



# CLASSIC MARQUE

## APRIL 2026



**CELEBRATING 30 YEARS OF THE XK8/XKR (X100) 1996-2026**

THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA

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### 2002 Jaguar XJ8 X308 3.2L V8 Heritage

Very low kilometre, Australian delivered Jaguar X308 3.2L V8 Heritage having travelled only 19,445km from new. Finished in majestic Westminster Blue with Oatmeal trim, the car comes with service history, log book, owner manuals and spare key.

SNJ032                      19,445 km                      **\$38,990**



### 2019 Jaguar XF 35T S 3L V6 Supercharged

Very low kilometre Australian delivered 2018 MY19 Jaguar X260 XF 35T S finished in Ammonite Grey with Jet/Light Oyster trim travelled just 32,993 km. In excellent condition the 35T S features the epic 280kW 3L supercharged V6 from the F-Type S.

SNJ03S                      32,993 km                      **\$58,990**



### 2022 Jaguar XE P300 HSE R-Dynamic AWD

Finished in Carpathian Grey and Light Oyster/Ebony trim travelled just 56,863 km. The car comes with Jaguar franchise service history, owner manuals, spare key, Jaguar franchise warranty to July 2027 and Jaguar franchise service plan to July 2028.

SNJ020                      56,863 km                      **\$49,990**



### 1984 Jaguar XJS HE 5.3L V12 Coupe

Low kilometre, Australian delivered example finished in Antelope with Biscuit trim. This desirable XJS HE coupe is in very good condition inside and out. Sold new by Brents Melbourne on the 12th of May 1985, this XJS has only travelled 105,221 km.

SNJ053                      105,221 km                      **\$39,990**

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# Club Torque - President's Report For April 2026

All Clubs rely heavily on the dedication of their volunteers to keep things running smoothly and our Club is no exception. Unfortunately, due to significant health issues our current Secretary (and last year's SA Jag Day Coordinator), Suzanne Jarvis, has needed to resign from involvement especially as winter approaches. We sincerely thank Suzanne for her contributions and wish her all the very best. Therefore, I am asking for anyone who has word processing skills and can spare a few hours twice a month to produce the Club minutes, to volunteer. We now can record meetings and use technology to convert to text and AI to develop a first draft of the minutes, so the task has become much more manageable than in the past.

I am very pleased to say that Di Adamson has agreed to coordinate this year's SA Jag Day. Di has ably performed this role in the past, so I really appreciate the experience she brings to the role. Thanks also go to Peter Thomas who is developing a comprehensive set of guidelines and

checklists to assist with the organisation of the day. Thanks also to the regular band of volunteers who bring a lot of experience in the different aspects of the event. We hope to arrange a Traffic Marshal training session as part of a General Meeting, closer to October, so that we can keep recruiting new volunteers and give some of the old hands a break.

Planning is well underway for our Annual Presentation event. This year it will be a lunch at the Glenelg Golf Club on Saturday 25th July and we will alternate to an evening event next year. Thanks to Daff Charman and Sandy Mack for organising this. There are already bookings coming in through TidyHQ!!

I hope you enjoy reading the Classic Marque and participating in the variety of meetings and events that are put together for you, our Club members.

Warm regards  
Moirra Lugg  
President



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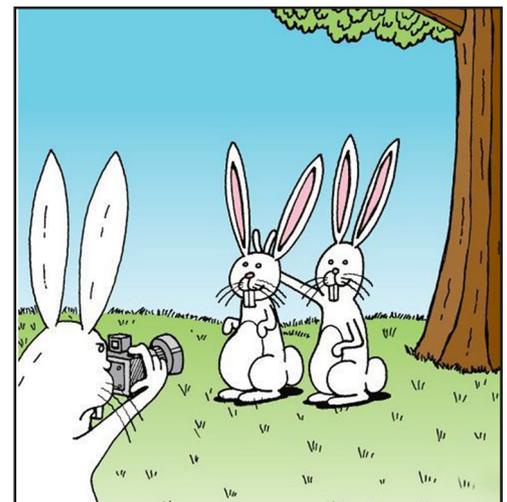
UK Model Yasmin Le Bon - Jaguar XK8

### Back Cover:

Advert: New Jaguar 4 Door GT



<https://www.facebook.com/groups/453009102006257>



# Events Calendar 2026

APRIL

MAY

JUNE

JULY

<b>TUESDAY 7th APRIL 2026</b>	<b>JDCSA General Meeting at the The Junction, 470 Anzac Highway.</b> Meals available from 6.00pm. The meeting starts at 7:30pm followed by a guest speaker and supper. <b>Please register via TidyHq</b> <a href="#">JDCA April General Meeting</a>
<b>SUNDAY 12th APRIL 2026</b>	<b>McLaren Vale Vintage and Classic Street Parade. (Entries closed)</b> Entry fee is \$45 per Vehicle. For more information goto: <a href="#">McLaren Vale Vintage &amp; Classic.</a> <i>After the parade we will be going to Hastwell &amp; Lightfoot for Lunch</i>
<b>WEDNESDAY 15th APRIL 2026</b>	<b>XJ, MkX, 420G Register Meeting at the Bartley Hotel: 6.00pm - 8.30pm</b> Come and join our monthly meeting. <b>Please register via TidyHq</b> <a href="#">XJ, MkX, 420G April Register Meeting</a>
<b>THURSDAY 23rd APRIL 2026</b>	<b>Multivalve Register Lunch Run.</b> More details via email and TidyHQ closer to event. Please mark the date in your diary. <b>Please register via TidyHq</b> <a href="#">Multivalve Register Lunch Run</a>
<b>TUESDAY 28th APRIL 2026</b>	<b>Deadline For All Articles For Classic Marque (Inc. Classified Adverts).</b> Thank you. Please contact Editor: Graham Franklin M: 0490 074 671 or Email: <a href="mailto:editor.jdcsa@mail.tidyhq.co">editor.jdcsa@mail.tidyhq.co</a>
<b>SUNDAY 3rd MAY</b>	<b>2026 Old Crocks Run: Hutt Street to Wigley Reserve. (Entries closed).</b> Bringing together vintage, classic, and modern vehicles for another great day of motoring and community spirit. Run by the "Sporting Car Club". <a href="#">Old Crocks Run 2026</a>
<b>TUESDAY 5th MAY 2026</b>	<b>JDCSA General Meeting at the 'The Junction', 470 Anzac Highway. 6:00pm</b> The meeting starts at 7.30pm with meals available from 6:00pm. More details will be provided closer to the event. Please add the date to your calendar.
<b>TUESDAY 12th MAY 2026</b>	<b>Compact Register Meeting: 6.00pm - 9.00pm</b> The May Compact Register Meeting will be held at Living Choice Fullarton downstairs restaurant in a separate function room reserved for us. <b>Please register via TidyHq</b> <a href="#">Compact April Register Meeting</a>
<b>WEDNESDAY 13th MAY 2026</b>	<b>XJ, MkX, 420G Register Meeting at the Bartley Hotel: 6.00pm - 8.30pm</b> Come and join our monthly meeting. More details via email and TidyHQ closer to event. Please mark the date in your diary.
<b>THURSDAY 21st MAY 2026</b>	<b>Jaguar Ladies Register: Lunch at the Holdfast Hotel at Glenelg. 12.30pm -3.30pm</b> All Jaguar ladies are welcome to come and join us. If you haven't been to one of our events before please come. We will make you feel very welcome. The Holdy gives a Seniors discount of 20% off the main menu. <b>Please register via TidyHq</b> <a href="#">Jaguar Ladies Register Lunch</a>
<b>THURSDAY 28th MAY 2026</b>	<b>Multivalve Register Meeting Dinner: 6.00pm - 9.00pm</b> All members are invited to attend our Register meeting at The Kensington Hotel, 6:00pm for dinner, followed by the meeting at 7:30pm. Please add the date to your calendar.
<b>TUESDAY 2nd JUNE 2026</b>	<b>JDCSA June General Meeting - LOGBOOK NIGHT</b> 'The Junction', 470 Anzac Highway. Starts at 7.30pm with meals available from 6:00pm. More details will be provided closer to the event via Email & TidyHQ.
<b>WEDNESDAY 10th JUNE 2026</b>	<b>XJ, MkX, 420G Register Meeting &amp; LOGBOOK NIGHT: 6.00pm - 8.30pm</b> Come and join our monthly meeting. Meet at the Bartley Hotel. More details via email and TidyHQ closer to event. Please mark the date in your diary.
<b>SATURDAY 13th JUNE 2026</b>	<b>LOGBOOK DAY at Shannons: 10.00am - 1.30pm.</b> Opportunity to update/renew your logbook prior to 30th June. Shannons, 863 South Road, Clarence Gardens. No need to register. Just rock up. Please mark the date in your diary.
<b>SATURDAY 13th JUNE 2026</b>	<b>SS, Mk IV &amp; V Logbook &amp; Register Meeting at Shannons: 1.30pm - 3.00pm.</b> To be held at Shannons, 863 South Road. <b>Please register via TidyHq or ring Graham (0490 074 671) or Bruce Fletcher (0499 440 046).</b> <a href="#">SS, Mk IV, V Register June Meeting</a>
<b>FRIDAY 19th JUNE 2026</b>	<b>XK 7 8 &amp; 9 Register Breakfast with The Irish: 9.30am - 2.00pm</b> Breakfast at the Plough Inn, Echungu, run by an Irish family. The menu will be posted soon. Open fire, quaint surroundings, followed by coffee at the Karkoo Nursery at Oakbank. <b>Please register via TidyHq or ring Steve (0414 952 416)</b> <a href="#">XK 7 8 &amp; 9 Register Breakfast</a>
<b>TUESDAY 7th JULY 2026</b>	<b>JDCSA General Meeting at the 'The Junction', 470 Anzac Highway.</b> The meeting starts at 7.30pm with meals available from 6:00pm. More details will be provided closer to the event. Please add the date to your calendar.
<b>SATURDAY 25th JULY 2026</b>	<b>Annual Presentation Lunch: 12:00 noon - 4:00pm</b> Members and their partners are invited to attend the annual presentation lunch, to be held at the Glenelg Golf Club, James Melrose Road, Novar Gardens. A complimentary drink on arrival will be followed by a two-course meal. Dietary requirements to be advised when booking The ground floor level is easily accessible for all. Dress Code: Smart/casual (no jeans/joggers). <b>Ticket price is \$65.00. Please register via TidyHq</b> <a href="#">Annual Presentation Lunch 2026</a>

# Club Torque - Editor's Column

This month we cover all the Club events held in March. We also covered a fund raising event, "Classics On The Park". The Club may become more involved in this meeting next year. Thank you to everyone who provided words and photos.

This month we are celebrating 30 years of the XK8/XKR (X100) since their debut in 1996. The XK8 didn't just replace the long-lived XJS - it redefined Jaguar for

a new era. Today, the X100 generation stands as one of the most accessible and rewarding modern Jaguars to own—and one of the most misunderstood.

My thanks also to new members **Bob Gillen** for contributing his story to this month's edition.

This month Q&A interview is with Takis Ganiaris who celebrates 50 year membership this April. Well done Takis. (Pages 14-15).

The April General Meeting features Guest Speaker Michael Gasking. Michael is a member of the SCCSA and has had a distinguished career as an engine mechanic with the first historic Formula 1 winning team for the Repco-powered car at the 1966 Grand Prix. Sir Jack Brabham drove the Brabham-Repco BT19 to victory, marking a significant milestone in motorsport history.

See You there!  
Graham

## Using Vehicles Under Conditional Registration at Weddings

The club has received a number of queries recently regarding the use of their conditionally registered cars for personal weddings. This has invoked emotions on both sides being family members wanting to use their car and others saying that this is not possible. Hopefully this article will help.

The Code of Practice (COP) on page 19 clause 3.5(e) for Conditionally Registered Cars states under Duties of Vehicle Owners; *"not drive, or allow anyone else to drive, the conditionally registered vehicle on the road for fee, hire or reward"*.

Whilst there is a general understanding under the COP that using a historically registered vehicle for a wedding free of charge is generally not considered a "hire" provided no payment or reward is exchanged. The legal issue is cloudy (as always) and a member should undertake their own risk assessment on the matter.

The COP goes onto clarify additional key rules for using a vehicle under this scheme and with personal use in mind:

- No Fee, Hire, or Reward: The vehicle must not be used for any form of commercial gain, including being driven for a fee or reward. If any payment is accepted (including "donations" that act as fees), it would violate the conditions of the scheme.
- Logbook Entry Required: Every journey, including a trip for a wedding, must be recorded in the vehicle's logbook before the start of the journey.
- Club Membership: The owner must maintain financial membership with a recognised motor vehicle club.
- 90-Day Limit: Total road use for all purposes cannot exceed 90 days in any one-year registration period.

Additional point to consider, as there have been and currently are, real examples in the court pertaining to insurance claims whilst undertaking a wedding run. While the scheme allows for private use, you should check with your Compulsory Third Party (CTP) insurance provider and comprehensive insurer to ensure "gratuitous"

(free) wedding use is covered under your specific policy.

Whilst, under the COP Part Two, Summary of Club Responsibilities, part 2.1(c) *"Ensure, so far as is reasonably practical, that club members with conditionally registered vehicles abide by the conditions detailed in this code"*.

JDCA takes no responsibility for definitive advice in this matter or Members' own interpretation and risk in relation to the Code of Practice when using their vehicle for a wedding.

A copy of the Conditional Code of Practice can be downloaded [HERE](#) and I encourage you all to do so and ensure you are personally familiar with the COP. It's not a difficult document to read and understand.

Should anyone like to discuss this matter with me please do so.

Tim White  
Logbook Compliance Officer  
0419 809 021

## NEW MEMBERS

### NOTICE BOARD

The following application for membership has been lodged with the Membership Secretary and are listed in accordance with clause 5.4 (b) of the Constitution. If there are no objections, membership will be ratified one month from this April, 2026 Classic Marque magazine:

- ◇ Barry & Edwina Pearce: 1954 Jaguar Mark VII Sedan
- ◇ Alan Odonnell: 1966 Jaguar Mark II 3.8L Sedan
- ◇ Paul George: 1997 Jaguar X308 XJR 4L Sedan
- ◇ Phillip Levi: 2024 McLaren 750S Spider

The following applications listed in the March, 2026 Classic Marque magazine have been accepted:

- ◇ Eddie & Caterina Zito: 1995 Jaguar XJ6 4.2L Sedan
- ◇ Dixon & Joanne Green:
  - 2002 Jaguar XK8 4.2L Convertible
- ◇ Allan & Narelle Marshall: 1965 Jaguar S-Type Sedan
- ◇ Sallyann Loh & Bob Collinson:
  - 1979 Jaguar XJS 5.3L V12 Coupe
- ◇ Robert (Bob) & Jaquie Gillen:
  - 2004 Jaguar X350 4.2L V8 Sedan

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

Daphne Charman  
Membership Secretary

# **JAGUAR DRIVERS CLUB OF SOUTH AUSTRALIA ANNUAL PRESENTATION LUNCH**

**Gleneig Golf Course  
Saturday 25th July 2026  
12 noon to 4pm**

**James Melrose Rd, Novar Gardens**

A complimentary drink on arrival will be followed by a two-course meal

**Ticket Price is \$65 pp**

**Goto: *Annual Presentation Lunch 2026***

The ground floor level is easily accessible for all  
Special Dietary requirements to be advised when booking

Dress: "Smart Casual" (no jeans/joggers)

Bookings close: Friday 17/7/2026

For further information or if you would like to  
make up a table of 8 or 10 of your Club friends please contact:

Sandra Mack 0421 728 378 or Daphne Charman 0421 482 006

## New Member's Story - Why buy a Jag?

Having recently turned 73 why would I want a 23 year old car?

While living in Sydney in the late 1980's my wife and I purchased a second-hand Series 3 1985 XJ6 Vanden Plas - a top of the range model with chauffeur seats. It was a family car for a number of years and apart from a sensor occasionally thinking it was snowing outside which affected power delivery, it was very reliable. We had a couple of trips from Sydney to Adelaide overnight (with the family of 4, and all the Christmas presents) and it performed brilliantly.

On return to living in Adelaide in 1992 the Jaguar created a problem - over 2 months my beautiful Cranberry Jag was spray painted blue in the car port at home one evening and then my back window was smashed. Some of my work colleagues suggested that such a car in the current recession (in SA following the State Bank collapse) was not a suitable vehicle to visit our clients.

So, reluctantly we sold it - a HUGE mistake!

I have had many cars since then - mostly have been Audi's, Landrover Discovery's and Range Rover Sports to tow a very heavy-duty caravan - but none of them drove like the Jaguar!

Recently I convinced my wife to buy another one. We acquired a 2004 X350



Super V8 in Victoria. I flew over to inspect the car and drove it straight home - it performed faultlessly.

While I have become accustomed to new tech (surround cameras, navigation etc) buying a car over 5.0 metres required a careful think of how I could park the Jag. Once one becomes accustomed to the new tech it is hard to park without it!

My research came back to the models from 2004 which looked very similar to the Series 3 but has the new 6 speed auto (as used in the BMW 7 Series), a very dated navigation unit, anti-locking

brakes, traction control, and front and rear parking sensors. It also came with the supercharged V8 engine, so it is fast and rare. (According, to the marketing blurb (on release), it was faster to 100km per hour than a Ferrari Testarossa.)

However, it rides as I remembered, and to sit in the beautiful leather and timber interior is a joy.

As always with a 23 year old car there are a few things I need to do. The paint work on the boot was delaminating, so Philip Prior suggested a crash repairer to have this fixed - his son did an amazing job. I have a couple of other repairs scheduled later this month.

I am also trying to source a replacement for the Navigation unit - the original unit has not been updated (by DVD) since 2010 (and cannot be further updated). I have looked at a Jagdroid unit (from the UK) but no one in Adelaide is interested in assisting with installation. I would love to talk with anyone who has already dealt with this issue successfully. These are minor matters and I am very happy with the purchase.

One thing I am sure of - I am again a very happy Jaguar owner and this car will not be sold as easily!

**Bob Gillen**

*Editor: Thank you, Bob. Great read. Please keep in touch with the Multivalve Register and try and link up with fellow X350 owners who may be able to help you with your Navigation unit.*



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# Design Boss Gerry McGovern Officially Leaves JLR

Jaguar Land Rover design boss Gerry McGovern - the man responsible for steering Jaguar's 'woke' rebrand - will officially leave the car manufacturer at the end of March after months of controversy surrounding his tenure.

