



# CLASSIC MARQUE

## SEPTEMBER 2023



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# Club Torque - President's AGM Report 2023

It is with much pleasure that I submit my President's Annual Report. This will be my final report as your club President.

This year has been especially challenging for the Club with two major events; namely the Club's major milestone of 50 years and the hosting of the Jaguar National Rally (JNR). One certainty is, that collectively we can all be proud of what the Club has achieved throughout 2022-23. The tried-and-true practice of forming Sub-Committees to organize and run major events has once again proven to be very successful.

**Executive Committee:** Thank you to the Executive members for your support.

\* In particular, Treasurer Heather, who continues to ensure the financial activities are up-to-date, detailing all income and expenditure. Copies of the Financial report are available on request at the AGM.

\* Our Membership Secretary Daphne has continued in her very efficient way to process new membership applications and with the archiving of our earlier club records. Thank you, Daphne.

\* Club Secretary Steve was initially faced with a steep learning curve, namely TidyHQ, which I believe he has now mastered. He has also done a tremendous job in managing the day-to-day secretarial duties. Thank you, Steve.

\* To our Editor; well, what can I say. Since taking on this role Graham has taken the Classic Marque to a new level in both content and presentation. Thank you, Graham.

\* I would also like to thank Tim White for his valued assistance and wise council. Tim stepped in at a particular time and has been a great support with some of the more mundane administrative tasks in the running of the Club. In addition, Tim has authored the 50th Anniversary coffee style book which I thoroughly recommend as a "Must Read" for an insight to the history of the Club.

**Club Services:** It would be remiss of me not to mention other club members who have volunteered their time with the organization and running of the club. Thank you to Club Patron Peter Holland; Log Books, Bob Charman; Regalia, Graeme & Betty Moore; Librarian, Tom Brindle; TidyHQ Administrator Tim White. ACJC Club Representative, Phil Prior; FHMC Club Representative, Dave Burton; MSCA Club Representative, Barry Kitts; Technical Officer, Geoff Mockford and Web Master, Tom Herraman.

**Register Secretaries.** Without their backing there would not be a fully functioning Jaguar Drivers Club. In addition to the model/type Registers we also have the Ladies Social Group. The group meet regularly for lunch at very interesting locations. Feed-back would indicate the Ladies Group is a great success; Thank you to Tricia. To all Secretaries thank you very much for your time and effort in this very important roll.

**Year in review:** 2022/23 has been an extra special 12 months with S.A. Jag Day in December; the National Jaguar Rally held in April; and the Club Anniversary Dinner in July. Comments from members attending these events have been very positive. I was very impressed by the level of detail planning undertaken by all sub-committees leading up to each event. The upshot of this was obvious in the smooth running of these major events; I believe hats off to the sub-committee leaders Di Adamson, Suzanne Jarvis, Phil Prior and their teams, is in order.

**Congratulations to the winners of the various 2022/23 Annual Club Awards:** -

- Editors Award - Peter Goodale
- President's Award - Steve Weeks
- Most Enthusiastic Member: Noel Schmidt
- Club Person of the Year - Roland Donders

**Challengers ahead for the Club, short term:** The next whole of club major event will be Jag Day on 29 October to be held in Civic Park Modbury. This event is also Our Annual Charity Day "Cats & Cans". Just fill the boot with non-perishable food items for collection by the Salvation Army for distribution to those in need. Cash donations acceptable at the gate.

**Sponsors:** To our sponsors thank you for your support through-out the year. Several of our sponsors have supported the Club for many years and I encourage members to consider their services when looking to have work done.

**The September General Meeting** is also our AGM and members are encouraged to nominate for various positions on the Club Committee. Nomination forms are available from the Club Secretary and can be downloaded from the Classic Marque. Nominations will be accepted up to the start of the AGM. If you feel inclined to take a more active role sharpen your pencil and start taking an active part in the Club.

**In closing,** I must emphasize the importance for associations such as ours, to have fresh ideas that encourage renewal. This in turn helps to attract new members who bring new ideas, thereby continuing to grow our Club; the alternative is not an option. If we do not grow, we will suffer a similar fate as many other similar organisations and slowly dwindle in membership.

I want to thank each and every one of you for giving me this opportunity as Club President. People volunteer for things, "upward" praise is given, with members pulling in the same direction. It is just so darned satisfying and it makes the effort worthwhile. That being said, this is the point at which I have to hand on the baton to new leadership. Thank you for your support over the last two years and I will miss it, although I am looking forward to going back and sitting where you all are!

**Safe Motoring**  
**Fred Butcher OAM**



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**Front Cover:**  
*Chris Waldock & Christine Kirby - F-Type SVR*

**Back Cover:**  
*Advert for SA Jag Day*



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# Events Calendar 2023

SEPTEMBER

OCTOBER

NOV

<b>TUESDAY 5th SEPTEMBER</b>	<b>JDCSA AGM. "The Junction", 470 Anzac Highway, Camden Park.</b> Registration through TidyHq is required by 1st Sept if you intend to have a meal prior to the meeting. The meeting starts at 7.30pm with meals from 6:00pm. <a href="#"><u>JDCSA Sept AGM</u></a>
<b>12th - 16th SEPTEMBER</b>	<b>Multivalve Run to Broken Hill - Fully booked</b> Any questions, please contact Tricia or Peter Clarke: Mobile: 0422 128 066 or 0403 327 299 Email: xkr1@optusnet.com.au <a href="#"><u>Broken Hill Run</u></a>
<b>WEDNESDAY 13th SEPTEMBER</b>	<b>XK &amp; Mk 7, 8 &amp; 9 Register Meeting: 2:00pm - 4:00pm</b> The meeting will be at Rob & Vicki Loffler's home. Please bring a small plate for afternoon tea. <a href="#"><u>Please register on TidyHQ or phone Steve.</u></a> <a href="#"><u>XK &amp; Mk 7, 8 &amp; 9 Register Meeting:</u></a>
<b>WEDNESDAY 20th SEPTEMBER</b>	<b>XJ, Mk10, 420G Register Meeting: From 6.00pm - 9.00pm.</b> The Bartley Hotel, Bartley Terrace, West Lakes Shore. <a href="#"><u>All welcome. Please register on TidyHQ.</u></a> <a href="#"><u>XJ, Mk10,420G Register Meeting</u></a>
<b>WEDNESDAY 20th SEPTEMBER</b>	<b>SS, MkIV &amp; MkV Register Meeting: 7.00pm - 8.30pm.</b> Next meeting is 20th September at Antony Veale's house. Can members please advise Brenton if they will be attending the meeting. 0419 345 775
<b>THURSDAY 21st SEPTEMBER</b>	<b>Jaguar Ladies Social Group Lunch. 10.00am - 3.30pm</b> We will be visiting the Jurlique Farm at Mount Barker and then Mount Barker Hotel for lunch. <a href="#"><u>All ladies welcome. Please register on TidyHQ.</u></a> <a href="#"><u>Jaguar Ladies Sept Lunch.</u></a>
<b>TUESDAY 26th SEPTEMBER</b>	<b>Compact Register Special Meeting. 6.00pm - 9.00pm</b> The meeting will be held at The Maid of Auckland Hotel, 926 South Rd, Edwardstown. <a href="#"><u>REGISTRATION by 20 September is essential.</u></a> <a href="#"><u>Compact Register Special Meeting</u></a>
<b>THURSDAY 28th SEPTEMBER</b>	<b>Multivalve Register Meeting. 6.00pm - 9.00pm</b> The meeting will be held at the Kensington Hotel, 23 Regent Street, Kensington. <a href="#"><u>All welcome. Please register on TidyHQ.</u></a> <a href="#"><u>Multivalve Sept Register Meeting</u></a>
<b>TUESDAY 3rd OCTOBER</b>	<b>JDCSA General Meeting. "The Junction", 470 Anzac Highway, Camden Park.</b> Registration through TidyHq is required by 29 Sept if you intend to have a meal prior to the meeting. The meeting starts at 7.30pm with meals from 6:00pm. <a href="#"><u>October General Meeting</u></a>
<b>WEDNESDAY 11th OCTOBER</b>	<b>XJ, Mk10, 420G Register Meeting: From 6.00pm - 9.00pm.</b> The Bartley Hotel, Bartley Terrace, West Lakes Shore. For more information, please contact Bob Charman. Email: <a href="mailto:charmanr161@gmail.com">charmanr161@gmail.com</a> .
<b>WEDNESDAY 18th OCTOBER</b>	<b>SS, MkIV &amp; MkV Register Meeting: 7.00pm - 8.30pm.</b> More details will be provided closer to the event. Can members please advise Brenton if they will be attending the meeting. 0419 345 775
<b>23rd - 25th OCTOBER</b>	<b>XK &amp; Mk 7, 8 &amp; 9 Register Border Run (Strathalbyn)</b> It will be three full days with visits to farms, wineries and private gardens. See details page 64. <a href="#"><u>All welcome. Please register on TidyHQ.</u></a> <a href="#"><u>XK &amp; Mk 7, 8 &amp; 9 Border Run</u></a>
<b>THURSDAY 26th OCTOBER</b>	<b>E, F &amp; GT Register meeting. 7.30pm - 9.30pm</b> To be held at the workshop of Alan Baker at 58 Repton Road, Somerton Park. Members can see the progress on the D-Type build, which is nearing completion. <a href="#"><u>Numbers limited to 30, so please register early.</u></a> <a href="#"><u>E, F &amp; GT Meeting at AB's</u></a>
<b>SUNDAY 29th OCTOBER</b>	<b>SA JAG DAY - 10.00 am - 3.00 pm.</b> Civic Park Modbury, 995 North East Road, Modbury SA More details on back page and via TidyHQ. <a href="#"><u>SA JAG Day 2023</u></a>
<b>3rd - 5th NOVEMBER</b>	<b>SS, MkIV &amp; MkV Register Border Run to Mt Gambier with Victorian Car Club.</b> Details will be provided closer to the event. For more information, please contact Brenton on 0419 345 775
<b>THURSDAY 16th NOVEMBER</b>	<b>Jaguar Ladies Christmas Lunch.</b> We will be having our end of year Christmas lunch at the Adelaide Oval. Venue booked. More details will be provided closer to the event. Please keep the date free.
<b>THURSDAY 23rd NOVEMBER</b>	<b>Multivalve Register Christmas Lunch Run</b> More details will be provided closer to the event. Please keep the date Free.
<b>SATURDAY 2nd DECEMBER</b>	<b>XJ, Mk10, 420G Christmas Dinner &amp; Show: From 5.30pm - 11.00pm.</b> 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 to 110. For more information, please contact Bob Charman. Email: <a href="mailto:charmanr161@gmail.com">charmanr161@gmail.com</a> . <a href="#"><u>All welcome. Please register on TidyHQ.</u></a> <a href="#"><u>XJ, Mk10, 420G Christmas Dinner</u></a>



# Club Torque - Editor's Column

## 50th Anniversary Dinner:

On the evening, members asked both Phil Smart and myself for a copy of the talk he gave. Please find this included. It will take 25 minutes. But 25 minutes well spent.

## Photographs

Although the lighting on the evening was spectacular, the bright reds, greens and flashes of intense white light paid havoc with photographs. The plan was to have group photos of each of the 20 tables. The photographer, Mike Francis, did his best, but had to give it away as a lost cause.

The venue was unable to resolve this issue on the night and the organising committee was not happy and negotiated a substantial reduction in the payment to the Wine Centre. Fortunately, the photographs taken of people arriving turned out okay, as Mike was able to control the lighting to a reasonable degree.

Therefore, instead of 20 group table photographs, please find photos of arriving individuals and couples. Also, the group photographs of the 50-year-continuous-membership recipients turned out okay as they were also taken under controlled lighting. Unfortunately, the photos of the members receiving membership certificates did not work out. Sincere apologies.

Although a handful of people missed having their photos taken on arrival, by and large, if you were there, you should be able to find a photograph of yourself included for historical prosperity! *(Or please contact me).*

## F-Type SVR

Following on from July's interview with Chris Waldock, please find an updated article originally written for the Australian Jaguar Magazine by Chris & Christine about racing their F-Type SVR. The original article won the 'Andrew Whyte Journalistic Award'.

## Club Events

There is coverage of the Club outing to Geoff Mockford's workshop. Thank you very much to Geoff and Steve Moule, for a very informative and great night.

Also, you will find coverage of the very successful Combined Clubs Mystery Run organised by the XK, Mk 7, 8 & 9 register and supported by the Compact Register.

## Formulae E

For those that have been following the Formula E World Championship, there is a recap of the final races held in London which saw Jaguar-powered teams finishing the season in first and second place. A great achievement.

## Latest Auction News (pages 53-55)

RM Sotheby's U.S. Monterey Auction saw an original C-Type, D-Type, XKSS, XJ220, XJR15 and an aluminium XK120 go under the hammer, all at the one auction. The XKSS sold for **Au\$20.5m**.

And in the UK, Gooding & Company Hampton Court Palace auction saw 'Lofty' England's E-Type roadster sell for **Au\$1.78m**.

## Fred Butcher

Finally, I would like to say a big thank you to our outgoing President Fred Butcher. Looking back, it is rare to have had as many significant events in the one year as we did in 2022/23. There was the Celebration of the 100 years of Jaguar at the Adelaide 500; a twice deferred SA Jag Day; the National Rally; the 50th Anniversary Dinner and the 50th Year Anniversary Book. Fred managed to keep it all together.

Fred has also done his best to attend all Register Meetings & Events for the past 2 years, so that he could receive direct feedback from members, and in turn, use these comments to improve Club Services. I'm sure you will all join with me in offering Fred a big round of applause for all his hard work.

HAPPY FATHERS DAY

## Letters To The Editor - 50th Anniversary Dinner

*Editor: Two of several e-mails received regarding the 50th anniversary dinner.*

*Morning Graham, we had a great evening, seeing lots of folk who we obviously hadn't seen for 30,40,50 years. Amazing how time flies!!*

*The Dinner was quite frankly spectacular in every way, a marvellous achievement by all on the committee, congratulations.*

*Our seat placement gave us the opportunity to sit with really nice 'like-minded' people, too, so all in all, a memorable evening.*

*We have owned 8 Jaguars since those halcyon days, enjoying every one of them.*

*Thanks for the beaut piccy, happy days!!*

*Best regards,  
Mark & Kay Robertson*

*Editor,*

*Thank you for the celebratory photo, Graham! It was certainly a night to remember with many old familiar faces and new faces too!*

*Hoping it has re-triggered the restoration of our XK120!*

*Cheers  
Sally (and Jacques) Metzger*

## 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 September, 2023 magazine:

- ◇ David Cooke & Caroline Adams: 1970 Jaguar XJ6 (S1) 4.2L Sedan.
- ◇ Conrad & Carmina Van Wyk: 1961 Jaguar MkII 3.8L Sedan; 1967 Jaguar E-Type (2+2) 4.2L Coupe; 1967 Jaguar E-Type (S1) 2.4L Roadster; Jaguar C Type Recreation 3.4L Open Two Seater.
- ◇ Melvyn Dennett: 1995 Jaguar XJ X300 3.2L Sedan.
- ◇ Ian & Peter Broadbent: 1973 Jaguar XJ6 4.2L Sedan.
- ◇ Anthony Kennett; 1976 Ford XB Falcon 351cubic inches Sedan.

The following application listed in the July, 2023 Classic Marque magazine have been accepted:

- ◇ Desmond White: 1960 Jaguar XK150 3.8S Coupe.
- ◇ James Thredgold & Susan Bradley: 1985 Jaguar XJ6 4.2L Sedan.
- ◇ Eddy & Karen Simons: 1997 Jaguar XJ X300 3.2L Sedan.
- ◇ Stephen & Michael Foenander: 1969 Jaguar E-Type 4.2L convertible; 1962 Jaguar MkII 2.4L Sedan; 1959 Jaguar XK150 3.4L Drophead Coupe.

I particularly ask that Register Secretaries and current members make these new members welcome at meetings and functions.

Daphne Charman  
Membership Secretary



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# Jaguar's Future Reportedly Includes Large Flagship Sedan

It was previously understood that Jaguar's new four-seat grand tourer, launching in 2025, would be followed by a pair of luxury crossovers.

But now a source familiar with the new models has told Autocar that while one of the other two cars is indeed a Bentley Bentayga-sized flagship SUV, the other is actually an imposing limousine conceived in the mould of the XJ, albeit heavily redesigned, substantially larger and much more luxurious.

The first of the three new Jaguars arrives in 2025, and it has been confirmed by the brand as a sleek four-door grand tourer.

Though the market is clamoring for SUVs of all sorts, the segment is already extensively covered by fellow JLR brands Range Rover, Discovery, and Defender. Instead, Jaguar, with its new focus on lower-volume, higher-margin vehicles can target segments where the other JLR brands aren't present.

