be attending the Lunch. 0419 345 775.
WEDNESDAY 17th JANUARY	SS, MkIV & MkV Register Meeting: 6.00pm - 8.30pm. Next meeting is at Bruce Fletcher's + pre-meal at Gawler Hotel More details will be provided via email. Can members please advise Brenton if they will be attending the meeting. 0419 345 775
THURSDAY 18th JANUARY	Jaguar Ladies Social Group Lunch. 12:30pm - 2:00pm Lunch will be held at the Kensington Hotel. More details will be provided via email & TidyHQ. Please add the date to your calendar.
SUNDAY 21st JANUARY	XJ, Mk10, 420G Register Annual New Year's Breakfast: 9.00am - 11.00am Kick off the New Year at the Birkenhead Tavern, 3/7 Riverview St, Birkenhead. This event is open to ALL members and we love to see the car park full of Jaguars / Daimlers. More details will be provided via email and TidyHQ
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.
TUESDAY 30th JANUARY	Deadline For All Articles For January Classic Marque (Inc. Classified Adverts). Thank you. Please contact Editor: Graham Franklin M: 0490074671 or Email: editor.jdcsa@mail.tidyhq.com
TUESDAY 6th FEBRUARY	JDCSA General Meeting. "The Junction", 470 Anzac Highway, Camden Park. Registration through TidyHq is required if you intend to have a meal prior to the meeting. The meeting starts at 7.30pm with meals available from 6:00pm. More details will be provided closer to the event. Please add the date to your calendar.

Death Notices

Unfortunately, November 2023 has brought us sad news regarding the loss of two former club members. Both were very active members in the years gone by and our Club offers our sincere condolences to their families for the loss of both Colin and Maurie.

2024 Club Calendar

The 2024 JDCSA Calendar will be available at the December Christmas meeting and also available from Register Secretaries. If you are unable to pick up a calendar, please contact your Register Secretary or Executive member for a copy.

December Classic Marque:

There are stories from new members Gary Dodd and Michael Nicholls as well as lots more to read, including coverage of past events, news from Jaguar, Jaguar related stories, the latest Magazines and upcoming events and happenings.

Finally, a Merry Christmas and Happy New Year to all fellow Jaguar owners.

PS: While you are on holidays, please forward me a story.

Cheers
Graham



Vale - Maurie Rana

Maurie joined the club in 1981 and received his 40-year certificate and badge in 2021. Maurie and his wife Maureen were very active members of the club, and Maurie was the foundation secretary of the XJ, Mk X, 420G Register. Both were well known to many people in the club, especially long-term members.

Maurie organized many Register runs including Mt Gambier and Naracoorte. They both attended National Rally's including Tasmania & Perth, to name a few.

Maurie's pride and joy was his lilac Series 2 XJ6 short wheel base. Maurie's son Trevor continues as a member of the club and still has the XJ6. On behalf our club I have sent condolences to Maurie's family.

Steve Weeks
JDCSA Welfare Officer



Vale - Colin Sutton

Colin joined the club in late 1974 and was member No. 211. Due to ill health (Alzheimer's), Colin retired from the club and has spent the last few years in a nursing home. Colin was a butcher by trade and

generously donated food for club events including Concourse BBQ's that were held at Rob Smith's home.

As well as attending many National Rally's, Colin is most probably best remembered for his XJ-13 recreation that he campaigned in a number of Classic Adelaide Rally's.

Colin's funeral was conducted on the 24th of November at St Matthew's Church, Bridgewater and was attended by members of the club.

We offer our sincere condolences to his wife Barbara, son Matt and daughter Julianne.

Steve Weeks
JDCSA Welfare Officer



Colin Sutton and XJ-13R competing in the 'Classic Adelaide' Rally 2006

Letters To The Editor

Hello,
I spoke to Phillip Prior yesterday regarding my "needle in a haystack" hunt for my Grandad's 1961 Jaguar MK2 3.8 litre 6Cyl Auto (Cream with burgundy interior). See photo attached.

I am hoping to put something into your magazine to help find it - but also if I can't find that particular car to find one the same. I would like to buy it for my dad for his 80th birthday.

The number plate was not transferred with the sale of the car - it was used on the other cars he owned after.

His name is Ralph Grosset and he bought the car from Bryson Motors in Adelaide.

He also owned a car in the early to mid-1960s which was the same model but was Burgundy in colour with a cream interior and manual not auto. Would love to know if that is still around too!

Hoping you can help.

Thanks and regards.

Sasha Grosset

0418 822 460

sasha@sgdc.com.au



If anyone knows a Mark 2 owned at one point by Ralph Grosset please contact Sasha Grosset (or the editor).

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 December, 2023 magazine:

- ◇ Gary Mitchell: 2009 Jaguar XF 3L Sedan
- ◇ Graeme & Cynthia Nicholson: 1984 Jaguar Sovereign XJ6 Sedan

The following application listed in the October, 2023 Classic Marque magazine has been accepted:

- ◇ Michael Nicholls: 1968 Daimler 250 V8 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

Ex Colin Sutton XJ13 Re-creation

Ex Colin Sutton XJ13 Re-creation

Replica cars are often looked down on by collectors and aficionados as 'second best', however there are definitely 'replicas and replicas' and Colin Sutton's was one of the finest re-creations of a classic you will ever see.

Starting in 1980, the car was built using Jaguar's original plans by John Wilson (Vehicle Engineer in Canberra/Sydney region) and finally appeared in 1992.

Not so much a replication but a re-creation of the original, even down to the identical wheels (the only set surviving from the original casting). Brakes and suspension are all Jaguar.

The body panels use the identical grade of alloy rivets used in the original XJ13. It also uses identical glass for the screens, Plexiglas side and rear.

After Colin bought the car, he completely rebuilt the engine and changed the single overhead V12 to four camshafts, as in the original, using two X300 cylinder heads. The 7.0 litre engine was dyno-tuned and measured at 700bhp.

Colin also carried out significant additional work to make the car as close to the original car as possible.



Colin campaigned the XJ-13R in many events including Targa Tasmania, The Dutton Rally, Geelong to Adelaide Rally, Aust F1 Grand Prix, 2012 Melbourne F1 Grand Prix, Classic Adelaide Rally (twice), the Shannons Classic Car Demonstration, The Pebble Beach rally in 2010 and numerous North American Jaguar meets.

Colin subsequently sold the car and when the car was back in Adelaide in 2018 it won Best Vehicle out of 900 at the "All-

British Day" (Feb 2018), and was voted joint winner of the National Jaguar Rally at Birdwood National Motor Museum, SA, April 2018.

Jaguar test driver Norman Dewis drove the car in July 2004 and commented on how close it drove to the original.

Last we heard was that the XJ-13R was for sale in Brisbane for a lot of money. ■



Colin Sutton's XJ-13R at Pebble Beach 2010

New Member - Gary Dodd

I first became interested in cars as soon as I got my licence way back in 1979. My first car was a 2 door Subaru which was purchased sight unseen from a dealer in Victoria which to my relief was a good reliable first car, but I had the need for something a bit sportier and a couple of years later I bought a Ford Escort RS 2000.

But alas I got married, wanted to get a house, so the Escort was sacrificed and in 1983 bought our first house and for the next 30 years plus, owned good family cars. We were then able to purchase the car we wanted which finally took us to Jaguar Solitaire and a new 2016 Jaguar XE was in our garage.

But more was to unfold, I was invited to a Jaguar drive day at Mallala which was a fantastic experience driving Jaguar F-Types and sedans. I then knew that I wanted either an F-Type or XKR and it fell into place, and I purchased in 2020 a 2017 F-Type R-Dynamic which had only been driven 8000 KMs from new.

Currently I am a member of the Sprite Car Club (I have a 1964 Sprite), also a member of the Sporting Car Club and 4 years as past chairman of the Classic Section.

Currently I still own the F-Type, Austin Healey Sprite and have replaced the XE with a 2021 current model XE, which is just a joy to drive.

As a club member I would not recommend relying on Satnav, as once on a club run, I lost the group so I engaged my Satnav, which funnily enough took me on my own drive totally lost on a dirt road. I had to track back to our morning tea destination to follow the notes again, I got a rousing reception as the club chairman, arriving 40 minutes late for lunch!

I look forward to meeting as many of you Jaguar enthusiasts over what I hope to be a long and enjoyable and active membership.

Gary Dodd

Editor: Thank you Gary for your words and photos. I note that you did the "Climb to the Eagle." Hope we can catch up on future runs.



New Member - Michael Nicholls

Hi Members,

I've had my Daimler approx. 2 months and already completed a few small jobs on it. It's in reasonably good condition but like all old cars, would benefit from some item renewals, etc.

This is not my first classic. That was my first car purchased at age 20 ... A 1963 3.4 Mark 2 auto in Sherwood green with same colour interior.

With the Mark 2, I completely rebuilt the engine in a council lock up garage without any power.

The only light was from a car battery powered lead light. I would charge the battery at home whilst at work. Then after dinner every night I carried the charged battery 100 metres to the garage. I worked until 10pm or so every night and then returned home carrying the battery to be charged again for the next night shift.

At weekends it was better as I had natural daylight.

To give me room to completely disassemble the engine, etc., I pushed the car back to my parent's house until I'd finished the rebuild. This took about 6 weeks while waiting for a rebore and new parts, etc.

When finished, I hired an engine crane and with the help of a few mates refitted the engine with transmission attached.

Everything went well and the following day I started the engine. All was good and later that day I went for a short drive.

All of this work was carried out by the light of a battery powered lamp with no power tools and by myself... at age 20. To say I was pleased would be a huge understatement.

Next came a Datsun 240z LHD manual in metallic blue. This was a great fun car.

Soon after that was sold, I bought an E-Type V12 2+2 manual. At the time of owning this I was still quite young and saving for a house, so it didn't get used as much as I'd have liked... bloody thing was thirsty!

My last classic was a Holden HQ Kingswood 1974 Chev 381ci auto with many engine modifications including alloy heads, forged pistons, rods and much more.

I also fitted a Holley sniper EFI unit... This was a great addition and improved cold starting. I restored this over a period of 10 years (no rush then!) I had to put it through Regency as the engine size had increased. It passed first time with flying colours, even with an exhaust that was slightly over the DB level.

This car had a high HP motor and transmission mods, etc..... my passion being drag racing. I sold this just over a year ago and so have been Classic less

since then until my recent purchase.

I had been in the motor trade all my working life. Starting off in the UK in 1976 with a British Leyland apprenticeship and working at their London Park Royal centre.

A few mechanical jobs followed and then I became workshop manager for a Volvo dealer, still in London.

Moving out of London to Oxfordshire a few years later I took a role as service manager for a large multi franchise dealer.

After 4 years, and rather disillusioned with large businesses, I decided to give self-employment a try.

I had 10 years running a successful garage in Oxfordshire, and then in 2004 I made the big move here with my wife and 2 kids in tow.

I recently retired having had car businesses in Hazelwood Park and Kensington Park.

I've only one picture of the car at present and have attached it.