Reports emerged in December 2025 that McGovern's two-decade stint at the company had come to an abrupt end, though the news was quickly followed by statements from JLR refuting the claims.

But some three months later, the car maker and McGovern have confirmed his departure from the role of chief creative officer, which also sees the 21-year veteran step down as a member of the board.

McGovern has confirmed he will now establish his own creative consultancy.

Since 2004, the Coventry University graduate had overseen the design direction of Range Rover, Defender and Discovery, including the Range Rover Evoque, Velar, two generations of the Range Rover and Range Rover Sport, and the modern-day Defender.

But he will likely be remembered most for steering the direction of Jaguar's electric rebrand, including the reveal in Miami of the Barbie pink Type 00 concept and its divisive launch video.



In an official statement shared with JLR staff and obtained by "Daily Mail", he said: 'It has been a great privilege to work at JLR across two extraordinary decades, and I would like to thank the TATA family in particular, for the opportunities they gave me.'

McGovern added: 'The dedication and passion of thousands of people across the business have made these brands what they are today, and I am enormously proud of what we have built together'. 'I look forward to the next chapter of my creative career.'

JLR CEO PB Balaji, who took over from Adrian Mardell at the end of last year, added: "Gerry's creative leadership, vision, drive and passion have left an indelible stamp on our brands".

McGovern will officially leave the business on 31 March. JLR says it will not comment further on his exit.

The question now is what his exit means for JLR moving forward, and who's going to be in the big design chair? ■

*Editor: Information for this story sourced from "Daily Mail and "This is Money".*

## Jaguar's GT Will Weigh A Ton More Than The Old XJ

The fully electric flagship is inching closer to production, and it's set to arrive with some big numbers, including a curb weight approaching 2,700 kg.

Journalists have recently taken the EV prototype for a spin and shared an assortment of specifications. They're reporting the model will measure around 5,200 mm long, which would slot it between the short- and long-wheelbase XJ.



*The new Jaguar EV will, apparently, be about as heavy as it looks.*

The luxury sedan will ride on the 850-volt Jaguar Electrical Architecture and feature a tri-motor powertrain with two motors mounted at the rear, enabling torque vectoring. Combined output is said to exceed 1,000 hp (746 kW / 1,014 PS) with around 1,000 lb-ft (1,354 Nm) of torque. That should make the flagship blisteringly quick, with 0-62 mph (0-100 km/h) reportedly arriving in the low three-second range.

Power is provided by a 120 kWh battery pack, which is said to provide a WLTP range of 435 miles (700 km). When the battery is low, a 350 kW fast charger can reportedly provide 200 miles (322 km) of range in less than 15 minutes.

While the beefy battery ensures a healthy range, it also means the car weighs around 925 kg more than the old XJ (X351) LWB supercharged 5.0 litre. It's also worth noting the model will weigh about as much as the BMW i7 xDrive60, which tips the scales at 2,715 kg.

Although most of the hard work is already done, the software tuning is only 75-80% complete. That likely explains why the car missed its originally scheduled debut of late 2025.

*Editor: Information for this story sourced from "Jalopnik".*

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# Jaguar Cancelled 4 New Cars Before Going All-Electric

We are now learning about all the cars Jaguar had to sacrifice to make way for an all-electric future.

While it was already known that a next-generation, electric-only XJ was in development before being cancelled at the last minute, there were three other models in the works as well.

Ex-Jaguar design chief Ian Callum revealed during the "Road to Success" podcast that a smaller XF sedan was also slated for renewal.

The company's best-selling model, the F-Pace, was supposed to get a second generation, but development of the SUV was halted as focus shifted entirely to the Type 00.

By far the most interesting of the stillborn cars was a new F-Type, but that, too, sadly never saw the light of production.

Having served as Director of Design for two decades, Ian Callum certainly knows how the story unfolded. He parted ways

with Jaguar in 2019 and revealed during the podcast that these four models "were all in the cards, they were all being done." The next-generation XJ was "nearly finished" before "that was all stopped just to start again."

Callum also indicated that he knows why they were dropped in favour of the EV only plan, but didn't elaborate.

When asked what he thinks about the Type 00, which has only been revealed in concept form, Callum said, "It's a handsome car, it's bold, it's brave, and it's got a lot of good design attributes about it. But it's not beautiful, and Jaguars need to be beautiful."

The legendary designer added that it's "just too retro," but regardless of what he or anyone else thinks, Jaguar is plowing ahead even though most automakers that previously set ambitious EV targets are pivoting back to hybrids and even petrol-only cars.

One can't help but wonder if those four stillborn cars should have been built.

*Editor: Information for this story sourced from "Motor1.com" and "Autoblog".*



*Jaguar had four new cars in development before the Type 00 EV killed them!*

## Jaguar Has Finally Remembered Its History!

Two years ago Jaguar erased its history and social media presence to relaunch the new EV brand. But, recently, Jaguar changed... it brought back the heritage it had thrown out.

If you scroll down Jaguar's Instagram gallery, the earliest posts you'll see are of the Type 00 in concept form. No F-Types, no XE-SV, no XJs, no classic Mark 2, not even an E-Type. Most of the posts since have been much of the same, with fashionistas poring over the Type 00.

But at the beginning of January, something changed. Jaguar decided to celebrate 90 years of the brand, and while the reel it posted centred on the forthcoming Type 00 - it paid tribute to the icons that came before it: the D-Type, E-Type, and XJS.

Now, those icons take pride of place on Jaguar's social media channels, each having dedicated posts highlighting their beauty and the unique place they have in the Jaguar lineup.

Sure, Jag is leveraging their designs to showcase where the Type 00's overall proportions come from. But it's a sign that Jaguar has at least remembered who they are, or at the very least who they were.

*Editor: Information for this story sourced from "CarBuzz".*



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# Formula E - Jaguar 1st and Second in Madrid

Jaguar TCS Racing delivered a landmark performance at the inaugural Madrid E-Prix, securing a dominant 1-2 finish at the historic Circuito de Jarama on Saturday 21 March 2026.

Jaguar now have three wins from the opening six rounds.

In a race packed with strategy, resilience and precision, Antonio Félix da Costa claimed victory in what was his 150th Formula E start and only his sixth race with the team.

The win marks Jaguar TCS Racing's 25th triumph in the championship, extending their lead as the most successful team in Formula E history.

## Madrid ePrix (R6) - 21st March

Antonio Felix da Costa became the first and only double-race winner of the season, following his victory last time out in Jeddah last month.

Having started third, the 2019/20 Formula E Champion perfectly timed his PIT BOOST and ATTACK MODE activation to rise to the top of the pack. He was on the defensive across the final laps with challenges for the win from his teammate Mitch Evans.

It made for blockbuster viewing, with the grandstands and grassy banks around the circuit packed to the brim with passionate Spanish fans. With Da Costa being Portuguese, and Lisbon a six hour drive from the capital city, he was surrounded by family and friends across the weekend.



*Jaguar's Antonio Felix da Costa became the first double race winner of the season.*

Telling media ahead of the race weekend that he had more than 80 invited guests, and his own hospitality area nicknamed the 'DAC SHACK', it made for emotional scenes when he pulled up to celebrate with his support system after the win.

"Honestly, it's a dream day," da Costa stated post-race. "To win in front of so much of my family, I mean they see me leave the house and come back, sometimes happy, sometimes sad, sometimes healthy, sometimes not so healthy, and they only hear about it or we discuss it at the dinner table but they were here today and they don't get to see me race. So to do it in front of them is just amazing, very happy with that and you know I am an emotional guy and today we just took it up a notch."

Among the family was da Costa's mother, who was proudly wearing her

personalised merch and waving the Portuguese flag around the paddock.

Mitch Evans charged from P16 to P2, delivering a masterful energy-managed drive to secure a team 1-2 team finish.

Jaguar is now 2nd in the Teams' World Championship and in second-place in the Manufacturers' standings.

To watch the video highlights of the race goto: [Jaguar 1-2 in Madrid.](#)

**Jaguar will next hit the track for the Berlin E-Prix double-header and Rounds 7 & 8 of the World Championship, 2-3 May 2026. ■**

*Editor: Information for this story sourced from Formula E Website and Jaguar Racing.*



*Jaguar 1-2 at Madrid Madrid E-Prix*



*Madrid was a fan-favourite with sellout crowds. The Circuito del Jarama became the 40th different circuit to host a Formula E event.*



## Interview

## Q and A

# Takis Ganiaris

**Member No. 339**

**Questions: Graham Franklin**

**Answers: Takis Ganiaris**

**G.** You joined the club in April 1976, 50 years ago. Congratulations. What do you remember in particular about those early days of the club?

**T.** We were more involved in our vehicles. They were our daily drive. You drove them everywhere, shopping, dinners, motorkhanas and the like. We just enjoyed driving

them everywhere. We also did most of the work ourselves or with the help of other Club members.

**G.** What was your first car?

**T.** My first car was a 1957 Hillman Minx followed by a 1966 Hillman Minx, then the Jaguars and a Ford Focus that I had for 10 years.

**G.** Can you remember your first encounter with a Jaguar?

**T.** A friend of mine owned a Mark 1 and I was drawn to it. The performance, the leather, the woodwork. He introduced me to the JDCSA and I ended up buying a Mark II 2.4 litre manual from Laurie Cousins. I still have it.



## Interview - Takis Ganiaris (cont)

In the late 70's I bought a 3.8 Litre S-Type. I really enjoyed that. It clearly had better performance than the 2.4 and with the independent rear suspension, it was a lot more comfortable on longer trips.

### G. What cars do you currently own?

T. I own a non-Jaguar for my day-to-day driving and besides the Mark II 2.4, a 1970 Series II E-Type 2+2 auto.

### G. What is the history of the E-Type?

T. I bought the E-Type in the early eighties. It was my everyday car. It was very reliable but the backing plate in the automatic transmission broke, and so I took out the engine and auto. While the engine was out, and with the help of Steve Weeks, I managed to source parts and machining, and had the engine rebuilt. The car has been very reliable since.

### G. What is the history of the Mark II?

T. The 2.4 is currently on blocks. Over the years I have carried out various works including cylinder head rebuild, paint touch ups, brake rebuild and the like. I also fitted chrome wire wheels to it. The car is very original.

### G. Have you done any special trips in your Jaguars?

T. Mainly local trips within South Australia such as Waikerie and White Sands, where I used to go water skiing.

### G. How did the Jaguar go?

T. All three Jaguars were very reliable. It is unfortunate that Jaguars gained a bad reputation for a period of time. That wasn't my experience. I think the main thing is, if you feel that something isn't right, then you need to look into it immediately, and don't ignore it.

### G. Have you done any car restorations?

T. It is a long story that older members may recall. In 1983 Leyland Motor Corporation Australia ceased to exist, and its place taken by Jaguar

Rover Australia (JRA) Limited. The South Australian Manager, Ron Tennell-Jones (RTJ), on behalf of JRA, purchased a 2.5 litre SS Saloon and wanted the JDCSA to restore it. A lot of members were involved in the restoration and the car was moved around to "Browns Lane Spares", RTJ's home, Steve Weeks Home and mine. Steve Weeks and myself worked on it for a year or more and the car wasn't finished when JRA was placed into administration in 1992, and so the car was sold to club member Brian Walker who completed the restoration to an award winning standard.

*(Steve Weeks later advised me the Takis was awarded "Club Person of The Year" in recognition of the time he donated towards the restoration).*

### G. Your fondest memories of owning a Jaguar or Classic car?

T. Driving the E-Type and looking out the windscreen at the great long bonnet and with the Mark 2 and S-Type, the Walnut dash and instrument panel.

Just being in a Jaguar gives you a great feeling.

### G. Anything else you would like to add?

T. When we were overseas in the UK, I went to the Goodwood Revival. It was fantastic. One of the best parts was walking around the carpark that was specifically for "Classic Cars". The private cars that people brought to the event were amazing. There were literally hundreds of very special cars.

G: A fascinating story Takias. Thank you very much for your time. ■



# Multivalve Register - 'Not the Australia Day Barbecue'

The weather gods were very unkind to the Multivalve Register for its annual Australia Day barbecue which had to be postponed as temperatures were expected to be higher than 40 degrees.

The event was moved to the 8th March, the day before Adelaide Cup. Thankfully the weather that day was beautiful in Colonel Light Gardens for the barbecue which was kindly hosted by Michael Pringle and Josephine Orford at their home (for which we are very grateful - especially Heather 😊).

Members from four different Registers brought a variety of amazing salads and desserts. We really do have some wonderful chefs in the Club, and Michael and Alan Davis cooked the barbecue meat to perfection.

The afternoon began with a fun quiz for the ladies, organised by our hostess, as it was also International Women's Day, with a prize for each correct answer.

A free raffle was held and a final quiz organised by Michael and Josephine - first prize for which went to Bob and Sandy Mack, with a group led by David Brewer taking second prize - good fun and appreciated by all.

An extraordinarily successful afternoon in the company of some lovely and very special people. My thanks to everyone who attended - it was a great afternoon.

**Peter Buck**  
Register Secretary



# Multivalve Register - 'Not the Australia Day Barbecue' (cont)



# Compact Register Run to Kersbrook

A most enjoyable run with the Compact Register Sunday 15th March.

Our event was hosted by Compact Register members Chris Pearson and Anna McKenzi at their beautiful Kersbrook property approximately 35kms. NE of Adelaide.

Devonshire morning tea /coffee, followed by an inspection of Chris's garage with his collection of Jaguars, and motor bikes, with an emphasis of the classic S Type of the 1960s.

Anna has had an extensive involvement with aboriginal art and we were treated to an inspection of a huge collection by Anna over the years. The opportunity to purchase genuinely certified art pieces meant some of us came home a little poorer.

We concluded our outing by gathering at the Rezz Hotel Newton for lunch.

Philip Prior  
Register Secretary



# Compact Register Run to Kersbrook (cont)



# Jaguar Ladies Social Register Lunch

On Thursday 19th March 23 ladies enjoyed a luncheon at the Torrens Arms Hotel, Kingswood.

Nine apologies were received from ladies who were, of course disappointed not to attend, from Tanya Young, Margaret Bicknell, Alison Webber, Sue White, Margaret Thomas, Judy Langdon, Jan Franklin, Robyn Welch and Christine Ferguson.

A new member was welcomed to our Register, Lynne Albrow who was very pleased to be presented our Register brooch. Welcome again Lynne, from all the ladies in the Register. We do all have a lovely time.

Our next luncheon will be on Thursday 21st May at the Holdfast Hotel at Glenelg. This is now published on

Tidyhq. I will be away overseas 2 April to 10 May so if you need help booking on Tidyhq please give Daphne Charman a call on 0421 482 006. Bookings close 19th May 2026.

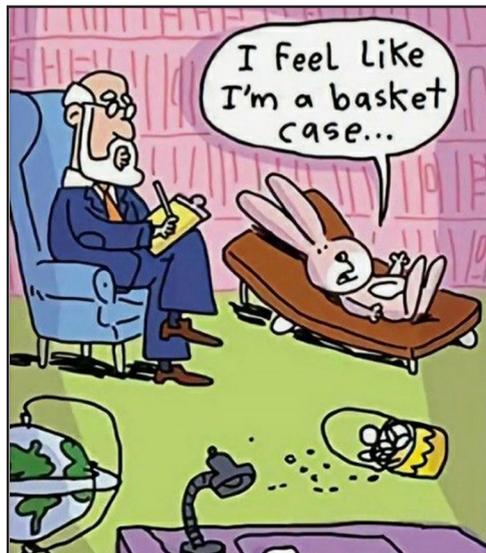
Our July event will be a tour of an historical home, including a Devonshire tea and followed by a pub lunch.

If anyone has some ideas for future events, please give me a call or send me an email.

Tricia Clarke  
Register Secretary  
0422 128 066  
triciac Clarke\_1@hotmail.com



# Jaguar Ladies Social Register Lunch (cont)



# Classics On The Park

On Sunday 15 March, the Rotary Club of Campbelltown hosted its sixth "Classics on the Park" at Thorndon Park Reserve.

The picturesque, tree-lined setting showcased around 200 vehicles spanning a wide range of makes and eras. Five club members attended with their Jaguars—James Mann, David Brewer, Andrew Albrow, Julian, and myself.

The event drew a steady stream of visitors throughout the day. Gold coin entry donations, \$10 vehicle entry fees, along with food, drink, and raffle sales, combined to raise a substantial amount for local CFS units.

A highlight of the day was a series of scheduled engine start-ups, where attendees gathered to experience selected cars in action—adding a dynamic element beyond the static displays.

Next year's event is scheduled for 14 March 2027, and we will aim to organise a larger group of vehicles and set up our Club gazebos for shade and socialising.

**Moira Lugg**  
President



## Classics On The Park (cont)



# XK 7 8 & 9 Register Meeting at the Loffler's

## Minutes of the JDCSA XK 7 8 & 9 Register Meeting on 20th of March at the Loffler's.

**Attendees:** Rob & Vicky Loffler, Steve & Val Weeks, Graham Franklin, Fred Butcher, Graeme & Fiona Shultz, John & Maria Cribb, Peter & Ros Holland, John Goddard, Peter & Judy Goodale, Julian & Moira Lugg, Sue Harrison, Peggy Davis, Robin & Diedre Ide.

**Apologies:** Evan Spartalis, Deb Goddard, Tony & Carol Blackford, Barry & Edwina Pearce, Ian Young, John Williams, Rowland Donders, Ossie & Rayeena Petrucco.

### Club Business

#### 1. The Strategic Plan Results:

Steve said that last year a questionnaire was sent to all club members seeking feedback on their thoughts of how the club was going and what improvements could be made, there was a lot of feedback, and some key points were: -

- More technical content.
- General Meetings should be more interesting.
- That Register secretaries have a 2IC (backup).
- The events should be spaced better, preventing date clashes (as many members belong to more than one Register).

The above were just a few of the comments. Therefore, the Executive Committee have created a number of

working groups to address these issues and this has already started to happen. Some changes to date are: -

- Registers taking part in helping to run General meetings.
- More Technical content at Register meetings.
- Supper is now taking place at General Meetings.
- Younger members are encouraged to become more involved in the club & our President; Moira is already meeting with this group.

#### 2. Club Secretary:

Suzanne Jarvis (also Jag Day Coordinator) has had to resign due to health issues, so the club is looking for someone to replace Suzanne. Please contact Steve or Moira if you can help.