And having two sedans in its lineup (the four-door GT will likely be a hatch)



*The speculative rendering by CarBuzz is not endorsed by or related to Jaguar*

is a strategy Jaguar has explored for a while. When planning for the future of the XJ early last decade, Jaguar looked at introducing two body styles: a sporty coupe-like design for performance fans and a roomier design to be targeted at well-heeled Chinese buyers who prefer to ride in the back.

Jaguar's four-door GT will be shown late next year before going on sale in 2025.

The firm hasn't hinted at arrival dates for its range-mates, but it will launch no more than one car per year after the first.

Chief creative officer Gerry McGovern's pledge that the cars will be "a copy of nothing" (itself based on a quote by Jaguar founder Sir William Lyons) is clearly being followed to the letter.

*Information for this story from UK Autocar and CarBuzz.*

## UK Anti-SUV Group Attack Jaguar Dealership

A Jaguar dealership in the UK has been targeted by a group of anti-SUV extremists, who ruined the tyres of 60 vehicles they deem to be dangerous to pedestrians and the environment.

The group – who call themselves 'The Tyre Extinguishers' (or TX for short) – claims the eradication of SUVs would improve the climate, public health and safety.

To stop SUVs – even electric ones, which emit zero tailpipe emissions – from driving in urban areas, the radical group cuts tyres of vehicles causing major inconvenience and inflicting unexpected costs on the SUV's owners.

For more than a year now, the 'Tyre Extinguishers' have snuck out into the dead of night in affluent areas of the country and ruining the tyres of 'gas-guzzling' 4x4s and SUVs.

According to the group, this recent attack on the Jaguar dealership is in retaliation for a fatal car crash involving a Land Rover SUV last month. On July 6 2003, a Land Rover crashed through the fence of a school in Wimbledon, London, injuring 13 people and killing two eight-year-old girls. The SUV's driver, a 46-year-old woman, was arrested on suspicion of causing death by dangerous driving.

TX claim that because of their size, 4x4s and SUVs pose a greater risk to other road users, weigh more than regular cars, are more dangerous when involved in accidents, and 8 times more likely to kill children in crashes, than smaller cars.



*Activists targeted a Jaguar dealership in the UK and destroyed the tyres on more than 60 SUVs.*

The group demands to see bans on these cars in urban areas.

While 'The Tyre Extinguishers' have yet to report any attacks in Australia, the radical group has previously told *news.com.au*, **SUVs Down Under are the "next big target".** ■

*Information for this story from "Drive Australia."*



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## Jaguar Reduce E-Pace Range in Australia

Jaguar has reduced its E-Pace line-up for 2024 to two models. The range now only offers a single engine option.

“The four-model E-Pace line-up has been reduced to a two-model line-up as we move from 23MY to 24MY,” a spokesperson from Jaguar told CarExpert.

Jaguar has removed the entry-level E-Pace R-Dynamic S P250 and flagship R-Dynamic 300 Sport from its 2024 range.

Pricing for the remaining E-Pace range has been increased, and now starts at \$78,250 before on-road costs (+\$3987) for the R-Dynamic SE P250, while the R-Dynamic HSE P250 is \$83,450 before on-road costs (+\$5273).

Both models now receive the black exterior pack, a metal boot lip scuff plate, and an interactive driver display as standard.

The R-Dynamic SE P250 now comes with 12-way driver memory and 10-way passenger heated electric front seats, and a rear central armrest.

The R-Dynamic HSE P250 now includes 16-way heated and cooled electric driver memory front seats with two-way



*Photo: Jaguar E-Pace P250. The 2024 E-Pace range will now only offer one engine option, a 2.0-litre turbocharged four-cylinder that produces 183kW (245hp).*

manual headrests and heated rear seats with centre armrest, Ebony Suede cloth headlining, and premium cabin lighting.

The 2024 E-Pace range will only offer one engine option, which is a 2.0-litre turbocharged four-cylinder engine that produces 183kW of power and 365Nm.

It will no longer offer its more powerful 2.0-litre turbo four-cylinder engine that produced 221kW of power and 400Nm from the E-Pace R-Dynamic 300 Sport.

Jaguar has sold 279 vehicles between January to July 2023. Its best-selling model is the F-Pace with 138 deliveries.

The supply across the Jaguar Land Rover line-up has been tight for a long time and remains that way. ■

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

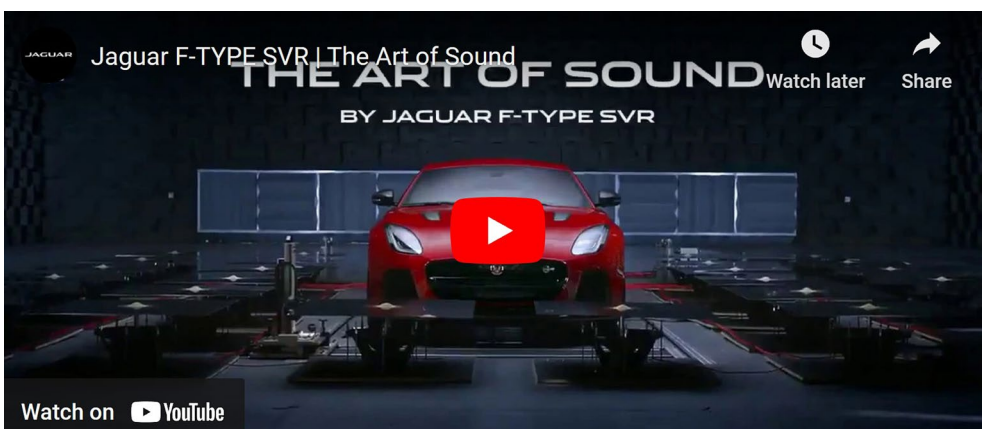
## Jaguar Immortalises Iconic V8 Sound

In early 2021, Jaguar confirmed that it would go fully electric by 2025 – giving it a five-year head start on the UK’s plans to ban the sale of ICE vehicles by 2030. One of the lead casualties from this announcement was the brand’s incredible 5.0-litre V8. A sombre moment for diehard Jaguar enthusiasts.

Fitted to the F-Type roadster and coupe and the F-Pace SVR, Jaguar’s current supercharged 5.0 is regarded as one of the most characterful and bruising V8s on the market, with one of the most distinctive exhaust notes.

Recognising this, Jaguar decided to preserve the sound of the 5.0-litre V8 in perhaps the most British way possible.

With an F-Type R 75 Coupe, the Gaydon Engineering Centre’s semi-anechoic chamber, and an armada of high-detail recording equipment, Jaguar has created a series of engine sound recordings of the 5.0-litre V8, “ensuring it will be available for people to enjoy for generations to come.”



The recordings are set to be catalogued by the British Library archives from the third quarter of this year, and have already been shared online on Jaguar’s media site.

The clips are some 30-40 seconds long, and comprise recordings taken from inside the car and outside of the car. Use of a rolling road allowed for the brand to generate recordings of the car running through the full rev-range and whipping through its gears.

“We’re delighted to be able to preserve recordings of the F-Type V8 engine for Jaguar enthusiasts and listeners around the world,” added Cheryl Tipp, of the British Library. “As production of this engine comes to a close, this unique noise takes its place in the nation’s archive alongside other sounds that can no longer be heard today”. ■

*Editor: Information for this story sourced from “Stuff” Australia.*



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# I-Pace to Retire by 2025 Along With Existing Range

Jaguar was the first luxury automaker to bring an electric crossover to the world. In October 2018, Jaguar delivered its I-Pace EV to its first customer. Pushing 394 horsepower via a dual motor setup and achieving an EPA-rated 234 miles on a single charge, the I-Pace was a compelling entry for its launch date.

The all-electric SUV swept automotive awards left and right, winning 62 international accolades, including the esteemed 2019 World Car of the Year award. It also brought home the Best Design and Best Green Car awards. This was a notable accomplishment for the I-PACE, especially considering that the Tesla Model 3 was already on sale at the time.

However, as the EV industry progressed, Jaguar's sporty electric crossover has lost the flair it once had. With other makes not only undercutting the I-Pace's price but offering a more competitive range, charging speeds, and performance, Jaguar has been seeing a decline in sales with its EV.

Although JLR's has a contract with Magna, which builds the crossover in Austria, until the end of 2027, JLR CEO Adrian Mardell, has reversed his predecessor Thierry Bolloré's suggestion that the I-Pace would be made "better and better", and for it to remain on sale

– perhaps even with a second generation – alongside Jaguar's all-new electric cars.

Mardell confirmed the I-Pace will now not be part of the firm's all-electric line-up, even as a bridging model, and will be taken off sale before the firm's relaunch in 2025 - along with the rest of the current model range.

However, the precise end dates for the I-Pace and other Jaguar models have yet to be fully determined while the firm waits to see when it can more precisely commit to a launch date for the new range of models. For now, Jaguar has said it will reveal its first new-era car in late 2024 and launch it in 2025, built on the firm's bespoke JEA electric architecture.

Mardell said: "We don't want the product to be out of the market for too long, particularly the I-Pace. So we've got time – we've got nine to 12 months – to work through these decisions."

Mardell said the I-Pace is now mainly sold in the UK and mainland Europe to help ensure the company is compliant with emissions targets.



He added that the I-Pace has been a big help in steering development of the firm's other EVs and that JLR "understands how to develop them" off the back of the I-Pace programme.

The I-Pace was the start of a new wave of electrification for Jaguar and this will continue with JLR recently announcing that it would invest £2.25 billion (Au\$4.5 billion) into Jaguar alone for its EV programs. ■

*Information for this story from various sources including Autocar and Drive Australia.*

## Fire on Huge Car Cargo Ship Was Carrying EVs

Owners of a cargo ship which caught fire off the coast of the Netherlands, killing one crew member, suspect an electric car may be the cause of the blaze.

**The Fremantle Highway**, a Panama-flagged car and truck carrier was en route to Singapore from Bremerhaven in Germany when it caught fire on July 25.

Speculation widely blamed one of the 498 EVs on board after an employee of the ship owner, Japanese company Shoen Kisen Kaisha, initially suggested an EV might be the culprit.

Both BMW and Mercedes-Benz have said that they had cars onboard the ship. There were no Jaguars.

The fire was extinguished and the ship is currently docked in Eemshaven in the Netherlands. Eventually it will be towed to another location – whether for repair or scrapping is not yet known.

However the boss of the salvage company handling the wreck of the ship that was carrying 3,784 new cars has said it was unlikely caused by an electric vehicle (EV). However the incident is spurring concerns over fire risks from EVs.

**The Fremantle Highway isn't the first time a ship fire has been blamed on EVs.**

**The Felicity Ace** carrying around 4,000 cars, including Lamborghinis, Audis, Bentleys, Porsches and 281 EVs, caught fire in 2022, and a year later the cause of the blaze that sent the ship 10,000 feet under the Atlantic Ocean was still unknown, although the ship was burning for three weeks before it sank.

Cor Meedendorp, director of FIFI4 Marine, claims that fires on cargo ships can be prevented with the right extinguishing system on board. His company specializes in fighting lithium fires on board ships and also installs



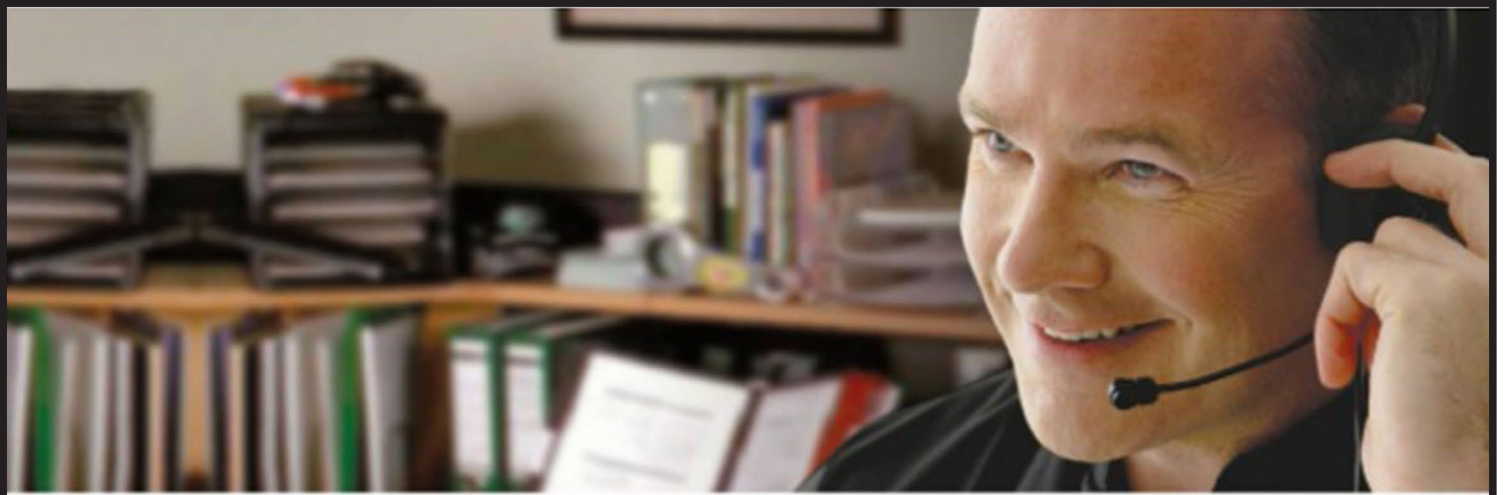
*Another ship, the Felicity Ace caught fire in Feb. 2022 and sank with around 4000 VW Group vehicles, including 281 EVs and 15 x US\$500,000 Aventador Ultimae models, which had officially ended production. Lamborghini had to re-established the supply chain to replace the cars.*

extinguishing systems in garages where electric cars are parked and charged.

In the meantime some shipping companies and road transport companies are refusing to transport cars fitted with lithium batteries. ■

*Information for this story from various sources including ABC Australia and Car & Driver.*





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# Jay Leno's Real Life Barn Find

*Editor: To provide background to the story below, included is this article from Classic Marque Sept. 2022 when Jay Leno showcased his E-Type barn find.*

Jay Leno is an automotive steward like no other. Jay provides a regular restoration blog and his latest update is about a barn find in his own neighbourhood.

In the update Leno recounts the story of a local policeman who informed him that a person living nearby had passed away and that they might have a car in their garage worthy of Jay's attention.

That car ended up being the 1963 Jaguar XKE. Not only was it well preserved but it also has just 17,187 miles (27,659 km) on the odometer. That's not delivery mileage but to look at the interior you'd never know it. In fact, the only real giveaway that it's not nearly new is the coating of dust on the body.

Under the hood, you can see the factory chalk marks that still haven't been worn off. In the boot is the original factory tool kit along with the factory jack and even the Dunlop disc brake bleeder hose that came with every brand-new Jaguar XKE. Even the convertible soft top is in excellent condition. Leno thinks that it'll end up being a preservation car.



*Jay Leno with his 'barn find' 1963 XKE roadster with just 17,187 miles (27,659 km).*

For him, that means that he won't be restomodding it or restoring it to perfect condition. He'll clean it up and keep it as a testament to what an original XKE should look like to future generations.

Over the course of the first month of work on the car the team has removed the front clip to test whether or not the paint can be saved and to do more work on the engine.

"It's fun to drive a car as it was from the factory," Leno says and that's the plan for this car. It'll get slightly wider tires, updated brakes, and updated brake hoses in the interest of safety. Beyond that, it should end up as one of the most original and well-preserved XKEs in existence. To watch the video goto: [Jay Leno XKE](#). ■

*Information for this story from Car Scoops.*

## Jay Leno's Restored XKE Barn Find

This classic sports car had been sitting untouched for 50 years, but Leno was able to bring it back to life. And now, he has finally featured it on his YouTube show *Jay Leno's Garage*.

There are many superb barn find stories, and this one is no different. Leno found this British gem hidden under piles of old TVs, water heaters, and other debris. It had several small dents in the body and was left standing since it was parked in the late 1960s. Who on earth simply forgets about their E-Type?

He decided to keep the car as original as possible, only making minor modifications. He replaced the brake, clutch, cylinders, brake lines, battery, and wheels. He also had the rear axle fixed and upgraded. Even the original paint was retained.

Driving the Jaguar around town, Leno waxes lyrical about the fun he is having behind the thin, wooden steering wheel. He doubts the 4.2 litre inline-six still produces 260 horsepower and whether



*E-Type owners, at the very least, should put 34 minutes aside and watch this video.*

it can reach the claimed top speed of 150 mph. He considers himself lucky that his barn find didn't need much work, unlike the one poor example that needed 2,500 hours of restoration work.

The Jaguar E-Type is a significant car in automotive history. It was one of the

first mass-produced sports cars, and it helped popularize the genre. The car is still admired by car enthusiasts today, and Leno's restoration is a testament to its lasting appeal. ■

*Information for this story from Carbuzz.*



# Notice of AGM 2021

Jaguar Drivers Club of South Australia Inc.