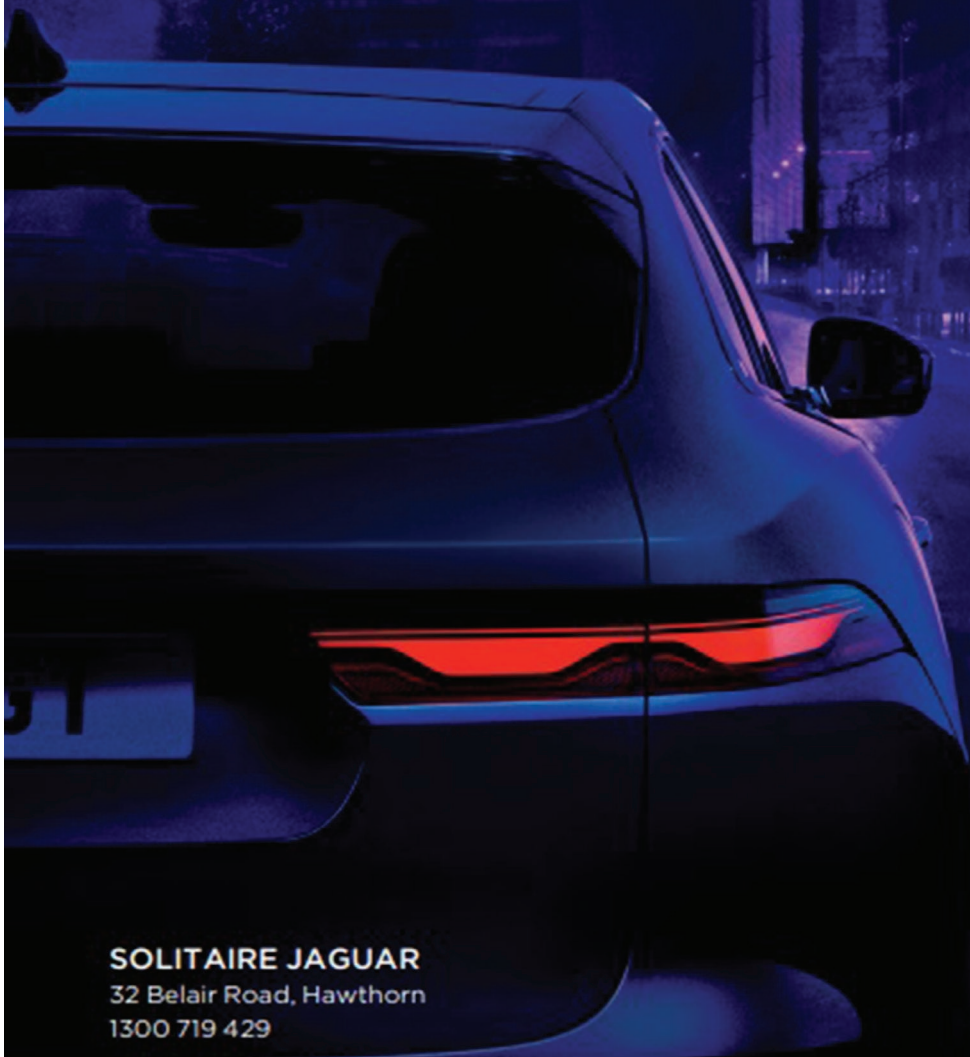
Michael Nicholls

Editor: Thank you very much for your story. The Daimler members in the club will be pleased to meet you and see your car.



CUT FROM A DIFFERENT CLOTH

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JLR To Spend £10m To Fend Off Keyless Car Thefts

JLR is retrofitting additional security to all post 2018 models, as their cars become uninsurable in the UK.

According to a recent report by "Confused.com", the following are the top 10 most frequently stolen cars in the UK from March 2022 to March 2023.

JAGUAR models are not on the list: -

1. Land Rover R Rover Velar R-Dyn HSE D180 A
2. Land Rover RR Sport HSE Dyn Black P400E A
3. Lexus RX 450H CVT
4. Lexus RX 450H F Sport CVT
5. Land Rover Range Rover Sport SVR S/C Auto
6. Land Rover R Rover Sport HSE Dyn P400E A
7. Land Rover R Rover Velar R-Dyn S D180 A
8. Ford Fiesta Zetec S Red Edition
9. Ford Fiesta Zetec S Black Edition
10. Land Rover R Rover Sport HSE Dyn SDV6 A.

The knock-on effect of luxury car theft is that on insurance premiums in the UK, as illustrated by analysis by "The Daily Telegraph". It found just two insurers willing to cover a Range Rover Velar R-Dynamic in London, with an average annual premium coming in at £22,515 (Au \$27,770).

With 6 out of the 10 most stolen cars, this has become a huge PR problem for JLR. Chief executive, Adrian Mardell said continuing improvements in anti-theft software and hardware will lower the number of thefts dramatically.

"We're very confident that our vehicles being purchased today are in a much more protected state than they would have been two to three years ago," he said.

The company is working with owners of the previous-generation flagship Range Rover models in two ways to reduce thefts, Mardell said. The first one was to ensure log-in details of the InControl

app, which allows remote access to the vehicle, were being correctly transferred to new owners. The second was updating the car's body control module, which oversees security.

It is believed the upgrades involve making the codes and frequencies less hackable, but JLR was reluctant to share details.

JLR is retrospectively rolling out security improvements to all its cars built from 2018, with some 65,000 vehicles updated already, with JLR saying they will be contacting more clients directly in the near future.

It is not clear if Australia or other international markets are similarly affected, or if JAGUAR models are included in the upgrade. ■

Editor: Information for this story sourced from AUTOCAR, Confused.com, and The Daily Telegraph.

How Hackers Steal Cars Fitted with Keyless Technology

The convenience of keyless technology, that many new car owners have, has now created a downside.

Thieves are able to purchase electronic hacking equipment which tricks the car's security system into unlocking the doors and starting the engine without the keys. The devices can be purchased for as little as Au\$150.00 each, according to experts.

It all comes down to radio frequencies, which criminals can hack into simply by standing near an owner's house where the car keys are kept. Copying and boosting that signal and then relaying it to a second thief who can then open the doors and drive the car away.

Ultra-wideband Technology (UWB)

JLR was the first manufacturer to implement UWB technology and by doing so, successfully protects its latest vehicles' keyless entry systems from the relay attack. UWB can very accurately determine the distance between the key and the car, thus foiling thieves. While this is positive news for new vehicle security, older model cars remain vulnerable to theft.

How to Protect Your Vehicle

Certain metals are capable of blocking key signals. Storing your fob in an

aluminium drink can, a small metal box, or keeping your keys in the fridge will stop radio signals being transmitted.

"Faraday pouches". These cheap wallets shield the key's radio signal from being transmitted. Experts say that keeping your car key in a pouch and at least 5m away from their front door may also help.

If you cannot lock your car in a secure garage, parking in well-lit areas, using a steering wheel lock, installing an immobilizer or smart car alarm, are still effective in helping to stop cars from being stolen. ■

Editor: Information for this story sourced from Daily Mail Australia.



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UK - EV Insurance Costs Ballooning

In the UK, EV premiums have risen 72% in the past 12 months, compared with 29% for petrol and diesel cars.

“Autocar” recently reported that the cost of insurance for all car types has increased over the past 12 months, due to factors including used car and spare parts price inflation, labour shortages, extended vehicle loan times, the rising numbers of personal injury claims and insurers’ falling investment returns.

“Thatcham Research”, a specialist in automotive risk intelligence, highlighted the challenges that insurers face in covering EVs and the factors influencing the vehicles’ higher premiums. They include higher incident claims costs than for ICE cars, longer repair times and the expensive requirement for the safe storage of damaged EVs.

Figures from the “Association of British Insurers” show that claims for EVs are 25.5% more expensive than for their petrol and diesel-engined equivalents and that their repair times are 14% longer. Thatcham’s report also raised the consequences of collisions for the viability of an EV, noting that “there is a concerning lack of affordable or available battery-repair and post-

accident diagnostic solutions, leading to EVs being written off prematurely and causing claims costs to rise disproportionately”.

On this point, a major problem for insurers is the high cost of a replacement battery relative to the declining value of the EV to which it would be fitted. They range from £14,200 (A\$27,000) to £29,500 (A\$56,500), which Thatcham noted was more than the market value of the average EV after only one year.

This is turning the insurance model on its head, according to Thatcham engineering manager Mark Fry. “Where in the past the balance of risk has been on the driver, as this new EV technology comes in, we’re starting to see the risk shift towards the car,” he said.

Australia

Last year, a report from the “Insurance Council of Australia” (ICA), showed that there were several reasons why the cost of insurance premiums for electric vehicles varied to petrol or diesel cars: -

- *In the first instance, electric vehicles were generally expensive vehicles to purchase. The highest risk to an insurer is the market value of a car.*

- *The technology and parts in an electric vehicle are more expensive to produce and replace, specifically motor parts and battery.*
- *Repairing damaged electric vehicles requires importing parts to Australia.*
- *There are few electric vehicle service centres around Australia that can repair electric vehicles. Vehicles may need to be transported to a distant location to be repaired.*
- *Repairing EVs requires specialist tradespeople. At present there are few of these trained people in Australia.*
- *Dealing with damaged electric vehicle batteries is time and labour consuming. It also requires speciality equipment and disposal (recycling) methods.*
- *The supply chain in Australia is in its infancy leading to higher costs and the situation here will not improve until the demand and then supply increases.*

ICA also pointed out “many factors are considered when calculating a premium, this includes the risks associated with the driver’s profile.”

Editor: Information for this story sourced from AUTOCAR and the ABC.

UK - Tom Walkinshaw Racing (TWR) Resurrected

Editor: Following last month story in Classic Marque that Fergus Walkinshaw was following in his father’s footsteps and had resurrected the TWR brand again to pursue bespoke engineering projects., more information has been released.

TWR is Back

And the first project for the former British racing team is a restomod Jaguar XJS, created with help from designers Magnus Walker and Khyzyl Saleem.

With its special place in TWR history, the XJS was chosen as the company’s first project to be ‘brought into the 21st century’.

TWR has enlisted Magnus Walker, the Sheffield-born fashion designer and renowned car collector, as a design consultant. Walker said: “The XJS is a car that’s sort of misunderstood. I wanted to make my mark on it”.

Digital designer Khyzyl Saleem will work alongside Walker at TWR. Saleem has become famous for his radical car

styling creations, both real and virtual. His Instagram channel boasts more than one million followers.

“It’s the first project I’ve been involved in where I’m not just designing a bodykit, but creating a fully functioning, performance-driven car,” said Saleem. “It’s going from what I’m known for, the

digital space, and adding real credibility to my work.”

More details about the new TWR Jaguar XJS will be revealed in early 2024. We’ll be intrigued to see it. ■

Information for this story sourced from Motoring Research and CarScoops..



TWR Returns With a “re-imagined” Jaguar XJS Penned By Magnus Walker and Khyzyl Saleem. The sports car’s debut is scheduled for early 2024, featuring significant visual and engineering upgrades over the original.



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2017-2023 I-Pace Recalled Due to Fire risk

Editor: The Jaguar I-Pace is not one of those EV's that you hear about catching fire. There have been a few instances in the past, but it is neither common or a vehicle particularly prone to it, so whenever we hear about a new one, it's surprising.

Safety Recall

In June 2023 an Australian recall campaign H441 was issued for 2017-23 Jaguar I-Pace vehicles. The recall initially effected 368 vehicles.

In November 2023, a further 5 cars have been added to the recall list.

The Problem

It was reported that due to a software issue, some vehicles may experience a thermal overload in the high-voltage battery pack assembly.

If this occurred, vehicle occupants may notice smoke or fire emanating from underneath the vehicle, which posed a risk of injury to vehicle occupants, other road users and bystanders, and a risk of property damage. For this recall, the Jaguar dealer was to update the Battery Energy Control Module (BECM)



Jaguar I-Pace that caught fire while being charged (Europe).

software that monitored the operational status of the high-voltage battery pack - this would provide:

- i. an enhanced level of driver warnings if the high-voltage battery exhibited symptoms which may lead to thermal overload; and
- ii. temporarily limit battery charging capacity to 75% if such risk existed.