#### 3. Welfare:

Steve highlighted the duties of Welfare Officer & briefly described position duties.

#### 4. Classic Marque:

Our Editor of Classic Marque (Graham Franklin) is present and is always looking for articles. Graham said that he will be starting soon on the 2027 Calendar, so he is looking for photos from club members for inclusion in next year's Calendar.

#### 5. Annual Dinner/Presentation:

This year it's a lunch affair at the Glenelg Golf Course on Saturday 25th of July, Tickets are subsidized by the Club and will cost \$65 pp. It would be good if we

could arrange a Register table.

**6. A word from our President:** Steve invited Moira to address the meeting.

### Register Business:

#### 1. New members:

We have some new Register Members. Ian Young & his wife Tanya, who have bought Rob Smith's XK140 and Steve distributed some photos of the rebuild.

Barry & Edwina Pearce have bought a Mark 7 from Perth.

#### 2. Border Run:

Starts on October 14th but Roy Armfield advises that we arrive on the evening of the 13th for an early start on the following morning, it finishes on the 17th. All details & booking information will be available early in April and it will be centred at Hamilton Victoria.

#### 3. Future Register Events:

- July 17th, Breakfast at an Irish Pub, this will be at the Plough Inn, Echunga & after breakfast we go to Karkoo Nursery at Oakbank.
- August 21st- Morning Tea at the Cribbs with lunch at the Totness Inn, Mt Pleasant, John will be arranging a tour of the area. (road conditions permitting)
- Christmas Lunch November 29th, this will be to a Christmas Lunch venue with a bus provided & paid for by the Club



# XK 7 8 & 9 Register Meeting at the Loffler's

- Logbook Days – From May Logbooks can be renewed at any Register Meetings, including General Meetings or they can be done individually, just call me to arrange.

4. **Peter Holland:** Said that there is going to be a run from Darwin to Alice Springs to commemorate the original history making run, there has been some emails regarding this, but Steve will get more details & email out.

5. **John Goddard:** John asked if members could wear their name badges to the group meetings as he is new to the group.

6. **Cars N Coffee:** These events seem to be a good way of promoting our club & the cars, these events are now posted in Classic Marque.

7. **Steve Schubert:** Steve said that we should investigate a timeline of Jaguars

on the front row at SA Jag day, it was agreed that we should look into this.

## Car Talk

◇ **Steve Schubert:** Is having to have new cylinder liners fitted to his block & mentioned how busy the classic car trade is at present.

◇ **Rob Loffler:** Is also waiting for machine work. The hydroplane went well at the recent festival. With smooth water he achieved 105 MPH !!!, The Goolwa Aquafest spectacular is on the 11th & 12th of April. The XK120 has been resting.

◇ **Onslow Billinghamurst:** His XK150 has been beheaded, but the head is repaired & just waiting on some able-bodied members to help him refit it.

◇ **Julian Lugg:** The XK120 is going well & took it to Classics on The Park.

◇ **Graeme Shultz:** Brought his D Type today & was displaying a wound to his head, courtesy of the D Type.

◇ **Robin Ide:** Repairing a leaking water temp sensor but otherwise ok.

◇ **John Cribb:** Praise Jaguars given his problems with his wooden paddle boat, low water, stranded & gas a seized paddle shaft.

◇ **John Goddard:** XK120 FHC is going well & has a welder coming to repair some parts of the body.

◇ **Steve Weeks:** XK150 is going back together & is working on his Mark 2 for the McLaren Vale Vintage & Classic.

**Meeting Closed at 11.50 am.**



*Graeme Schultz's replica D Type. Great to see it being used,*



*A number of Jaguars were present on the day, while many went inside the workshop to inspect some more.*

# E, F & GT Register – Peter Drake Garage Visit

On the 19th March 2026 we were the guest of Peter Drake at his home at Verdun. About 25 members enjoyed seeing and hearing about Peter's collection of Jaguars.

He told us how he came to purchase them, why they were selected and what is special about each one. Except for his E type most of the cars were from the 1980s and 90s.

As usual the Register members had a very good social evening. Peter was a

superb host, even providing food and drinks.

Bruce informed the group that:

- ◇ He is looking for a volunteer to be the Register 2IC (please keep this in mind and come forward if this appeals to you as it is the only way we can keep meeting as a Register)
- ◇ Asked if car runs are a favourable activity – most supported the idea of having a run in Autumn and another in Spring.

- ◇ The Club requires a person to organise the Jaguar Day later in the year (Phil Prior, who has organised many of the past events, would provide assistance).

Regards

Bruce Davis

Mobile: +61 (0)400 872 438

Email: davisbj007@gmail.com



*Peter Drake's neat and well presented workshop. A good turn out of members considering overall fuel shortages.*



*Peter Drake & Denella Moss, immaculate 1989 V12 5.3 litre XJ-S convertible*

## E, F & GT Register – Peter Drake Garage Visit (cont)



*Very rare 2002 S-Type R. The 4.2 Supercharged V8 was at the time the fastest road production saloon car in the world.*



*Another very rare car. 1987 XJ12 Series 3 5.3 litre Sovereign fitted with TWR factory options.*

## E, F & GT Register – Peter Drake Garage Visit (cont)



*Low mileage 2000 Topaz Gold 3.2 Litre XJ8 X308 Saloon*



*Immaculate 1972 E-Type Series 3 2+2 V12 5.3 Litre Coupe*



The April 2026 edition of Jaguar World includes the following feature stories:

◇ **The XJR-S Story:** The TWR-developed XJR-S gave Jaguar's big GT a sportier and more performance-focused edge. As TWR turns 50, they look at the model's history, explaining its continuing importance on the company and how TWR turned the grand tourer into a supercar.

- ◇ **XJR Vs Maserati's Quattroporte:** Two great performance saloons from the early 2000s go head-to-head. They find the best super-saloon of the 2000s.
- ◇ **Buying Your First Jaguar:** The magazine picks twenty great Jags to buy now, regardless of your budget.
- ◇ **The Mark X Built for The Boss:** This 1961 Mark X was originally used by Jaguar founder Sir William Lyons. Restored in the mid-2010s, they uncover the story of this historically significant saloon – from its early days in Coventry to its painstaking return to glory.
- ◇ **Two Jag Family:** One man's collection of 1960s Jaguars. It may be a small collection, but it's just right. Family favourite 240 - and the E-Type that keeps it company.
- ◇ **Upated XK150:** Wanting his XK 150 drophead coupe to be more user friendly, the owner of this 1958 example has had the original four-speed transmission replaced with a six-speed automatic.
- ◇ **Upgrading Your Jaguar:** Pushing Perfection. They show you how to make your new buy even better. Once you've bought your Jaguar, you'll want to improve it. Here are their top tips.
- ◇ **E-Pace Buying Guide:** If you're tempted by our buying special, this is what you need to know in order to buy the most sensible and practical family Jag.
- ◇ **Workshop:** They show how to save time and money when the dust cover around the outer balljoint of the front upper wishbone has split on an XJR.
- ◇ **Workshop X300:** The easiest approach to removing the engine from the X300 is to drop the front subframe assembly with all of its brakes and suspension attached, along with the engine and gearbox. They begin the process of removing an X300 engine. Part 2. ■

## Finishing Lines: Jaguar XJR6 Wins First WSCC Race, May 1986

With mixed success during the early races of the 1986 World Sportscar Championship (WSCC), the team headed to its home race at Silverstone in May.

After starting from third on the grid, Jaguar drivers Eddie Cheever and Derek Warwick in car 51 were leading the race with 3-hours to go. As with all endurance races, the drive to the finishing line becomes a nerve-racking time for everyone. Thankfully the V12 continued to run perfectly and the purple-and white car took Jaguar's first World Sportscar Championship victory in 29 years when Ecurie Ecosse's D-type won the 1957 24 Hours of Le Mans..

Not only was the crowd overjoyed by the success, so was team leader Tom Walkinshaw. "After Monza we came here determined to win," said the Scot at the

time. "There's winning and winning, and we wanted to win from the front. That we did." With more race victories — including two at Le Mans in 1988 and 1990 — plus several championships, the

following seasons saw Jaguar conquer modern endurance racing.

Yet all of this success started at Silverstone 40 years ago. ■



CLASSIC  
**JAGUAR**  
PRESENTS

# JAGUAR XK8



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Item	A\$28.39
Shipping	A\$30.31
Total	A\$58.70

# Celebrating 30 years of the XK8/XKR (1996-2026)

The XK8 was launched at the Geneva Motor Show in March 1996.

## Design & Development

The platform for the first-generation of the XK series was derived from its predecessor, the XJ-S.

Designed by Geoff Lawson and his team, development of the X100 started in late 1991. By October 1992, a design was chosen and prototypes were being built from December 1993. Development concluded in 1996 and the model went on sale from October that year.

The car clearly aped the styling of the Jaguar E-type, but it was an effective blend of retro and modern.

At the heart of the XK8 was an all-new aluminium AJ26-V8 engine designed and developed at Whitley. The 4.0 litre, 290 bhp, 32-valve, quad cam V8 set new standards of high performance, smooth power delivery and exceptional refinement.

## XK8/XKR

The initial model available in the XK range of Grand Tourers was the XK8 two-door coupé or two-door convertible. The new CATS (Computer Active Technology Suspension) adaptive suspension, which was already an option on the coupé,

was added to the convertible models in 1997. Other changes for 1997 included the addition of light sensitive headlamps and an automatically dipping rear view mirror.

From 1998 onwards, all models of the XK line-up were fitted with the Servotronic II power steering. In May 1998, and following on from the XK8's success, Jaguar subsequently launched a similar looking but higher performance model known as the XKR, a supercharged version of the XK8 fitted with a 2 litre (112 cu in) Eaton supercharger.

Visual differences of the XKR from the XK8 included a small rear spoiler and bonnet louvres for improved engine airflow, along with a meshed front grille. From late 1999, an optional R kit became available for the XKR which included a stiffer suspension system and gold-coloured wheels.

Jaguar's Adaptive Cruise Control, introduced in late 1999, was an optional feature available on both models. Both the coupé and convertible came with an all-leather interior, burl walnut trim, and side airbags.

The interior was available in two trims, classic and sport. The sport interior trim was aimed for younger buyers

and involved leather upholstery with cloth seats. The classic trim was a more luxurious option and featured heavy use of leather. Jeremy Clarkson, during a Top Gear test-drive, likened the interior of the original XK8 to sitting inside Blenheim Palace.

Like its predecessor, the XJS, the XK models used a 2+2 seating layout for the interior. An optional "Jaguar boot" option involved the removal of the small rear seats in favour of increased luggage space.

Both the XK8 and XKR were electronically limited to a maximum speed of 250 km/h (155 mph).

## 2003 Update

From 2003, a GPS system became available as an option on all XK models which replaced the three gauges on the centre console. The XK range received a mechanical update with the engines in both the XK8 and XKR models being enlarged to 4.2 litres. The front headlamps were also updated by the addition of a clear lens. Further changes included new exterior colours and wheels along with different badging. Also, in 2003, the new ZF 6HP26 six-speed automatic transmission was fitted in both versions of the 4.2 litre model.



The first production XK8 left Browns Lane production line 4 June 1996.

# Celebrating 30 years of the XK8/XKR (cont)

## 2004 Update

The models were revised again in 2004. All models got new wheel designs and a new nose with a deeper front bumper and a mesh grille on the XKR.

Deeper side sills and rear bumper treatment complement the changes to the front, while the XK8 benefited from larger twin tail pipes and a boot-lid spoiler, while the XKR featured new quad tailpipes plus an even larger spoiler. These subtle changes gave the XK a more aggressive look, while retaining much of the model's original character.

## Limited editions

A number of limited and special edition XK8/XKR's were produced by the Jaguar factory. These included: -

- ◇ **XKR Silverstone (2000):** Launched to celebrate Jaguar's return to Formula One motor racing and named after the famous British racing track.
- ◇ **XKR100 (2001):** In 2001 Jaguar unveiled the XKR100, a model to celebrate the centenary of Jaguar's founder member, Sir William Lyons, born in September 1901.

◇ **XKR400 (2003):** The "XKR 400" was an upgraded performance version of the existing supercharged 4.2 litre XKR.

◇ **XKR Portfolio (2004):** The "XKR Portfolio" was available from August 2003 and built specifically for the North American market. Only 200 were produced.

◇ **Carbon Fibre Special Edition (2004):** In 2004, one-hundred "Carbon Fibre" XKR's, were produced. They were only available in the UK in RHD.

◇ **XK Victory (2005):** The Victory Edition was only available in North American, to "celebrate Jaguar's four championship wins in the North American Trans-AM Road Racing Series.

◇ **2004 XKR Stirling Moss Signature Edition:** The 470 horsepower XKR was a limited-edition model of which only 5 were made. They were all finished in Platinum with Black interior and each car was fitted with a Signature Plate in the boot, signed by the racing legend.

◇ **XK8/XKR 4.2-S (2005):** In Europe, the "4.2-S" was unveiled at Geneva in March 2005. This was the last XK special-edition. The electronic speed limiter was removed to enable the car to reach a top speed of 280 km/h (174 mph). Production was limited to 200 cars.

## Motor Racing

The XK8 was almost unbeatable in the US Trans-Am motor racing series during the 2000's winning 5 driver's championships and 4 manufacturers titles.

## Production

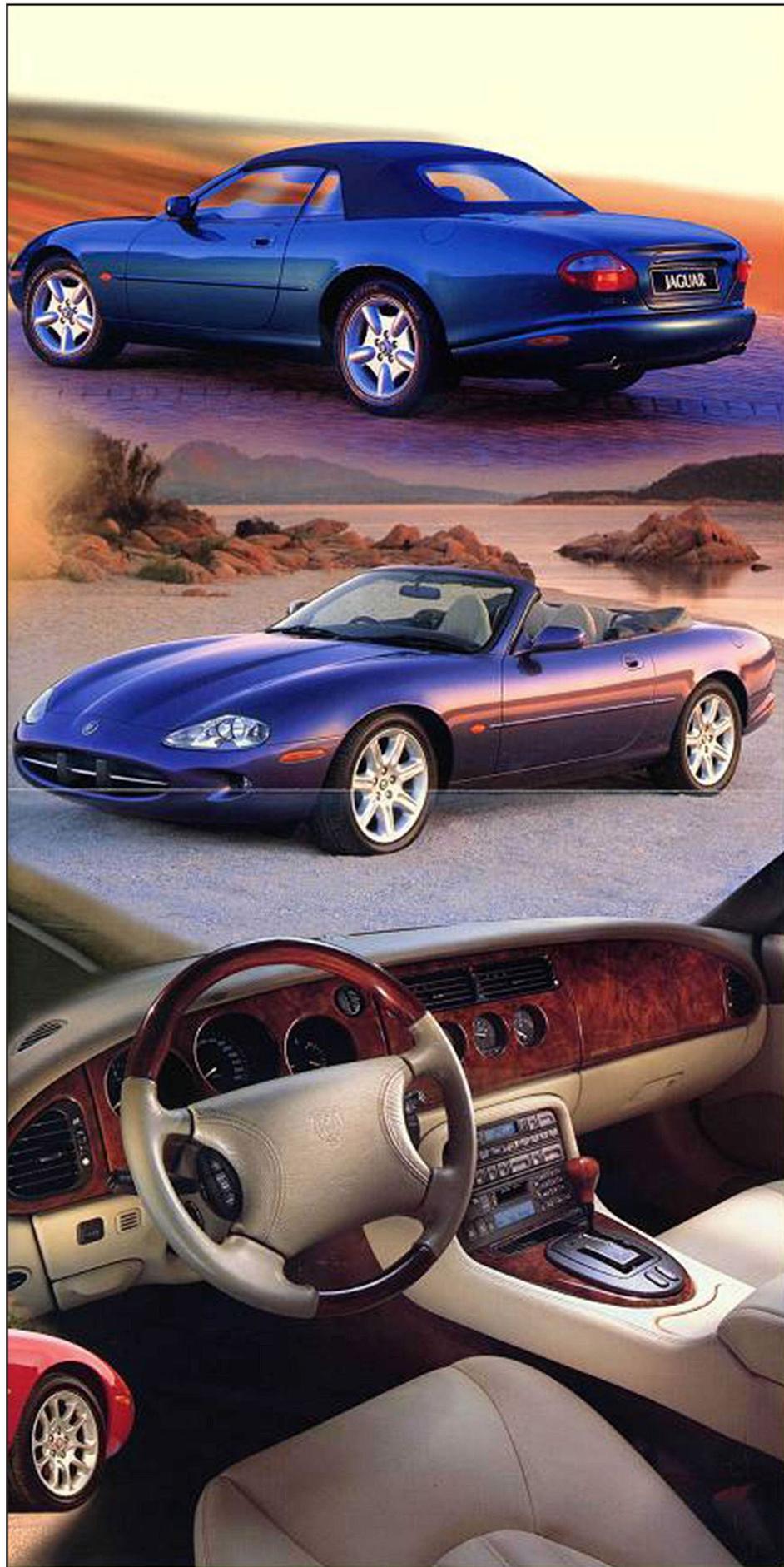
On May 27th 2005, the last of the existing X100's rolled off the Brown's Lane production line. In all, 91,406 models were produced:

- 19,748 XK8 coupé
- 46,760 XK8 convertible
- 9,661 XKR coupé
- 13,895 XKR convertible

The XK (X100) was replaced by a new generation of XK's (X150), designed under the leadership of Jaguar Design Director Ian Callum. ■



*In motor sport, the XKR dominated the US Trans-Am racing series in the 2000s with Paul Gentilozzi's Rocketsports Racing winning the prestigious series in 2001 (Paul Gentilozzi), 2003 (Scott Pruett), 2004 (Paul Gentilozzi), 2005 (German Klaus Graf) and 2006 (Paul Gentilozzi) With its smooth lines and body contours, the XKR had excellent aerodynamics, making it one of the fastest straight-line speed cars in the series. Jaguar won the Manufacturers Championship 4 times and produced an 'XK Victory' edition to celebrate the achievement.*



# XK8

The XK8 is unveiled at a time when the XK8 has become the highest selling sports car in Jaguar's history. Loved by enthusiasts around the world for its stunning, feline curves and graceful interiors; for the advanced technology which makes driving effortless pleasure; and for its calm, unruffled refinement.