## NOTICE OF ANNUAL GENERAL MEETING

Members are given notice that the **Annual General Meeting**, of the club will be held at 7.30pm on Tuesday, September 5, 2023 at the Junction, Anzac Highway, Morphettville S.A .

The **Annual General Meeting** of the JDCSA will follow the General Meeting, commencing at approximately 8.00pm. The business of the AGM will be the consideration of annual accounts, the reports of the Executive Committee, the election of Executive Committee Members and normal monthly business as deemed necessary by the Executive Committee.

### **Nominations to the Executive Committee.**

We are pleased to announce that the following nominations have been received to date for the three positions on the Executive Committee. These three positions are for a two-year term and expire in 2025.

*The positions of Secretary (Steve Weeks), Treasurer (Heather Buck) and Committee Member (Daphne Charman) were appointed last year (2022) for a two-year term and expire in 2024.*

The opportunity remains open for other nominations to be received for these positions. Nomination forms are available from the Secretary (and included below). Completed forms need to be returned to the Secretary prior to the commencement of the AGM.

<b>Position</b>	<b>Nominee</b>	<b>Secunder</b>
President	Michael Pringle	Peter Buck
Vic-President	Graeme Moore	Alan Davis
Committee Member	?	

## JDCSA Annual General Meeting

**Tuesday 5th September 2023**

### **Executive Committee - Nomination Form**

As a financial member of the JDCSA we wish to submit the following nomination.

I (nominees name) \_\_\_\_\_ apply for the position of

**President / Vice President / Executive Committee Position (Please delete which is not applicable).**

Signed by the Nominee: \_\_\_\_\_

Dated: \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_

Secundered by: (Name): \_\_\_\_\_

Signature of Secunder: \_\_\_\_\_

Dated: \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_

**This form needs to be completed and handed to the club secretary.**



# Formula E World Championship - Jaguar Teams 1st & 2nd

Both Envision Jaguar Racing and Jaguar Racing started the final race of the 2022–23 ABB FIA Formula E World Championship in London, level on points in the Teams' Championship standings. And after a delay of an hour and a half due to heavy rain, Envision driver Nick Cassidy executed a masterful drive, leading from start to finish, to beat Jaguar Team driver Mitch Evans and secure first place in the Teams' Championship standings for Envision Racing. (304 points).

After 16 races across 11 cities and five continents, Jaguar TCS Racing finished runners-up in the World Championship with 292 points – the team's biggest points haul in Formula E.

It was fitting that the season-long fight between the two Jaguar-powered teams came to a conclusion on home soil in the English capital, underlining what has been a dominant campaign for the Jaguar powertrain.

In all, four Jaguar-powered drivers finished in the top eight of the Drivers' Championship order.

## London Round 15 -Snapshot (29 July)

- ◇ Pole-sitter Mitch Evans won the race for Jaguar Racing, his fourth of the season and lies second in the drivers' standings.
- ◇ Nick Cassidy, Envision Racing, failed to finish and dropped from 1st to 3rd.
- ◇ Sébastien Buemi finished third for Envision Jaguar Racing.
- ◇ Sam Bird finished his home E-Prix in a provisional fourth position.
- ◇ With just one race remaining, Jaguar TCS Racing were equal on Teams' World Championship points with Jaguar-powered Envision Racing.



*Final Race of the season. At the chequered flag, Nick Cassidy crossed the line first to claim his fourth victory of the year, securing the Teams' Championship for Envision Jaguar Racing and leapfrogging Mitch Evans to take second place in the Drivers' Championship standings.*

## Round 16 -Snapshot (30 July)

- Nick Cassidy, Envision Jaguar Racing won the race from pole.
- Mitch Evans, Jaguar TCS Racing finished second.
- Jake Dennis, Avalanche Andretti Racing finished third and secured the Drivers' Championship title.
- Mitch Evans, finished third in the Drivers' World Championship, just two points behind Nick Cassidy.
- Envision Racing, Jaguar's customer team, took the Teams' World Championship just ahead of Jaguar TCS Racing.

To watch the 8-minute highlights of the weekend goto: [2023 London E Prix highlights and final standings.](#)

## 2004 Championship

Jaguar TCS Racing have announced that the runner up to the 2023 Formula E World Drivers Championship, Nick Cassidy, will join the team's driver line-up for the 2024 season of the ABB FIA Formula E World Championship replacing Sam Bird.

The first race of the 2024 Formula E season will be held in Mexico City on the 13th of January 2024. ■

*Editor: Information for this story sourced from Jaguar TCS Racing and the official FIA Formula E World Championship site.*



*Jaguar Driver Mitch Evans finished third in the Formula E World Drivers Championship and was very unlucky not to win the title.*



*Envision became the first customer team to win a World Formula E Team Championship. Nick Cassidy has now joined Jaguar for 2024.*



# Racing The F-Type SVR



Story by Chris Waldock & Dr Christine Kirby - Racing the F-Type SVR.

*Editor: Following on from July's Q & A with Chris Waldock, below is an updated article originally written for the Jaguar Magazine. It won the 'Andrew Whyte Journalistic Award' and their SVR also featured on the front cover of the magazine.*

Husband and wife team Christine Kirby and Chris Waldock have competed in many Jaguars including a British Racing Green E-Type, which provided the first rally win, an XK-RS and a F-Type R Coupé. But when they heard about the specifications of the F-Type SVR they immediately put an order in. When their new car landed in Sydney it was whisked off by their friends at Jaguar, in particular Marc Gammage, and given individual livery as seen in the photographs.

Prior to their competition outings they did many Classic Adelaide's in E-Types.

Their initial outing in the new SVR was the Targa High Country which was first run in 2010 and attracts an average field of 200 entries due to its challenging yet scenic roads, as well as being such an easily accessible region.

Less than three hours from Melbourne, it is based on top of Victoria's most popular ski resort, Mt Buller, some 1800 metres above sea level. In summer the road to the summit masquerades as one of the most exciting hill climbs in the country and is the gateway to the other rally stages.

For Christine and Chris, the Targa High Country was the shakedown event in their second F-Type. It has been supported by Jaguar Australia for a number of years, and the F-Type R debuted there.

Their SVR has been given the name 'Puss In Boots II'. The team was officially known as Team Jaguar SVR Australia.

According to Christine: "The principal reason for choosing the SVR over the R was the AWD. We had the opportunity to drive an F-Type V8 AWD on a Jaguar Drive Day and were very impressed. We knew from driving both the XK-RS, and the first F-Type, the AWD would be highly beneficial both in the wet and on

tight competition stages of the Targa. In discussing this with Matt Weisner and Marc Gammage at Jaguar Australia, they strongly advised us to wait for the SVR. We did, and got 'Puss in Boots II.'

"The SVR is one of the most awesome cars we have driven including our Ferraris and Aston Martins. The value for money is outstanding. Like the way it turns in with avoidance of both under and oversteer."

"It has excellent front to rear balance with improved dynamics and body feel. The carbon ceramic brakes were fantastic right from cold, giving a very reassuring sense from the start of any stage. We had no fade across the course on any event even on stages greater than 30 kilometres that were intensely winding. The car has a massive advantage with less unsprung weight.

"Jaguar Australia were fantastic supporters right from the purchase of the XK-RS which had been a press car. "They ran it at Phillip Island, and



## Racing The F-Type SVR (cont)

Targa Adelaide when Sammy Stevens drove the car. We ran it for two years in Targa events, and when we purchased the F-Types they assisted with purchase price on both cars (as did our local dealer Solitaire Jaguar).

"Jaguar also assisted with tyres, graphics plus ongoing technical and moral support for all three vehicles ensuring we had back up from local dealers. That included both Launceston and Hobart during all Targa Tasmania's that we did from 2013 through to 2016.

"The team in Sydney facilitated us getting our cars very early in the production run. Our SVR was the first customer delivered car in the country, ensuring that despite production delays, the car was here for Targa High Country in early November 2016.

"For Targa High Country we had taken delivery of the car two weeks before, so we chose to pace ourselves and get the feel to become at one with it. The conditions were challenging too with snow and rain. We had no desire to damage the car on our first outing, and we arrived at Mt Buller with around only 1500 kms recorded.

"We noticed the handling differences immediately and finished Targa High Country in a good placing while feeling optimistic about our chances in Classic Adelaide."

The four-day Adelaide Motorsport Festival in the South Australian capital combines Classic Adelaide closed road rally stages in the hills with circuit sprints at the original Formula One pit lane section in the city's Victoria Park.

Following the first run in 1998, the Classic Adelaide Rally rapidly gained an enviable reputation, particularly with overseas crews, for its challenging road stages in the hills surrounding the South Australian capital.

It now forms part of the annual four-day Adelaide Motorsport Festival, along with the Victoria Park Sprints that celebrate the era when Formula 1 cars raced on the city streets.

"We finished Day One of Classic Adelaide in first position which was a new experience. Suddenly there was enormous pressure we had not felt before, especially for Christine because this event required a huge input from the navigator".

"As Day Two progressed, and our lead grew smaller due to a couple of small calculation errors, the tension increased".

"Four stages from the end we dropped to second place, then regained the top spot by three points on the Mt Lofty stage after a very good run".

"Going into the two Victoria Park stages the tension was enormous - so we were stunned to learn at the end we had a lead of two hundred and two points - and had won the Classic Adelaide TSD Class! Modern cars are not eligible for outright victory".

"We cannot say how excited and elated we felt. The champagne shower and the cheers from other competitors was totally amazing. We felt we had vindicated Jaguar's faith in us, and the support they have given us. Amazing!!!"

Although they didn't realise it at the time, they had just scored the first

competition victory anywhere in the world for the F-Type SVR model.

"The best we had done previously was a second overall position in the Australian Targa Championship. That was in four events during 2013 and 2014 driving the XK-RS. There was no champagne shower for us then - we found out at a formal presentation at the Targa Tasmania dinner".

'Puss in Boots' was a totally awesome car, and we thank Jaguar Australia, Matt Weisner, Marc Gammage, Marc Eedle and the rest of the team for getting us into the car. We were privileged to represent the brand, and were thrilled that our's was the first race win for an SVR."

Chris & Christine



The debut outing for an F-Type SVR in Australia was Chris & Christine's car in the Targa High Country event. They then went on to win "The Classic Adelaide."



# 50th Anniversary Dinner by Suzanne Jarvis

I am very proud of a team effort to produce the 50th anniversary dinner experience, Saturday, July 29th in the Hickinbotham Room of the National Wine Centre.

I would like to thank those involved, giving up hours to do those things that make an event work.

Patron, **Peter Holland** was the driving force to provide members a “night of nights”. He was determined to celebrate those members giving 50 years to the Jaguar Drivers Club of SA. Peter’s complete dedication to the Club needs to be acknowledged and many thanks go to his breadth of historical knowledge of both the Club and Jaguar motor cars.

Peter wrote the descriptions of both cars on display. He also updated the trophies presented on the night and, as the Most Enthusiastic Member trophy left no room for another insignia, purchased and donated a new perpetual trophy for this award. Peter also decided the keepsake trophies and had them engraved with the 50-year logo. Thank you, Peter!

**Ros Holland** has the most astounding memory for names and places! Our go-to girl for anyone we couldn’t recognise in old photographs. And every gift glass on the 20 tables was wrapped by Ros. It took a few days, but a wonderful job. Ros also did duty with **Moria Lugg** at the Registration desk on the night. Thank you, Ros.

The table centrepieces looked stunning, thanks to **Tricia Clarke**. Once we decided on disco planters, Tricia went into overdrive and ordered the mirror bases, the planters and stands. The plants were purchased a day before the dinner and combined and set as centrepieces the morning of the dinner. I hope winners of the centrepieces are enjoying their gift! Thank you, Tricia.

One of the highlights of the dinner was the extraordinary slideshow, presented by **Moria Lugg** with help from **Alan Bartram**. Moira spent many weeks and countless hours going through the many photographs available. Thanks to the Executive for approving the digitisation of very early photograph albums, we had access to photographs which hadn’t been seen since the ‘70s. The slideshow combined over 600 photographs in all. A wonderful dedicated effort. Thank you, Moira.



**Alan Bartram** with help from **Tricia Clarke**, purchased and produced the gift glasses. Alan spent a great deal of time with the glass graphic artist to perfect the logo. Alan also gave his time in setting up and doing runs to the lock-up. Thank you, Alan.

Although his XJ6 didn’t make it to the floor on the night, **Peter Thomas** was instrumental in organising the two display cars. Many thanks go to **Peter Leaf-Milham** for displaying his red 1973 Series 3 E-Type and to **Norm Atkinson** for displaying his maroon 1973 SWB Series 2 XJ6. Both cars were perfectly presented and looked stunning under lights.

Volunteering as Master of Ceremonies is very brave, but to complete the task with aplomb takes patience and adaptability. **Michael Pringle** proved how well it can be done. Many hurdles jumped during the dinner, but our plans proceeded smoothly. Michael also provided the gold leapers on each table, which were glitter sprayed in his garage. Apparently, a garage never to look the same again! Thank you, Michael.

He didn’t tell me he was going to speak for more than the allotted 20 minutes in case I said he couldn’t. How on earth could I tell **Phil Smart** not to do something! Especially when it comes to speaking about the Club for which he was the inaugural President. Enthralling and entertaining travels through past and present. Thank you, Phil for travelling from Queensland for the dinner and giving your speech.

The 10, 20, 30, 40 and 50-years certificates and badges were organised

by our redoubtable Membership Secretary, **Daphne Charman**. Daff made all the arrangements for printing and laminating of certificates and printing on badges. Thank you, Daff and for setting up on the Saturday morning and assisting with presentations at the dinner.

Thanks also must be extended to **Mike Francis** for donating his time and expertise to photograph the evening. It’s a difficult task, but Mike has produced some wonderful results for posterity. Thank you, Mike.

One person that must be congratulated is **Noel Schmidt**, winner of the **Most Enthusiastic Award for 2023**. Every piece of graphic art, from the official 50-year logo to the certificates, car descriptions and table placename sheets, was designed by Noel. Always happy to help and always providing excellent designs gratis. Thank you, Noel.

Penultimately, thank you to members of the Executive of the JDCSA who backed the Dinner Committee ideas in October, 2022 and never wavered. We fully appreciated your support.

And lastly, thank you to the 204 members and friends who attended the 50th anniversary dinner. It was a pleasure to see guests enjoying the celebrations. Everyone looked wonderful, especially those men who said their dinner suits had shrunk. Ladies, you were stunning!

**Suzanne**  
For and on behalf of the 50th  
Anniversary Dinner Committee



# 50th Anniversary Dinner by Dave Burton

## What a great night!

The entry to the Wine Centre is a long winding ramp leading around and up inside this fantastic building. From the minute we arrived at the door, we could feel the warmth of the 50 years of associations with so many people who we had not seen for so many years.

At the entrance, waiters presented us with a choice of wine, champagne, or soft drinks and then, drinks in hand, we walked into the huge room and were met by a photographer who took photos of everyone as they arrived.

Immediately we saw the beautiful E-Type and the XJ6 blending with a cloud of smoke to make them look unreal.

Dress was posh evening wear everywhere we looked, with the ladies in their finest with lovely hairdos and classy outfits, and the gentleman not far behind in dinner suits (black, white and coloured), shirt and tie.

The rotating searchlights mounted in the ceiling frame gave the whole room a moving sensation with different colours moving and flashing. Above the entry was an overhanging landing which I expected someone was going to parachute from at any minute, but no,

just a few photographers capturing the scene below.

Before we could find our table, we were approached by old friends, some who we had not seen for many years, and embarrassingly did not recognize (but that's OK 'cos one of them thought I was someone else anyway).

Background noise from over 200 people, the clink of glasses and the fabulous band, made it a little hard to understand what was being said, so I smiled and nodded a lot.

Then we found our table, and knew all but 2 of the members sharing it with us. It didn't take long to meet the two we didn't know, and so our communal conversations spread around the group.

The waiters tempted us with tasty delights as the night began, and soon they were taking our orders from the selection of 3 courses available.

We were all welcomed by MC, who was followed during the evening by a number of speakers and presentations.

As we listened to the background music from the band, photos of the last 50 years rolled across the screens above the stage and memories of cars, friends and

events from long ago were being revived as we sat and chatted.

And it was these photos which roused me to search the table lists which were on boards in the room, and to my delight, as I searched those lists, I found some, not all, but some of those names which I recalled.

As the evening rolled on, between drinks and eats, we made our way around the 20 or more tables, finding those illusive people who we had not seen for many years, and - surprise - when we found them, some of them said "who are you?" Yep, we have all changed a bit, but it only took a moment to make that recognition and so start chatting as if it was yesterday.

With the picture show, presentations, speeches, music, dancing and eating the night was fully entertaining and we are so glad we, and all our friends, old and new, made it to this memorable night.

We would like to thank all those who were responsible for putting this wonderful evening together, and can't wait for the 100-year celebration dinner!