Owners of affected vehicles will be contacted directly by their JLR retailer to arrange a software update, free of charge.

Drive has contacted JLR Australia to find out if vehicles have been impacted locally. This story will be updated with its response. ■

Editor: Information for this story sourced from DRIVE Australia.

Jaguar (India) to Pay Customer for Faulty XF Diesel Engine

Editor: As a change from Jaguar stories emanating out of the UK and USA, here is one that made the Newspapers in India.

Jaguar Land Rover India has been directed by a Consumer Court in Chennai to either pay compensation or provide a new engine to the owner of "Pothis" - an Indian textile retailer.

S Ramesh, the managing director of "Pothis", purchased a Jaguar premium luxury diesel XF 3.0L, from Jaguar dealership "VST & Sons" for Rs 61 lakh (Au\$112,000) in January 2016.

However, in March 2018, while on a personal trip to Bangalore, the car suddenly stopped working with a loud noise. Despite the car being within the warranty period and having only 22,400km on the odometer, the engine had failed. Ramesh managed to get the car towed to a showroom in Bangalore, where the engine was replaced for free.

The following year, the car experienced a similar issue, but this time "VST & Sons" refused to replace the engine for free as the warranty had expired. Consequently, the car remained unused and was stuck at the service centre for over a year.

Pothis subsequently lodged a complaint against "VST & Sons" with the 'Chennai District Consumer Disputes Redressal Commission', alleging that the car was sold in a defective condition.

"VST & Sons" argued that the engine malfunction was a result of excessive usage for commercial purposes and improper maintenance by Pothis. They also cited the delay in returning the car was due to the COVID-19 lockdown.

Jaguar Land Rover India, based in Mumbai, contended that "Pothis" failed to provide any evidence to support their claim of manufacturing a defective car. While "VST & Sons" offered to replace the engine at 50 per cent of the invoice value [approximately half of Rs 42.2 lakh (Au\$77,000)].

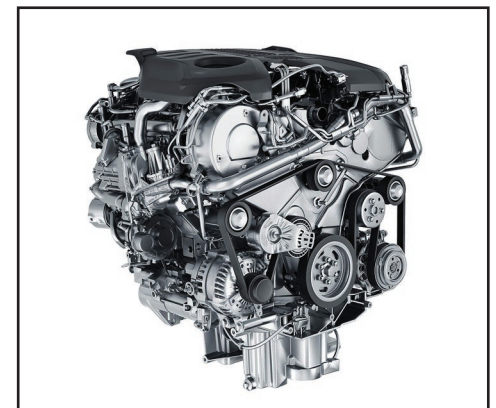
Pothis insisted on receiving a new car, which Jaguar considered as an unjust demand.

The commission, however, rejected the arguments put forth by "VST & Sons" and Jaguar Land Rover India.

Ramish did not get a new car, but the commission ruled in favour of

"Pothis", ordering JLR India either pay compensation of Rs 42.7 lakh (Au \$78,000) or provide a new engine, in addition to Rs 55,000 (Au\$1,000) in damages. ■

Editor: Information for this story sourced from 'The Economic Times' India.



The AJD-V6 diesel engine was first developed by Ford of Europe for Jaguar Cars. According to posts on "Jaguar Forum", the engines have been known to have crankshaft bearing failures and also complete crankshaft failures, which can range from spun main bearings starving the bottom end of oil to the crankshaft actually snapping.



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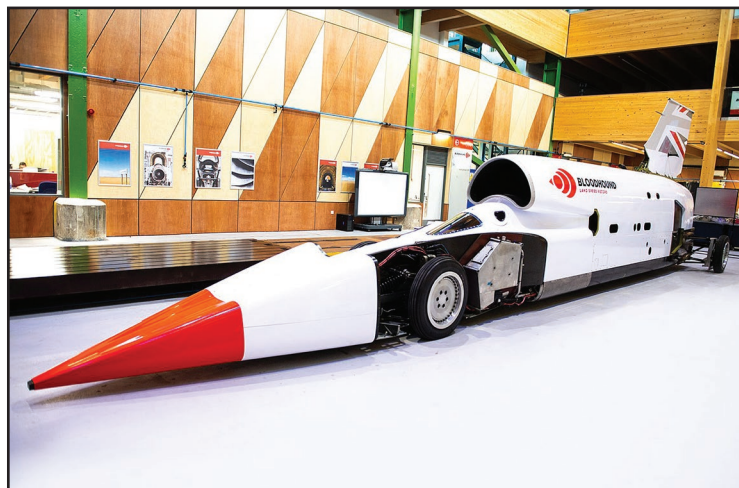
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Bloodhound LSR Uses F-Type Engine to Drive The Fuel Pump



The Bloodhound LSR is a British land vehicle designed to travel at supersonic speeds with the intention of setting a new world land speed record.

The arrow-shaped car, under development since 2008, is powered by a Rolls Royce jet engine, an additional rocket engine and a third engine, a Jaguar F-Type supercharged V-8 that is used as an auxiliary power unit to drive the fuel pump for the rocket.

The initial goal is to exceed the current speed record of 763 mph (1,228 km/h), with the vehicle believed to be able to achieve up to 1,000 miles per hour (1,609 km/h).

Background

The previous business behind Project Bloodhound went into administration (bankruptcy) in late 2018.

Entrepreneur Ian Warhurst bought the car to keep the project alive. A new company called Grafton LSR Ltd was formed to manage the project, which was renamed Bloodhound LSR and moved to SGS Berkeley Green University Technical College in England.

Funding Problems

Lack of funds and the COVID-19 pandemic stalled progress in 2020.

Driver Andy Green was to attempt to break his own record, set in 1997 but the team need to raise approximately £12m (A\$23m) and have advertised for a new driver.

Apart from the necessary skills required, they are looking for a driver who will bring the remaining funding required or, secure that via sponsors.

Andy Green will continue to be a member of the team and train the new driver.



The Jaguar F-Type supercharged V-8 is used as a third engine to drive an oxidizer pump that feeds liquid-propellant to the rocket engine.

Propulsion

The Jaguar F-Type supercharged V-8 is used to drive an oxidizer pump to feed the liquid-propellant to the rocket engine that is used to add extra thrust for the world land speed record runs.

Although the team is intending to fuel the car without using any fossil-derived fuels and may therefore need to replace the engine with an electric motor and batteries.

November 2023 Roadshow

To promote the project and the search for a new driver, the team have built a full-scale replica of the Bloodhound LSR car and just went on a roadshow in November 2023 that included the British Motor Museum, Silverstone, the RAF Museum in Hendon, Brooklands Museum, and the National Motor Museum at Beaulieu.

South Africa

The venue for high-speed testing and future world land speed record attempts is the Hakskeen Pan in the Mier area of the Northern Cape, South Africa.

An area 12 miles (19 km) long and 3 miles (4.8 km) wide was identified as suitable, with the first runs held in October 2019.

Further runs in November 2019 achieved a top speed of 628 miles per hour (1,011 km/h), the eighth vehicle to attain a land speed of over 600 miles per hour (970 km/h).

At this stage no date has been proposed for the deployment to South Africa until the necessary funds and a new driver is found. ■

Information for this story sourced from CARBUZ and Bloodhound SLR website.

Jaguar Ladies Day at The Adelaide Oval (16th Nov)

For our last event of the year our group did a tour of the iconic Adelaide Oval and had Lunch in the classy Bespoke Wine Bar, where we had a table with a 180-degree view of the Oval.

Twenty-four Jaguar Ladies and friends attended, and we were treated to a very enjoyable special day.

Ladies were able to experience a few moments of glory with a walk down the "Players' Race" to the Oval with the sound system playing the cheering from 53,000 spectators. Just as the elite cricket/football players experience.

A 20 second dream of what our lives could have been!! What a treat!

The history of the creation of the Oval going back to 1871 when it was opened, was very interesting. The incredible renovations undertaken make this a world class stadium.

A tour and lunch are highly recommended. A big thank you to Valerie Clayton for suggesting and organising this event. What a great day!

Our next event is on Thursday 18th January at the Kensington Hotel.

Details will be posted soon on Tidyhq for registrations. All Jaguar Ladies are very welcome. If you haven't been to one of our events before, please come along. It is a great way to meet some lovely friendly ladies.

Many thanks to Heather Buck for her assistance and support throughout the year. It is very much appreciated Heather.

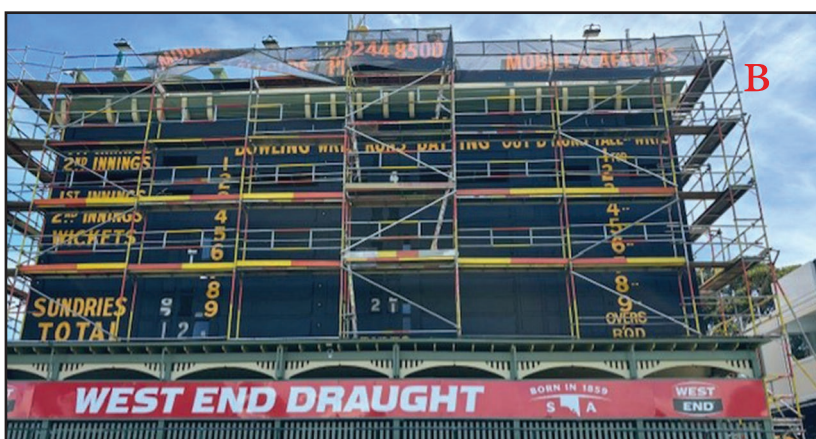
Finally, I wish everyone a safe and enjoyable Festive Season.

I look forward to putting together some interesting and fun events for 2024. Any suggestions are very welcome so please give me a call or send me an email.

Regards,
Tricia Clarke,
Secretary (0422 128 066)
triciaclarke_1@hotmail.com



John, 80 y. o. tour guide & former umpire explaining to the group



Original Adelaide oval scoreboard undertaking renovation



Bronze statue of Darren Lehmann - "Village Green" function area -



Jaguar Ladies and friends enjoying a lovely meal at the The Bespoke Wine Bar and Kitchen

Multivalve Christmas Run (24th Nov)

The weather forecast for the day was dreadful – rain and possible storms, cool and windy – and the sky looked a tad ominous first thing in the morning. Despite that (and the early morning traffic), 18 cars carrying 33 members arrived on time at the Marion Hotel, by which time we could see some blue sky!

After a short briefing, we set off on the first leg of our journey to the Green Valley Strawberry Farm near Nairne, where we were to meet five more members. It was a beautiful run through amazing scenery – everything is so green – and we arrived just an hour later with no hiccups on the way, even over 900m of firm, unsealed road. Our lovely hostess, Steph, had cordoned off the whole deck area for us and coffees, teas and smoothies were delivered promptly, together with a wonderful array of cakes and scones served with strawberries and cream. It was hard to imagine how most of us could face a two-course lunch only an hour later, but the \$25pp menu indicated a seniors meal, therefore smaller and manageable.....boy, were we in for a surprise!

An hour later, after almost all of us bought several punnets of strawberries, we set off on the second leg of the run to the Williamstown Hotel. By this time the skies were blue, the sun was shining and the weather was kind to us for the rest of our journey. Six more members were waiting for us on arrival in Williamstown and, again, the whole dining room had been reserved for our party, which had swelled to 44. We had pre-ordered our meals, and our hostess Athena suggested a wait of half an hour for everyone to settle and order their drinks, after which the food would be served. First out was the roast of the day – and jaws dropped at the size of the meals, which were huge! Most of us managed the first course and then the dessert was served. The ice cream sundaes were the size of knickerbocker glories and looked stunning – those who had ordered the apple & blackberry crumble began to think they had made the wrong choice but that dessert was equally spectacular.