The advanced, innovative design of the normally aspirated 290 bhp, 4.0 litre AJ-V8 engine delivers class-leading performance. Flexibility is a hallmark of the engine with a minimum 80 per cent of peak torque available between 1400 and 6400 rev/min. The responsive five-speed electronic automatic transmission ensures fluent gear changes. For an even more remarkable combination of velvet smooth ride and cat-like agility, the optional Computer Active Technology Suspension uses adaptive damping under microprocessor control.

Experience the pedigree of craftsmanship. Choose from Sport or Classic interior styles; sporting intensity, or assured luxury. Enjoy the intimacy of the coupe, or the freedom of the convertible.

The Jaguar XK Series. Discover the magic, drive the dream.



**JAGUAR**

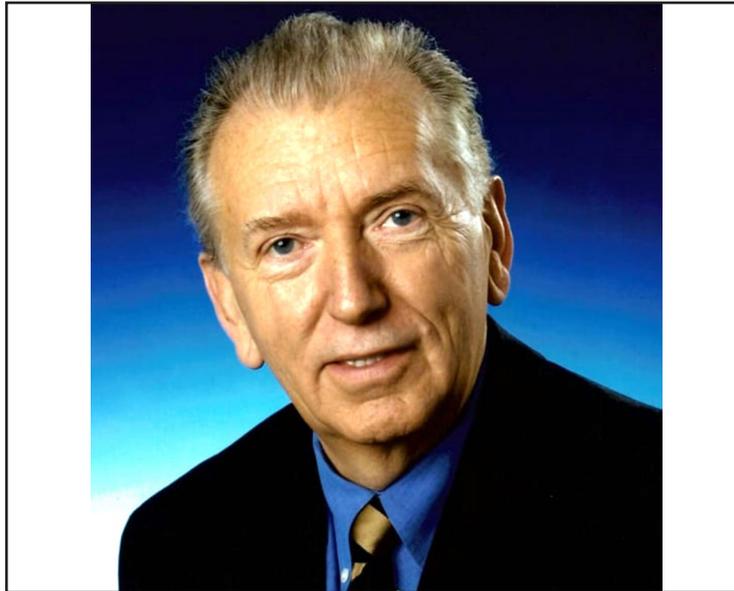
DON'T DREAM IT. DRIVE IT

# 24 Facts About The XK8/XKR

**Fact 1:** XK8 production began in June 1996.



**Fact 2:** The Project Director was the engineer Bob Dover, who went on to become JLR Chairman and CEO.



**Fact 3:** The XK8 was styled by Fergus Pollock, working alongside Design Director, the late Geoff Lawson.



**Fact 4:** When the prototype was sent to Canada for air-conditioning tests on public roads, the shape was completely camouflaged using glass-fibre and foam. The car was preserved like this.



**Fact 5:** The inspiration for the XK8's elegant design came from the style of classic Jaguar sports cars of the past but interpreted in a modern manner, notably the E-type of the 1960s.



**Fact 6:** A minimum of 80% by weight of the XK8 is recyclable.

**Chassis** - Aluminium alloy production using 70% recycled material.

• From the speed automatic transmission features a wide gear ratio spread, overdrive up gear and reduction for the motor torque converter.

• 12 bit intelligent electronic transmission control module determines gearshift points based on driver commands and road conditions.

**Safety/ Environment**

- Body exceeds all crash regulations worldwide.
- Anti-lock electronically assisted full size air bags and pedestrian workplace protection.
- Stability and traction control systems provide safe predictable handling through electronic engine and brake intervention.
- A major recycling initiative at the Castle Bromwich plant, based at Stratford, converts waste paint residue into a harmless dry powder - a first for the luxury motor industry. This can be recycled into sound insulation, underbody cladding and matting.
- A minimum of 80 per cent by weight of each new XK8 is recyclable, while 88 per cent of component packaging is durable and reusable.

**Cost of Ownership**

- Category one, 'Thinkcar' standard.

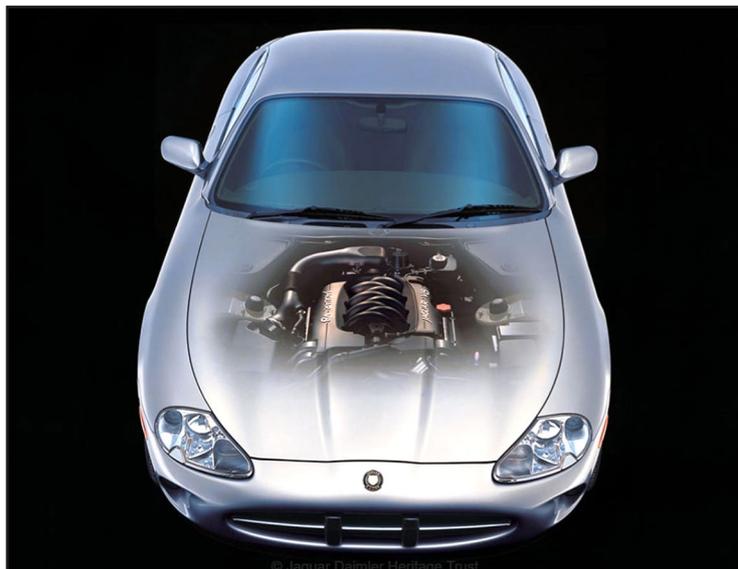
**JAGUAR SPORTSCAR LINEAGE**

# 24 Facts About The XK8/XKR

**Fact 7:** Both the XK8 and XKR were available in coupé and convertible form.



**Fact 8:** The XK8 was the first Jaguar to be fitted with the 4.0L AJ-V8 engine, with a bore and stroke of 86 x 86mm - only the fourth production engine in Jaguar's history.

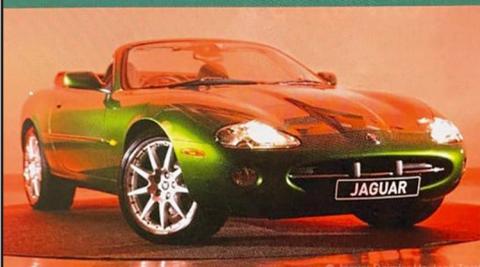


**Fact 9:** The XK8 engine was an 'in-house' design 4.0 litre unit with variable valve timing code-named AJ26.



**Fact 10:** In 2004 Jaguar donated an XK8 Convertible with two 1-carat diamonds in the dashboard for a silent auction to help raise money for the Elton John Aids Foundation.

## Jaguars, Diamonds & Movie Stars



Diamond encrusted XK8.

Gleaming XJ's represented Jaguar as a number of A-list stars pulled up to the recent Pre-Bafta party in style.

On 15 February, Jaguar was given unprecedented access to Bafta nominees and film industry guests on a night filled with invaluable media exposure for the brand. Stars included best actress winner Scarlett Johansson who arrived in the 'polished' XJ Aluminium car. Also present were best supporting actor Bill Nighy, Val Kilmer, Jon

Voight, Sophie Anderton, Julianne David, Nick Rhodes from Duran Duran and LL Cool J. Jaguar teamed up with Steinmetz, creators of the world's finest diamonds, to donate a unique XK8 Convertible, with the interior incorporating 2 sunexis-cut 1-carat diamonds in the dash. A silent auction for the XK8, a Perrier Joust donation and overall ticket sales have helped to raise £100,000 for the Elton John Aids Foundation.



Interior of XK8 with the 1-carat diamonds in the dash.

**Fact 11:** Jaguar were the official sponsor of the Merseyside Balloon Festival in June 2001. An XK8 shaped balloon led the flotilla.

## RACING CHAMPION AT JAGUAR

## Merseyside Balloon Festival

Niki Lauda, three times world Formula One champion, visited Jaguar Halewood on Tuesday 12th June.

Lauda was appointed Chief Executive Officer of the newly formed Premier Automotive division of the Premier Automotive Group in February which was established to oversee, coordinate and support the motor sport activities of Jaguar Racing, Cosworth Racing and the Pi electronics group.

Lauda toured the Jaguar X-TYPE Assembly plant before accepting the keys to a British Racing Green, 3.0 Sport model from Jonathan Browning.



SPORTY. Niki Lauda takes Jonathan Browning for a spin in his new X-TYPE.

The Merseyside Balloon Festival took place from 15th - 17th June. A continuous display of inflated balloons could be seen in the arena throughout the weekend. Jaguar Cars, official sponsor of the event, headed the flotilla with a stunning XK8 shaped balloon.



© Jaguar Daimler Heritage Trust

**Fact 12:** The XK8 sports car, sometimes referred to by its product code of X100, was the replacement for the XJS which had been in production for twenty-one years.



# 24 Facts About The XK8/XKR

**Fact 13:** In 1998 a supercharger was fitted on the XKR version which was even more powerful at 370 bhp, although the top speed of both XK8 and XKR models were identical - limited to 155 mph (250 km/h).



**Fact 14:** To celebrate Jaguar's entry into Formula One, the limited edition XKR Silverstone was introduced.



**Fact 15:** SVO produced an XK8 police car which was loaned to the Metropolitan Police for a European Police Conference.



**Fact 16:** The XK8 was voted 'Most beautiful car in the world' at the Milan International Competition, November 1996.

## JAGUAR XK8 VOTED THE WORLD'S MOST BEAUTIFUL CAR

The new XK8 sports car has been voted the most beautiful two seat luxury car in the world. The award was presented to styling director Geoff Lawson on 5 November 1996 at the prestigious Milan International Competition in the Palazzo dell'Arte for 'L'Automobile piu Bella del Mondo' (the world's most beautiful car). This follows the award received by the XJ Series in 1994 which was voted the world's most beautiful luxury saloon.

Geoff Lawson states: "The photograph shows the entire styling and design team at Whitley, all of whom worked on the XK8 programme at some stage - either initial concept studies, or development and refinement of the approved concept through to job 1. I collected the award on the team's behalf, all of whom should feel justifiably proud of their own contribution to the success of XK8. The complexities of a sophisticated car like XK8 requires the focused, collective energy of everyone involved and I wish

to thank them all for their talents and their commitment."

The distinguished panel of Italian judges, experts in the world of visual arts, found the XK8s 'supremely artistic, the latest descendants of the XK family and the unforgettable E-Type; XK8 reaffirms a desire for continuity of character and style.'

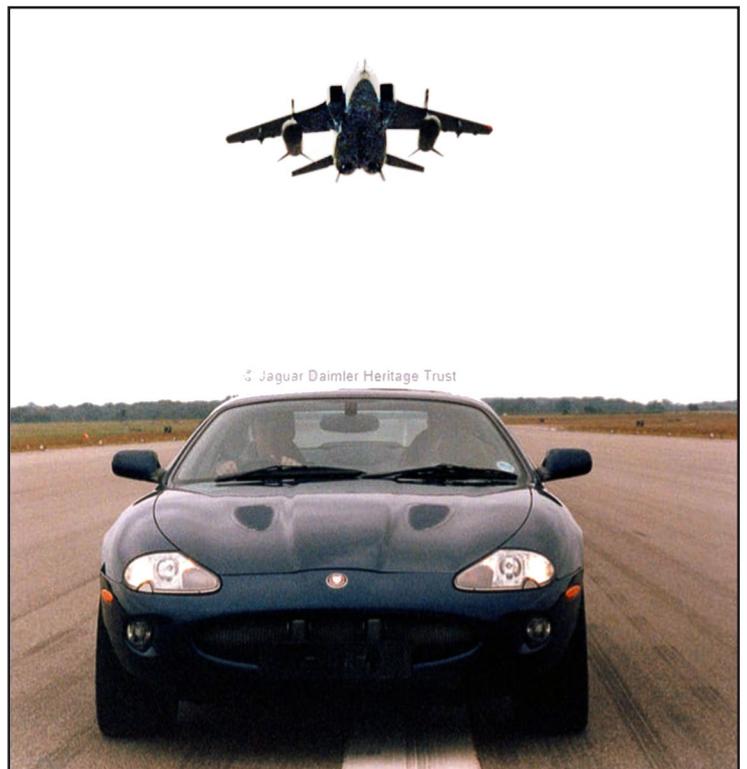
The style of XK8 embodies the unique Jaguar signature, making it instantly recognisable to discerning car enthusiasts worldwide. The elegant and powerful flowing lines evoke the great Jaguar sports car legends of the past - the XK120, the C, D and E-types and more recently the XJ220.



**Fact 17:** As part of the celebration of the 50th anniversary of the XK, Special Vehicle Operations (SVO) produced the XK180 on a shortened XKR platform.

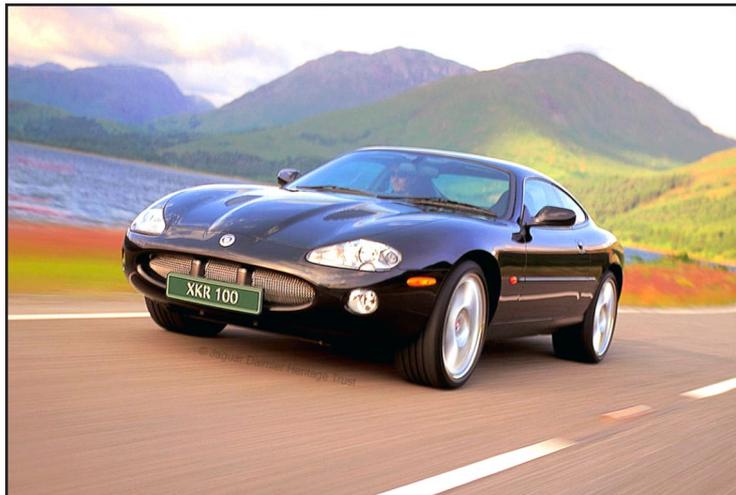


**Fact 18:** At RAF Coltishall an XKR raced a Jaguar GR3 aircraft. The XKR was leading at the ¼ mile but it was about a dead heat at the ½ mile finish line.



# 24 Facts About The XK8/XKR

Fact 19: In 2001 Jaguar announced the XKR100 to celebrate the 100th birthday of Sir William Lyons.



Fact 20: Celebrity XK8 owners included actor Patrick Stewart, footballers David Beckham & Michael Owen; tennis players Tim Henman & Greg Rusedski; golfer Nick Faldo and English Supermodel Yasmin Le Bon.



Fact 21: An XKR had an important role in the James Bond film, 'Die Another Day' as the villain's car – the car of Zao, played by Rick Yune. The eight (8) XKR's used in the film were built at Browns Lane and then worked on at Pinewood Studios by the film's special effects team.



Fact 22: For the third Austin Powers film, 'Goldmember', an XK8 convertible replaced the E-type which was previously used in the first two films.



Fact 23: SVO produced a unique development prototype called the XKR-R. It had a 440+ bhp engine and manual transmission. It was demonstrated at the Goodwood Festival of Speed.



Fact 24: The last X100 came off the track on 27 May 2005. It was the last production sports car built at Browns Lane ■



END ■

## Members XK8 (X100) - Ian Moyle

My Jaguar XK8 2000 convertible history. Purchased second hand from Solitare Motors Adelaide on the 19/11/08 with 33,717kms.

I believe I'm the second owner and it was serviced by Sovereign Motors Kent Town and received a full timing chain/tensioner

replacement on the 30/10/2009 at 40,240kms.

Currently showing 50,379kms and was last serviced on the 19/04/25. The next scheduled work is the front shock absorbers front strut mounts (Steve Davis) donuts.

Currently has 20" 3 piece OZ rims, and I also have the original 18" stock wheels.

Kindest regards  
Ian Moyle.

*Editor: Thank you Ian for your story and photos. Greatly appreciated.*



## Members XK8 (X100) - Brian Hockney

I have not been a member of a car club previously. This was recommended by a number of friends of mine.

I have always been interested in old cars. My father was a car dealer, with agencies with Toyota and Honda.

I own a 1997 XK8 Jaguar. I have previously owned a 1927 Chevrolet buckboard, and a 1985 Maserati and a 1980 Mercedes 450SL.

My XK8 was initially sold new in Sydney. I bought the car from a business man in Victor Harbor who in turn bought it from an old farmer in the Fleurieu Peninsula. The car had spent some time sitting in a paddock and deteriorating. I have restored the XK8 and it has now travelled about 170,000km.

Brian Hockney

*Editor: Previously printed in Classic Marque, April 2024*



## Members XK8 (X100) - Hugh Guthrie

Why a classic Jag now, and particularly my lovely blue 1998 XK-8 convertible?

I've always been a classic car nut, and October this year saw me turn 70, and I wanted a really good present to celebrate this landmark birthday.

In the past I had been a Riley man, owning both 1.5 and 2.5 litre models. I have always loved car clubs too, and was a long-time member of the Riley Club in both Melbourne and Adelaide. The last Riley, a concours winning 1951 2.5, went to help us start a business.

I longed to replace it with something else that was a bit more modern and functional.

I have fond memories of Jags. My Godfather had a 3.8 Mark II as a company car and two best friends' parents owned a Mark VII and IX respectively, the latter chauffeur driven!

So, what to get to celebrate my 70th? I started with a list that included various Jag models, an MG RV8, a Morgan of some kind, several types of older Porsche or a 1980s Mercedes 350 or 450SL. It had to be a sports car and preferably a drop top as I have always hankered for one.

I found a nice Merc 450SL, but my wife thought it was too much of an old man's car, so that quickly dropped off the list. I kept coming back to Jags. XK-Es, and XK 120s, 40s or 50s were well out of the price range, so I settled on trying to find a Ford-era XK-8 and the search began.

My decision was helped by a great wrap from Jeremy Clarkson in 1996 when the model was first released and other good vibes from Google searches.

The hunt continued via Carsales.com and ended in Melbourne where I purchased a low km car from Lou Guthry Motors.

The good thing was that it had several of the model's known problems ironed out before I bought it. Lou and Nick Guthry were great to deal with too.

I have now had it for a few months and it's all I wanted: a really good-looking and luxurious Gentleman's Grand Tourer

with lots of boot space (for winery trips to the Barossa, Southern Vales and further afield).

It's very well equipped for its era, and it should be given its cost when it was new. Mine even still has its inbuilt phone. It drives and cruises beautifully with all the power I need at my age. An XK-R would have been too OTT.

**Hugh Guthrie**

*Editor: Previously printed in Classic Marque, November 2019*



## Members XKR (X100) - Josephine Orford

The 2001 Jaguar XKR Classic (MY2001) was purchased by Noel Orford in October 2014 after he saw it advertised at Carsales.com. A test drive and viewing with the help of Peter Holland and Noel was in love, again. The asking price was \$49,950 and the Jaguar had only done 41,000km and was in excellent condition – beautiful blue green paint and cashmere interior.