**Dave Burton.**





# 50th Anniversary Dinner - Fickle Finger of Fate 2023

There is a Team among us  
Who back in 1973 on an auspicious day  
Joined together at the Brecknock hotel  
To hold the inaugural meeting of the JDCSA

Now this group of local Jaguar enthusiasts  
With names of Franklin, Forrester, Holland and Smart  
Came together with Dunstone, Alexander and Seidel  
To steer our Club in its formative start.

This enthusiastic group really did us proud  
Providing early impetus for our cherished Club  
And here tonight we are celebrating fifty years  
Of continuous Jaguar devotion since that night at the Pub

Now there is a man among us  
Who was there on that special night  
His enthusiasm for Jaguar has never waned  
Taking on Exec positions to keep development in sight

A number of 120's, 140's and a 150S he has owned  
Together with other classics of the Marque  
All of which he has personally restored and maintained  
Always ensuring they sound that sporting Jaguar bark

A rare Daimler convertible was bought to restore  
With the intention it would end up a glorious blue  
The body was prepared and the final coat applied  
But horror, it finished in a shocking purple hue

So, the Daimler was hidden away in the shed  
Where it sheltered for many a year  
Together with hundreds of historic radios  
Collecting dust in his Museum I fear

Over the years he and family have attended National Rallies  
And his reputation as an SA representative is well known  
He has come into demand as a Concours Judge  
His specialising in the contentious authenticity field has grown

Now years ago, the Club in its wisdom sponsored  
A real live Jaguar at the Adelaide Zoo  
But when our Man posed by its cage  
It showed it's appreciation by gleefully peeing into his shoe

This earned him a continuing Club reputation  
With much hilarity and laughter in hoots  
And to protect him from further immersion  
He was officially presented with a pair of gum boots

To the recent National dinner, he came  
Resplendent in a pale blue Don Dunstan safari  
Complete with a stunning wild long black wig  
It was great camouflage but it was deemed to be scary

Like me of recent time he has seen the light  
Moving into modern classic Jaguars too  
With not one but two desirable X-Type saloons  
No derogatory references to the Ford Mondeo platform thank you!

But being a long in the tooth Electrical Engineer  
His next new Jaguar may very well be  
Based on the Company's planned direction  
A very different proposition, a Jaguar EV

By now having listened to this presentation  
You most likely have come to understand  
That the Fifty-Year Fickle Finger of Fate award tonight  
Goes to our illustrious current Patron, Peter Holland

Ray Smithers





# 50th Anniversary Dinner



**Roland Donders - 'Club Person of the Year'**



**Steve Weeks - 'Presidents Award'**



**A big thank you to club members 'The Foenander Brothers'. Known for "Australia's Got Talent" in 2013, the brothers have been professional entertainers for the last 20 years. With their band they provided an entertaining evening of contemporary favorite songs as well as exquisite renditions of classic jazz.**



**A big thank you to Peter Leaf-Milham for displaying his red 1973 Series 3 E-Type roadster.**



**A big thank you to Norm Atkinson for displaying his maroon 1973 SWB Series 2 XJ6.**



# JDCSA 50th Anniversary Dinner

Presentations to members who achieved 50 years of continuous service



Front Row L-R : Chris & Nalda Holland, Sally Burton and Christine Kirby.  
Back Row L-R: Dave Burton and Chris Waldock



L-R : Val & Steve Weeks, Anne & Bruce Fletcher and Peter & Roz Holland



# JDCSA 50th Anniversary Dinner

Presentations to members who achieved 50 years of continuous service



L-R : Onslow & Wendy Billinghamurst and Moira & Juliann Lugg



L-R: Des Brown, Malcolm Adamson, Alan Hearse and David & Carol Seidel



# JDCSA 50th Anniversary Dinner



**Craig Norley, Zyra Paglinawan,  
Raelene Ringwood and Trevor Norley**



**Stan and Sally Grafton**



**Mario & Rose Sicilano**



**John & Beverley Manifold**



**Roland Donders and Joan Bormann**



**David & Robyn Cocker**



# JDCSA 50th Anniversary Dinner



**Gordon & Marie Elle**



**Ken & Andrea Hider**



**Bruce and Sandy Davis**



**Jim McBride and Helena Runge**



**Peter Thomas and Suzanne Jarvis**



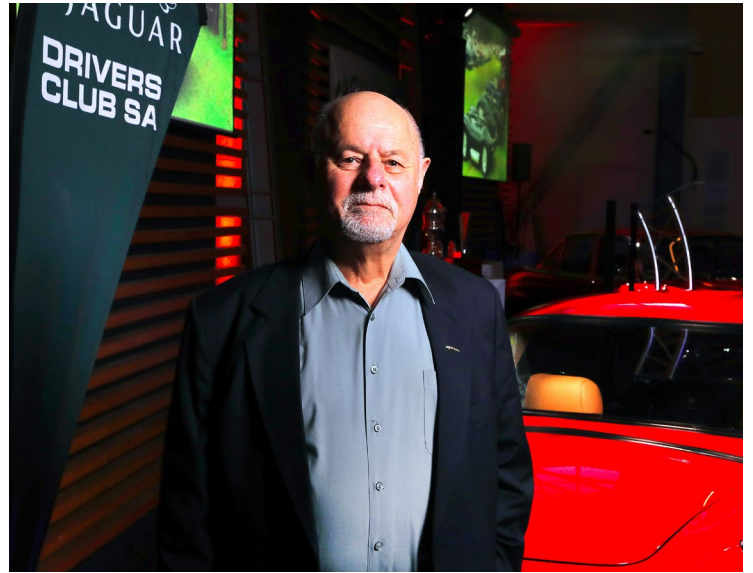
**Peter & Carmel Leaf-Milham**



# JDCSA 50th Anniversary Dinner



**Peter & Kath Taylor**



**Evan Spartalis**



**Rod Lovell and Janet Thomas**



**Mark Aldridge and Helen Hoare**



**Roger & Di Adamson**



**Angela & David Rogers**



# JDCSA 50th Anniversary Dinner



**Grant & Lorry Murdock and Sharon Rollo**



**Christine, Phil & Maz Smart**



**Helen Norris, Chris & Nalda Holland**



**Rolland and Shelly Short**



**Jan & Graham Franklin**



**Rodney & Nola Cooter**



# JDCSA 50th Anniversary Dinner



**Beverley & Wayne Buttery**



**Joseph & Vicki Cardone**



**Chris & Stella Michael**



**Bob & Daphne Charman**



**Alan & Lurraine Davis**



**Borys & Elaine Potiuch**



# JDCSA 50th Anniversary Dinner



**Graeme & Betty Moore**



**Shane & Christine Ferguson**



**John & Liz Bevor**



**Clive & Gillian Bolton**



**Peggy Davis and Onslow & Wendy Billingham**



**Andrew & Simone Tessari**



# JDCSA 50th Anniversary Dinner



**Geoff Mockford**



**Ray Smithers and Jenny Langdon**



**Ron & Claire Palmer, Kim Palmer,  
Austin Harris, Joe Spano**



**Peter and Tricia Clarke and Margaret Piper**



**Steve & Cecilia Schubert**



**Heather & Peter Buck**



# JDCSA 50th Anniversary Dinner



**Dave & Ange Nicklin**



**Michael Pringle and Josephine Orford**



**Phil & Colleen Spencer**



**Andrew & Leanne Shouksmith**



**Jim & Arcadia Komaromi**



**Geoff & Margaret Thomas**



# JDCSA 50th Anniversary Dinner



**Tim & Laura Welburn**



**Phillip & Nerrissa Dohnt**



**Ivan & Janine Cooke**



**Helen Glades and Steve Hutchison**



**David Cooke and Carolyn Adams**



**Peter and Linda Olifent**



# JDCSA 50th Anniversary Dinner



Alan & Kate Bartram, Jan Harris and Don Bartram



Paul Evison, Alison Braun, Max Rattley



Paul and Liz Szuster



Robin & Barbara Turner



Mark & Kay Robertson



Hugh and Annette Bogaerts



# JDCSA 50th Anniversary Dinner



**Robert & Angela Bell**



**Alison Webber and David & Margaret Bicknell**



**Lachlan & Lesley Peter**



**Graham & Ann Southern and Lusia & Hugh Guthrie**



**Peter and Karen Kentish**



**Andy & Ruby Gates**



# JDCSA 50th Anniversary Dinner



**Roderick & Jann Fyfe**



**John & Denise Stokes**



**Nigel & Mandy Stevens**



**Sara & Jacques Metzger**



**Andrew & Milly Costi**



**Bob & Glenys Moylan**



# JDCSA 50th Anniversary Dinner



**Phil Prior**



**Tim and Sue White**



**David Alm and Victoria Pearce**



**Les Burgess**



**Brenton & Maryanne Hobbs**



**Jo & Peter Forrester**



# JDCSA 50th Anniversary Dinner



**Des Brown and Lynette Williams**



**Tina Benbow & Darren Hewitt**



**Marj & Tom Brindle**



**John and Claire Evans**



**Alan Hearse**



**Malcolm Adamson**



# JDCSA 50th Anniversary Dinner - Guest Speaker

*Article based on Phil Smart's talk to the JDCSA, Saturday, 29th July.*

## The Club's Past and It's Future.

A couple of weeks ago in Brisbane, I was driving home and remembered I needed to get something on the way home, so I started doing what we all do these days, I started talking to my car.

- » "Hey Siri, what time does Bunnings close?"
- » "Bunnings at Capalaba?"
- » "Yes"
- » "Closes at 7.00PM, do you want directions?"
- » "No thanks, I know where it is."
- » "Okay then"
- » Having got that sorted out I then remembered I was supposed to ring my daughter.
- » "Hey Siri, what time is it in London right now?"
- » "It is 8.47 am."
- » "Great! Can you call Greta please."
- » "Calling Greta now."

As I hung up from that phone call to a daughter in London, or rather Siri did, I got to thinking again about tonight's dinner and what would I have to say to you that might be worthy of your time, especially of a period fifty years ago when it seemed like it might be a good idea to start a Jag Club.

Peter Holland tells me that the actual history itself has been well and truly covered, so what can I possibly add? And why do the old stalwarts of the club speak so fondly of that time? With that my thoughts drifted back fifty years and a question started to form in my mind, you see it wasn't just another time, it was another era.

## Here's The Question?

What would that 20-year-old newly minted president of the brand-new Jaguar Club of South Australia think if suddenly we were able to transport him fifty years into the future and drop him onto the front passenger seat of this 2023 Land Rover? How would he respond as he tried to comprehend me seemingly talking to the car and ending with a conversation that reached to the far side of the world?

Personally, I think he would be a little overwhelmed, perhaps excited but also, once he understood what was going



on and that every piece of knowledge known to man is instantly available with almost no effort required by the enquirer, he may be a little dismayed.

Would that young president realise that the wonder and excitement of discovery, endemic of his time, now pretty much doesn't exist, and does it matter anyway that it doesn't?

Then I thought ladies and gentlemen, what if I attempt to take you back the other way, take you back, not to a time but rather to an era when information was not so available. Where discovery was wondrous, painstaking and personally exciting.

An era where encyclopedia Britannic and the newspapers were the source of truth and knowledge.

What if I could drop you into the sumptuous red leather front passenger seat of a Mk V Jag that a nineteen-year-old lad had just bought and was now driving away in. You need to understand that until earlier that morning the lad had never even seen a Mk V Jag, he had no idea what they even looked like. He had seen a Mk VII on a used car lot and stopped to crawl all over it. Later that week he had sought the advice of a gentleman he knew who drove an Aston Martin DB2 drophead.

"Don't buy a Mk VII, get the earlier model a Mk V, much simpler motor, easier to work on."

The lad came from a family obsessed with football and cricket, his father, a distinguished medical specialist drove a Morris 1100 because the Morris Minor

he had before that had been so reliable. The aerial had broken off, so a metal coat hanger had been jammed into the aperture in its place.

Cars and mechanical's were not in this family's background.

But this lad knew he wanted a Jag, all based on his personal journey of discovery. It was an era of two tone Holdens and Fords, both poor imitations of their American cousins with a Vauxhall Velox being an example of a prestige car.

Let me go back even a few years earlier than that, here's the lad, waiting for a school bus at a bus stop on Henley Beach Road. He knew of Jags, from matchbox toys, he owned a matchbox XK120 and a racing Jag with a fin, but he probably couldn't have told you it was a D-Type. Picture this, a shape comes over the Kidman Bridge, slides out menacingly to the right and slinks past an FC Holden and then, as it goes past the school boy sitting at that bus stop it changes down a gear. The boy stares at the wire wheels, sparkling in the morning sun and as the machine turns onto Tapley's Hill Road and accelerates away, a menacing sound coming from the exhaust like nothing the boy had ever heard before.

It was the boy's first experience of an E-Type Jaguar. It was like something from another planet and here it was in the flesh. The boy had seen grainy black and white drawings of an E type in newspapers, looking like something from another world, but here was proof, up front and personal that there was one free and prowling on Adelaide roads!





After that the boy waited every morning hoping to experience that gear change again.

So, back to 1971, what was the lad going to do? There was no YouTube, no Google, no Pinterest where the lad could, within a few short hours become a complete expert on the Mk V Jag. The models, the colours, the specifications, the strengths and weaknesses, the performance, all laid out in front of him.

Three weeks after the advice from the Aston man, there was an advertisement in the Saturday paper for a Mk V, so the youth borrowed his mum's FB Holden and went to have a look, with his life's savings of a few paltry hundred dollars stuffed in his pocket.

As he turned into the street, there it was, his first sight of a Mk V Jag, magnificent in gleaming black, just as it was on the day Bill Lyons had signed off on the design in the driveway of Wappingbury Hall, his English country home, some years before. Running boards, front opening doors, side opening bonnet that seemed to go on forever. In wonder, the lad discovered the Mk V in the flesh, he ran his hand over the huge gleaming Jaguar emblem arrogantly displayed above the imposing chrome radiator grill, he opened the door, polished woodwork, leather, the smell of luxury! He sat behind the huge steering wheel, turned the key and pushed the button and for the first time in his life, saw a rev counter needle swing into action.

A few hours later he had parted with his life savings and here he was, with you all on board, driving down the road.

**Imagine the excitement, a different Era!**

From then on, every Saturday I raced down to buy a paper so that I could see if there were any other Jaguars for sale. Over a period of time, I realised that there were other people as obsessed with cars, and in particular Jaguars, as I was and we had started to find each other.

### **The Beginning**

I remember meeting them all. I remember going for a ride with Chris Holland in his Mk IX manual overdrive and experiencing an XK motor fly past the five thousand revs per minute mark for the first time. Frankie with his mad Mk 1. David Seidell selling me bits to keep the Mk V going.

At that stage Christine, my wife at the time, and who is here tonight, had bought an XK140 and we got to know the XK register. The first time I knew that an XK150 even existed was when David and Sally Burton drove up to a function in their white fixed head coupe. Wow, what a car! It took your breath away.

Then a few of us decided to start the club. We used the only medium possible, we put an ad in the paper to say when we would have the first meeting.

I might remind you, that for all intents and purposes, there were no means of communications as we now know it. Only landline phones, I could leave a message with Frankie's Mum who might pass it on when next she saw him, if she remembered and which would normally be a few days later anyway. Then he would ring back and leave a message for me at a phone somewhere. We didn't even have answering machines.

So, we hired a room, but had no idea if anyone at all would turn up, if a dozen came, we would have been ecstatic. On the night, the crowd was hanging from the rafters, a cast of thousands it seemed to us at the time and the club was launched.

Every event we organised was exciting, and new models kept appearing at each of them.

### **The Cars! The Journey of Discovery!**

I remember at one of the first few club meetings, seeing an SS100 abandoned in the car park, and after the meeting, a skinny quiet guy ended up taking me for a ride; Tony Bishop and I flew around the Adelaide Parklands flat out with me banging on the door as a Mk 2 tried to catch us.

Gavin Sanford Morgan turning up in a C-Type at one event, and at another, Jumbo Goddard in a D-Type.

It was an era of not knowing every day what you would discover the next, Sir William's cars, what was he going to stun us with next, seat belts were optional.

Mick Jagger, (who just turned eighty on Thursday by the way, same day the club turned fifty) and the Rolling Stones still challenging the very fabric of normal society. Jag Club festivities were nothing short of outrageous. Global warming? What was that? Some sort of new BBQ? Emission restrictions, we couldn't have even spelt it. Five people sitting in an E-Type roadster? Easy, three with feet behind the seat and sitting on the boot, with Peter Norris at the wheel trying to tip us off the back, and it was legal!

The dark clouds of a future World view that might need some custodian responsibility was not yet upon us, we all thought that the future was just going to get bigger, brighter and better.