The quality of the food at both venues was superb and ensured that most of us would roll home at the end of the day vowing not to have any dinner that evening!

A free Christmas raffle was held at the end of the meal and 12 lucky winners took home a mix of wine, chocolates and glasses. Our thanks to everyone who turned out on what was forecast to be the worst day of the bad weather – a good time was had by all and it was a lovely way to start the festive season.

Merry Christmas and a happy, healthy New Year to all.

Peter Buck
Multivalve Register Secretary



The above photos taken at Green Valley Strawberry Farm - morning tea



Happy Jaguar owners at Williamstown Hotel for lunch and desert

SS, Mk IV & Mk V Border Run to Mount Gambier



Ivan & Cheryl Stephens, Original 1936 SS Jaguar Open Tourer (Vic)

SS, Mk IV & Mk V Border Run to Mt. Gambier

SS, Mk IV & Mk V Border Run to Mt. Gambier, run No. 38, Friday 3rd to Monday 6th November, hosted by S.A.

This year the annual run involved 62 people plus 12 cars from SA and 16 from Victoria. (Not all pushrod vehicles).

The Start

On Friday 3rd a group of us met early at the Tailem Bend bakery for the drive to Mt Gambier.

Malcolm Adamson led the way in the SS Airline, and although he was sitting on a credible 85km/hr, it got very hectic on the overtaking lanes. Some drivers are just too impatient for their own good.

The road from Keith to Mt. Gambier had less traffic but fewer overtaking lanes. However, all went well and included a stop at Naracoorte for lunch.

On arrival at Henty Motel Mt. Gambier, we met the rest of our group and fellow Victorians for drinks and a light meal.

The Coonalpyn Jinx

Unfortunately, on the way, Lorraine and Jim Temby's XJ6 suffered wheel bearing failure at Coonalpyn, and the Jaguar had to be tow-trucked back to Adelaide. Family helped and got them home to McLaren Vale for a change of cars, and then they were back on the road, arriving at the hotel at 10.30pm that night. Well done. Most would have given up.

SS & Jaguar Vehicle Display

On Saturday morning we all headed to The Lady Nelson Visitor and Discovery Centre for a car display from 10.00am to 12pm. The weather was kind to us and a lot of locals stopped to look at the SS and Jaguar display.

For lunch we headed to the "Apple Farm". It provided a peaceful rustic setting, amongst grape vines and 1,000 apple trees. There were no apples this time of the year, but lovely gardens to stroll through, and a special lunch was provided for us.

Most cars then left and drove to various tourist spots including Umpherston Sinkhole, The Blue Lake, Mount Schank, Centenary Tower, The Valley Lake, Cave Gardens and Mt Gambier RSL War Museum.

Some also went to Herbert Wines and entry into "The Maze", a 1300 square metre hedge maze. The owner also displayed his beautiful MGTC restored by Ray Finch a number of years ago.



Meeting on arrival at Mt Gambier for drinks, nibbles and a briefing from Bruce.

We then headed back to the motel for Saturday night sit-down dinner.

Port MacDonnell

On Sunday, cars travelled to the out of the way "Feast's Classic Car Collection & Memorabilia" located near Port MacDonnell. Fantastic, so much to see!!! This is clearly one of the best car and memorabilia collections to be seen. The cars (mainly early Valiant's) are immaculate and very well displayed. Not a cobweb or speck of dust to be seen. Surprise after surprise in each room with very nostalgic items, huge array of model cars and an amazing Lego mining display.

The painting on the wall outside was amazing and hard to describe, other than to say that the images appeared to follow you as you walked the length of the mural.

After reading about "Feast's", and if anybody felt they would like to check it out ---don't get too excited as the owner is apparently closing up shop. Lack of visitors, break-ins, maintenance costs, are apparently some of the reasons given.

Most of us then headed into Port MacDonnell for lunch and then onto various sites including the District Maritime Museum, Dingley Dell Conservation Park, Port MacDonnell Jetty and Cape Northumberland.

Sunday Evening

When we all got back it was off to dinner, presentations and recognition of 38 years of Border Runs. There were three prizes awarded:

- ◇ Best Car: Ivan & Cheryl Stevens, 1937 SS Tourer (chosen by a Alfa Romeo owner).
- ◇ Longest Distance Travelled: John & Judy Caskey, 1967 Jaguar 420. (Broken Hill).
- ◇ Broken Down Award: The "Don Evans" Steering Nut Trophy presented to Lorraine and Jim Temby.

Monday Morning

Many members of the group departed early for the travel home. A couple of stories evolved: -

- John & Judy Caskey in their 420 had a radiator hose fail on the way to Broken Hill, but they were able get it replaced thanks to a clever motor mechanic and continue home.
- Angela and David Rogers in their Mark V came across a slow driver, but whenever they reached an overtaking lane, he sped up to 110km to prevent them from overtaking him, and then slowed down again to about 85km/hr. Angela was driving, and no doubt David was using some colourful language. Incredible!

Finally, congratulations go to Bruce and Anne Fletcher on their outstanding organisation of a very enjoyable Border Run.

The Victorians are organising next year's event at Hamilton, Victoria.

Graham Franklin
Editor

A special thank you to photographers David & Angela Rogers.

SS, Mk IV & Mk V Border Run to Mt. Gambier (cont)



A line-up of classic beauties. Photo by Nic Cirakovic



Sunday night dinner. All evening meals were held at the Henty Motel Mt. Gambier.

SS, Mk IV & Mk V Border Run to Mount Gambier (cont)



Bruce & Anne Fletcher presented with a gift by Victorian Nic Cirakovic for all their hard work in organising the Border Run weekend.



"Feast's Classic Car Collection & Memorabilia" near Port MacDonnell. Clearly one of the best car and memorabilia collections to be seen.



Saturday lunch was at the "Apple Farm". Great meal and venue.



Broken Down Award: The "Don Evans" Steering Nut Trophy presented to Lorraine and Jim Temby for their determination to attend the weekend after breaking down the first day.

SS, Mk IV & Mk V Border Run to Mt. Gambier (cont)



Nik and Sandy Cirakovic, 1949 3.5 Litre Mk V Saloon (Vic) and David & Angela Rogers - 1950 3.5 Litre Mk V



Stuart Holbery, 1949 3.5 Litre Mk V Saloon (Vic) and Rex & Chris Wallis from Bendigo - 1950 Mk V Saloon (Vic)



Geoff and Wanda Leake, 1950 3.5 Litre Mk V Drophead Coupe and John & Pam Aird, 1948 Mark IV Saloon (Vic)

SS, Mk IV & Mk V Border Run to Mount Gambier (cont)



Daniel & Heather Adamson, 1948 Mark IV Drophead Coupe (S.A.) and Bob & Margaret Kretschmer, 1939 SS Jaguar 1½ litre sedan.



Malcolm Adamson, 1936 SS Airline (S.A.) and Ivan & Cheryl Stephens, Original 1936 SS Jaguar Open Tourer (Vic)

SS, Mk IV & Mk V Border Run to Mt. Gambier (cont)

A number of "non-pushrod" cars also attended the weekend.



John & Judy Caskey, 1967 Jaguar 420 sedan (Broken Hill)



Alex & Tirjo Danischenski, 1954 Mark VII (Vic)



Bruce & Karen Craven, 1954 XK 140



Ken & Barbara Williams, 1992 XJ-S (AJ6)



Judy McGrath, 1986 XJ XJ40



Bruce & Anne Fletcher, 2005 XJ X350

SS, Mk IV & Mk V Border Run to Mount Gambier (cont)



Les & Sonya Stewart, 1966 3.8 litre Mark II Manual (S.A)



Arthur & Clare Williams, 1964 Mk II 3.8 litre Sedan (Vic)



Phil & Faye Segat, 1968 2.4 litre Mark II (Vic)



Clinton Breeze, Modern S-Type (Vic)



Fred Williams, 2017 XJ8 X351



Roger, Heather & Phillip Payne, (ACT) 2015 XJL X351 (ACT)

The following is a Victorian take on the two recent Border Runs kindly reprinted from Cat-A-Log

ONE BORDER - SS, MkIV & MkV S.A. Border Run

by Nik Cirakovic

As has been the tradition for several years, our annual Border Run was preceded by a "Smell the Roses" tour to travel to the event. This year the Border Run took place in Mount Gambier South Australia and was organised by our friends in South Australia, and our Smell the Roses tour was organised by Arthur and Clare Williams along with Ian and Heather Mullins.

Our Run started on Thursday the 2nd of November when several of our group met at the Rockbank truck stop for morning tea, followed by a trip along the Western Highway to Ballarat, where we were joined by several more members for lunch at the Lake View Hotel. After a very nice and enjoyable lunch at the hotel, several of us had a scenic drive around Lake Wendouree and the Ballarat area before making our way along the Western Highway to our overnight destination, the Holiday Park at Horsham. At the Holiday Park, we were met by the rest of our group who had travelled there separately, taking our number to 33. That night, we had a very enjoyable and social get-together with a BBQ dinner at the Holiday Park's camp kitchen.

The following morning, after having a cooked breakfast in the camp kitchen, we made our way to Rupanyup, a distance of approximately 46 km, where we visited the Woods Farm and Heritage Museum. Woods Museum, a private family-owned collection, is home to an amazing and large collection of household memorabilia, clothing, collectables, tools and farming aids. There is also a dedicated shed for the 100s of tractors and farm machinery pieces in the collection. It would be very easy to spend an entire day or two there as there is so much to see and explore. However, after having lunch there, which was provided by a local ladies group, we had to depart for our Border Run destination, Mount Gambier. On the way to Mount Gambier, most of our group stopped in the town of Murtoa where we visited the huge Stick Shed, built during WW2. If you are ever in the area, these two attractions are a must-see. Upon our arrival at our "base" for the weekend, The Henty Motel, we were greeted by the members of the South Australia club who had already arrived there. That night we had a "meet and greet" dinner at the motel function room, where we were able to catch up with old friends and make a few new ones.

After giving our cars a clean after our trip, Saturday morning saw us depart the motel and travel to the local Tourist Information Centre, located nearby on the Princes Highway, to form a

One of the many displays at Woods Museum Rupanyup



display of our cars. Our display saw many locals and passers-by stop to inspect our cars and ask many questions of the owners. It also gave us another opportunity to check out each other's cars and swap notes about the restoration/maintenance of them. Apparently, some of our wives did not relish the idea of spending a couple of hours of quality time talking about cars, so they went shopping instead, how boring! We had to leave the display at noon, at which time we travelled to The Apple Farm café where we enjoyed a very nice light lunch in very nice surroundings. After lunch we had a free afternoon and many of us explored some of the many attractions in the area such as the Umpherston Sinkhole and the Blue Lake. Saturday night saw us having dinner at the motel function room.



Sunday night dinner at Motel

After breakfast on Sunday morning, we headed off to Port McDonnell on the coast to visit Feasts Classic car and memorabilia collection, another privately owned collection that is open to the public. It is home to a huge collection of "R" and "S" Series Valiants as well as many other motor cars and items of memorabilia. Once there, we were given an introductory talk about the collection from the owner, and whilst we were walking through the buildings, members of the family and friends were on hand to give us information about the many displays. Unfortunately, photographs were not permitted inside the buildings. After the visit to Feasts Collection, we had the afternoon to ourselves. Many of us drove into Port McDonnell to have lunch there and then spent the afternoon exploring the coastal roads and great scenery in the area, before returning to the motel for "pre-dinner drinks" in the shade of a tree. Our final dinner on Sunday night was once again in the function room at the motel. During the dinner, a couple of short speeches were made and Bruce and Ann Fletcher were presented with "thank you" gifts for organising the Border Run. The "Don Evans Border Run Trophy" was presented to Jim and Lorraine Temby from South Australia for their determination to come on the Run despite having a breakdown at the start of the first day.