The Jaguar was previously owned by the Boston Medical Group and driven by a doctor from St. Peters who wanted to reduce his 'fleet'. The doctor was overseas and left the details and sale of the Jaguar to his brother.

Josephine now owns the Jaguar after Noel's death in 2016. The car has only travelled 20,000km in the last seven years and the roof comes down occasionally, on a perfect day. There are many in the club who would like their name on the list should this lovely car ever be offered for sale.

**Josephine**

*Editor: Previously printed in Classic Marque, November 2021*



# XK8/XKR Review by "Classic & Sports Car"

*The following review from JDHT website was reproduced with the permission of Classic & Sports Car magazine. The following is a summary of key points of the review. The entire article is available from their August 2021 edition.*

Now 25 years old, Jaguar's XK8 and XKR (X100) have finally realised its classic potential.

Somehow, somewhere – probably deep in a dark attic at Jaguar's Gaydon headquarters, or maybe Geoff Lawson's loft – there must be hanging a slowly deteriorating portrait of the XK8. It's the only possible way to make sense of how Jaguar's seemingly timeless grand tourer has remained such an object of desire for more than a quarter of a century.

The decade's defying shape is even more remarkable when you consider that the styling took inspiration from the E-Type. Amazingly the X100 barely changed in the 10 years it remained on sale.

The X100 has endured as one of Jaguar's most attractive, capable and

commercially successful models of the past 30 years, but following privatisation the company was in a parlous financial state.

As 1991 drew to a close the company was facing losses of £221m – more than three times the previous year's results. But for Ford adding Browns Lane to its portfolio in November that year, Jaguar would likely have been found upside down, bobbing at the top of the tank.

## Jaguar X100

The unlikely saviour was none other than the X100, better known as the XK8. Despite its obvious promise, the X100's gestation wasn't easy, coming amid a global recession and a time of economic strife for Jaguar.

Ford invested £100m in the Bridgend plant. This in turn ensured that the grand tourer would be powered, not by an engine parachuted in from North America, but by the all-new 4-litre AJ-V8 unit of Jaguar's own design.

That was, it must be said, a rather good decision. Instead of soldiering on with old technology, the coupé got a gem of an engine with four camshafts and four valves per cylinder. Good for 290 bhp in normally aspirated guise and with 290 lb ft of torque, the XK8 is quick enough to trouble 60 mph inside 6.5 seconds and has to be electronically reined in as it reaches 155 mph. But, despite the impressive power figures, there's something stately about the early car that makes driving it more about the experience than the performance.

Give it a prod and the XK will kickdown as smartly as a contemporary Mercedes-Benz, lifting its skirts enough to raise an eyebrow, but you find you rarely have the urge, such is the smooth delivery, supple suspension and a softer-than-silk ride. A cynic may say the gargantuan kerb weight has something to do with that, and if the XK8 went on a diet it would deliver more of the sports-car experience promised by its rakish styling.



*In 1998, two years after the XK8, came the XKR which featured an Eaton supercharger, mesh grille, larger wheels and bonnet louvres.*

# XK8/XKR Review by "Classic & Sports Car" (cont)

Look at it through the lens of a traditional grand tourer and it makes a lot more sense, that prodigious weight steamrolling flat humps in the road and ironing out cracks and potholes as if they weren't even there. While its more glamorous Aston relative made do with a variant of the XJ-S rear end, the Jag benefited from the more modern set-up designed for the upcoming X300 XJ saloon.

The XK8 draws admiring glances in a world of bland and homogenous Japanese imports, plastic-bumpered shopping cars and even its slab-sided BMW 8 Series rival. The sleek XK cuts a particular dash, an organic and aerodynamic sloop that screams sexy – or at least a middle-aged golfer's idea of it.

Geoff Lawson's sublime design undoubtedly forged its own identity, but the ancestry is clear to see from the fish-mouthed front grille to the rounded flanks, with wheels set back behind generous overhangs.

## Jaguar XKR

A full decade separates the first XK8s to leave Browns Lane and the last-of-the-line XKR convertible, and it's hard not to be struck by quite how similar the two cars are. The overall shape barely changed, the only major facelift arriving in 2002. That brought with it a lightly restyled front bumper, jazzy jewelled rear lights with chrome finishing and forward-facing Xenons, not to mention the revised 'growler' badging and an array of huge alloy wheels.

Bigger changes went on beneath the bodywork, and though a raft of electronic safety equipment ranging from Electronic Stability Control to Emergency Brake Assist was added, along with much more comfortable front seats, it's the engine that puts clean air between the two iterations.

Across the board the old 3,996 cc V8 was updated with an increase in capacity of 200 cc. That might not sound like a lot- combined with continually variable camshaft phasing, power was only increased by 3.5% in the XK8 and up to 8.1%, to 400 bhp, in the hotter XKR – but boy does it feel like more. In real terms the update added a hefty dose of usable



*The XK8 was updated again in 2004 when it received a new nose, rear bumper and sills.*

torque to both models, adding lead to the glove and resulting in a heavier punch as you plant the throttle.

With the roof off you not only feel the thump of acceleration but hear it too, with a shrill Eaton supercharger whine almost totally drowning out the V8 and its quad-pipe roar.

Inside, the bijou cabin of the earlier car is still intact and just as cossetting, but some of the classiness is undoubtedly lost with the addition of carbon fibre where once there was walnut.

The updated and supportive seats are great, and fortunately the optional infotainment system hasn't been added.

It always looked somewhat anachronistic dropped into the middle of the dash in place of the classic round analogue dials. Look down at the centre console and the familiar Jaguar J-gate remains, albeit now controlling a six-speed ZF gearbox – the first auto with half a dozen cogs outside of stepped CVTs. Not only does it give the big cat longer legs, but it also irons out an irritating driveline thump when taking up drive from a near stop.

## Summary

Experiencing the full range of X100, from early to late fills me with nostalgia.

Tastes change, but I loved the XK8 when it broke cover at Geneva in '96 and despite a gradual estrangement as fewer seem to remain on the roads. I love it just as much today.

The 2006 XKR convertible impresses more than expected, doing its best to roll back the years beneath that supercharged howl, but visually I can't help but feel that something of the launch car's class got lost along the way. The original coupé is a car in its prime, while the soft-top tries to hide its years behind mesh grilles, and chrome light-surrounds.

The XK8's sensibly sized alloy wheels with fat tyres and the sea of burr walnut and soft hide, give an old-world sense of comfort; a British Heart Foundation charity-shop vibe that suits the cars so much better than carbon fibre. The longer spent behind the wheel of the 1996 model, the more you feel at home.

Maybe, Jaguar might just have got it right the first time around. ■

**Words:** Greg MacLeman

**Photography:** Olgun Kordal

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## “Keeping Jaguar Memories Alive” - On this Day (April)

*On April 2, 1957, Prince Philip, Duke of Edinburgh, tested an XK SS.*

This extraordinary moment came about during the Duke's visit to the Motor Industry Research Association's (MIRA) test ground, when Jaguar's chief test development driver, Norman Dewis, was delegated to take him around the Number One (banked) circuit with the new, ultra-sports car. A road conversion of the Le Mans-winning D-type, it had only been announced in February that year.

This image of that amazing day shows Sir William Lyons (left) and Jaguar's chief of engineering, Bill Heynes (4th from the left), watch Norman Dewis climb onboard an XK SS for the demonstration run at MIRA, with the Duke of Edinburgh already in the passenger seat. He wasn't to stay there.

Remembers Norman, "I was pressed very hard by his people to be careful when I was on the banking: 'Don't have an accident! Don't go above 50mph!' and all this sort of stuff." He asked Prince Philip how fast he should go, to which the reply came he'd leave it to Norman. So,

Norman wound the car up to 135mph, at which point the Duke asked what the rpm was. However, the royal entourage were clearly getting nervous, as, says Norman, "When we went by on the second lap going at this speed, I could see these arms waving..."

They were shortly to be even more alarmed, as Norman recounts, "After the second lap, when we were going down the back straight, he waved to me to slow down, and I thought, 'Oh, dear, he's probably feeling a bit queasy.' So, I slowed right down and he said, 'I want to drive the car!' What could I do? I stopped and we swapped over."

"When we came round on that lap, they just couldn't believe he was driving it — they were really tearing their hair out. But he was quite safe — he didn't go up high on the banking, just on the white line, and he changed gear well."

According to the newspaper reports, the Prince drove for three-quarters of a lap and Norman was quoted as saying, "I had explained the gear changes to him, and he was very good at it. I don't normally like being driven, but he is one

of the best non-professional drivers I have seen.

"He did not grate the gears once, and it is remarkable that he didn't muff a gear change while using a racing clutch that must have been unfamiliar to him... He told me he had never driven on a banking before."

The papers claimed the Duke reached 90-100mph during his 'two-mile' drive.

"As we pulled in, he got out and said, 'This'll upset the apple cart,' and he laughed, you see, knowing full well what was going to happen. They rushed over to me and started remonstrating that this was not allowed, that I should not have done this. I said, 'Look, he wanted to drive the car — who am I to disagree?'

"I told them not to argue with me, but to go and argue with him, which of course they couldn't..."

So ended Norman's encounter with the spouse of the Queen of England. ■



# “Keeping Jaguar Memories Alive” - On this Day (April)

*Jaguar racing driver Bernard Consten was born on 5th April 1932.*

Thanks to its chassis and engines, the Mk2s were quickly transformed into one of the best touring cars of the fifties and sixties, winning races across the globe. Its most important successes, though, were a quartette of victories in France's fearsome 'Tour de France Automobile' between 1960 and 1963, by local driver Fernard Costen.

The Tour de France combined roads, circuit races, hill climbs and special stages making it one of the most prestigious and hardest road races in Europe, up there with Italy's Mille Miglia. It involved 12 hours of racing on nine different circuits across Europe, seven timed mountain climbs, and on some tight road work, much of it undertaken at night, the total distance was an arduous 3,600 miles.

In 1960 Consten bought a factory prepared 3.8 litre Mk2 and won the Touring Class. He repeated the feat in 1961, 1962 and 1963, a record that was never broken.

Although not as well known today as Jaguar's Le Mans victories, Consten's four successes of the Tour de France with a Mark II remain an important part of the company's racing pedigree. ■



*Bernard Consten (in the white shirt) in his winning Mark II at the 1963 'Tour de France Automobile'. He died in July 2017 aged 85.*

*The last version of the Mark II, the Jaguar 240 was built in April 1969.*



Some time or about September 1967, the 3.8 litre model was discontinued and the 2.4 and 3.4 litre Mark 2 cars were rebadged as the 240 and 340 respectively. When the XJ6 arrived in September 1968, the 340 was discontinued but the 240 remained until April 1969.

The 240 now had a straight-port type cylinder head and for the first time the 2.4 litre model could exceed 100 mph, resulting in a slight sales resurgence.

The 240 can be identified from a Mark II thanks to a slight reshaping of the rear body, slimmer bumpers and over-riders and the front fog lamps replaced with circular vents.

Although old fashioned in some respects, the 240 was competitive enough with the new breed of executive saloons such as the Rover and Triumph 2000s and sold for about the same price, thanks to price reductions. In the UK the 240 sold for only £20 more than the first 2.4 in 1956. ■

*In April 1979, the Series 3 XJ6 Jaguar was launched.*

This model was a redesign of the Series II, with updates by the Italian design house Pininfarina. It was supposed to be a stop-gap model that might never have happened if the XJ40 had been on track. To relieve pressure on Jaguar's own styling studio, which was working hard to finalise the XJ40, Pininfarina was retained to produce the design.

They brought a more steeply raked windscreen and a new roof, nose and tail. Production techniques and quality control were improved, eliminating many of the Series 2's 'niggly' faults. Seats with deeper cushions gave front occupants a softer and more supportive ride.

In 1982 the luxurious Sovereign joined the range, extending the life of the model even further. Originally intended to last a couple of years, the Series 3 in V12 form would last until 1992, with the last of them being extremely well equipped (ABS brakes) and the product of almost 25 years of production. 132,952 Series 3 cars were built, 10,500 with the V12 engine. ■



*In April 1979, the Series 3 XJ6 was launched. The above car is a 1987 4.2 litre Sovereign - the last Series 3 XJ6 built.*

# “Keeping Jaguar Memories Alive” - On this Day (April)

*The last Jaguar V12 engined car was produced on 17 April 1997/*

If you've ever heard a Jaguar V12 roar to life, you'll know why it's so iconic. It's not just about raw power—it's how smooth and responsive it delivers that punch. It never feels like it's struggling and the engine's power just flows effortlessly.

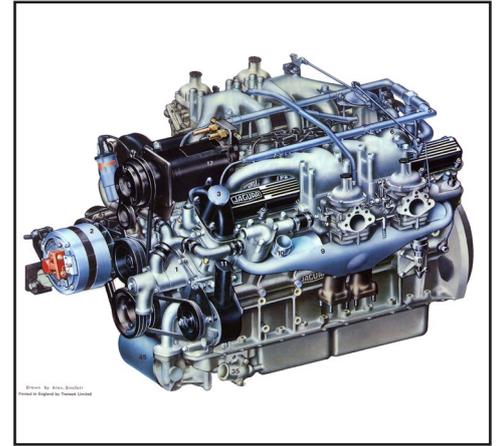
The Jaguar V12 engine is a family of single overhead camshaft (SOHC) internal combustion V12 engines with a common block design, that were mass-produced for a quarter of a century, from 1971 to 1997, mostly as 5.3-litres, was but later also as 6.0-litres, and 7.0-litre versions deployed in racing.

Except for a few low-volume exotic sports car makers, Jaguar's V12 engine was the world's first V12 engine in mass-production. For 17 years, Jaguar was the only company in the world consistently producing luxury four-door saloons with a V12 engine.

The V12 powered all three series of the original Jaguar XJ luxury saloons, as well as its second generation XJ40 and X305 successors. ■



*The last V12-powered Jaguar, the XJ X305 was built on 17 April 1997.*



*The last Jaguar V12 engine was built in 1997 after 161,583 units.*

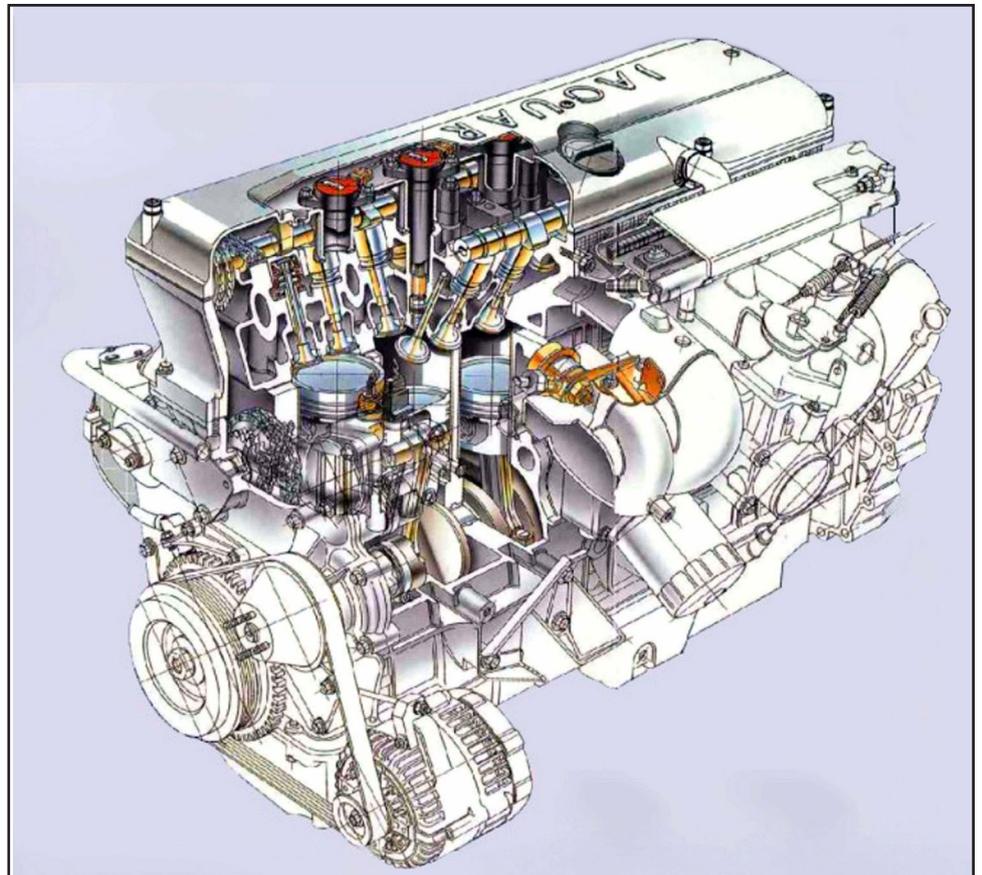
*In April 1994, the new AJ16 engine was launched.*

Jaguar claimed that the AJ16 was entirely new, but it was in fact, a heavily redesigned AJ6, with an almost entirely new cylinder head incorporating lighter valve gear, revised pistons, extra strengthening, and now equipped with coil-on-plug ignition and new engine management system.

The mechanical changes, combined with a new sequential fuel injection system, created one of the most refined six-cylinder engines on the market, boosted to almost V12 levels of performance in supercharged form.

Perhaps the most significant attribute of the AJ6/16, though, has been its sheer reliability and longevity; short of deliberate, prolonged neglect they just keep running, usually covering several hundred thousand miles with nothing more serious than the odd head gasket, chain tensioner or water pump issue.

In fact, when judged in terms of maintenance cost per-mile travelled it has arguably been the best engine produced by Jaguar. ■



*In April 1994 the AJ6 evolved into the AJ16. It was called the AJ16 to reflect the major differences between it and the original AJ6.*

# "Keeping Jaguar Memories Alive" - On this Day (April)

***The two hundred and eighty second (282) and last XJ220 rolled off the production line in April 1994.***

The Jaguar XJ220 will forever be remembered as the car that wasn't. Whereas really, it should be celebrated for being the car that it was. Retrospective road tests have shown that the XJ220 is an incredible piece of engineering and still one of the fastest supercars cars out there. It is a true classic.

The XJ220 was developed from a V12-engined 4-wheel drive concept car designed by an informal group of Jaguar employees working in their spare time. The group wished to create a modern version of the successful Jaguar 24 Hours of Le Mans racing cars of the 1950s and 1960s that could be entered into FIA Group B competitions. The XJ220 made use of engineering work undertaken for Jaguar's then current racing car family.