### **It Was Another Era**

Bill Lyons had just released the XJ6, simultaneously, General Motors had just proudly unveiled the miserable HG Holden. Jaguars had a mystique that spoke of a future. Your first encounter with an XJ6 was in the flesh, low slung, with impossibly wide tyres that Dunlop had designed specifically to match Bill Lyons latest technology. You owned and drove a Jag or you were a lesser being. If movies wanted to depict style, daring, fast getaways, they used Jags; Michael Caine in the Italian Job; the maniac in



# JDCSA 50th Anniversary Dinner - Guest Speaker (cont)

a stripped-down E type challenging the hero in Vanishing point; the first fast and furious street chase, in the movie Robbery, was a Mk 2 being chased by an S-Type.

## Limitations Were Few

I go to cars and coffee some Saturdays now and see young people turn up in all sorts of exotic cars that will do 0 to 200kms in nine seconds, - except that you can't, you will have already broken the speed limit in first gear.

What's the point?

Imagine an era when you have bought your first E type, in my case it was in Melbourne, a series one E type roadster that apparently was capable of sustaining 240km/hour. This at a time when some new cars were still being sold with cross ply tyres, skinny pathetic little things that shrunk back inside the wheel wells with embarrassment.

I drove out of Melbourne and went past a big white sign with a funeral black circle containing a diagonal, swipe, also funeral black, across it. That sign meant - "From here on in buddy, you're on your own, there are now no speed limits, you are entering the unknown. Good luck and may God have mercy on your soul."

I do remember looking up at the roof of the 'E' at one stage of that journey, at a speed I can't remember, and being surprised to see that the wind coming off the windscreen had sucked the soft top some six inches off the frame where it remained strained like an over tightened drum. It stayed like that for a few short hours until Adelaide appeared more abruptly than it should have, to cut the drive short.

## It Wasn't Just All Fun!

You may be thinking that all we did was hoon, that was not the case, it is just my way of trying, poorly I know, to convey the fraternity and excitement of an era and the youthful exuberance that helped form this club.

What we did we did well and with passion, some of us went to the National Concour in Melbourne not long after the club formed, sitting in a pub back in Adelaide we thought, is that the best they can do? How about we show them how to do it.

We recruited the British Aerospace chief quality engineer to run the concourse, we convinced Jaguar to use the Concour



for their southern hemisphere unveiling of two new models, the XJS and the two door XJ model. They delayed one launch and flew the other out early from England to ensure they got it here on time.

There were hundreds and hundreds of Jaguars on display.

We were all so proud.

And since then, over the last half century this club has enriched the experience of owning a Jaguar for many hundreds of people and I congratulate you all for the commitment you have made in achieving that. I salute you.

## What of Jaguar's future? (and by extension perhaps the future of the club?)

Sir William Lyons once said, "The car is the closest thing we will ever create to something that is alive."

And he got closer to that concept than most.

Some of you may have heard of the term, 'Pur Sang', its French for "pure blood" and was initially used to describe a champion horse, dog or any superior well-bred animal. Enzo Ferrari was the first to use it for cars, his cars.

Just about all legendary motoring marques are the extension of one man's genius. We didn't think about that in 1970 when we saw our first XJ6 or when you first looked under the bonnet of an E-Type. Little did we know at the time that we were looking at the twilight years of an artistic, commercial and social genius.

Then a committee called British Leyland became the main influence in Jaguar's history, the Jaguar plant became large car plant number 5. Should we have changed the car club's name to Large Car Plant no 5 car club? My point is that once the genius fades the car seems to fade with it.

Pur Sang

You want more visceral evidence than that?

The average age of this club has increased at the same rate as the length of time back to when Sir William was still designing cars. There you have it, I have said it. The Jaguar Company committees, aided by the ending of a world as we knew it, have not been able to attract young people back to the brand.

Pur Sang

Ettore Bugatti produced magnificent cars for a period of time, fast, elegant and the engineering! I don't know how many of you have heard the sound of a 1930s Bugatti driven in anger, but it is song worthy of the ears and the soul. And then as Ettore faded, so did his cars.

But there is a future I believe, a hope for us enthusiasts,

One man, Jorge Anadon, an Argentinian and another genius, decided they should not die and it fact he called his company Pur Sang! Today you can call the factory in Argentina and order a brand new 1930s Bugatti. One man took up the mantle and the passion.

Alvis, two engineers, George Smith-Clarke and William Dun formed a 28-



# JDCSA 50th Anniversary Dinner - Guest Speaker (cont)



year partnership that between WW1 and WW2 produced the fastest naturally aspirated cars in the world, the fact that they were also some of the most elegant, and would have been admired by Sir William, gave them an added charisma. When the partnership faded so did the cars.

But the batten got passed to one man, one Alan Stote who bought the Alvis Company. Today you can ring Alan and order a brand new 1930s Alvis. As Alan sternly corrected me in our conversation, "Sir, they are not replica's, they are Alvis models made by the Alvis factory.

It has just been a long time between orders."

And they are magnificent.

Now you might be saying that Pur Sang belongs to the past. Not so.

I remember, it must have been in 2016, seeing the first Tesla in a show room in Los Angeles and thinking two thoughts, Wow! That should be a Jaguar and then being disappointed that it was only an electric toy that would never get off the ground.

How wrong was I, Elon Musk - Pur Sang

In 2019 Land Rover announced that the new Defender would look nothing like the old land rovers. The sum total of the wisdom of the Jaguar/Land Rover engineering department, a cast of hundreds of very talented people was that emission and safety standards are now such that it is impossible to produce a modern version of it. It couldn't pass the crash test.

And then along comes Jim Ratcliffe, an English businessman sitting in a pub

with his mates lamenting the death of a British motoring icon. Three beers later they turned a coaster upside down and designed what they thought the new, impossible to build defender, should be like. Three more beers, they decided then and there to build it, in fact they called it after the pub they were sitting in, the Grenadier.

And today again, you can buy a brand-new Defender. They are coming off the production line at the rate of 500 a week, with forward orders of 20,000 and with 75,000 written enquiries.

Pur Sang is alive and well, it is the passion of the human spirit.

It is my personal belief that there will never again be a schoolboy sitting at the bus stop that will have his breath taken away by a new model Jaguar.

Regardless, this club, like the Alvis club and many other clubs, will continue to celebrate the era of William Lyons and his cars. It will evolve and grow as it gets comfortable with preserving some magnificent machinery in the era that is coming.

## So, The Future

I have probably bought my last internal combustion everyday driving car, the next one will be electric.

The future of commuting will be a combination of three things, electric vehicles, autonomous driving, and artificial intelligence. The combination of these technologies already exists.

Our human ability to cope is the weak point. We have electric cars, but we still need to have a power point that looks like a petrol pump so that our feeble

minds can 'fill it up'. Instead of a more obvious, Scalextric type connection that sits on the floor of your garage so that the car slides into it every time you park it, - self-charging. This is no different to our human response to all change. In London, when cars first started to appear, the local authorities, being progressive and not wanting to hold up the future, daringly decreed that you could drive a car on the streets, but you needed to have a man walking in front with a flag to warn everyone and not scare the horses.

So, electric cars? Twenty-seven moving parts, none of them reciprocal, just washing machines on wheels that won't wear out. Battery technology being the weak point at present but that is changing rapidly.

Autonomous driving? Philosophical issues are the big hesitation here, our human emotional inability to "let go of the steering wheel". And again, that is changing rapidly.

Finally, artificial intelligence, the ability for a computer to learn and to learn by conversing with other computers. We can all accept today that Uber or uber like apps could manage a self-driving car and have one sent to us at our request. There are places in the world where that already exists.

Artificial intelligence means the cars will also be communicating with each other. For example, if a car hits a pothole the position of that pothole is instantaneously known to every other car in the country.

So picture this, you are flying overseas for a three week holiday and you arrive at the airport in your new electric car. As you get out, you tell the car to go home. No parking fees for you.

Except that you won't, you will tell the car to go uber itself and earn you some money while you are away, to subsidise your trip to the Goodwood Festival of Speed.

Let me stop here and highlight another important part of the equation.

The most horrendously expensive component of the current Uber like systems are the humans.

For a car to operate at it's potential, (some 120 hours per week), you need at least two humans. So currently, two families are being sustained by that



one Uber. Eliminate that over arching expense and the cost of running an Uber, and therefore the charge rate, becomes comparatively miniscule.

The cars will plan their day, where to be to collect a fare, when to go to an automatic charge station, in fact they will have booked themselves in hours before hand, no waiting. They will not park, there will be no need for parking stations.

There will be no crashes, therefore no crash repairs, no insurance, no petrol stations, no need for traffic lights, each crossing will run like an airport with cars planning their crossings. No speeding fines, no traffic jams and so it goes on.

## Then The Next Step

It will become obvious that all car crashes that do exist are a result of human involvement. For commuter driving they will be banned, we will get to the stage where hospital emergency departments will be advertising for work.

The average current usage of a car is around an hour and a half out of every twenty-four; our cars spend all night parked up in a garage and all day parked up in a parking station. What if cars worked 24 hours a day? The future will only need a fraction of the cars we have today, and Ladies and Gentlemen, we already have far more roads than is going to be needed in the future.

## Where Does That Leave Us Enthusiasts and This Jag Club?

It will evolve and become an even more enthusiastic club with an average age dropping significantly every year. Cars and coffee will become all day events, every weekend, with roads being allocated for a magnificent day of driving. Ubers will not be allowed on those roads. Driving Licences will be something that, like a flying licence but of course not as complicated, that the youth of the future will aspire to so that they can get involved in the magnificent age of driving internal combustion motor cars.

Is this bad? I don't think so, we are talking about making the everyday mundane driving, convenient, cheap as chips and effortless, leaving more time and funds for us to indulge our passions. And if weekend driving and celebrations of an era of internal combustion engines; and if sharing all the style and passion of that



era is something you enjoy; then you will have even more opportunities to revel in it, and this club. You, and others clubs like you, will be the way of the future.

Is this where the youth are going? They already are, we all came from an era of music on vinyl records, an era where the source of music needed to be cherished and the ritual of placing vinyl on the deck and connecting the needle was a visceral experience. Then music was instantaneously available with no effort. Now, my children and yours are again buying stereogram's and collecting vinyl. They are seeking the pleasure of being involved physically in the music. They ignore the fact that the music is not the same quality, in fact, they convince themselves the quality is better.

Certainly, the experience is, and that is what they are seeking.

So, in the future then, is not too much of a stretch to expect that Pur Sang will again embrace the Jaguar brand. Jaguar, as an unsuccessful mass producer of commuter cars will be bought by a well-heeled enthusiast or a small group of them.

The future generation will be able to order a brand new 1956 model Jaguar off a limited production line of maybe a thousand cars a year, with reasonably competitive pricing built in. These future enthusiasts will travel to the factory to see their car being built, they will be escorted to see the XK140 production run for this year, forty cars travelling down the line.

They will turn a corner in the factory and the line of gleaming cars will be

revealed, just as Sir William envisaged, it will take their breath away.

The factory guide will whisper to them, words similar to those exclaimed by Leonidas Jorge Anandon of Pur Sang in Argentina when guiding a visitor through his factory.

*"Our ideal is clear: to recreate here in this factory that space of pleasure where we can be taken by surprise and entertain ourselves every day, searching history with a passion almost melancholic which defines all those of us who speak and share the passion of dynamic art."*

The youth, looking at her brand new XK140 will turn and exclaim "They look like the originals!"

The guide will quietly place a hand on her arm and remind the young lady.

"These are the original madam, they are Jaguar motor cars, produced by the Jaguar motor company from genuine Jaguar parts.

It has just been a long time between orders."

Phil

*Editor: For interstate and overseas readers, Phil Smart was the driving force behind the formation of the Jaguar Drivers Club of South Australia and inaugural President. He is now a very successful businessman, resides in Brisbane, and races a lightweight E-Type.*



# 2024 National Rally - Tasmania



## 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

[www.jagtas.org.au](http://www.jagtas.org.au)

## 2024 JAGUAR NATIONAL RALLY PROGRAM

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

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

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

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

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

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

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

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

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

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



# E, F & GT Register Meeting at Geoff Mockford's



The business as it appeared last century – colour added to a black and white photograph



And as it appears 113 years later...



## E, F & GT Register Meeting (cont)

The August meeting of the E, F and GT Register was held at Classic and Sports Car Boutique, the business owned by Club Member and Technical Officer – Geoff Mockford. The workshop at 126 Sydenham Road, Norwood was established in 1912 as a service station and remains the longest continuously operating workshop of its type in South Australia.

The meeting kicked off at 7:30pm and Register Secretary - Suzanne Jarvis welcomed numerous new members as well as the President and Editor. She also mentioned that Fred will be stepping down as President at the next Annual General Meeting and he received a large round of applause.

Suzanne reminded members that the position of Register Secretary is open. Should anyone be interested, significant support will be provided. A comprehensive Register Secretary Management Guideline document has been written and a suite of precedent documents will be provided to anyone wishing to take on the role. Such information will include pro-forma meeting agendas and reports, run sheets, forms, spreadsheets and the like.

The 'job' can be very rewarding one.

It was also mentioned that Geoff's head mechanic Steve Moule, who was present, had worked continuously at the business for forty-six, yes 46 years to the day. A round of applause was provided for such a remarkable achievement.

Suzanne then handed over to Geoff who provided the members with a summary of his career in the automotive industry.

Geoff described how he was born in England and his father was a mechanic who worked on various marques including Jaguars. His interest therefore developed at an early age and he recounted an occasion when his father had to take a Rolls Royce to Brighton. He picked up Geoff from school in it, much to the envy of his fellow students.

After immigrating to Australia and finishing his 2nd year at high school, Geoff started writing letters to various automotive businesses seeking an apprenticeship.



**Geoff addressing some of the 40 members that attended the meeting.**



**One thing you can count on at an E F & GT Meeting is plenty of food and alcohol**



## E, F & GT Register Meeting (cont)

Claude Sawley, an ex Spitfire pilot who owned "Castle Motors" at Norwood, took Geoff on. There were 5 or 6 mechanics on duty and Geoff's knowledge gained pace.

A move to Bryson Industries enabled Geoff to learn even more from a team of very experienced staff and in his 3rd year, he studied Auto Electrics and Transmissions as post trade courses.

In those days Brysons had an excellent rapport with customers, many of whom were farmers and their cars were picked up at Gepps Cross for servicing as the owners were reluctant to drive into the city.

Unfortunately, a move to West Terrace was detrimental and the atmosphere changed completely. Many of the original Bryson employees were made redundant.

Geoff eventually left and became the service manager for "Prestige Car Sales" of Walkerville.

Geoff was proud when in 1987 the business won the State Service Excellence Award, and then in 1989 they won the National Services Excellence award which was repeated for three years.

After this, with a partner, Geoff established "Sovereign Auto Service" where he remained active until he bought "Classic and Sports Car Boutique".

At the end of his summary, Geoff then announced that he had recently been in the UK and had negotiated to become the National distributor for "Holden Vintage and Classic". [Nothing to do with Holden cars].

This company was originally founded in 1988 as a Lucas electrical parts specialist, re-purposing existing Lucas tooling to manufacture period automotive parts for classic cars and motorcycles. Today, Holden Vintage & Classic continues to be a leading authority on Lucas parts with a library of historical documents and diagrams and a wide range of classic and

modern Lucas parts for Aston Martin, Caterham, Jaguar, Triumph, Mini and other leading marques. The business is part of the SNG Barratt Group with whom most members would be familiar.

This significant event will require the Sydenham Road front section of the workshop to be refurbished as a sales and showroom area. The renovations will be sympathetic to the era of the building.

As a finale, Geoff gave a practical demonstration of the installation of a rear main bearing rope seal.

Many thanks to Geoff and Steve who went to great lengths to prepare the workshop for the meeting. The numbers who attended was testimony to the appreciation. Thanks also to all members who attended.

END

Peter Thomas



Geoff demonstrating the installation of a rear main bearing rope seal.



# SA Jaguar Day & Cats and Cans

THE JAGUAR DRIVERS CLUB OF SOUTH AUSTRALIA  
PRESENTS

# SA JAGUAR DAY



## *Celebrating* S-TYPE 60<sup>TH</sup> ANNIVERSARY

**SUNDAY 29<sup>TH</sup> OCTOBER**  
**CIVIC PARK**  
NORTH EAST RD. MODBURY  
10AM - 2.30PM

**FREE ADMISSION**

FOOD AND DRINK STALLS ON SITE  
ALL JAGUAR AND DAIMLER CARS WELCOME  
SUPPORT OUR ANNUAL CHARITY DAY "CATS & CANS"  
JUST FILL THE BOOT WITH NON-PERISHABLE FOOD  
ITEMS FOR COLLECTION BY THE SALVATION ARMY  
LUCKY PRIZE DRAWS THROUGH OUT THE DAY  
A GOOD DAY OUT FOR ALL THE FAMILY







# Combined Clubs Mystery Run



About 70 of us met up at Green Valley Strawberry Farm for breakfast. No strawberries - but great food.