Monday morning saw us saying goodbye to each other after a most enjoyable and successful Border Run weekend for the 63 members who attended. Our departure was only slightly delayed by the only "mechanical mishap" of the trip, a failure to start by a MkIV. This was soon rectified by a panel of experts, who fitted spark plugs from a MkV which saw the MkIV spring

Two Register Runs



Our cars on display at Mount Gambier



MkV spark plugs fitted and it started

to life (I won't point out how the superiority of a MkV over a MkIV even extends to the spark plugs fitted). Many of our group then enjoyed the "Smell the Roses" tour to travel home over a couple of days. Our first stop for the day was for morning tea at a café in Portland, after which we travelled to Port Fairy.

At Port Fairy, we met with Lorna Junck, a friend of the Register and wife of the late Brian Junck, to have lunch at "Charlies" on the beach. It was very good to catch up with Lorna again and after enjoying a very nice lunch with her it was soon time to leave. Our group then travelled to Colac where we stopped overnight at the Colac Holiday Park. Once again, we enjoyed a BBQ dinner in the park's camp kitchen that night, which was followed by a cooked breakfast there the following morning, before saying our farewells to each other and heading home.

XK, Mk7, 8 and 9 S.A Border Run

by John and Karen Jones

We're just back from another successful XK, MkVII, MkVIII, MkIX Border Run. This time, thanks to our South Australian Register, to Strathalbyn. A very interesting town where the historic stone-built buildings have been preserved and celebrated. Classic Car Museum and dealer were also included along with antique and second-hand shops.

An enjoyable four nights with plenty of food and drink combined with winery visits, country touring and an historic homestead visit.

XKs were a little thin on the ground, but this was understandable considering the age and distance and the bleak weather forecast. Memories of last year's wet Halls Gap run were probably also fresh.

A Mk 2, XJS and the West's recently sorted early E-Type combined with a nice array of later Jags, gave a very impressive group. A 1990 Volkswagen Kombi was also present. That was ours, having missed out on a Shannon's Auction Mk VII earlier in the year we bid on Ivor Davies (from Icehouse) V.W. and were successful. We did a simple

camper fit-out and slept in it at Hamilton and Horsham as halfway stops. It is our 5th Kombi, so it was a trip back to our youth.

Having our Mk VII written off last year meant that none were present. Robin's Mk IX from South Australia has also not been present for the last 2 years. For many Border Runs over many years, our car represented our Register, I hope someone else can try and fill the gap that we have left.

The South Australia Club understandably combined the XK and 7, 8 and 9 Registers quite some time ago, and the cars definitely complement each other. Let's try and make an effort in Victoria next year. We have made many South Australian friends over the years and always look forward to catching up.

Well done to the South Australian Border Run Committee. Also, thank you to Roy and Rowena Armfield our XK Secretaries for organising the first two-day journey from Victoria, and thanks for our continued inclusion in the XK Register events.

See you again next year.

SA Jag Day (continued from November edition)

JAG DAY is continued from November edition of Classic Marque. With over 130 cars it was not possible to include photos of all of the cars on display. Apologies if your car has not been included.

A big thank you to Phil Prior for organizing S.A. Jag Day. Also, a big thank you to all the volunteers, too many to mention, who made the day a success and a fitting tribute to Jaguar and Daimler.



Drone photographs thanks to David Rogers. Generals photos thanks to Angela Rogers



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

SA Jag Day (cont)

Congratulations go to the trophy winners on the day. Many thanks to our sponsors:



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 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.

SA Jag Day (S-Type)



Malcolm Adamson, 1964 Old English White S-Type 3.8 litre Auto



Stephen Wade, Green 1964 3.8 litre 'S' Type

Bob Davenport, 1964 S-Type 3.8 litre saloon



Bob & Glenys Moylan, 1964 Black S-Type 3.8 litre Sedan

David Munday, 1964 S-Type 3.8 litre Sedan

SA Jag Day (supporters)



The Salvation Army Cats 'N' Cans more than doubled the collection of food stuffs this year and cash donations were close to \$1,000.



Graeme & Betty Moore. \$1401.25 was raised by the Regalia Team.



A big thank you to all our sponsors!



For those who participated in the people's choice award, there were four prize draws during the day. The books & caps were donated by the club, and the vintage wine by Tony & Fiona Bishop.



Many thank to the "The Carl Lindner Collection Of Classic Jaguars" for their ongoing support, as they have for many years. This year they brought both the D-Type and XK-SS.

SA Jag Day (cont)



Graeme Schultz's replica D Type



*Carl Lindner Collection of Classic Jaguars,
Ecurie Ecosse Racing Blue XKSS (Replica)*



John & Barbara Voysey, 1958 XK150 Fixed Head Coupe



Douglas MacLean, 1950 3.5 Litre Mark V Saloon



Chris Hunt, 1957 BRG 3.4 Mk 1 (See Story Page 45)



Jack van der Kraan, 1958 BRG 3.4 Mk 1



Frank & Judith Vanermeyden 1970 Marone E-Type 4.2 roadster

Ian Trethewey, 1951 Mark VII manual.

SA Jag Day (cont)



David Mouldsdale, 1964 OEW 3.4 litre Mark II Auto



Steven Meins, 1987 Beige 5.3 litre V12 XJ-S Coupe



Michael Boehm, 1971 Grey 4.2 litre XJ6 Series 1 auto



Stephen Perkins, 1993 Morocco Red 4.0 litre XJ40



Michael Roberts, Green 4.2 litre XJ6 Series 1 auto



David Cocker, 2000 XKR (X100) 4.0 litre S/C V8 convertible



Ronald Lane, 1975 Burgundy 4.2 litre XJ6 Series 2



Peter & Meg Leipus, 1965 Jaguar 3.8 litre S-Type Auto Sedan

SA Jag Day (cont)



Shane Forster, 1988 Silver 3.6 litre XJ40



Gary Dodd, 2017 F-Type fastback coupé



David Benn, 1997 British Racing Green XK8 (X100) 4.0L convertible



Christopher & Xavier Jobson, Green 1969 Daimler 250



Edwin & Karen Simons, 1997 Heritage Green XJ 3.2 litre XJ X300



Andrew & Leanne Shouksmith, 1989 Blue 3.6 litre XJ40 Sedan



David & Carol Seidel, 2008 XF Sedan



Nigel Galliver, 1985 Sage Green 4.2 litre XJ6 S3 Saloon

SA Jag Day (cont)



G Williams, 1964 Mark II



Alan Davis, 2004 Red V6 X-Type (X400) Saloon



Dale Harte, 1969 Kugar Roadster (See story page 44)



Mark Bartold, 1988 Silver Birch 5.3L V12 XJ-SC Cabriolet



Tracy & Alan Rayner, 1963 British Racing Green Mark II



Phil Thompson, 1963 Old English White Daimler 2.5 Litre V8



Bryon & Margaret Swanbury, 1973 Old English White XJ6 (S1) auto



Tim Collis, 1999 S-Type Saloon

SA Jag Day (cont)



Stephen Wade, Green 1964 3.8 litre 'S' Type



Peter Shirvan, 1948 3.5 litre Mark IV



Mark Aldridge & Helen Hoare, 1977 4.2 litre XJC Coupe



Peter Drake & Denella Moss, 1972 E-Type (S3) 2+2 V12 5.2 Litre



Charles Bodman-Rae, 2001 Silver 4.0 litre XK 8 Convertible



Richard & Frances Cotton, 2012 Black XJR (X351) Twin Turbo V6



Andrew Moulds, 1964 Red Mark II 4.2 litre auto



Robin & Barbara Turner, F-Type 5.0 litre roadster.

SA Jag Day (cont)



David Brewer, 2010 XK (X150) 5.0 litre S/C V8 coupe



Tom & Marj Brindle, 1967 Mark II 3.4 litre saloon



Robert & Robyn Welch, 2019 Caldra Red F-Type 3.0 litre S/C V6



Roly Donders, 1983 Blue 5.3 litre V12 XJ-S HE



Don & Toni Heartfield, 1960 Silver Grey Mark II 3.4 Auto



Peter & Tricia Clarke, 2014 Dark Grey XKR 5.0 litre V8 Coupe



Ron & Rosie Bailey, 1985 Antelope XJ6 (S3) 4.2 auto



Noel & Cindy Schmidt, 1973 Regency Red V12 E-Type S3 roadster.

SA Jag Day (cont)



Rodney Lovell, 1986 XJ-S 5.2 Litre V12 Cabriolet



Peter & Judy Goodale, 1956 white XK140 3.5 litre DHC



Ivan & Janine Cooke, 1970 Black 4.2 litre XJ6 Series 1



Ian Cooke & Heather Gale, 1990 Maroon 4.0 litre XJ40



Janine Cooke, 1977 XJ12 Series 2 5.3 litre V12 Sedan



Steve & Val Weeks, 2006 Dark Blue X-Type



Brendan Rogers, 1982 Green Daimler Double Six V12 auto



Bob & Daphne Charman, 2014 Black Sapphire 2.0 litre Turbo XE

SA Jag Day (cont)



Graeme & Betty Moore, 2008 Black XFS V8 auto



Ray Offe, 1995 Kingfisher Blue 4.0 6 cyl XJ-S Facelift



Alan Blackwell, 1966 Red 4.2 litre E-Type (S1) Fixed Head Coupe



Malcolm Adamson, 1948 Black Mark IV Drop Head Coupe (3.5L)



Christine & Shane Ferguson, 1968 Blue 420G Auto Saloon



Wayne & Beverley Buttery, 2013 Italian Racing Red XF



David & Angela Nicklin, 2000 Silver XJ X308 Saloon



Ray Smithers & Judy Langdon, 1968 OEW 340 Manual O/D

SA Jag Day (cont)



Craig Norley, 1980 Old English White XJ6 Series 3



Donald Tamblin, 1975 Old English White 4.2 litre XJC Coupe



Evan Spartarlis, 1997 Sapphire Blue 3.2 litre XJ X300



Barrie & Joylene Magain, 1962 Old English White 3.8 litre Mark II



David & Margaret Bicknell, 1985 Green 4.2 litre XJ6 Series 3



Fred Butcher 1969 Grey Daimler 250 V8



Gary & Gloria Beck, 1992 5.3 litre V12 XJ-S Facelift Coupe



Graeme & Betty Moore, 1990 Red 5.3 litre V12 XJ-S HE Coupe

SA Jag Day (cont)



Mr Pinklewicker, 1988 5.3 litre V12 XJ-S Coupe



Hugh & Catherine Cardle, 2017 Santorini Black XF (X250) auto



Richard & Dianne Chuck, 1972 Daimler XJ (S1) 4.2 litre Sedan



Andrew & Milly Costi, 2014 XF Saloon



Andrew & Milly Costi, 2005 Grey XJ8 (X350) Saloon



Dave Adamson, 1946 Black Mk IV Saloon (1.5 Litre)



Christopher & Anne Hatcher, 1959 opalescent gunmetal grey, 4.2 litre Mark 2 saloon



John & Barbara Voysey, 1963 Opalescent Gunmetal Grey 3.8 litre Mark II



1969 Jaguar

KOUGAR ROADSTER

Also known as the
Kougat Sports

Donor Car:
Predominantly S Type and XJ6
but also parts of E Type & 420

Build Year: 1979

Built By:
Kougat Cars Ltd

Current owner: Dale Harte since 2017

First and only other owner: Robert Ash (Victoria)

Purchased from: Kougat Cars England 1982, finally landed in Australia in 1984, finished assembly and registration in 1985.