Jaguar were unable to develop the XJ220 in-house as the available engineering resources were committed to working on the XJ and XJS models.

Jaguar and TWR had an existing joint venture, JaguarSport Ltd. formed in 1987 to produce racing cars. Jaguar's board made the decision that subject to contractual agreement, TWR and JaguarSport would be responsible for the XJ220. JaguarSport formed a new

company, Project XJ220 Ltd., specifically to develop and build the XJ220.

The first customer delivery occurred in June 1992 and production rates averaged one car per day until April 1994. ■



***Not the last XJ220 built in April 1994, but the very first. Jim Randle (left) with his team of 12 volunteers, who became known as "The Saturday Club"***

***On the 4th of April 1953, Jaguar displayed a new model, the XK 120 Drophead Coupe at the New York Show.***

The Drophead Coupe (DHC) combined the comfort and luxury of the fixed head car, but with a convertible roof.

The cars had a padded, lined canvas top, which folded onto the rear deck behind the seats when retracted, and roll-up

windows with opening quarter lights. The folding roof kept the same shape similar to the fixed head coupe.

The flat glass two-piece windscreen was set in a steel frame that was integrated with the body and painted the same colour. Dashboards and door-caps were wood-veneered, whereas the open cars were leather-trimmed.

The Special Equipment (SE) version (called the M version for Modified in the United States) included increased power, stiffer suspension and dual exhaust system. Chromium plated wire wheels were optional from 1953.

There were only 295 right-hand XK120 Drophead Coupes built. ■



***1954 Jaguar XK120 SE Drophead Coupé. Launched 4th April 1953.***

The following Q&A questions are from readers of Jaguar World and may be relevant to club members cars.

## E-Type Sluggish Clutch

*The clutch operating mechanism on my 1963 E-Type FHC is no longer working as it should. When the engine is hot, it becomes increasingly difficult to engage gears. The plan is to replace the master & slave cylinders, which as far as I know are the originals. It would seem sensible to replace the flexible hose at the same time. I should be grateful if you could advise what should be replaced.*

XXXXXXXXXXXXXXXXXXXX

The fact that the problem is heat related points towards the inner liner of the flexible hose having softened and caused a restriction, so we suggest changing that as a priority.

If the master and slave cylinders are original, it is unlikely that their bores will be in a suitable condition to accept replacement seal kits, as wear and corrosion will have taken their toll over the last 53 years. Therefore, if the flexible hose proves sound, replacement will be necessary. It is possible to obtain stainless steel-sleeved, rebuilt master cylinders, but the slave cylinders are relatively inexpensive new.

## S-Type Fumes in the Car

*I own a twin-turbo V6 diesel S-Type. Due to fumes entering the passenger compartment, a local garage replaced the split and damaged exhaust pipes close to each turbo outlet with Jaguar adaptor kits. However, fumes still come into the car when it is stationary, although not quite so badly.*

*The garage has checked its work and says no leaks can be detected, adding that the joints need to carbon up. Might there be another leak or problem? Any ideas, comments or advice would be appreciated.*

XXXXXXXXXXXXXXXXXXXX

There have been issues reported concerning fitting the repair kits.

It is possible that the pipes have been cut too short so that they don't fully engage with the repair kit and, therefore, blow. It has also been noted that the clamps provided with the kits do not have enough clamping force, even though the bolt is fully tightened.

Welding the repair kits on in situ is the best option to overcome both those problems, negating any possibility of exhaust leaks from the area.

Other leak sources, such as exhaust manifold gaskets, are possible, but they should be both audibly and visually apparent — the latter evidenced by sooty deposits.

## Has Water Ingress Prompted XK8's Glitches?

*I have a 2001 XK8 and recently cured a problem with the upper section of the door seal that had allowed water to follow the rubber seal down the A pillar and into the driver's footwell. I now have electrical problems that I didn't have prior to the water damage.*

- Firstly, even when the engine is up to temperature and the interior temperature is selected as 'high', the blow coming through the vents remains lukewarm.
- Secondly, the panel containing the heated seat, traction control and front/ rear fog light switches has developed a problem. While the green backlight works on all the switches, the red indicator (which shows that the function is engaged) no longer works on any of them. However, the rear fog lights do work (even though the switch light does not).
- Finally, when I operate the relevant switches, I can hear the relays clicking under both front seats for the heating elements, but the seat does not get warm. (I have checked that none of the fuses in the box in the driver's side of the dash have failed).

*Is there a common area, such as a control box, or common source that is feeding the control circuit for these functions?*

XXXXXXXXXXXXXXXXXXXX

By consensus, we think there is a degree of coincidence going on and the water ingress is not necessarily the root cause of all of the problems. So, let's take each glitch individually.

We strongly suspect the heater matrix is partially blocked and has actually been an ongoing and steadily deteriorating issue that has come to light with the worsening weather and the need to dry out the interior of the vehicle. The official cure is to replace the heater matrix, but they are expensive. Alternatively, our specialists have experienced a high degree of success by removing and descaling. Soaking it in a proprietary limescale remover has proved to be very effective.

Regarding the button illumination, it is not uncommon for the LED warning lights to stop working, yet functionality of the switches to remain intact. The only remedy is to replace the switch pack. Our research efforts have yet to find a suitable replacement LED unit.

Turning to the heated seats, it is possible that the seat module has partially failed in the damp environment. First, check that the 12v output from the module is sufficient to drive a load. A simple method is to see if it is capable of illuminating a headlamp bulb. If this checks out positively, the heater elements in the mat may have failed due to mechanical wear and tear or damage to the wiring harness under and within the seat.

## Charging an XF Battery

*Could you please advise me about the problems I would incur if I disconnect the battery on a 2008 XF and recharged it? Also, how should I reset the systems once the battery has been reconnected?*

*I have looked through the manuals, but cannot find any information that helps me to decide whether to attempt the task myself at home.*

XXXXXXXXXXXXXXXXXXXX

The early XF battery remove-and-refit procedure is straightforward, with few pitfalls. Observe the usual precautions: remove the -ve (negative) first and cover the battery terminal, then the +ve (positive), again insulating the terminal. Reverse to refit.

Once the battery is fully charged and reconnected you will need to set up the anti-trap windows. This is achieved by lowering all four windows, and keeping the switch depressed when they are fully down for two seconds; then raise the windows to the top and hold for another two seconds. If the one-touch function does not raise them back up automatically, repeat the process. Also, you may need to reset the clock, which is in vehicle settings on the touch screen menu.

Incidentally, later XFs have a battery monitoring module which is a small black box the size of a cigarette packet attached to the +ve terminal. These can require reconfiguring after a flat battery is removed, and refitted fully charged. The battery-monitoring system more accurately controls the alternator output and can be upset by seeing a flat battery at key off, then a fully charged one at key on.

It is also worth noting that when charging the battery on the car, or boost starting, it is recommended that the -ve connection on the battery should not be used; instead, a chassis point one metre away should be employed, to protect the module.

## XJ-S Battery Requirements

*I have had my 1993 XJS convertible for a couple of years, but the battery has recently given up and needs replacing. The question is, which one should I choose?*

*The old battery never seemed to have enough output — the dashboard lights were not very bright, but the owner's handbook does not specify battery requirements.*

XXXXXXXXXXXXXXXXXXXX

Automotive batteries are defined in three ways: -

1. Firstly, their physical dimensions and terminal orientation are classified by a generic three-digit code. In the case of your 1992-onwards XJS, the correct number is 096. Many nonspecialist suppliers' listings perpetuate a common misconception that an 017 is applicable to this model range, which has led to many owners acquiring a battery that is physically too large to fit the standard battery tray and clamp. (Incidentally, the first XJ-S's employed an 088 battery, then an 075 from 1988 to 1992.)
2. Secondly, the unit's Cold Cranking Amperes (CCA) describes the amount of instantaneous current a battery can provide at -18 degC (0 degF) under heavy load (such as the engine being turned over) for 30 seconds and maintain at least 1.2 volts per cell: 7.2 volts for a 12v battery.
3. Finally, capacity is rated in amp/ hours, which indicates how long a given load will be powered for. As an example, a 50 amp-hour battery supplies 50 amps for one hour (or five amps for ten hours, or one amp for 50 hours). Note that with the ignition off the trip computer, radio and alarm are likely to consume around 0.1 amps, so the battery would last around 500 hours or 21 days before total discharge. For a car in storage, we would recommend the use of a mains trickle charger.

Example: A 700/70 battery = 700CCA/70amp/hr.  
(Typical highest units will have a rating of 780/77).

As to the dashboard lights not being very bright, all modern car batteries are nominally 12 volts (actually 12.6v); any 12v battery (even that from a lawnmower) should illuminate the dash lamps at full brilliance for a certain period of time (related to capacity, see above).

Assuming your car is suffering no other electrical malady, such as poor earth connections, we suspect that your existing battery might have had a defective cell (reducing its voltage by 2.1 = 10.5v, or, rather more likely, your bulbs have internally blackened from filament deposition over the years, or the variable resistor in the panel lamp switch is faulty).

As a final thought, many find the standard XJS dash lighting less than illuminating compared to modern vehicles. In such cases help is at hand in the form of an LED conversion, obtainable from companies such as Better Car Lighting ([www.bettercarlighting.co.uk](http://www.bettercarlighting.co.uk)).

## Modern S-Type Bonnet Woes

*I have a problem with my S-TYPE in that the bonnet catch has stopped working. The off-side catch works, but the near-side one fails to open. Any advice you can provide about ways to free the near-side catch would be most welcome.*

XXXXXXXXXXXXXXXXXXXX

A sticky catch can sometimes be released by manipulating the bonnet while an assistant pulls the release. If, however, one of the cables has snapped, you will probably need the services of a panel shop or Jaguar specialist to open the bonnet without unnecessary damage.

## Wandering XJ40

*My XJ40 has developed a steering wander, most noticeable from 40mph upwards. I've had the vehicle checked at my local garage and they reported that there is no obvious play present. Additionally, the tyres are new and the pressures are confirmed to be correct. It has been suggested that the rack could be at fault, but how can it be if there is no play?*

XXXXXXXXXXXXXXXXXXXX

You do not mention if the garage whose opinion you sought is actually specialists in your model. Play and wear can be masked if not checked in the appropriate fashion.

In the case of the XJ40, supporting the suspension under the spring pan (taking the load off the road spring), will allow the top wishbone bushes and all ball-joints to reveal their true state of wear. Moving the support to beneath the suspension cross member (beam) will allow appraisal of the lower wishbone bushes — by design, they allow a degree of axial movement along the pivot shaft. If the rubber degrades and softens, this travel can become excessive and uncontrolled, altering the effective suspension geometry and allowing wander.

Should they require replacement, you may well consider substituting the original components for upgraded polyurethane units (one supplier is Superflex, [www.superflex.co.uk](http://www.superflex.co.uk)). These variants will provide a degree of handling accuracy way beyond the OE bush performance for an imperceptible sacrifice of refinement.

Another likely culprit is the four mounts attaching the suspension unit to the bodyshell. They are not easy to test; it will require stands to be placed under the front jacking points or chassis rails. This allows the unit to hang on the mounts, allowing any splitting, degradation and softening of the rubber to be observed.

To cover your specific query regarding the steering rack, its integral mounting bushes can similarly soften, often aided by oil contamination from the engine above. The torsion bar within the pinion assembly can also suffer wear — both problems necessitating rack replacement.

A related malady is worn or partial seizing of the lower steering column universal and sliding joints, cured by replacement or application of penetrating oil, as appropriate.

Finally, we assume that basic suspension geometry checks have been carried out — excessive toe-out can cause wander and instability, as can negative camber (the wheels leaning in at the top).

In the latter case, presuming all the joints and bushes have been confirmed as serviceable, it will be indicative of a distorted front suspension beam, caused either by corrosion or kerb/pothole-induced impact damage.

## Stalling X308

*I own a 1999 XJ8. The car will go into safe mode and stall for no apparent reason after the dash warning panel declares traction control failure, and this can occur on long or short journeys. When trying to restart the car, the fault appears on the first attempt but disappears on the 2nd attempt after which the car can be driven and will continue allowing for completion of the journey.*

*About a year ago the fault occurred and on this occasion the car would not start. I called upon the services of the AA. The AA man plugged his magic box into the car and declared that four faults showed, two of which he could clear and the other two were Jaguar owned, but showed that there was a problem with the fuel/air mix. The car then started. On presenting the car for investigation to the dealer, they declared that both Lambda oxygen sensors needed changing. I had to arrange a mortgage to pay the final bill!*

*The car has been serviced twice since then and I always mention the number of times this fault has occurred during the intervening time, but all I get from the service people is that "no fault was found" during the service. The car has completed 91,000 miles and is very good order. It drives well when fault free.*

XXXXXXXXXXXXXXXXXXXX

The fact that an ABS/traction fault came up does not necessarily mean that it was the cause, it may in fact have itself been triggered by the stall.

This model can suffer a failure within the electronic throttle body, resulting in a stall, usually on deceleration. We would suggest finding a local independent specialist, equipped with aftermarket diagnostic software, which, unlike the Jaguar system, has been developed by technicians with an understanding of the various problems and issues that have arisen since the car was launched.

Lambda sensors do degrade over time and should be replaced every five years or so, but there is no need to pay Jaguar retail prices when exactly the same item from the same manufacturer (normally NTK) can be bought for a fraction of the cost if you shop around.

## S-Type Gearbox Issues

*An issue has occurred since the oil in my automatic transmission was changed. Sometimes there is a jerky change. Could this be too much or not quite enough fluid?*

XXXXXXXXXXXXXXXXXXXX

The jerky gear change could, indeed, be due to the transmission being underfilled, or, alternatively, the transmission control module may require a reprogramming and adaption set-up to make sure the software is up to date.

## MkII 2.4 Engine Rebuild

*I am having my 2.4 Mk2 engine rebuilt. Stripping it has revealed score marks on the bores. I would love to keep the original pistons, and try to get away with just a hone and new rings. The engine builder thinks otherwise and strongly suggests that a rebore and new pistons are necessary. What would you recommend?*

XXXXXXXXXXXXXXXXXXXX

A rebore and matching oversize pistons may be required if either bore wear (visually evidenced by a 'wear ridge' at the top of the piston ring travel) or scoring is considered excessive. Additionally, wear to the ring grooves or other visible damage, such as scuffing of the skirts, cracking, or erosion caused by detonation — commonly known as 'pinking' — may also indicate that new pistons are necessary. A physical appraisal is required, which your specialist has obviously undertaken. If you trust their reputation, it would probably be false economy to ignore the advice.

Another advantage to having a rebore and oversize pistons is a slight increase in capacity, and hence performance, which is always welcome on the 2.4. Jaguar. You do not state if your desire to retain the existing pistons is triggered by originality or economy. If it is the former, it is possible to re-sleeve (liner) the bores back to standard dimensions and finish.

## S-Type Diesel Car Fumes

*I have a 2007 S-Type 2.7 TD auto. I have an ingress of fumes into the passenger compartment. I thought that maybe the diesel engine heater was the culprit, but eliminated this possibility by pulling the fuse.*

*I then reasoned that it could be emanating from the exhaust joints, but we have had it up on a ramp, removed all the covers and there was no sign of leakage. However, I still get an exhaust-type smell in the car when it is stationary. If I turn the heater off, though, it's fine: no fumes!*

XXXXXXXXXXXXXXXXXXXX

As you have checked the most common areas, the next likely cause is hairline cracks developing in the flexible joints between the catalytic converters and turbochargers. The resultant exhaust fumes are drawn in by the heater and spread around the interior of the car. There are catalyst repair kits available which require a couple of hours of your time to fit them.

If that is not the problem, check carefully for injector leakage. Fuel residue can collect in the well of each cam cover/intake manifold, evaporate off and result in a similar end result.

## XJ12 Suspension Bolt



*I am undertaking a concours rebuild on the front suspension unit of my 1977 XJ12 coupe. To complete the project, I need a pair of the domed head outer bolts securing the top ball-joints to the wishbones, which I have tried to obtain without success.*

*I cannot understand why a conventional hex-head bolt was not used as there appears to be sufficient clearance in situ. Can I substitute them for the original items? I recall standard headed bolts being used on a Mk2 that I restored some time ago.*

XXXXXXXXXXXXXXXXXXXX

The curvature that the Jaguar suspension designers applied to the bolt head was to avoid the neat groove that a standard bolt would machine into the inner face of the brake disc if the wheel was rotated on full steering lock and maximum suspension 'droop'.