It wasn't possible to get all the cars together, but there was a nice variety of English cars on an English day.



Lunch in the semi-restored barn. A unique and ideal venue for the day.



Fred awarding Peter Goodale with the Annual Editor's Award for the best story in Classic Marque 2022/23)



Steve Schubert received a trophy for the Most Desirable Car on the Day. (XK150 FHC).



**SIX-SPEED Mk2**  
High-tech auto upgrade

# JAGUAR WORLD

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

## Dynamic R

Revisiting the swansong XK

**WORKSHOP**  
ABS problems  
XJ rear subframe

**BUYING THE XJ40**  
Modern classic gem

**HISTORY**  
Jaguar interiors

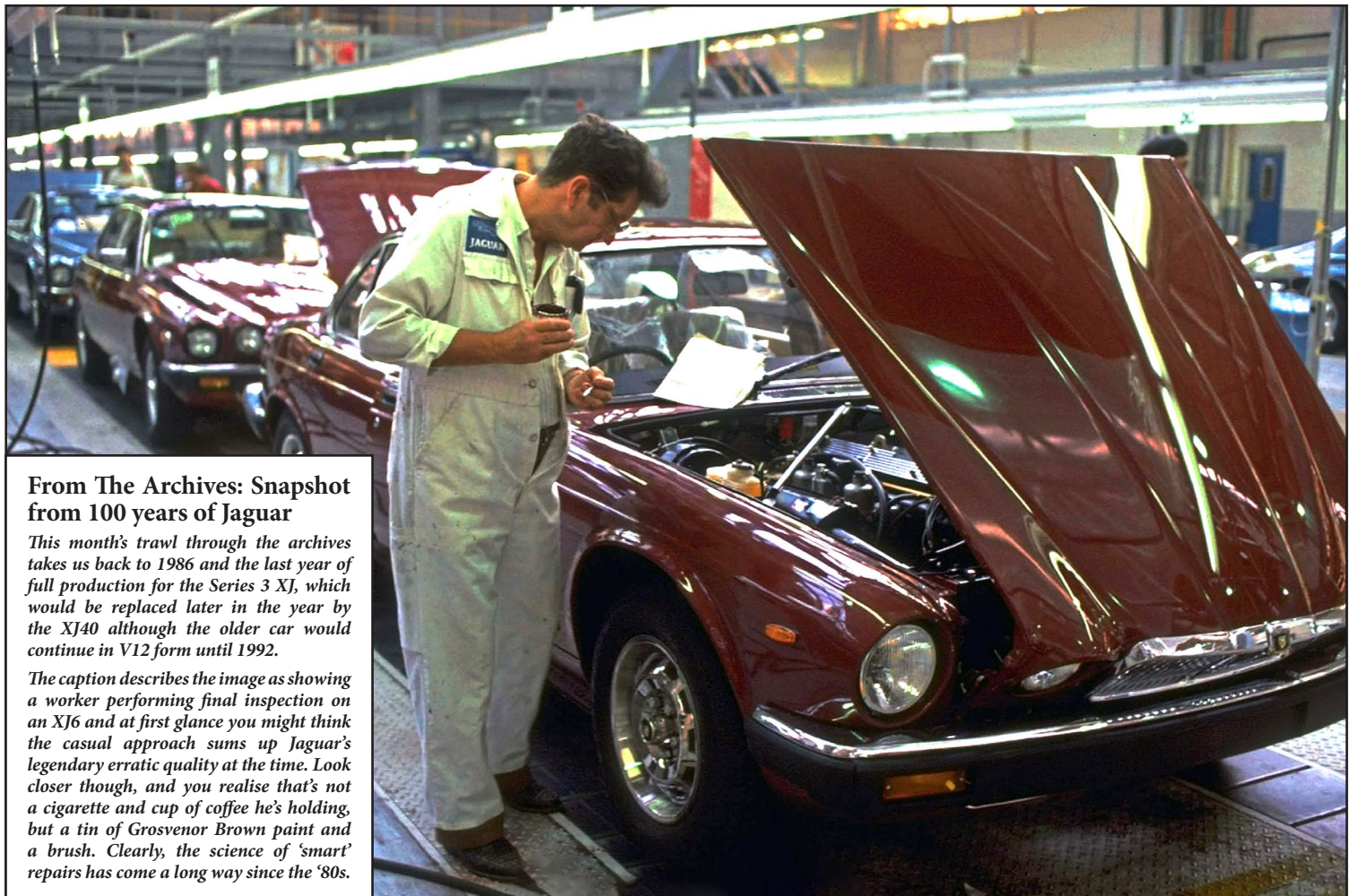
**Sustainable Series 1 E-Type**  
118 pages

**XK120 Survivor**  
Classic racer with royal history

SEPTEMBER 2023 £6.99  
ISSN 0950-0804  
9 772035 441050

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

- ◇ **Sustainable E-Type:** We revisit SNG Barratt's famous E-Type, now fuel injected and burning green fuel.
- ◇ **XK Dynamic R:** Rediscovering the Dynamic R, the swansong for the XK which represented its ultimate evolution.
- ◇ **Modernised Mk2:** Dropping in a modern six-speed automatic gearbox transforms the Mk2's performance and refinement.
- ◇ **XK120 Racer:** An XK120 with an impeccable provenance going right back to the 1952 Race of Champions.
- ◇ **History:** How did the Jaguar interiors of the '50s and '60s get their distinctive look, feel... and smell? Former company designer Nick Hull explains.
- ◇ **Tech - AJ V6:** The fascinating back story of the Porsche designed Ford engine which became a Jaguar mainstay.
- ◇ **Buying The XJ40:** If the classic XJ line-up is either out of reach or too big a project, the XJ40 is no less a significant Jaguar model and can be easier to live with.
- ◇ **Workshop - ABS Issues:** Fault-finding and fixing the ABS on modern Jaguars.
- ◇ **Workshop - Q & A:** Seating upgrades for classic Jaguars.
- ◇ **Workshop - XJ Subframe:** We discover what's involved in dropping the rear suspension from the classic XJ.
- ◇ **Archives: Snapshot from 100 years of Jaguar** (see below). ■



### From The Archives: Snapshot from 100 years of Jaguar

This month's trawl through the archives takes us back to 1986 and the last year of full production for the Series 3 XJ, which would be replaced later in the year by the XJ40 although the older car would continue in V12 form until 1992.

The caption describes the image as showing a worker performing final inspection on an XJ6 and at first glance you might think the casual approach sums up Jaguar's legendary erratic quality at the time. Look closer though, and you realise that's not a cigarette and cup of coffee he's holding, but a tin of Grosvenor Brown paint and a brush. Clearly, the science of 'smart' repairs has come a long way since the '80s.



# XKs to F-Types

## A HISTORY OF RACE-BRED JAGUAR SPORTS CARS THROUGH 75 YEARS

FROM AN ARTICLE BY NEWSMAX.COM

Sadly, the F-type will be ending its run after 2024. This year marks 75-year since the launch of the XK.

The Jaguar Car Company made a big splash in 1948 with the introduction of its new sports car: the XK120. By 1954, 12,000 of the XK120 had been sold. Fast forward to 1961, Jaguar launched what became the most beautiful and iconic sports car of all time, the E-Type. The E-Type was instantly recognizable. The Jaguar E-Type is widely regarded as one of the most important and pretty sports cars of all time.

The next generation, the F-Type debuted as a 2014 model. The F-type was a modernized performance, a luxurious grand touring experience, and everyday reliability sports car. The Jaguar F-TYPE is the definitive Jaguar sports car from rich bloodline spanning 75 years, the final version is called the 75 Edition.

### 1950 Jaguar XK 120 OTS

The XK 120, was the car that established Jaguar's motorsport credentials.

The secret of the XK 120s competition success was its extremely rugged chassis, the extraordinary reliability of its then new 3.4-litre, twin-cam engine and the light weight of its all-alloy bodywork (later production cars were built from steel). Its only weakness was its brakes, with heavy wear rates and susceptibility to fade.

This car is the 1953, NUB 120 was raced and came back to Jaguar and is unrestored. Today NUB 120 is maintained in full working order and can often be seen at classic car events supporting the marque whose reputation it did so much to establish.

### 1961 Jaguar E-Type (S1) 3.8 Litre is the 1st production open two-seater E-type.

At the launch of the E-type at the Geneva Motor Show in March 1961, two cars served as press demonstrators. One of them was this car, 77 RW, built in February 1961 as the first production open two-seater. It was famously driven out to Geneva in a dramatic 17-hour overnight run, by Jaguar's Test and Development Engineer through the night to get to Geneva. It is now the oldest surviving open E-type.



The E-type was in many ways developed from Jaguar's successful racing D-type which had won the Le Mans race three times from 1955 to 1957. Originally intended as a racing car, the E-type eventually emerged as a road-going sports, grand touring car, and in motor racing.

The E-type, or XKE as it was known in North America, caused a sensation when revealed in Geneva. Offered as a two-seat roadster or fixed-head coupe, the iconic design was a result of Malcolm Sayer's obsession with aerodynamics, and, combined with a 265hp 3.8-litre, triple-carburettor version of the XK engine, it was a capable of 0-60mph in 6.9 seconds.

In 1964, the XK's displacement increased to 4.2-litres, and then in 1966 a 2+2 fixed head coupe joined the line-up. In Series 3 form, E-type became the first Jaguar to use the new, all-aluminium 5.3-litre V12, which developed an effortless 272hp and set new benchmarks for smoothness and refinement.

### 2005 Jaguar XK

The Jaguar XK is a two-door 2+2 grand tourer automobile manufactured from 1996–2014 in hatchback coupé and convertible body styles, across two generations. The XK was introduced at the Geneva Motor Show in March 1996 and was discontinued in July 2014.

The first generation was marketed as the XK8, replacing the XJS and was Jaguar's first 8-cylinder model. The second generation of the XK, noted for its aluminium monocoque chassis and construction, was launched in 2006 model year.

The XKR performance variant was introduced in both of the generations

with the second generation also offering a more powerful XKR-S variant. This is the same style as the Trans Am Series race cars from 2000-2004.

### 2012 F-Type

The next generation, the F-Type debuted as a 2014 model. The F-type offered modernized performance, a luxurious grand touring experience, and everyday reliability sports car.

The Jaguar F-TYPE is the definitive Jaguar sports car from rich bloodline spanning 75 years, the final version is called the 75 Edition. This is the last of the sexy V-8-powered coupe and convertible, Sadly the F-type will be ending its run after 2024. This is the close to a 75-year history for Jaguar.

### 2024 F-TYPE 75 & R 75

To celebrate the final Model Year of F-TYPE and 75 years of Jaguar Sportscars, customers can choose the F-TYPE 75 or F-TYPE R 75 special editions. Powered by Jaguar's supercharged 5.0-litre V8 engine in 444hp and 575hp, they are offered in both Coupe and Convertible.

The final model features a unique interior and exterior design elements and the unique paint option of Giola Green metallic. Jaguar combustion engines will be gone when they transition to pure electric modern luxury brand in 2025.

If you are seeking the next collectible car or investment you can enjoy; take the 2023 Jaguar F-Type 75 Edition for a test drive and you will be impressed. ■

*Read Newsmax: Lauren Fix, The Car Coach: The Thrill of Driving the FINAL Jaguar F-Type 75 Special Edition. Newsmax.com*

*Link to Lauren Fix video:*  
<https://youtu.be/5DnDawGX08A>



# C-Type & D-Type Continuation Cars Head to Monterey

Monterey Car Week fever is in full swing, and in and amongst the reveals and showcases, Jaguar was in attendance, but not with any new cars. Or not technically. Instead, it presented the Continuation versions of the C-Type and D-Type.

As part of a world tour that also included stops in the United Arab Emirates, Switzerland, and Japan, Jaguar Classic Works presented the C-Type and D-Type continuation cars at The Quail: A Motorsports Gathering and the Rolex Motorsports Reunion—two of Monterey’s marquee events. This is the first time Jaguar Classic has exhibited cars at Monterey Car Week since 2018.

Continuation cars are considered distinct from replicas because they are viewed as a continuation of the original production run.

In the case of the D-Type, Jaguar had originally planned to produce 100 of them but only produced 75 before they withdrew from motor racing. So, since 2018 Jaguar has been building the final 25. Buyers have the option of either 1955-spec Shortnose or a 1956-spec Longnose bodywork.

The C-Type is the newest Continuation model, introduced in 2021. Only 16 of these will be built, and are based on the 1953 model, which helped to pioneer innovations like disc brakes. These C-Type Continuation models are the first to fully utilize 3D CAD in their production, ensuring greater authenticity than ever before.

With 3,000 hours of hand-built work and highly limited numbers, every continuation model is highly expensive, pushing well past a million pounds.

“We are immensely proud of the work everyone at Jaguar Classic Works has put - and continues to put - into these exquisite Continuation vehicles,” said Paul Barritt, Director of Jaguar Classic. “They are true masterpieces with exceptional stories behind them. It is very special to bring these stories of Jaguar’s incredible heritage to life through the work of passionate and talented individuals, and to be able to share them with the world at events like Monterey Car Week.”

Jaguar isn’t the only company building continuation cars. Aston Martin has done continuation DB4 GT, DB4 GT Zagato, and DB5 “Goldfinger” movie cars. Bentley has launched continuation series of its 1920s Speed Six and Blower cars, and even plans to race the latter.

*Editor: Information for this story sourced from “Carbuzz” and “MotorAuthority” newsletter.*



*The Continuation models are currently on a world tour to promote Jaguar*



*One of only 25 D-Type Continuation models to be built*



*One of only 16 C-Type Continuation models to be built*



# Monterey Car Week's Premier Auction Event

Results from RM Sotheby's Monterey U.S.A. Premier Auction held 17-19th of August 2023



1991 XJR-15. Sold new to collector in Japan. LHD. 1 of 27 built in road going spec. 78 miles. (Est. US\$1.4m - \$1.8m). **Passed In**



1957 XKSS. 1 of 16 factory transformed D-Types. XKD 564 to XKSS 707. Retains matching numbers. **Sold - US\$13.2m (Au\$20.5m)**



1952 C-Type. 1 of 53. XKC 024 raced in U.S.A. by Phil Hill among others. Rebuilt after crash. (Est. US\$3.5-\$4.25m) **Passed In,**



1994 XJ220. 1 of 282. LHD. Built in 1994 but not dispatched until Feb 1998. 2,062 km. **Sold - US\$687,000 (Au\$ 1,072,750)**



1955 D-Type. 1 of 54. XKD 546. Raced in USA. Short-nose body. Original 3.4L engine replaced with 3.8L. (Est. US\$4.5m-\$5.5m). **Passed in.**



1949 XK 120 Alloy Roadster. LHD. Restored in 1990. Matching numbers. Concor condition. **Sold - US\$190,400 (Au\$297,000)**



1962 E-Type Series 1 3.8L. Matching numbers. Tasteful performance upgrades. Concor condition. **Sold - US\$246,400 (Au\$385,000)**



1954 XK 120. Factory-specified SE model. LHD. Birch Grey repainted Deep Red. Matching numbers. **Sold - US\$143,360 (Au\$224,000)**



# UK Hampton Court Palace

Results from Gooding & Company Auction (Concours of Elegance) 1 Sept. 2023



1961 E-Type (S1) 3.8L coupe. Historically significant first RHD E-Type coupe ever built. Chassis number one. Matching numbers. Restored to show standards. **Passed in. Asking Price £950,000 (Au\$1.85m).**



1961 E-Type (S1) 3.8-litre roadster. Personal vehicle of "Lofty" England. 4th RHD roadster built. Used for press events. Matching numbers. Concour restoration. **Sold £911,250 (Au\$1.78m).**



1937 Jaguar SS100 2.5 Litre. Campaigned in the 1937 Monte Carlo Rally. Offered from 39 years of single family ownership. Matching-numbers. Condition unknown. **Sold £202,500 (Au\$395,000).**



1993 XJ220. 1 of 69 RHD. Two-owner car with just 455 miles. Extensive servicing and recommissioning completed by Don Law in 2021. (Estimate £400,000 - £525,000). **Passed in.**



1955 XK140 Drophead Coupe. Just two long-term owners from new. Older frame-off restoration. Presented with restoration photos, receipts and documentation. **Sold £84,375 (Au\$164,600).**



1954 Aston Martin DB2/4 'Indiana' Spider. 3.0L DOHC. Coachwork by Bertone. Design by Franco Scaglione. One of a kind David Brown era Aston Martin. **Passed in. Asking Price £1.10m (Au\$2.15m)**



# USA Pebble Beach

Results from Gooding & Company Auction held 18-19th of August 2023 at Pebble Beach.