Engine: 4.2Ltr 6 Cylinder Twin S.U. DOHC

Transmission: 4 Speed synchromesh & Leycock de Normanville Overdrive on top gear

Chassis: Triangulated multi-tube frame with independent front and rear suspension

Weight: 900kg

Height: 36" (920mm)

Kougat Cars was founded by Rick Stevens in Sussex England in **1979**, although the first (approximately 30) cars were marketed by a company called Storcourt Wells Ltd. He built the prototype in **1976**, which incorporated an aluminium body. All the other cars have a fibreglass body shell. The sports car design was not directly inspired by any particular vehicle, but Rick admits to having a certain fondness for the Fraser Nash TT replica and the Healey Silverstone. You can clearly see the inspiration from these cars in the Kougat. Approximately 250 Kougat Sports were made.

Robert Ash was the first proud owner/importer of this Kougat Roadster and assembled the car over a number years after a very well documented few years worth of Telegrams with Kougat Cars since purchasing in 1982 and receiving it in 1984. Robert drove this Kougat in Victoria for around 30 years and competed at the Rob Roy Hillclimb.

I purchased the Kougat Roadster from Robert and his wife Bev in 2017 after Rob could no longer drive it due to his declining health. I have stayed in contact with Bev since purchasing the Kougat and send her pictures of Roberts car at numerous events. I have since raced the Kougat at the Collingrove Hillclimb on many occasions. My best time up the hill so far is 38.41 sec

Nothing compares to the experience of driving this car. Sitting very exposed with no creature comforts. The power to weight is pretty good for a 40+ year old car with 50+ year old parts. It's quick and agile, and sitting in the driving position virtually on the rear axle gives you a huge amount of feel for the grip.

A great example of what a kit car can be, the Kougat is one of the best. This is what good recycling looks like. A rusted old body sent off for scrap and the working parts re-installed into a lighter, faster car. The Carbon footprint of this car is over 50 years old, which means I can use as much fuel as I want! I also don't have the worry of needing to line up and watch Netflix while I charge my "car"

Editor: Thank you Dale for the specification and history of this very unique car.

Tribute of the Works 1958 Jaguar 3.4 Litre Saloon VDU 881

This car has been developed as a tribute of the favourite personal car of Britain's first World Champion Mike Hawthorn, whose own much-modified 3.4 saloon was destroyed in his much-publicised fatal accident on the Guildford bypass in January 1959 while he was racing in the rain against Rob Walker on their way to London.

Hawthorn's car was manufactured in 1958 and registered 'VDU 881' as was this tribute which now sports an identical registration number. The Original VDU 881 was one of 4 such factory road cars that were specially prepared for use by their works drivers as both personal and promotional vehicles.

Driven solely by Mike Hawthorn all its life, VDU-881 competed successfully in a number of British Saloon car races. One the Daily Express saloon car race at Silverstone included a spectacular duel with Tommy Sopwith, in one of the

other works 3.4 saloons with VDU- 881 eventually taking the laurels.

This Tribute car is based on a sound 1958 body, beautifully finished in correct British Racing Green with its original sage green bucket seat interior still in place after 65 years. However, the mechanics of this car have been modified to mirror those of the original VDU-881. The 3.4 litre twin overhead cam 6 cylinder now incorporates up-rated mechanical components to replicate the Hawthorn car. Twin SU HD8 carburettors are matched to polished inlet manifolds, while the engine itself features D-Type camshafts and a ported and flowed cylinder head. With exhaust gases carried away via a six-branch ceramic coated manifold.

This car also sports its original 4-speed manual Moss gearbox with electric Overdrive and servo assisted rack-and-pinion steering directed by its large

4 spoke steering wheel which affords improved controllability aided by Koni dampers, Poly bushes all round, wider rear axle and Dunlop Performance Classic tyres mounted on body coloured wire wheels with the rears wider than the fronts, while four-wheel disc brakes ensure that the car stops as well as it handles.

The Hawthorn theme is finished off with a period badge bar and similar badges as those on the original Hawthorn car, Lucas fog and spot lamps, period map light, seatbelts, and the original tool kit. A duplicate of the tax disc (as was on the Hawthorn car at its fateful last trip) adorns the windshield as does a replica of the Hawthorn's Tourist Trophy Garage badge on the glove box, both of which add a particularly nice touch.

Editor: Thank you Chris for your story. It is certainly a beautiful tribute car. (See also story page 55).



First Drive: The Jaguar F-Pace SVR Edition 1988

Editor: In July 2022 we referred to a press release from Jaguar regarding the 2023 F-Pace SVR Edition 1988. Twenty (20) examples of the 394 special-edition F-Pace SVRs planned for global production were ear-marked for Oz. It is unclear if the cars have reached Australia yet, but various international magazines have just released their first test drives of the car.

EVO Magazine- Review

This limited-run F-Pace SVR adds an extra layer of desirability to an already accomplished and characterful performance SUV package.

Its rivals have come to offer more tech and more sophisticated powertrains since its launch, but the Jaguar F-Pace SVR remains one of our favourite performance SUVs on sale. Heaps of character from its supercharged V8, an excellent saloon-derived chassis and a sharp design make it one of a kind.

Now, for a premium over a basic F-Pace SVR, you can have the Edition 1988, developed by the boffins at JLR's SV Bespoke department as a homage to the TWR-Jaguar XJR-9 and its 1988 Le Mans win.

The Mechanical's

Power output and bodywork are unchanged from the regular F-Pace SVR. Being from JLR's SV Bespoke department, however, it's a limited-run offering, with just 394 to be built – this references the number of laps Jan Lammers, Johnny Dumfries and Andy Wallace completed at Le Mans in 1988.



As a tasteful reference to the Silk Cut scheme, Jaguar opted for subtle Midnight Amethyst paintwork, a near-black shade that reveals its purple hue only with direct sunlight. A set of stout, 22-inch forged wheels are also part of the package, finished in a desaturated Sunset Gold Satin shade. All badging is painted to match the wheels, with a standard-fit black pack darkening the grille and window surrounds.

Performance

At its heart is JLR's ubiquitous 5-litre supercharged V8, a unit that's gradually being phased out in 2023 after serving a host of models since its 2009 debut. An output of 542bhp and 516lb ft of torque make it a strong performer, but these figures are unchanged from the standard car – as a result, the 0-62mph sprint happens in the same 4sec with top speed at a quoted 178mph. Power is sent to all four wheels via an eight-speed ZF

torque-converter automatic, although a transmission tune from the hardcore Project 8 saloon does provide a well-deserved boost in shift aggression.

A combination of its power output and exhaust sound makes the SVR Edition 1988 feel as quick as you'd ever reasonably need on the road. Its powerplant is incredibly effective both from a standstill and in-gear, with that high torque figure making pull relentless. Despite the addition of today's restrictive gas particulate filters, it still manages to create one of the most feral sounds of any production car on sale.

While the 1988 does feature that Project 8 transmission map, shifts are just as comfortable as you'd expect from a Jaguar for everyday driving. Turn it up a notch and into manual mode, though, and it delivers impressively sharp upshifts not dissimilar to those you get from a dual-clutch unit. However, rev matches



First Drive: The Jaguar F-Pace SVR Edition 1988 (9cont)

on downshifts are somewhat lackluster – likely due to emissions regulations – making engine braking less predictable and effective than you might like.

Handling

With weight standing at 2058kg, there's no doubt the F-Pace SVR is a big car, but its rear-biased all-wheel-drive system and saloon-derived chassis make it an engaging drive. Roll is minimal given its dimensions, with the steering responsive and a tendency to oversteer making it an engaging car to drive on a British B-road should you have the room. There has been no great sacrifice to ride comfort to achieve this, either, as while a tricky road can make the ride a little busy, damping is good, with imperfections quickly dealt with on the whole.

As hard as manufacturers try, physics is impossible to overcome, and so the SVR's tyres do occasionally make its weight known. It's easy to reach the limit of front grip, with a lack of steering feel making it difficult to determine exactly where this point is. Granted, the F-Pace is not a low-slung sports car, but it reaffirms just how much weight matters. Forward visibility is also limited, making it tricky to place the SVR on B-roads, but we can't imagine too many buyers will exploit its performance in such an environment.

Brakes

One element that does almost appear to have broken the laws of physics is the brakes, with the setup providing a positive feel and great confidence from speed, despite the energy they're dealing with – they were perhaps a little over-servoed in our test car, but the alternative is certainly less desirable.

Interior

The cabin is typical F-Pace, only now with Sunset Gold highlights across the dashboard, the steering wheel and its tactile paddles. Those supportive SVR bucket seats are trimmed in high-end semi-aniline black leather, with the range-topping Meridian sound system and 360 surround cameras fitted as standard. At the heart of the cabin is the latest iteration of JLR's Privi Pro infotainment system, one of the quickest and most intuitive on the market – it does take some time to boot up from cold, but seamless Apple CarPlay and Android Auto integration are strong compensation. Climate controls are a mix of physical dials and digital screens,



Just 394 cars have been built – this references the number of laps Jan Lammers, Johnny Dumfries and Andy Wallace completed in their winning Jaguar XJR-9 at Le Mans in 1988.

but with these controls static at all times, they're far more intuitive than in the likes of a Volkswagen Group product.

Price and Rivals

The cynic would call a Le Mans-inspired SUV a pointless exercise, and while its ties to the iconic racer are tenuous, it's a tasteful nod to Jaguar's colourful past. The premium over the ordinary SVR is perhaps less tasteful, and one that most won't be able to stomach. Thankfully, it's not a model designed for the masses. Combine this with its soon-to-be-retired 5-litre supercharged V8 and there's no doubt some 1998s will find their way into collections.

The standard F-Pace SVR is an attractive proposition, outgunning the Porsche

Cayenne S and S E-Hybrid and offering more useability than the Alfa Romeo Stelvio Quadrifoglio, all of which are similarly priced. Jump to the cost of an Edition 1988 and it's no longer as competitive, but for those with the spare cash, it's a unique performance SUV worthy of consideration.

Local prices in Australia were reported in July 2022 to start from \$189,531 plus on-road costs, nearly \$45,000 more than the standard F-Pace SVR, which was priced at \$145,146 plus on-road costs. ■

Information for this story sourced from EVO, The Rob Report, and Drive Australia.



“John Blanden's Climb to the Eagle” - (3 Nov. 2023)

39th Annual "John Blanden's Climb to the Eagle and Southern GP"

While the Adelaide Grand Prix days are of the past, the magic memories remain. One of the most popular of the fringe events was the 'Climb to the Eagle' held traditionally on the Friday morning preceding the Grand Prix.

The event commenced in 1985 and during the 11 Grand Prix years it attracted the likes of Formula 1 World Champions Jaun Mamuel Fangio, Sir Jack Brabham, John Surtees, Denny Hulme, Phil Hill as well as Stirling Moss and other champions.

To commemorate those 11 years of the Grand Prix in Adelaide, the Climb to the Eagle continues to be run annually on the first Friday of November, the anniversary of the last Grand Prix Climb and in memory of Adelaide's great Grand Prix Carnival. In 2004 the name was changed to the "John Blanden Climb to the Eagle" in recognition of John's work in creating this event.