It is an unlikely scenario on the road (except in extreme cornering situations), but is possible in a workshop when on axle stands or a wheel-free ramp. Some time ago, these unique bolts (part number C29890) went NLA (no longer available) from Jaguar. Quoting that number might assist you in tracking down NOS (new old stock) originals lying in the back of someone's parts bin. The David Manners Group ([www.jagspares.co.uk](http://www.jagspares.co.uk)) has reproduction bolts to a high OE (original equipment) standard, so are also worth a try. ■

# Cars & Coffee (Updated List)

## WEEKEND 'CARS & COFFEE' Themed Events

DATE (monthly)	EVENT NAME + Social Media Link	SUBURB / TOWN - Address (South Australia)	TIME
1 <sup>st</sup> SUNDAY	<a href="#">Cars &amp; Coffee Blackwood</a>	BLACKWOOD – 386 Shepherds Hill Road	0700-0900
" "	<a href="#">Coffee &amp; Classics</a>	GEPPS CROSS Home HQ – Main North Rd, Gepps Cross	0730-1000
" "	<a href="#">Coffee n Cars in the Vale</a>	McLAREN VALE – 130 Main Road	0800-1030
" "	<a href="#">Cars &amp; Coffee Murray Bridge</a>	MURRAY BRIDGE – Wharf Precinct Car Park, Clark St.	0800-1000
" "	<a href="#">Cars &amp; Coffee Barossa</a>	NURIOOTPA – Bean Addiction, 18-28 Tanunda 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="#">Coffeed Classics &amp; Chrome</a>	ABERFOYLE PARK – Village Shopping Ctr, 142 Hub Drive	0800-0930
" "	<a href="#">Coffee &amp; Cars Riverland</a>	BARMERA – Playspace Lawns, between Dean Drive & Nookamka Tce.	0900-1100
" "	<a href="#">Clare Valley Car n' Coffees</a>	CLARE – Gleeson Street Car Park	from 0900
" "	Iron Horse Cars & Coffee (no Facebook)	GAWLER – Historic Gawler Train Station, Twentythird St, Gawler South	0800-1000
" "	<a href="#">Northside Coffee &amp; Classics</a>	GOLDEN GROVE – The Grove Shopping Ctr, The Golden Way	0800-1030
" "	<a href="#">Cars and Coffee Largs Bay</a>	LARGS BAY – Sailmaster Tavern, Arcadia Ct, North Haven	0700-0900
" "	<a href="#">Cars on the Coast</a>	PORT NOARLUNGA – Beck's Bakehouse	0800-1030
" "	<a href="#">Victor Harbor Classic Cars &amp; Coffee</a>	VICTOR HARBOR – Foreshore Carpark opposite 3 Esplanade	0730-1030
2 <sup>nd</sup> SATURDAY	<a href="#">Cars &amp; Coffee St. Georges</a>	EDINBURGH – 1/5 Sturton Rd, Edinburgh (Edinburgh Central)	0830-
3 <sup>rd</sup> SUNDAY	<a href="#">Super Sunday Get Together</a>	ANGLE VALE – Shopping Centre, 121-129 Heaslip Road	0800-1100
" "	<a href="#">Breakfast with the Devils</a>	GREEN FIELDS – Whiteline Transport, 1 Belfree Drive	0800-1000
" "	<a href="#">Chrome in the Valley</a>	HAPPY VALLEY – Valley Central, 50 Kenihans Road	0730-0930
" "	Laura Coffee and Chrome	LAURA – Meryle's Café, 61 Herbert St. (Main St.), Laura	1000-1200
" "	<a href="#">Compass Coffee n Cruise</a>	MT COMPASS – Main Street, BP Service Station	0800-1000
" "	Coffee and Cars (odd months only)	NARACOORTE – Woolworths Carpark, Robertson Street	from 1000
4 <sup>th</sup> SATURDAY	<a href="#">Coffee N Chrome</a> (evening event)	MILE END SOUTH – Mile End Home, Railway Terrace	1800-2100
4 <sup>th</sup> SUNDAY	<a href="#">Cars &amp; Coffee Mt Barker</a>	MT BARKER – Homemaker Ctr / Laratinga Café, 6 Dutton Rd	from 0800
Last SUNDAY	<a href="#">Coffee &amp; Machines at the Hub</a> (back with a new café)	ABERFOYLE PARK – Aberfoyle Hub, Cnr Hub Drive & Sandpiper Cres	0730-0930
" "	<a href="#">Cars &amp; Coffee on the River at Mannum</a>	MANNUM – Ferry Landing	from 0830
" "	Coffee 'n' Cars Mt Gambier (no Facebook)	MT GAMBIER – Soma Espresso Bar, James Street	1000-1200
" "	<a href="#">Coffee, Cars &amp; Country</a>	NORMANVILLE – The Village Green, 81-83 Andrew Ave.	0800-1000
" "	<a href="#">Port Pirie Cars &amp; Coffee</a>	PORT PIRIE – Domino's Car Park, 10 Main Road	from 1000
5 <sup>th</sup> SUNDAY	<a href="#">Mopars At The Port</a>	PORT ADELAIDE – Plaza Shopping Ctr, Commercial Rd	Meet 9am, Cruise 11am
VARIOUS DATES (see Facebook)	<a href="#">Vic Park Pit Stop Cars &amp; Coffee</a>	VICTORIA PARK – Entry: Wakefield Rd, Adelaide	0730-1000

NOTE: Check each event/host's Facebook page for latest details. All above events are in South Australia.

Compiled by Grant Zippel.

Updated: 03/01/2026

## Does Aston Martin Need a Saviour?

**Editor:** Given that Aston Martin and Jaguar shared the same owner from 1987 to 2007, it seems relevant to share the following editorial to show that it is not only Jaguar being affected by tariffs and weakening demand from China.

By Mark Tisshaw - Editor, Autocar

Aston Martin's latest financial results make for grim reading.

Sales are down, losses are up, debt has increased, future products are delayed and now 20% of staff are being cut. It's hard to spin any kind of positive angle and Aston hasn't sugarcoated it to the markets.

It claims to have a robust plan for a better 2026 but Aston just cannot escape a cycle where its better days are ahead of it – or, god forbid, behind it – because the present is so bleak.

It shouldn't be this way. Under executive chairman Lawrence Stroll, the Aston product line-up is the best it has ever been, with clearly defined models across different segments.

The cars are better built, have better interiors and tug the heartstrings like no other brand in the way they blend driving thrills with stop-the-traffic looks.

Aston's troubles show just how hard it is for a small car firm to operate independently, however incredible the products and deep the pockets of an individual like Stroll.

There is no parent company to help insulate it from global economic issues, to share the development cost burden or just to go into bat with, as rivals Bentley, Rolls-Royce and Jaguar do through Volkswagen Group, BMW and TATA ownership respectively.

It's starting to feel like Aston, surely as desirable an automotive asset as they come, now needs its own saviour.

*Editor: Story sourced from "Autocar".*



**The new plug-in hybrid Aston Martin Valhalla sells for two million dollars (AUD). The car was five years behind schedule with the first customer car not delivered until December 2025.**

# JDCSA Classified Adverts (1/5)

Adverts are free for a three month period (and then removed if not sold before hand).

## FOR SALE: 1985 XJSC V12 5.3 Litre

- ◇ Original matching numbers. 173,000 Kms
- ◇ Recent works have been completed by a Jaguar specialist.
- ◇ Transmission repair and service
- ◇ Paint is fair.
- ◇ Airconditioning re-gassed and cold.

**PRICE: \$32,000**

**Rare factory rear hard top- sold separately for \$5,000 (no offers)**

**Please contact- David Mobbs, Tel 0420 108 420 or email- [islandsdanielle@outlook.com](mailto:islandsdanielle@outlook.com)**

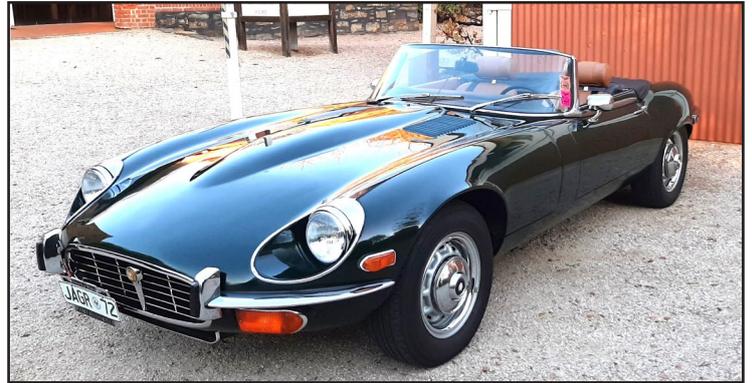


## FOR SALE: 1972 Series 3 E type Roadster 60,000 miles (96,500 kms)

Exceptionally well maintained with service records/invoices. Third owner. LHD USA no rust car imported by current owner in 2015. Soft top and tonneau cover in excellent condition. British Racing Green over near new Cinnamon leather interior. Matching numbers as per Heritage Certificate. Powerful V12 motor coupled to a 4-speed manual transmission makes for exhilarating open top motoring.

**PRICE \$152,000 ono**

**Contact: Bruce Davis (Adelaide) – 0400 872 438**



## FOR SALE: 1958 Jaguar Mk1 Unfinished Project

- ◇ 2.4 Litre manual with overdrive
- ◇ Complete vehicle. (Will Not Part Out)
- ◇ Mostly disassembled, all parts available. Has some rust.
- ◇ Ideal for a dedicated restorer looking for a project.
- ◇ Location: Athelstone. (Pickup only).

**PRICE: \$4,500 (ONO)**

**Please Contact Brian at 0414 373 441**



## FOR SALE: 1963 MkII 3.4 Manual O/D + Parts

Car complete and runs well but could do with an upholstery upgrade. I rebuilt the car 30 years ago and have done 10,000 miles since, with a diff rebuild about 500 miles ago.

### The second hand spares include:

4 doors with chrome window trim, Woodwork and chrome trim strips, 2 steering wheels, One centre console, One radiator grill, A full set of instrument gauges, Various door parts, window winders etc., Various lenses and light fittings, Several brake calipers, Other miscellaneous parts.

**PRICE: \$28,000 (for the lot)**

**Please Contact Noel Second: 0417810771**



## FOR SALE - Jaguar 1977 XJC 4.2 Auto

Car is in Queensland. Owned for 6 years and undertaken a serious restoration. New modern alloy wheels and new tyres.

New customised mesh grille with modern growler badge. Full professional re paint. All new magnolia upholstery including all trim and carpet. Manual replaced with a Series 3 auto box.

A new Spiteri 6 branch exhaust manifold fitted. Major upgrade of total exhaust system. Brand new Sanden A/C compressor fitted. Stainless steel radiator overflow tank fitted. Engine accessories refurbished and wiring harness refreshed.

Needless to say, this car is being offered for sale well below what has been spent in the modifications and upgrades.

**PRICE: \$55,000 (But will consider a sensible offer)**

**Please contact Bob McKay - 0407 127 005 or bobmckay61@gmail.com**



## FOR SALE - Jaguar Mk II 3.8 Manual Overdrive

The owner is selling her late husband's Mark 2 Jaguar. He bought it with the intention to restore it but unfortunately passed away before he could get started. He spent time sourcing parts.

It has been in dry storage off the road since 1984. The engine has been removed and stripped down. There is a good running 4.2 litre engine from an XJ6 that can be used or sold.

There are black ambla seats that could also be used as they are.

While it doesn't look pretty you can see what you are buying. A restoration has been attempted by the previous owner. Looking inside the door skins, the repairs appear sound.

The car is in Stirling and anyone interested will need to be able to collect it from there.

**PRICE REDUCED: \$9,500 (Negotiable)**

**Please contact Sally Fox - 0414 577 955 or jsfox65@gmail.com**



# JDCSA Classified Adverts (3/5)

Peter Pangaris is downsizing his collection of 17 cars.

## FOR SALE: 2008 XF Saloon 4.2 Litre V8 XF Auto

52,200 Kms. 4 new tyres

Rare Black on Black.

On road performance is excellent.

**PRICE: \$20,000**

Please Contact Peter Panagaris: 0403 328 910



## FOR SALE: 1963 2.4 Mk II

14,525 Miles. Auto.

Fitted with twin SU's for better performance.

White with rich Red Leather trim.

**PRICE: \$25,999**

Please Contact Peter Panagaris - 0403 328 910



## FOR SALE: 1961 Mk II 3.8 Manual Overdrive

A total ground up restoration was completed in 2014 with over 60 fully documented photographs and paperwork showing most of the work carried out. Included new wire wheels and hubs.

Has a Moto Lita wood rim steering wheel and handmade extractors. It runs and sounds incredible.

New battery relocated to the boot and converted to 12 Volt Negative earth with a modified alternator. The fuel tank was removed, cleaned, fresh fuel, filter and a new fuel pump. Has recently reconditioned master cylinder and booster.

It has good Black leather interior, wood work and carpets. The rear of the front seats features the fold down picnic tables.

Recently fully serviced and dyno tuned. Tyres in very good condition and the car drives well on the road and will not disappoint. It is currently on non-transferable club registration.

**PRICE: \$57,999 Negotiable**

Please Contact Peter Panagaris: 0403 328 910



## FOR SALE: 1964 Daimler 2.5 V8 saloon

Opalescent Silver Grey paintwork refresh in the 1990s and is now showing a few blemishes of age. Some minor blistering and cracks evident. Finished in grey leather which remains in good condition, as does the extensive woodwork. There's a complete original toolkit and jack in the neatly carpeted boot.

A non-original aftermarket alloy radiator is fitted, along with a manually activated thermo fan, Bosch electronic ignition, a new battery and a generator rebuild. A second (electric) fuel pump added and new hoses in the engine bay.

Comes with an enormous amount of supportive paperwork, owner's manual, original factory order to Australia, Lucas parts catalogue, a plethora of reference materials including factory maintenance handbooks, Service manual, Parts catalogue etc.

Winner of the Best Car 1960 – 1970 award at the 2014 Daimler & Lancaster Club National Rally. Can run it as a daily driver or club events. Currently on non-transferable club registration.

**PRICE: \$33,999 Negotiable**

Please Contact Peter Panagaris: 0403 328 910



# JDCSA Classified Adverts (4/5)

## FOR SALE: 1982 Jaguar XJS-HE-V12

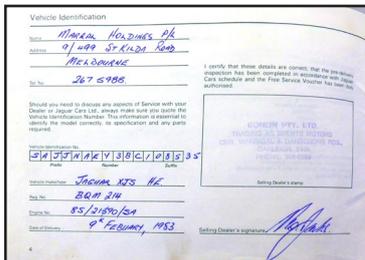
Deceased Estate  
XJ-S Tribute Car

The car came from Melbourne, and possibly from a museum. Because the owner is deceased, very little is known about the history of the car.

The car is in Broken Hill

**PRICE: Consider Realistic Offers**

**Please Contact Stephen Podnar: 0420 925 139**



## FOR SALE: 1966 Daimler 2.5L V8

**This is not a Mk 2. It is a Daimler.**

The Ribbed Grill, 'D' bonnet emblem and 'D' hubcaps included.

- ◇ Original (matching numbers) with factory power steering and under-dash custom fitted air-conditioning.
- ◇ Original leather and carpet interior.
- ◇ 46,500 miles with only 9,500 miles since the engine was rebuilt in June 2009 by Mike Roddy Motors (Vic).
- ◇ Original Borg-Warner T35 Auto rebuilt in Oct 2010.
- ◇ Cooling system overhauled in 2023 (new radiator core/ hoses)
- ◇ Stainless steel twin exhaust and electronic ignition.
- ◇ Electric antenna/digital radio/audio player (with remote).
- ◇ Original tool kit, wheel brace, jack.

**PRICE REDUCED: \$49,000 (Negotiable)**

**Please Contact: Sergio Cavaiuolo - 0414 250 139**



## Ivan Cooke is downsizing his collection of Jaguars

### FOR SALE: 1977 Series 2 XJ12 2 5.3 Litre

Australian delivered car sold new on 30/09/1977  
With original service book and owner's manuals.

This has been my wife's car for 35 years.

#### Great service history includes:

- ◇ Rebuilt rear end and front end plus brakes rebuilt + discs.
- ◇ Cooling system always kept in order - new radiator & hoses.
- ◇ Sanden A.C. compressor and R134a gas.
- ◇ Fuel lines replaced and Drive train rebuilt
- ◇ The exterior and interior is in excellent condition.

**PRICE: \$43,000**

**Please Contact Ivan Cooke: Ph 0407 719 203 or  
[ivan.cooke@bigpond.com](mailto:ivan.cooke@bigpond.com)**



### FOR SALE: 1984 XJ-S HE 5.3 Litre V12

Australian delivered XJS sold new on 07/12/1984.  
Body colour is Cobalt Blue with Doeskin interior.

The car came from NSW to SA on 13/10/89

I have known the car for about 40 years and owned it for 25.  
The body is like new and the interior is in excellent condition

Has an updated ECU

All hoses and radiator replaced. Rebuilt brakes  
Airconditioning changed to R134a gas and a new Sanden  
compressor.

This XJ-S is in magnificent condition

**PRICE: \$65,000**

**Please Contact Ivan Cooke: Ph 0407 719 203 or  
[ivan.cooke@bigpond.com](mailto:ivan.cooke@bigpond.com)**



### FOR SALE - 2007 XK8 X150

Australian delivered XK8 X150 was sold new on 29/08/2007.  
Liquid Silver with Ivory interior & brushed aluminium dash.  
An outstanding feature of this car is that it has been serviced  
about every 7,500 kilometres.

More recent services have been at about 3,000 kms intervals.

The engine sounds and feels like new.

The body is like a brand new car in every respect.

The interior is in excellent condition.

All coolant hoses have been replaced.

Radiator has been replaced.

The car has the optional 20" wheels.

The car is magnificent to drive, so smooth, quiet and powerful.  
All the service records, and dealer handbooks are with the car.

**PRICE: \$53,000**

**Please Contact Ivan Cooke: Ph 0407 719 203 or  
[ivan.cooke@bigpond.com](mailto:ivan.cooke@bigpond.com)**



# Australia : Lloyds Auction Results (March)

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



2000 XKR (X100) 4.0 V8 S/C Auto. Two owners. General wear and tear. Service records. 282,427 kms. (QLD). **Closing bid of \$13,500.**



2002 X-Type AWD 2.1 V6 Auto. Sun damage, suspected gearbox issue, oil leak. 87,528 kms. (W.A). **Closing bid of \$610.**



2004 X-Type AWD 2.5 Litre V6 Sport Auto. Window washer not operating. 270,800kms. (S.A). **Closing bid of \$3,200.**



1965 Mk II 3.4 auto. Well-maintained with practical upgrades inc alloy radiator & power steering. (QLD). **Closing bid of \$16,100.**



1964 S Type 3.8 auto. Restoration project. Signs of rust, dents and non running. 95,732 miles. (VIC). **Sold - \$1,850.**



1970 420G auto. Factory original condition and supplied with service history. 9,791 miles. (W.A). **Closing bid of \$3,050.**



1985 XJ-SC V12 Cabriolet. Current owner for 21 years. Factory original condition + log books. (W.A). **Closing bid of \$9,900.**



1988 XJ40 auto sedan. Supplied with the owner's handbook and large folder of invoices. 274,510 kms. (VIC). **Withdrawn**

# Australia : Burns & Co Auction Results (March)

Burns & Co Muscle, Classic & Collectable car auction results. Buyers premium not incl. (Provided for information only).