1974 E-Type (S3) Manual roadster. Factory air conditioning. 4,489 miles. Among the finest available. **Sold US\$156,800 (Au\$245,000).**



1961 E-Type (S1) 3.8L roadster. External bonnet latches; flat floor; welded louvres. Concour restoration. **Sold US\$335,000 (Au\$525,000).**



1960 XK150 3.8L drophead coupe. Restoration in 2006 & 18. Entry in 2018 Pebble Beach Tour d'Elegance. **Sold US\$140,000 (Au\$219,000).**



1956 XK140 MC roadster. Exceptional unrestored condition with original interior. 21,000 miles. **Sold US\$117,600 (Au\$183,000).**



1959 XK150 S 3.4L drophead coupe. Just two owners from new. Authentic, unrestored example. **Sold US\$89,600 (Au\$140,000).**



1961 E-type (S1) 3.8L roadster. External bonnet latches, flat floor; welded louvres. Cosmetic restoration. **Sold US\$190,400 (Au\$297,000)**



1967 E-Type (S1) 4.2L coupe. Original unrestored. Three owners. Less than 10,500 miles from new. **Sold US\$277,200 (Au\$433,000).**



1958 XK150 S 3.4L roadster. Single family ownership. Original black over red. Matching numbers. **Sold US\$112,000 (Au\$175,000).**



# Sunday Morning Cars & Coffee

## SUNDAY Morning 'CARS & COFFEE' Themed Events

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



**XK120 CELEBRATING 75 YEARS.**

American actress Jennifer Garner, photographed in Los Angeles in a 1954 Jaguar XK120. (Vanity Fair photo shoot 2016)



# UK - Classic Cars Found In a Shed After 50 Years

An impressive collection of classic British cars including a 1957 Ace Bristol reportedly owned by pioneering female racing driver Betty Haig, have been found in an abandoned UK shed in the latest example of a rare 'barn find'.

Stacked three high and with weeds growing into bodywork, vehicles recovered include an original Series 1 80 Inch Land Rover, three rare AC sports cars, and three Jaguar E-types.

The shed was tucked behind a dilapidated suburban house in England. Little history on the collection has been provided, but the owner suggested all

seven cars have been in storage since the 1970s.

The cars went under the hammer on 19 & 20 August. All seven vehicles were sold without reserve,

The full collection comprised: -

- 1951 S1 I 80" Land Rover (Sold £1,860)
- 1970 E-Type 4.2 (S2) FHC (Sold £6,696)
- 1955 AC Aceca Coupe (Sold £33,480)
- 1959 AC Ace roadster (Sold £113,400)
- 1969 E-Type 4.2 (S2) (Sold £35,640)
- 1969 E-Type 4.2 (S2) (Sold £6,696)
- 1957 AC Ace Bristol (Sold £156,600)

Anglia Car Auctions, which sold the collection - said it took two days to carefully extract the vehicles one by one from the barn using a forklift and digger.

While there is plenty of investment opportunity in all seven cars, the next owners will need to dedicate plenty of time and funds to see such a level of return.

The 7 cars collectively sold for £354,372 (Au\$705,000).

Editor: Information for this story sourced from UK "This Is Money" and "drive" Australia.



1957 AC ACE Bristol - Sold £156,600



1959 AC ACE - £113,400



1970 E-Type 4.2 Series 2 FHC - Sold £6,696



1955 AC ACECA Coupe - Sold £33,480



1969 E-Type 4.2 Series 2 Roadster - Sold £11,232



1969 E-Type 4.2 Series 2 Roadster - Sold £35,640



# Classified Adverts

## FOR SALE MARK VII

- ◇ The body has been sand blasted and etched.
- ◇ Owner has done some of the rust repairs as he is a motor body builder by trade.
- ◇ All other panels have also been sand blasted and etched
- ◇ There are many spares.
- ◇ Lots more photos available.

**Asking \$10,000 for every thing (or near offer).**

Please contact John Lueders  
Email. [jhlueders52@gmail.com](mailto:jhlueders52@gmail.com)

## FOR SALE 1985 V12 XJS

- ◇ Unfinished project – engine not yet running.
- ◇ Rebuilt engine -Recon heads, new rings/bearings, etc.
- ◇ New brakes all round.
- ◇ Rebuilt T700 4 speed auto fitted.
- ◇ New torque converter and tail shaft.
- ◇ Factory TWR body kit.
- ◇ New Toyo tyres.

**Price \$16,000 ONO**  
**All Reasonable offers considered.**

Contact Bob Vermeeren - 0417 872 493 or  
[Bob.vermeeren@jungheinrich.com.au](mailto:Bob.vermeeren@jungheinrich.com.au)





# Classified Adverts

## FOR SALE - 1966 Mk 2 (4.2 litre)

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

**PRICE: \$38,000**

**CONTACT: Contact Dave Burton 0417566225**



## FOR SALE - 1994 XJ6 SOVEREIGN 4.0L Auto

- ◇ Solent Blue XJ40 in the best colour complete with original books & all service records during my ownership.
- ◇ All mechanical work done by Jeff Mockford of Classic and Sports Car boutique. REG No. S969CUP
- ◇ Last production year and with the bullet proof 4.0L engine. Drives incredibly smooth and with only 178,000 km - still has many more years of pleasure to give.
- ◇ Being a Jaguar enthusiast no expense has been spared and has been used as my daily driver.
- ◇ Mechanical, exterior, interior and chrome all in excellent condition and in my care has had all shockers, brakes, power steering and alternator replaced.
- ◇ All tyres are good and there is no sagging head lining!
- ◇ Reason for sale is that I have bought a later model Jaguar but this model XJ40 is steadily becoming a classic.

**Price \$16,950 ono**

**Call Mario on 0419854450 to discuss.**



## XJS Tail Lights (2 sets)

- ◇ All in good order with all the necessary wires and plugs on the back & the chrome.
- ◇ The going rate for them on eBay is around \$25.00.

**CONTACT: Patricia Hobson 08 8384 2899**

[www.classicperformance.com.au](http://www.classicperformance.com.au)



## FOR SALE - SA CUSTOM PLATE 'MK2'.

**White lettering on black background.**

**Offers above \$5k.**

**Contact Alex Ross 0434 569 936**





## Jaguar XK, Mk 7, 8, 9 Border Run October 23rd - 27th 2023, Strathalbyn SA

All events, admissions, meals etc for this event are PAYG

### Accommodation

Accommodation has been reserved at the Strath Motel  
4 North Parade, Strathalbyn SA 5255  
(08) 8536 3311

[info@strathmotel.com.au](mailto:info@strathmotel.com.au)  
<https://strathmotel.com.au/>

Bookings: Open now All rooms a flat rate of \$159  
(2 rooms with disabled facilities available)  
Be sure to mention **Jag Club** when booking



### Monday 23rd October

Book in to your accommodation.

**5:00 pm** Welcome Drinks in the Beer Garden of a **local hotel** followed by dinner.

### Tuesday 24th October

**am.** A day of short drives:

Breakfast at Finnis, horseradish farm stop, light lunch at a Langhorne Creek winery, further optional cheese, chocolate and wine tasting on return journey to Strathalbyn;

**pm.** Dinner at **local hotel**

### Wednesday 25th October

**am.** Visit to local Motor Museum and antique shops, light lunch in tea rooms, garden tour and afternoon tea:

**pm.** Dinner in **local Italian restaurant**

**Thursday 26<sup>th</sup>:** picturesque drive to a farmhouse with lots of heritage items on display: alternative option for the morning is a tour of Jurlique beauty products herb and flower farm, lunch in Macclesfield then return to Strathalbyn for a choice of classic car dealership, art trail visiting local artists studios/galleries, walking trail along the Angas River; dinner in local hotel

**Friday 27<sup>th</sup>:** check out and farewell for journey home

Sponsored by The Jaguar Drivers Club of SA  
Your hosts for the event are:

**Steve & Val Weeks Mob: 0414 952 416**  
**Julian & Moira Lugg Mob: 0417 882 930**

### Something Extra while in SA

#### Bay to Birdwood Rally

The Sunday before this run commences (Sunday 22<sup>nd</sup> October) is the famous **Bay to Birdwood Rally** which features over 1500 vehicles manufactured from early 1900s to 1993.

<https://baytobirdwood.history.sa.gov.au/>



#### SA JAG DAY:

The Sunday following the Border Run (Sunday 29<sup>th</sup> October) is **SA Jaguar Day**, a public display day of around 150 jaguars, open to the public held at Civic Park, North East Road, Modbury.

<https://jdcsa.tidyhq.com/public/schedule/events/52565-sa-jag-day-2023>

### REGISTRATION

**Registration for this event is via TidyHQ.** If you do not already have an account on TidyHQ, please follow the prompts to set up your account and sign in. Please use the REGISTRATION BUTTON below to Register for this event.

[REGISTER HERE](#)



# Jaguar Ladies Social Group Report

## Visit to Jurlique Farm and lunch at the Barker Hotel, Mt Barker.

On Thursday 21st Sept. we will be visiting Jurlique Farm, 31 Liebelt Road, Biggs Flat. (The best access onto Liebelt Road to Jurlique is from Strathalbyn Road, with only about 200 metres of unsealed road. Access onto Liebelt Road from Echunga Road unfortunately has about 2 kilometres of unsealed road which you might want to avoid).

As most of us know, Jurlique make a beautiful natural skin care range which is sold around the world. We will do a 90-minute guided tour and will learn about the history of Jurlique, and their farming principles. At the end of the tour, we can have a browse in their retail shop and any purchases will receive a 10% discount.

The terrain of the farm is mainly flat with a few steps here and there. The tour will be equal to a slow walk around a football field, 500/600 metres and there will be seats available at regular intervals. The farm is walking frame suitable.

Cost is \$25 pp seniors/group booking charge. You will need to arrive by 9.45 to pay and be ready to start the tour at 10 am sharp.

At around 12 pm we will depart Jurlique for the Barker Hotel, 32 Gawler Street, Mt Barker, about a 10-minute drive away. There is plenty of free parking behind the hotel, off Stephen Street.

Ladies feel free to bring a friend and for those who do not wish to visit Jurlique, you are very welcome to meet us for lunch from 12.15.



For any ladies that enjoy their gardening, you will certainly enjoy this tour.

I look forward to seeing you all at Jurlique. Please book via TidyHQ by Monday 11th Sept. Goto: [Jaguar Ladies Sept Lunch](#).

Tricia Clarke (0422 128 066)  
[triciacclarke\\_1@hotmail.com](mailto:triciacclarke_1@hotmail.com)

## E F & GT Report

Members are invited to attend the workshop of Alan Baker at 58 Repton Road, Somerton Park, on Thursday, 26th October, beginning at 7:30pm. Alan is kindly providing an opportunity for members to see the progress of his D-Type build which is nearing completion.

Due to movement constraints around the workshop, numbers are limited to 30, so please register early as Alan's meetings usually book out quickly. Please Goto: [E, F & GT Meeting at AB's](#)

Members, please bring a plate of supper to share, and alcohol may be consumed on the premises. See you there!

Suzanne (0478 717 775) or e: [sfj5048@gmail.com](mailto:sfj5048@gmail.com):



## XK & MK 7, 8, 9 Report

Hi all, here is an update of Register activities.

1. Firstly, our friend Rod Davis, is not travelling too well. Rod is still in Flinders Medical Centre, so get well messages or even visits are something that Rod looks forward to.
2. Rob Loffler has reserved 4 cabins at the local caravan park where the Yorke Peninsula Salt Water Classic is being held next year on April the 13th & 14th. There is a web page that you can google to get all the info, or please call Rob if you want more information Rob's number is 0428 830 416.
3. Christmas Function, Steve & Celia Schubert have kindly offered their home for this and Steve is suggesting that we get a caterer in for a sit-down meal, the idea is that the Club funds it with \$500 and we each pay \$25 each. Please send me your thoughts and the event will be listed as soon as we have a date.
4. Our next Register Meeting at the home of Rob & Vicki Loffler on the 13th of September, the meeting will begin with a lunch at 12 midday. Please call me if you are attending.
5. Border Run, I will send register members an email regarding registration for this event. [XK & Mk 7, 8 & 9 Border Run](#)

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

## Compact Register Report

There will be a special Compact Register meeting on Tuesday 26th September at The Maid of Auckland Hotel, 926 South Rd, Edwardstown SA 5039.

At this meeting I wish to provide the opportunity for Register members to discuss and share ideas and make some plans for the months ahead, thinking particularly about plans for next year. Please give some thought to the following:

1. How often do we arrange a register event? Monthly or Bi-Monthly?

I am conscious that our club has a very full calendar and many compact

members also attend other register events. So, let's discuss this.

2. How do members feel about our recent combined events with the XK Register?

The size and affinity between these two Registers seems to me to make a lot of sense.

3. Do members prefer mid-week events or Sunday events? Day-time or evening events? We can obviously have a mixture of events.
4. What suggestions do people have for day-time runs, weekend or during the week?

5. If we were to organise a 4-day border run, with an invite to other state clubs to join us. eg., held in Mildura, how many would be interested?

Let's get this Register back on track - if it is to be . . . it's up to you! Very happy to receive ideas and comments by email prior to the event.

For catering purposes registration for this meeting is essential and **CLOSE, 17 Sept.** Goto: [Compact Register Special Meeting](#)

Philip (Mob: 0402 670 754).  
Email: [philipprior@bigpond.com](mailto:philipprior@bigpond.com)



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

## 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 9th August, at the Bartley Hotel, West Lakes Shore.

### Present:

Steve Arthur, David Bicknell, David & Teresa Bradley, Peter & Heather Buck, Walter & Beryl Bullock, Fred Butcher, Andrew & Margaret Byles, Don & Elaine Cardone, Bob & Daphne Charman, Alan Davis, Jeannie DeYoung, Don Heartfield, Fay Leyton, Louis Marafioti, Gary Monrad & Oggi Stojanovich, Angela Nicklin, Sandy Nicholson, Trevor Norley, Borys Potiuch, Michael & Jo Pringle, Evan Spartalis, Andrew & Simone Tessari, Don Tyrrell.

### Apologies:

Tom & Marj Brindle, Darryl Leyton, Richard & Dianne Chuck, Graham Franklin, Jonathan Harry, Chris & Stella Michael, Graeme & Betty Moore, Geoff & Margaret Thomas, Paul & Janice Moore, Lorraine Davis, David Nicklin, Danny Marshall.

### Tonight's Lucky Draw:

Beryl Bullock was tonight's lucky winner.

### Previous Minutes:

Approved by Don Tyrrell and Seconded Gary Monrad.

### General Business:

- ◇ The 50th anniversary book is now available to purchase online.
- ◇ 29th July. 50th Anniversary Dinner. Everyone present had a great night.
- ◇ Next ladies group lunch is on 21st September at Jurlique in the Adelaide Hills.

- ◇ Broken Hill weekend organised by Peter & Trish Clarke, is also sold out.
- ◇ The XJ6, Mk 10 & 420G register September meeting is being moved to the 20th September as Bob & Daff will be away on the Broken Hill trip on the 13th September, which is our usual meeting date.
- ◇ Our November meeting is Auction night, so it's time to start looking for those unwanted items around the house.
- ◇ Our Christmas Dinner and Show is on Saturday the 2nd December at the Glenelg Golf Course. Ticket prices have been kept at the same price as last year which is \$65 each. Tickets are now on sale.
- ◇ The Multi Valve Xmas celebration run will be on November 24th. It will be a lunch run with details yet to be advised.
- ◇ Jag Day for this year has been booked for the Sunday, 29th October at Civic Park.
- ◇ The JDCSA Annual General Meeting will be held at the Junction Hotel at Morphettville on Tuesday, 5th September.

### Register Secretary voting:

After a very close vote, Bob was re-elected.

### CAR TALK

- **Steve Arthur:** The Stagar is brilliant.
- **David Bicknell:** X Type is not well – transmission problems. The 420 is getting electric ignition.
- **David & Teresa Bradley:** All is good.
- **Pete & Heather Buck:** The X308 good.
- **Walter & Beryl Bullock:** All going well. Garaged at Warrens.
- **Fred Butcher:** New windscreen wipers on the XJC.
- **Andrew & Margaret Byles:** No new progress on the cars.
- **Don & Elaine Cardone:** XJ6 is sleeping. Got the XJS serviced.
- **Bob & Daff Charman:** Having all the woodwork re-done on the XJ6.

- **Allan Davis:** All OK at the moment.
- **Jeannie DeYoung:** Daughter doing the driving for me at the moment.
- **Don Heartfield:** Almost drove the green XJ6. Getting close.
- **Louis Marafioti:** Wheel bearing noise on the XJ8.
- **Gary Monrad & Oggi Stojanovich:** Had another look at the car again.
- **Trevor Norley:** X Type going well, may have transmission serviced. The XJ6 brake lights not working tonight.
- **Borys Potiuch:** XF all OK. Series 2 fixed short circuit. And the steering column. Series 1 burnt out solenoid in starter motor.
- **Michael & Jo Orford:** No advances this month. I think he was talking about the cars.
- **Don Tyrrell:** All cars and the bike going very well.