This year approx 200 cars were on display from 7.00am, and at 9.00am the cars left from the Victoria Park Historic grandstand on the old Grand Prix Main Straight. The entrants then headed via Hutt Street, Glen Osmond Road to the South Eastern Freeway, turning off at Devil's elbow for the old road, past the Eagle on the Hill Hotel, and then on for Morning Tea.

The second part of the day known as the "Southern GP Run" involved a drive to and lunch at Victor Harbor, in respect of the previous Grand Prix held at the Victor Harbor Circuit.

Jaguars and Daimlers out-numbered all other makes with 28 cars. However there were some lovely MG's, Porsche, Mazda's, Austin Healey's, BMW's, Alfa's, Ferrari's, Aston Martins and Mercedes, all the way to Holdens and Fords.

Congratulations to Evan Spartalis who has now participated in all but one of the thirty-nine "Climbs to the Eagle".

Thank you to Ian Trethewey for the photographs. With the large number of spectators, it was not possible to get clear photos of all the Jaguar and Daimler cars, but the following is a list of those entrants:-

◇ Ian Trethewey	1951	MK VII
◇ Peter Cundy	1953	C-Type (Replica)
◇ Graeme Schultz	1957	D-Type (Replica)
◇ Fred Butcher	1962	Daimler SP250
◇ Vin Piscino	1964	E-Type Series 1
◇ Alan Baker	1964	E-Type Series 1
◇ Bob Davenport	1964	'S' Type
◇ Alan Bartram	1966	E-Type S1 (2+2)
◇ Peter Beaumont	1967	E-Type Series 1.5
◇ Paul Sutton	1967	E-Type Series 1.5
◇ Ray Smithers	1968	340
◇ Roger Adamson	1968	E-Type S2 Roadster
◇ Paul Harrland	1969	E-Type S2 Roadster
◇ Peter Read	1973	XJ6
◇ Michael Carrig	1974	E-Type S3 Roadster
◇ Nigel Stevens	1977	Daimler XJ Coupe
◇ John Saunders	1985	XJ6
◇ Mark Bartold	1988	XJ-S
◇ Evan Spartalis	1997	XJ X300
◇ Paul Kuhlmann	2002	S-Type V8
◇ Gordon Scown	2008	XKR
◇ Michael Furze	2014	XKR
◇ Graham Jarrett	2015	F-Type
◇ Mal Jonas	2015	F-Type Roadster
◇ Chris Lake	2016	F-Type
◇ Gary Dodd	2017	F-Type
◇ Robert Welch	2018	F-Type
◇ Robin Turner	2020	F-Type Roadster

Finally the weather was kind to all participants and it was another great day out for those that didn't have to work.

Graham Franklin
Editor



Alan Baker, 1964 E-Type S1 coupé - facing towards the Victoria Park Historic grandstand on the old Grand Prix Main Straight.

“John Blanden’s Climb to the Eagle” (cont)



Ian Trethewey, 1951 Mark VII manual saloon



Graeme Schultz, 1957 D-Type (Replica)



Fred & Andrew Butcher, 1962 Daimler SP250 2-seat open car



Vin Piscino, 1964 E-Type Series 1 coupé



Bob Davenport, 1964 'S' Type saloon



Alan Bartram, 1966 E-Type Series 1 (2+2) coupé

“John Blanden’s Climb to the Eagle” (cont)



Peter Beaumont, 1967 E-Type Series 1.5 roadster



Paul Sutton, 1967 E-Type Series 1.5 coupé



Roger Adamson, 1968 E-Type S2 roadster



Paul Harrland, 1969 E-Type S2 roadster



Michael Carrig, 1974 E-Type S3 roadster



Nigel Stevens, 1977 Daimler XJ Coupé

“John Blanden’s Climb to the Eagle” (cont)



Mark Bartold, 1988 XJ-S convertible



Gordon Scown, 2008 XKR liftback coupé



Michael Furze, 2014 XKR convertible



Chris Lake, 2016 F-Type fastback coupé



Gary Dodd, 2017 F-Type fastback coupé



Robin Turner, 2020 F-Type roadster

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

Merry Christmas from David Beckham.
Photo from Jaguar Forums.
(The world's largest International Jaguar community).



Driving the XJ41 prototype
Twin-turbo 4x4 XJ-S

JAGUAR WORLD

DECEMBER 2023 THE WORLD'S BEST-SELLING INDEPENDENT JAGUAR MAGAZINE

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Transformed with AJ6 power

XJ HISTORY
Series 3 profiled

WHEEL BEARING HOW-TO | SUSPENSION CHECKS

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

- ◇ **Updated Mark 2:** Slotting in the AJ6 straight six powerplant from the XJ40 makes for a more subtle upgrade than we often see.
- ◇ **XJ41 Prototype:** We sample the twin-turbo, all-wheel-drive XJ-S which gives just a taste of what the 1980s 'F-Type' would have offered.
- ◇ **TDVI Survivor:** Low-mileage XJ shows the enduring appeal of these cars, especially with the smooth and muscular V6 diesel.
- ◇ **Digital Upgrade:** Future-proofing the XJ-S by swapping the V12 over to modern programmable engine management.
- ◇ **XJ Series 3:** The story behind the S3 XJ which neatly extended the life of the classic XJ for so long.
- ◇ **Tech - The XK Engine:** The life and times of the engine which would power Jaguar out of the Blitz and into the '90s.
- ◇ **Buying the S-Type R:** At launch it was the fastest ever Jaguar and despite values inching up, you can still buy these 400bhp weapons for under 5000 pounds. Here's what you need to know.
- ◇ **Workshop XJ 350 Inspection:** Brake and suspension safety checks on the aluminium XJ.
- ◇ **Workshop Q&A:** Overdrives, prop-shaft balancing and E-Type engine frames.
- ◇ **Workshop - Wheel Bearing How-To:** How to diagnose a worn Jaguar wheel bearing and replace or adjust as required.
- ◇ **Archives: Snapshot from 100 years of Jaguar (see below).** ■

From The Archives: Snapshot from 100 years of Jaguar

The S-Type's debut was at the British International Motor Show exactly 25 years ago, but here we see Queen Elizabeth II and Prince Philip getting a private viewing of the important new Jaguar at the Castle Bromwich plant where it was made.

The Royal couple were on a tour of the newly refurbished plant at the time, which explains the presence of Jaguar chairman Nick Scheele, but given Philip's penchant for gaffes we hope he wasn't making one of his trademark outrageous comments - about the S-Type.



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MARKET TRENDS, NEWS AND MORE

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The Dec/Jan 2024 edition of Classic Jaguar includes the following stories:

- ◇ **Australian Replica:** The story of a Hunter Valley Jaguar enthusiast and his XJ13 replica - and it's not his first. Starting as an aluminium rolling chassis and fibreglass body from the U.S.A the car is fitted with a 6.0 litre SOHC Jaguar V12 engine and 6-speed gearbox. Story by Richard Holdsworth.
- ◇ **Cover Story - Buying the XJ-S V12:** How to buy the best Grand Tourer Jaguar ever made with more than 115,000 sold world wide. But for unprepared buyers, potential pitfalls lie ahead.
- ◇ **Twin Test:** 30 years after the X300 and Range Rover P38a were launched. How does the luxury off-road Range Rover compare? Which 90s British icon was best?
- ◇ **One Family Collection:** A one-family owner of a 240 factory staff car and a Series 2 E-type (2+2). Not a big collection but one with a lot of sentimental attachment included.
- ◇ **Paul Walton:** Recollecting interviews, there's one man that Paul feels got away. He wishes he could have interviewed Tom Walkinshaw and he recounts TWR's history.
- ◇ **Sam Skelton:** Do we really need more than old Jags? Driving an old Jaguar makes far more sense than you'd think.
- ◇ **Xclusively Letitia:** Her report from the Jaguars at Gaydon event. A delayed celebration of 30 years of the XJ220.
- ◇ **Mk 1 On Tour:** A trip to the Peak District in the first small sports saloon Jaguar built.
- ◇ **Replacing Hood:** Seven (7) page guide takes you through the fitting of a replacement E-Type Series 1 soft top. ■



Classic Jaguar Magazine has a story about an Australian Hunter Valley Jaguar enthusiast who has built his second XJ13 replica.



The December edition of Octane includes two Jaguar related stories. One on Jaguar Driver Mike Hawthorn and the other on engineering and tuning genius Harry Weslake.

Once More Around Goodwood, With Mike

The writer of this story, Dale Drinnon, despite growing up a continent away and in NASCAR culture, at the age of 13 he found a book in his school library with a photo of young John Michael Hawthorn. Dale travelled to Mikes UK hometown and caught up with “*The friends of Mike Hawthorn.*” The venue was Goodwood Revival. It was a track day they never dared hope that they would see. 60 cars entered the speed events, 29 Mk 1 Jaguars in the Jag saloon group alone. Dale went onto drive both Hawthorn’s very first (the Riley) and very last competition cars (Triumph TR3A).

For further information on “*The Friends of Mike Hawthorn*”, contact Ian MacFadyen@sky.com.

Harry Weslake - A gas-flow genius

A story about Harry Weslake hired by Lyons as a consultant. Lyons SS used a 65bhp six-cylinder side-valve Standard engine. Lyons wanted 90bhp and in only a matter of weeks Weslake designed and delivered a new crossflow overhead-valve cylinder head that boosted output to 102bhp. By the time he began his work for Lyons, Weslake had already earned a reputation as the country’s foremost combustion chamber wizard.

Before the end of WW2 William Lyons called on Harry again to join the team working on a new in-house engine, introduced in the Jaguar XK120 in 1948. When Jaguar went racing in the 1950s Harry continued his work on the engine, designing the ‘wide-angle head’ used by the Le Mans-winning D -types.

Full story in Octane Magazine that retails for \$15.95 ■

by Octane staff and contributors

OVERDRIVE

Other interesting cars we've been driving



2023 Goodwood Revival - Mike Hawthorn tribute race with 29 Mk 1 Jaguars in the Jag saloon group race.

Classified Adverts

FOR SALE: 2010 XF PORTFOLIO

- ◇ Supercharged 5.0 litre V8 auto with paddles
- ◇ In red burgundy.
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- ◇ 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.

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**Please contact - Rosemary Ward
Email: rosemary-ward@changedrivers.com.au**



FOR SALE: 1991 XJ40

Owned for 28 years. 247,404 km

Car meticulously maintained. Owner has every service receipt. Previous work includes: - Aircon retrofit 1999, power steering rack 2000, interior head lining 2002, fuel pump 2007, all shock absorbers 2008, tappet shims 2008, reconditioned diff 2009, all disc rotors 2009, starter motor 2009, radiator 2017

Have retained all original delivery documentation, log books, owner's manual and glossy sales brochures and original tool kit. Everything works.

Paintwork in generally good condition, except where the clear coat on the roof is breaking down.

Price: 14,000

**Please contact Mark at Matrix Engineering
0418 848 646**



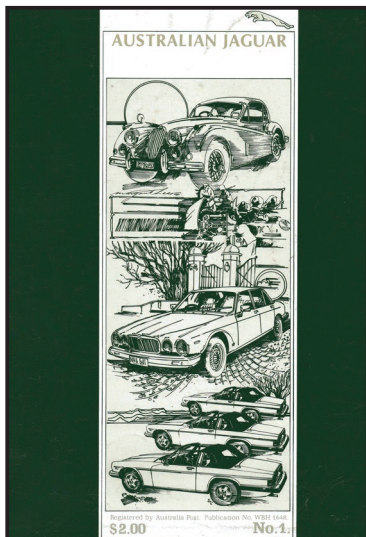
FOR SALE: 2005 X-Type 2.1L

- ◇ 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**





Australian Jaguar Magazine Collection

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

All In excellent condition.