All other members: Nothing to report.

Meeting closed 8.00pm.

Our next Register meeting will be at the Bartley Hotel on Wednesday 20th September, 2023. Looking forward to seeing you all there.

**Bob Charman**  
Register Secretary





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

## SS, Mk IV, Mk V Register



*Currently meeting the 3rd Wednesday of each month.*

Minutes of meeting held at the Margaret Evans residence, Wednesday 16th August 2023

### Present:

Brenton Hobbs, John Lewis, Malcolm Adamson, Ross Rasmus, Bruce Fletcher, Bob Kretschmer, Antony Veale.

### Apologies:

Warren Foreman, Ian Sholl, Andrew Hayes, Alan Miller, Greg Castle, Daniel Adamson, Jack Richardson, Rob Paterson, David Rogers, Des Brown, Graham Franklin.

Guests. Nil

### Previous Minutes:

The minutes of 19th July 2023 as issued were accepted as a true record of the meeting.

### Correspondence:

Nil

#### 1. Welfare:

Bob K is waiting to have an operation for aortic stenosis.

#### 2. SS Register 50th anniversary 2024

Car badges are completed and have been posted.

We have been allocated \$2750 in funding to go towards subsidised lunch and badges.

Bob K is checking out wineries and has asked for others to help.

#### 3. SA/VIC Border Run 2023: Mt Gambier.

The run will be 3-6th November 2023

At this stage there will be 63 people attending.

Bruce is trying to locate a trophy that Don Evans made for the SA-VIC border run.

The last run we think the trophy was seen was Ballarat 2015.

#### 4. Technical & Parts:

Bruce has fixed the bonnet latches on his Mk 4. It has only taken him 40 years.

Bruce has fixed the worn universal joint on his Mk 4.

Bruce has put a new steering damper on his Mk 4. (a bit of welding flash included)

Bruce fixed his Mk 4 tool tray. (He has been busy on the Mk 4)

Ross has the reconditioned steering box back in the Mk 4 but has not driven it yet.

Ross has put a spring on his Mk 4 bonnet latches to hold together.

Brenton is after the bonnet catch dog leg.

#### 5. General Business:

Bruce supplied a list of previous border run destinations and years.

On the years when there was no border run Bruce listed the alternate runs.

#### 6. SS Register Meeting Dates:

Next meeting is 20th September at Antony Veale's house.

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

The meeting closed at 8.30 pm.

**Brenton Hobbs**  
Register Secretary



### Replica SS100.

Built using a 1948 Jaguar Mark IV. Aluminium body, wooden frame and fibreglass guards. Twin cam XK 3.5-litre engine. Complete with folding roof, side screens, tonneau cover, and half-moon windshields. Meticulously maintained.

8,890 km. \$179,950

The car is in NSW and for sale on Carsales.



# JDCSA AGM Minutes Sept. 2022

*Minutes of the Jaguar Drivers Club of South Australia Inc Annual General Meeting held at the Adelaide Bowling on Tuesday the 6th of September 2022.*

Meeting commenced at 8.30 pm.

**Chairperson** - Fred Butcher

**Minute taker** - Steve Weeks

**Minutes**

## 1. Welcome:

The President Fred Butcher opened the meeting and welcomed members to the 2022 Annual General Meeting.

## 2. New members and/or Visitors:

New members and visitors were welcomed by the President.

## 3. Apologies:

Peter & Heather Buck, Graham Franklin, Rob & Vicki Loffler, Alan Bartram, Bob & Daphne Charman, Graeme & Betty Moore, Tom & Marj Brindle, Tricia Clarke, Tim & Sue White.

## 4. Acceptance of Minutes of the AGM 2021:

The Minutes of the AGM 2021 were accepted as accurate and moved for acceptance by Phil Prior and seconded by Roland Donders. There was no business arising.

## 5. Annual Report by President

Fred Butcher thanked the committee and all ex official members for their efforts and support over the past year. The full report was printed in Classic Marque and available on TidyHQ.

- [Presidents end of year 2022 report](#)

## 6. Annual Report by Vice President:

Michael Pringle added that he had thoroughly enjoyed his year as Vice-President. Michael's full report is available on TidyHQ.

- [Vice Presidents end of year 2022 report](#)

## 7. Annual Report by Secretary:

Steve spoke on his various duties during the year. The Secretaries job is now a lot easier as a result of online communication and Tidy HQ. With regards to welfare, we have lost a number of valued members over the past year and Steve observed that Tricia Clarke's Jaguar Ladies Group has gone a long way in helping to support those who have lost their partners.

## 8. Annual Report by Treasurer:

The Vice President read Heather Bucks report to the meeting and tabled copies of the Financial Report. Heather's full reports are available on TidyHQ.

- [Statement by Independent Assessor FY 21-22](#)
- [Financial Controls Checklist FY21-22](#)
- [EOFY 2021-2022](#)
- [Treasurer Report FY21-22](#)

## 9. Annual report by Membership Secretary:

The Vice President read Daphne's report to the meeting. The report is available on TidyHQ.

- [Membership Secretary end of year 2022 report](#)

## 10. Annual Report by Editor:

- [Editors end of year report 2022.](#)

## 11. Election of Executive Committee:

Peter Holland (Club Patron) took the chair to officiate the Executive Committee positions. Peter thanked the outgoing committee and all members, who have attended club meetings and events. Peter observed that the club is approaching its 50th year since the first meeting in 1973.

Peter said that the club owes its existence to many members from the "old days" such as Val Weeks, who typed the Gestetner stencils for the magazine for a number of years.

There were no contested positions, so Peter declared.

- **President** – Fred Butcher
- **Vice President** – Michael Pringle
- **Secretary** – Steve Weeks
- **Treasurer** – Heather Buck
- **Membership Secretary** – Daphne Charman
- **Editor** – Graham Franklin

## 12. Appointment of additional club positions by the Executive.

The Ex Official Positions will be confirmed in Classic Marque.

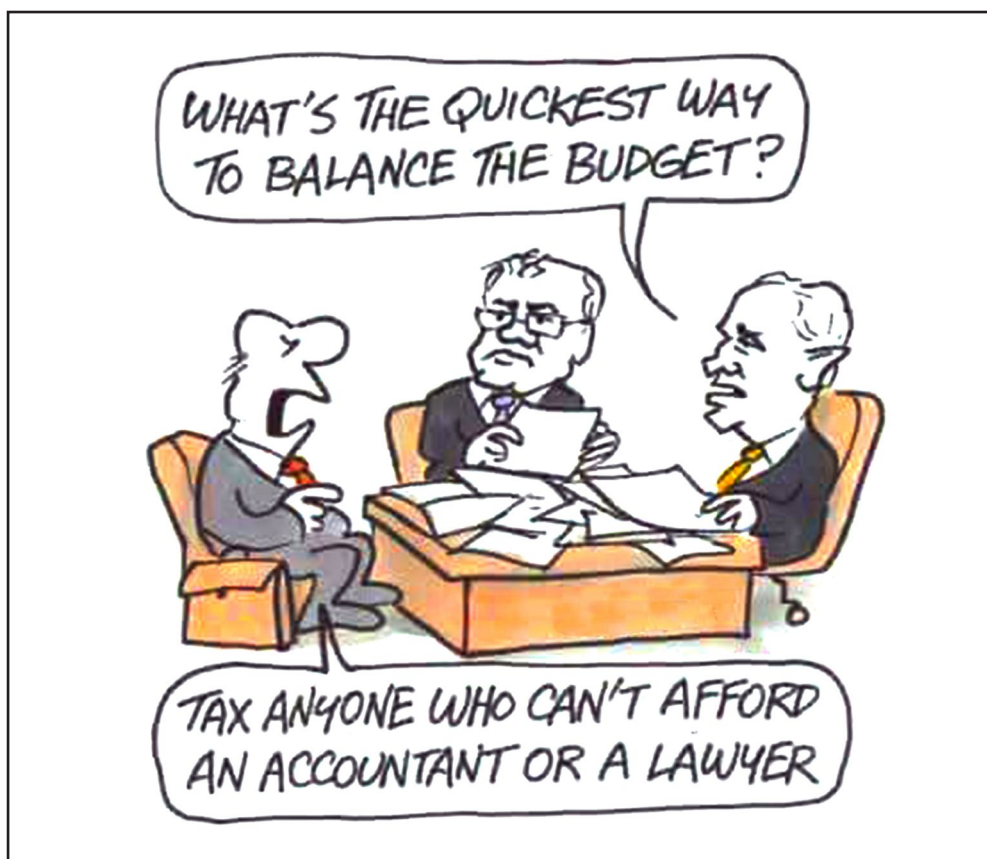
## 13. Appointment of Register Secretaries

These positions will be confirmed in Classic Marque.

## 14. New Business

There was no new business.

## 15. Meeting Closed at 9.15 pm.





# JDCSA August 2023 General Meeting Minutes

*Minutes of the Jaguar Drivers Club of South Australia Inc General Meeting held at The Junction on Tuesday the 1st of August 2023.*

**Chairperson:** Fred Butcher

**Meeting commenced at 7.30pm**

**Apologies:** Wayne & Bev Buttery, Gordon Brown, Julian & Moira Lugg, Trevor Elburn, Ken Davies, Paul Moore, Dave Rogers, Leslie Clarke, Marj Brindle, Barry Kitts

**New Members/Visitors:**

There were no new members or visitors tonight.

**Welfare:**

Wayne Buttery took ill on the night of the 50th dinner and was assisted by Peter & Heather Buck. He is recovering okay, between he and Bev, they have both been "through the wars lately", we all wish them a speedy recovery.

**Previous Minutes:** July 2023 were moved for acceptance by Heather Buck & seconded by Jo Orford.

**Business Arising:**

◇ 50th Anniversary Book:

Tim White, we have now sold 101 books. Peter Buck (MV) and Bob Charman (XJ) are taking them to their register meetings.

◇ 50th Dinner:

Suzanne Jarvis. The dinner was a great success and the event has come in under budget. It was noted that the red lighting within the room was not good for some of the photos that were taken, however Graham Franklin is confident that they can be enhanced.

Jo Orford asked how the photos can be accessed. The reply being that they will be made available to all members upon a request to Graham and many will be included in the next CM.

**Presidents Report** - Fred Butcher:

- Fred informed that entries for the Climb to The Eagle are now open online.
- Fred also noted that we had 6 new members join last month.
- SA Jag Day is on the 29th of October. Fred asked for a volunteer, who could coordinate the day. Most of the vendors and required assets have been booked.

**Vice Presidents Report** - Tim White:

The role of Archivist of the club's historical items and data will be preserved by the team of Graham Franklin, Peter Holland & Dave Burton. Their role is to ensure that all club items and memorabilia are protected. Tim will provide an email to the Register Secretaries regarding access to the lockup.

The website upgrade is progressing well. The complete the transfer from Vista to Wix will result in a far more friendly website.

**Secretary's Report** - Steve Weeks:

- Steve sought feedback from any members, who had taken up the St Johns offer of free CPR courses. Some members have applied but are still waiting to do the course.
- We have received 2 interstate magazines that will go into our library.
- Steve also reminded members that nominations are due for the upcoming AGM. So far, he has received 2 nomination forms.

**Treasurer Report:** Heather Buck:

The accounts have been signed off by Angela Rogers, Heather also said that we ended the year with a \$2017.68 surplus.

**Membership Secretary's** - Daphne.

Memberships are stable at present. Daphne read an email from a South African family, who are soon to arrive in SA and will be joining our club.

**Editors/Events Coordinator** - Graham

Because our website was being upgraded, we couldn't load August Classic Marque onto the web and only a PDF could be sent to members. Graham asked for more stories from members, especially given the many recollections from the 50th Dinner.

**Logbooks** - Bob Charman:

Bob has processed about 470 books to date. He noted that the increase to 25 years has increased the number of books processed.

**MSCA** - Barry Kitts: No report.

**Regalia** - Graeme Moore:

Graeme has a range of winter jackets (given the season) and have a number of place mats available from the 50th Dinner.

**Library** - Tom Brindle:

Tom has a good display of books available, please see him after the meeting if you want to take any home.

**Register Reports**

Please note that all members are welcome to attend Register Events.

**Compact Register** - Phil Prior:

The Compact Register is joining with the XK 7, 8 & 9 Register for a Breakfast/Lunch run on August the 17th. All are welcome.

**XJ Mk10 420G Register** - Bob Charman:

The XJ Christmas Dinner tickets are now on sale, 50 have sold already.

**Jaguar Ladies Social Group** - Tricia:

The recent event was a great success with 25 ladies attending. The next event will be a visit

to the Jurlique Cosmetic Farm on the 21st of September with lunch at a nearby hotel.

**Multi-Valve** - Peter Buck: No report.

**E F & GT** - Suzanne Jarvis:

Suzanne thanked Geoff Mockford for the invitation to his workshop on the 16th of August. Geoff had been our Technical Secretary for a number of years and is a wealth of information to any club member in need of help.

Suzanne is stepping down from the role of Register Secretary and is seeking someone to replace her.

**SS/ Pushrod** - Brenton Hobbs:

Malcolm Adamson spoke for Brenton and said that the next Register Meeting will be listed in Tidy HQ.

**XK & Marks 7, 8 & 9** - Steve Weeks:

The next event is the combined breakfast/lunch run with the compact register and a number of other car clubs on the 17th of August. So far, we have over 50 attending.

The Border Run is in October and all rooms at the Strathalbyn Motel are booked, but other accommodation is available.

**New/General Business:**

Fred asked if members appreciated being in the one room for a General Meeting. There was a resounding endorsement.

Fred raised the idea of holding a Christmas theme meeting at the December General Meeting. This was well endorsed by the members through a show of hands.

The Executive will consider this along with not having a November meeting as we do not have access to The Junction for our November General Meeting.

**Meeting Closed at 8.07 pm.**

Steve Weeks  
Secretary

I would have got  
you a Jag  
but this was all  
I could afford..



Happy Fathers Day.



## Australian XJ220 For Sale



*For sale 1993 XJ220 Spa Silver. One of 69 RHD built. Only 3,700 miles. Purchased from original UK owner in 2002 and imported by the current owner to Australia. For sale by Young Timers Garage (YTG) Melbourne for AU\$ 1,100,000.00 (Excluding Government Charges).*



**Brett Lewis**  
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Director  
Sales Executive

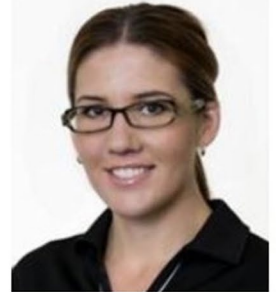


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## Club Notices

### GENERAL MEETING ROSTER 2023/24

September	XJ, Mk 10, 420G
October	Multivalve Register
November	XK, 7, 8, 9 Register
December	E, F, GT Register
February	XJ, Mk 10, 420G

### CLASSIC MARQUE

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

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



## JDCSA - Club Directory 2022 -2023

### Club Postal Address:

PO Box 6020, Halifax Street, Adelaide SA 5000

### Club Web Site / Email

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

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

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

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

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

## Your Committee

### President: Fred Butcher

Mobile: 0428 272 863

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

### Vice President: Tim White

Mobile: 0419 809 021

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

### Treasurer: Heather Buck

Mobile: 0432 549 086

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

### Secretary/Public Officer: Steve Weeks

Mobile: 0414 952 416

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

### Membership Secretary: Daphne Charman

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

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

### Editor/Events Coordinator: Graham Franklin

Mobile: 0490 074 671

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

## Register Secretaries/Committee members

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

Brenton Hobbs.

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

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

Steve Weeks: 0414 952 416

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

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

Phil Prior. Mobile: 0402 670 654.

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

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

Bob Charman Phone: (08) 8248 4111

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

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

Vacant

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

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

Peter Buck Mobile: 0421 061 883

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

## Club Services/Club Representatives

### Club Patron: Peter Holland

Phone: 0408 810 884

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

### Public Officer: Steve Weeks: 0414 952 416

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

### Jaguar Ladies Social Group: Tricia Clarke.

Phone: 0422128066

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

### Log Books: Bob Charman Phone: (08) 8248 4111

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

### Regalia: Graeme & Betty Moore. Mobile: 0467 066 797.

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### Librarian Tom Brindle Phone (08) 8387 0051

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

### Web Master: Vacant

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### TidyHQ Administrator: Tim White. Mobile: 0419 809 021

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

### Australian Council of Jaguar Clubs (ACJC)

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

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

### Federation of Historic Motoring Clubs (FHMC)

Club Representative: David Burton Mobile: 0417 566 225

### Marque Sports Car Association (MSCA)

Club Representative: Barry Kitts: 0412 114 109

### All British Day

Club Representative: 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



THE JAGUAR DRIVERS CLUB OF SOUTH AUSTRALIA  
PRESENTS

# SA JAGUAR DAY



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