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

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

Please Phone Chris on 0411 550 465

FOR SALE - FOR SALE 2016 XE S

Rare supercharged 3 litre V6 with 8 speed transmission, in Italian racing red.

Showroom display model, fitted with every available option, including sun roof, heads-up display, 20 inch propeller wheels, adaptive suspension etc., the new list price at time of purchase being \$124,881.

Travelled only 64,000 Km. First registered August 2016 and in immaculate condition. Recently serviced and fitted with a new battery.

Price \$49,000

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

PARTS WANTED FOR MK 2

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

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

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

PLEASE CONTACT: Nigel 0439 082 966



FOR SALE 1985 XJ6 S3 VANDEN PLAS

Very rare car with Heritage Certificate from Jaguar

122,000 kms

Exceptional condition.

Price \$32,000

Please phone David Seidel
0411 380 388 or 0419 806 866

FOR SALE - 2016 F-Pace 20D Prestige

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

BEST OFFER

CONTACT: Ross 0424 024 199



UK - Anglia Car Auctions (Nov 2023)

UK Anglia Car Auctions hold classic car auctions five times a year. Their November auction included a Scottish "Barn Find" collection which included several Jaguars in poor condition. (The Mk IV DHC was not part of the collection).



1967 3.8 Mk 2 O/D in need of restoration. Sold £3,240 (Au\$6,200)



1969 E-Type S2 (2+2) tub LHD. Sold £2,268 (Au\$4,300)



E-Type SI roadster body tub & later bonnet. Sold £1,660 (Au\$3,200)



1963 E-Type 3.8 SI roadster. Sold £38,610 (Au\$73,700)



1947 Mk IV 1.5 litre in need of restoration. Sold £4,752 (Au\$9,000)



1948 Mk IV 2 1/2 litre drophead coupe. Sold £29,700 (Au\$56,700)



1955 XK140 FHC in need of restoration. Sold £11,880 (Au\$22,500)



1959 XK150 FHC in need of restoration. Sold £7,236 (\$13,800)

Lloyds On Line Auction (25th Nov)

With Shannons no longer running auctions, the main auctioneer for classic cars is Lloyds. However Lloyds don't list reserve prices or publish online sales information after the auction closes. It is therefore difficult to know if a car has been sold unless it was listed with "no reserve" or specific enquires are made. (Provided for information only).



1997 XJ8 X308. Sun damaged paint. 247,062 km. Closing bid \$3,100



1998 XJ8 X308 3.2L. No details. 272,909 km. Closing bid \$3,650.



1960 Mk2 2.4L auto. Non start /run. No Reserve. Sold for \$4,720



2001 S-Type 3.0 V6. Service history. 207,410 km. Closing bid \$2,250.



1950 XK120. (Ex Adelaide) Fully restored. Closing bid \$146,000



1966 S-Type 3.8L. Very good condition. Closing bid \$27,120



1988 XJS -17,500. 164,835 km. No reserve. Sold for \$17,500



1972 Series 3 V12 E-type. 67,117 km. Closing bid \$71,000

SS, Mk IV, Mk V Register



Currently meeting the 3rd Wednesday of each month.

Minutes of meeting held at the home of Bob Kretschmer - Wednesday 15th November 2023.

Present:

Bruce Fletcher, Malcolm Adamson, Des Brown, John Lewis, David Rogers, Bob Kretschmer

Guests:

Fred Butcher & Graham Franklin.

Apologies:

Antony Veale, Jack Richardson, Daniel Adamson, Andrew Hayes, Rob Paterson, Ross Rasmus, Warren Foreman, Ian Scholl, Alan Miller and Greg Castle.

New Member: Nil

Previous Minutes:

The Minutes of 18th October 2023 were accepted as a true record of the Meeting.

Correspondence: Nil

Welfare:

The following members are all recovering from recent setbacks-

- Des Brown, Ross Rasmus & Bob Kretschmer.
- Jack & Jean Richards are both having difficulties & members wish them a speedy recovery.

SA/VIC Border Run 2023: Mt Gambier.

Dates 3-6th November. Members thanked Bruce & Ann Fletcher for organising a successful Event.

SS Register members, JCCC & Guest were: Malcolm Adamson, Graham & Jan Franklin, Daniel & Heather Adamson, Les & Sonya Stewart, Margaret Evans, Jim & Lorraine Tenby, Bruce & Ann Fletcher, John & Judy Casky, Emily Hobbs, Bob & Marg Kretschmer, John & Jenny Lewis, David & Angela Rogers.

Highlights: Among the many highlights were the following -

1. Vehicle Display: David counted 16 modern Jaguars vs. 13 pushrod engine models. The first time modern has exceeded old! Sign of the times!!!! There were several late changes of vehicles.

Trophy winner for "Bad luck, Endurance & Perseverance" - The Tembys.

2. Saturday - Lunch.
3. Sunday - Feast's Museum

Funny Times -

- Local Council being difficult!
- Motel Meals
- Bruce receiving annoying telephone calls from 3 different Council members while driving trip home concerning 'someone' complaining about the Display duration!

Next Year:

Nik Cirakovic (Vic) announced that the Run will be at Hamilton Vic.

Border Run History -

Bruce has compiled a historical update of the Runs since 1975 entitled "Border Runs With S.A. and Interstate Register" for inclusion in the Run Goody Bags and for Register History.

This new List replaces an earlier version issued for several previous Runs. Bruce checked SA Register Meeting Minutes since 1975 to ensure accuracy.

SS Register 50th Anniversary 2024

With the Border Run over it is now time to prepare for this important event. Among the various factors to consider include the following-

- i. Who are going to be invited?
- ii. Who amongst those will likely have and still drive pushrod-engined vehicles?
- iii. Approx No. of and ages of guests?
- iv. Date, Early March! Mid-week or Weekend?
- v. Venue? A Winery is already favoured**
- vi. Destination only or preceded by a Drive?
- vii. Do we form a Committee or elect a single Volunteer to organise?

** Marg & Bob Kretschmer have already tried 3 different Hotels - none deemed suitable.

They will now try the following places suggested by other Registers -

- i. Tenafeate Creek Winery (Philip Prior)
- ii. Long View Winery Macclesfield (XK, 7, 8, 9 Reg).
- iii. Hammer 'N' Tongs Strathalbyn (XK, 7, 8, 9 Reg).
- iv. Lake Breeze Winery Langhorn Creek (XK, 7, 8, 9 Reg).
- v. Kitchen Farm Pantry Mt. Barker (Malcolm Adamson)

Help from current SS Register members is still requested.

Malcolm has already arranged suitable Badges.

Technical & Parts:

- Bruce has fitted new tyres to his Mk 1V but is not happy - (work in progress! and fixed the steering box.
- Jim had a wheel bearing problem at Taillem Bend & changed vehicles. (See above re Trophy Winner.)
- Bob had a fuel pump leak at Mount Gambier which was quickly fixed.
- Ross continues work on his 1.5 Litre.
- David had finished the Brake system on his Mk V in time for the Run.
- Graham Buttler (JCCC) has a water-rail for a 3 1/2 L engine for sale.

General Business:

- Car & Welfare talk
- January 14: Malcolm's beach house. (Do we wish to review)?

SS Register Meeting Dates:

- December -No meeting.
- January Meeting: 17th January at Bruce Fletcher's + pre-meal at Gawler.
- Please be ready to advise forward Venues for 2024.

The Meeting closed at 8.50 pm. Thank you Margaret for the Supper.

Bob Kretschmer
Acting Register Secretary

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

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 8th November, at the Bartley Hotel, West Lakes Shore.

Present

Steve Arthur, Steve & Deb Attard, David Bicknell & Margaret, Tom & Marj Brindle, Peter & Heather Buck, Walter & Beryl Bullock, Fred Butcher, Andrew & Margaret Byles, Bob & Daphne Charman, Richard & Dianne Chuck, Phil & Hermine Burnett, King Charles III, Jeannie DeYoung, Alan & Lorraine Davis, Graham Franklin, Roger Frinsdorf, Don & Toni Heartfield, Judy Lucas, David & Annette Magee, Fay Leyton, Dean McCarthy, Graeme & Betty Moore, David & Angela Nicklin, Sandy Nicholson, Trevor Norley, Adela O'Reilly, Brian & Ann O'Shaughnessy, Borys & Ellaine Potiuch, Charlie & Mary Saliba, Evan Spartalis, Phil & Colleen Spencer, Conrad & Kobus Van Wyk,

Apologies

Jonathan & Carolyn Harry, Don & Elaine Cardone, Gary Monrad & Oggi Stojanovich, Ron & Rosie Bailey, Don & Margaret Bursill, Darryl Leyton, Louis & Nella Marafioti, Geoff & Margaret Thomas, Michael Pringle & Jo Orford.

New Members

Conrad Van Wyk and Father Kobus Van Wyk, here on holiday from South Africa. Moving to Adelaide June 2024.

Phil & Hermine Burnett visitors from Nth Haven.

Judy Lucas visitor from Holland.

Welfare

Geoff Thomas was admitted to Flinders Hospital on Saturday suffering from pneumonia. Margaret advises that he is improving every day.

The Register wishes him a speedy recovery.

Previous Minutes

Approved and read by all.

GENERAL BUSINESS

1. Conrad Van Wyk was presented with his New Membership Pack from Vice President Graham Moore. Conrad is here from Sth Africa.
2. Next ladies group lunch is 16th November at the Adelaide Oval.
3. 24th November, Multi Valve run to Williamstown.

4. 26th November, Compact Xmas lunch.

5. 2nd December, Our Xmas Dinner & Show, sold out.

6. 5th December, Club Xmas meeting at the Junction.

Car Talk

Not held tonight because of the Auction to be held.

Auction

A great night and a great result. We raised over \$900 which goes towards our Christmas show and other events during next year.

Thanks again to everyone who attended and donated unwanted goods.

An ever bigger thanks to all those who bought them.

Meeting closed 9.45pm.

Our next meeting will be at the Bartley Hotel on Wednesday 13th December. This will be a get together for a Christmas meal and drinks.

Bob Charman
Register Secretary



Over 120 donations of items for the annual XJ, Mk10 & 420 G Register Christmas Party auction were received. Another fun night.

REGISTRATIONS NOW LIVE



NATIONAL RALLY 2024

TASSIE TEMPTATION

Celebrating 50 Years of the Jaguar Car Club of Tasmania

ACCOMMODATION OPTIONS



Wrest Point Casino



Strahan Village

SOME OF THE ACTIVITIES



Parliament Lawns



Wilderness Wall



Saturday Night in the Tasman Room



West Coast Railway

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

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

2024 JAGUAR NATIONAL RALLY PROGRAM

Thursday 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

Merry Christmas



*Merry Christmas from jaguar!!!
Observed annually on November 29, International Jaguar Day was created to raise awareness about the increasing threats facing the jaguar and the critical conservation efforts ensuring its survival from Mexico to Argentina and the need to conserve jaguar corridors and their habitats.*



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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.

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

Minutes of the JDCSA October 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

Regalia: Graeme & Betty Moore.

Mobile: 0467 066 797. E: regalia.jdcса@mail.tidyhq.com

Librarian: Tom Brindle.

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

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
- Tim White: 0419 809 021

Merry Christmas and a Happy, Healthy 2023.