**VIC**

1977 XJ6 Series II 4.2L Auto. Well presented. Original owner's manual & receipts. 42,913 kms. **Sold \$9,500**



**VIC**

1946 Mark V 3.5L manual. Airconditioning, power steering, brake booster and seat belts fitted. 40,568 miles. **Sold \$21,750**



**VIC**

1959 XK150 4.2L Auto Coupe. Body off, nut & bolt restoration in 2012. Exquisite example! **Sold \$91,000**



**VIC**

1983 Sovereign 4.2L Series III Auto. Car presents beautifully inside and out. Comes with books. 159,792 Kms. **Sold \$8,850**



**VIC**

1986 XJ-SC V12 Targa. Recent Maintenance work. Owner's manual and comprehensive history. 216,309 Kms. **Sold \$7,400.**



**VIC**

1954 Austin Healey BN1 100 roadster + fiberglass hardtop. Concourse condition. 3,732 miles. **Not sold - highest bid \$69,000.**

# USA: Broad Arrow/Christies - Amelia Island Auction 2026



1993 XJ-220. Only 1,257 km. LHD sold new to owner in Austria. Major service by UK specialist. **Sold \$681,500 (Au\$972,000)**



1967 E-Type Series 1 4.2 Roadster. Period-correct dark blue exterior and biscuit leather interior. **Sold \$123,200 (Au\$175,700)**



1958 XK 150 3.4 DHC. Fitted with 3.8-liter four-speed manual. Restored and upgraded. **Sold \$72,800 (Au\$103,800)**



1989 XJ-S 5.3L V12 Convertible. Almost new condition. 6,726 miles. Detailed service history from new. **Sold \$39,200 (Au\$55,900)**



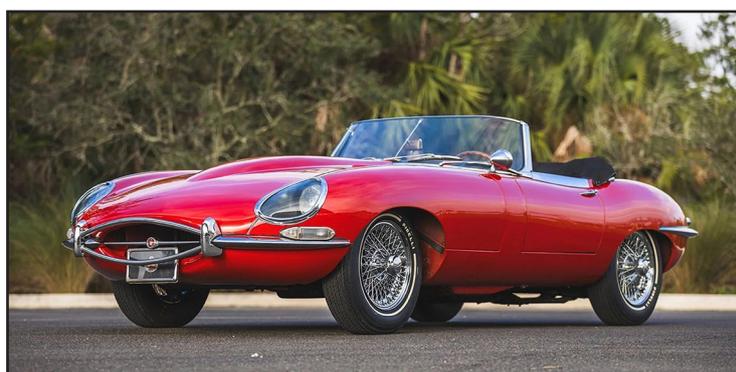
1950 XK120. 1 of 184 LHD alloy-bodied roadsters built. Equipped with competition modifications. **Sold \$156,000 (Au\$222,500)**



1991 XJR-15 RHD. 1 of 27 road going examples. Only 218 miles. Imported into Japan when new. **Sold \$1,077,500 (Au\$1,536,600)**



1959 XK 150 S 3.8 FHC. # 1001—first RHD XK 150S built with 3.8L Engine. Original Jaguar Press car; displayed at 1959 Earls Court Motor Show. Extensive restoration. **Sold \$112,000 (Au\$159,700)**



1964 E-Type S1 3.8 Roadster. 20,292 original miles. Exceptional unrestored survivor. Original purchase documents, manuals and service records since new. **Sold \$103,600 (Au\$146,900)**

# USA: Mecum - Glendale California Auction 2026



2008 XK (X150) 4.2 Litre V-8 convertible. Power convertible top and luxury package. 70,143 miles. **Sold \$9,350 (Au\$13,400).**



1954 XK120 DHC. Records and photographs documenting concours restoration. 71,761 miles. **Sold \$72,600 (Au\$103,500).**



2007 XKR (X150) S/C 4.2 Litre 420HP V-8 convertible. Power convertible top. 8,846 miles. **Sold \$33,000 (Au\$47,000).**



1970 E-Type S2 4.2L roadster. Removable hardtop. Has had a "Light Restoration". 6,561 miles. **Not Sold (highest bid Au\$85,590).**



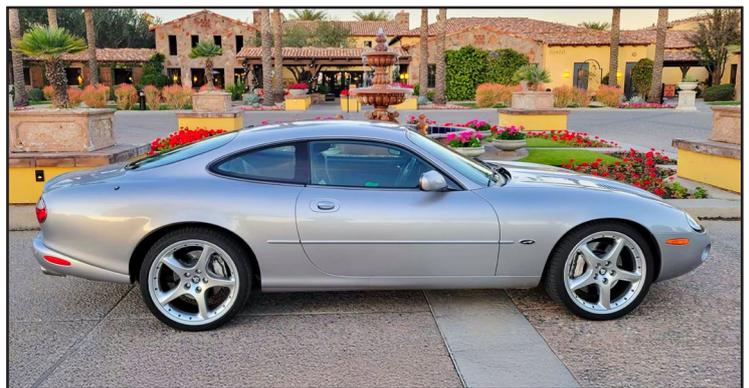
1954 XK120 3.4 litre convertible. Comprehensive restoration in 2014. Updated soft top. 89,581 miles. **Sold \$69,300 (Au\$98,800).**



2014 XKR (X150) S/C 5.0 Litre 510HP V8 Coupe. 6-speed auto with paddle shifters. **Sold \$11,550 (Au\$16,475).**



1991 XJ-S 5.3L V12 Convertible. Highly original. New convertible top and tonneau cover. 67,000 miles. **Sold \$5,250 (Au\$7,500).**



2001 XKR (X100) S/C 4.0L 370HP V8 Silverstone convertible. 1 of 31 delivered to the U.S. 77,599 miles. **Not Sold (highest bid Au\$24,250).**

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

## XJ, Mk 10 & 420G Register



*The XJ, Mk10 & 420G Register meet the second Wednesday of each month.*

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

### Present:

David & Margaret Bicknell, Tom & Marj Brindle, Pete & Heather Buck, Bob & Daphne Charman, Andrew & Margaret Byles, Ivan Cooke, Alan & Lorraine Davis, Don & Toni Heartfield, Darryl & Fay Leyton, Bob & Sandy Mack, Gary & Oggi Monrad, Graeme & Betty Moore, Paul Moore, David & Angela Nicklin, Trevor Norley, Charlie & Mary Saliba, Bryan O'Shaughnessy, Brendon Rogers, Margaret Thomas.

### Apologies:

Jeannie De Young, Jonathan and Carolyn Harry, Ron & Rosie Baily, Mark Aldridge & Helen Hoare, Louis & Nella Marafioti, Michael Pringle & Jo Orford, Cameron & Olivia Wilkinson, Janine Cooke.

### Previous Minutes:

Acceptance of minutes: proposed & approved by Don Heartfield, seconded by Alan Davis.

**Lucky Square:** Tonight's draw was run by Daphne, drawn by Daphne and guess

who won. You're right – Daphne.

### General Business:

- Guru Leather, Woodville had two brand new covered seats and door trims for a XKR if anyone is interested. Price \$850 (less than the cost of the leather).
- Noela Adi has a lovely 1986 XJ6 Series 3 for sale. Motor needs tune up.
- MultiValve meeting coming up on Thurs 26th March at the Kensington Hotel.

### Register Business:

- Club Annual Presentation Lunch. This year will be held on Sat 25th July at the Glenelg Golf Course. 12.00pm till 4.00pm.
- This year's XJ Mk10 420G Xmas Dinner has changed to a Sunday night because the Golf Course itself are holding an event on the Saturday. The date will be Sun 13th December.
- Future runs in the pipe line were discussed.
- Bob will give a slide presentation of the complete rebuild of Big Red in 2008 at our next meeting. It is very interesting with a few laughs chucked in.
- Looked at having bi-monthly meeting. Decision to remain at monthly meeting was unanimous.

### Car Talk

- ◇ **David Bicknell:** 420 rear end fixed. XJ Ser 3 waiting for paint. Gertie not running well.
- ◇ **Tom & Marj Brindle:** XJ40 very close to getting spoiler fixed (still).
- ◇ **Pete & Heather Buck:** X308 going like a dream.
- ◇ **Ivan Cooke:** All cars going well.

Must sell a few. XJ-S HE 1984, XJ12 1977, XK8 2007.

- ◇ **Darryl & Fay Leyton:** N.T.R.
- ◇ **Bob & Daff Charman:** Everything OK at the moment.
- ◇ **Andrew and Margaret Byles:** XJS panels to painter (sovereign blue)
- ◇ **Alan & Lorraine Davis:** N.T.R.
- ◇ **Don Heartfield:** Fixed fuel tank on XJ. Still on hoist.
- ◇ **Darryl & Fay Leyton:** N.T.R.
- ◇ **Bob & Sandy Mack:** XK8 350 going well. Small problem with the door lock.
- ◇ **Gary & Oggi Monrad:** XK8 goes like a rocket.
- ◇ **Graeme & Betty Moore:** XF still in the garage. XJS having minor paint work done.
- ◇ **Paul Moore:** X300boot needs re spray.
- ◇ **David & Angela Nicklin:** 2000 XJ8 All OK.
- ◇ **Trevor Norley:** X Type Air conditioning fixed by Stepney Auto.
- ◇ **Bryon O'Shaughnessy:** XJS no problems.
- ◇ **Brendon Rogers:** XJ Ser3 Air cond. Control. 420 new diff. Paint and panel work by Marque Restorations.
- ◇ **Charlie & Mary Saliba:** All good.
- ◇ **Margaret Thomas:** Kia going very well.

**Meeting closed at 8.10pm** and members invited to stay for coffee.

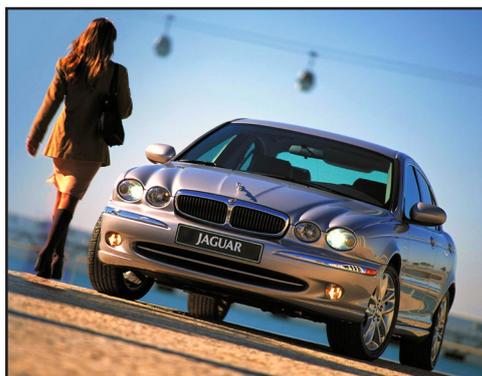
**Next meeting:** To be held on Wednesday 15th April, 2026 at the Bartley Tavern, West Lakes Shore. **Please Note the Change of Date. See you all there.**

**Bob Charman,**  
XJ Register secretary



# Multivalve Register Minutes (March)

## Multivalve



**Multivalve Register meet 4th Thursday of the odd Calendar month or as advised.**

**Minutes of meeting held at The Kensi Hotel, Regent Street, Kensington, Thursday 26th March 2026**

**Present:** Ron & Claire Palmer, Margaret Thomas, Michael Pringle, Josephine Orford, Jim Komaromi, Bob & Daphne Charman, Peter & Heather Buck, Lesley Clarke, David Taddeo, Hugh & Lusia Guthrie, Graham & Jan Franklin, John Castle, Bob Gillen, Walter & Beryl Bullock, Judy Langdon & Ray Smithers, Evan Spartalis

**Apologies:** Steve & Cecilia Schubert, David Brewer, Tom & Marj Brindle, Bob & Sandy Mack, Tricia & Peter Clarke, Graeme & Betty Moore, Geoff & Valerie Clayton, Arcadia Komaromi, Wayne & Bev Buttery

**Welcome:** The Register welcomed new member Bob Gillen to his first meeting.

**Minutes Of Previous Meeting:** Accepted with no matters arising.

**Welfare:** John Castle advised that Bruce Vass, a member some years ago, has passed away. Bob Charman reported that Rob Smith is doing well in a Resthaven care home.

### Club Business:

- A. The Club still has plenty of 50th year celebration books for sale.
- B. The Annual Presentation Lunch is on Saturday July 25th at the Glenelg Golf Club, 12 noon until 4:00pm, \$65 a head. Register as usual on TidyHQ. Thanks go to Daff Charman and Sandy Mack for organising. Following feedback from members, the Club will be alternating between a lunch and dinner in future for this event.
- C. XJ Register meetings are traditionally held on the second Wednesday of each month, but the April meeting has

been postponed to the 15th to avoid being held on the day after the general meeting on the 7th.

- D. Suzanne Jarvis has resigned as Club Secretary due to ill health and the Club is looking for someone to step in and help out as this position is a legal requirement. AI is now being used for minute taking.
- E. Di Adamson has agreed to organise SA Jag Day.
- F. The next general meeting at The Junction is on Tuesday 7th April, 6:00pm for dinner, 7:30pm for the meeting. Coffee, tea & biscuits are now available following the meetings.
- G. Register Secretaries have been asked to run one general meeting each during the year, all ideas/topics welcome. The Multivalve and XJ Registers will combine for this.
- H. According to the Regency Vehicle Inspection department, if a car has not actually been fitted with a leaper before it leaves the factory, it is illegal and therefore you are not insured.

### Register Business:

1. A late but very successful Australia Day barbecue was held on the 8th March – thanks to Michael and Josephine for hosting it.
2. A lunch run for Thursday 23rd April is being organised.
3. Members confirmed they are happy with meetings every two months.
4. In January the Register Secretaries met to discuss ways to improve the registers – runs, meetings, weekdays versus weekends, how often to meet and where, etc.

It was also decided that each Secretary should appoint a willing 2iC to help with runs/functions, etc. The Multivalve Register is pleased and grateful to announce that Michael (Pringle) has agreed to lend a hand and take on the job of 2iC.

Michael was volunteered by Josephine to take notes at the May Register meeting on the 28th as Heather will be overseas.....again!

5. The Register congratulated Walter and Beryl on their 59th wedding anniversary and Lesley Clarke on her recent birthday.

### Car Talk

- **Evan Spartalis:** BMW, Porsche and Mercedes all running well. All Jags good.

- **David Taddeo:** 420G not used since Riverton but has just had a new battery.
- **Walter Bullock:** XJ40 going well but not used much.
- **Ron Palmer:** 2014 XF supercharged. Had a service and a new battery for its 12th birthday on the 26th January.
- **Margaret Thomas:** Nothing to report.
- **Bob Charman:** XJ woodwork polished, just needs the headlining seen to. The XF door rubbers need replacing. The S-type electric window failed on the left side and shattered; Charlie Saliba took it to pieces and has ordered new replacement parts. Big Red is perfect, no problems. Bob advised he had the boot resprayed in Klemzig on advice from Phil Prior and is delighted with the finish.
- **Ray Smithers:** All vehicles had a rest while he was without his licence. Can now see after having his cataracts done and is driving again just in time for his 87th birthday!
- **Hugh Guthrie:** Had an annoying electrical issue with the XK8, the windows were stuck open. Hopes to have this fixed in the next few days.
- **Graham Franklin:** XJRS running well.
- **John Castle:** Nothing to report.
- **Lesley Clarke:** Nothing to report.
- **Jim Komaromi:** 2007 S-Type running well.
- **Michael Pringle:** Nothing to report.
- **Josephine Orford:** The XKR has been serviced. Michael re-proofed the roof with Renovo as it was leaking, charged "mates rates". Vanish got rid of the slight stain on the headlining.
- **Bob Gillen:** X350 Super V8 bought in January from Geelong. Front control lower arms replaced today. Engine fluid mounts replaced as they were leaking. The left-hand mirror would not drop down when parking and has now been fixed.
- **Peter Buck:** X308 running beautifully, now sans leaper.....!

**Any Other Business:** Graham Franklin advised that next year's calendar would be bigger, following comments from the XK and Multivalve registers that the boxes were too small to make notes in.

### Next Meeting Date:

Thursday 28th May at The Kensi, 6:00pm for dinner, 7:30 for the meeting.

**Meeting Closed: 8:07pm.**

# JDCSA March 2026 General Meeting Minutes

## Minutes of the JDCSA General Meeting held on Tuesday, 3rd March 2026 at The Junction, Anzac Highway.

Meeting opened at 7:30PM with Moira welcoming everyone and explained that the meeting tonight was organised by the Compact Register, as part of the Club's planning actions. Phil organised the "what car badge is that" quiz on the tables and the guest speaker and car display.

### Apologies:

Peter & Tricia Clarke, Jonathan & Carolyn Harry, Tim & Sue White, Suzanne Jarvis, Matthew Beard, Heather Buck, Paul Moore

### New members and visitors:

Alan O'Donnell, prospective member, Bob and Jaquie Gillen, new members

### Welfare (Steve Weeks):

No issues known of at the moment.

### Previous Minutes:

Minutes of the 3rd February meeting were accepted. Moved by Alan Bartram and Seconded by Barry Kitts.

### Business Arising:

- Annual Presentation: The Glenelg Golf Club has been booked for lunch on Sunday 26th July, with Daphne Charman volunteering to organise assisted by Sandy Mack.
- Succession Planning: Moira encouraged anyone interested in offering to "understudy" for any Exec positions or other Club roles to come forward. Already volunteers have come forward for the Compact Register (Mark Dunlop) and the Multi-Valve Register.
- Club Regalia: Members were thanked for their feedback about regalia at the last meeting. Three suppliers have now been looked into and costings should go to the next Executive meeting. It is likely that online ordering will be possible so that we don't have to hold and store stock.

### President's Report (Moira):

- All British Day – a great turn out of Jaguars. The volunteers were thanked for helping with the day.

- Younger Working Age Focus Group was successful with lots of feedback forthcoming. The key themes were: more technical based activities and information; short, flexible commitment weekend events like coffee and cars; car runs and driving events to use their Jaguars; spreading meetings around geographically; and broadening the social media used e.g. to Instagram.

**Vice President's:** No report with Tim White absent.

**Secretary's Report:** - no correspondence to report.

### Treasurer's Report (Peter Thomas):

Receipts were greater than expenses and work is continuing on developing a manual of the processes involved.

### Membership Secretary's Report:

Daphne reported that membership numbers are good. Certificates and badges being prepared for the Annual Presentation lunch.

### Editor and Events:

Graham reported that the 'Not Australia Day BBQ' was coming up on 8th March and the next Compact Register and Ladies Register events were all up on TidyHQ and in Classic Marque.

Other events coming up include the McLaren Vale Vintage and Classics Parade 12th April (entries close 15th March) and the Sporting Car Club's Old Crocs Run on Sun May 3rd (entries close 30th March).

### Federation of Historic Motoring Clubs Rep and Logbooks:

- Dave Burton explained the pros and cons of Single Membership versus Family Membership in relation to historic vehicle ownership when a member dies. Personalised special issue number plates is a separate issue.
- Changes in the logbook such as address, engine number and rego numbers can be changed without having to issue a new logbook, but the info should be provided to the Club ASAP with the logbook for updating.

- If a logbook is not signed on page 1 the current fine is \$1700. Cancelled or expired logbooks must be retained by the owner for 5 years. These requirements will be communicated to members before the Logbook renewal process.

### Marque Sports Car Association Report:

Barry Kitts said a new format for the 15th March event at Mallala will include the Coffee and Cars.

For the people attending there will be an opportunity at lunchtime to do parade laps for 10-15 mins on the track and then the Supersprints and Superkarts in the afternoon.

A come and try event is being introduced suitable for teenagers, and a good gift idea, with trained instructors providing driver training on the circuit.

### Register Reports

#### 1. XK, Mk7,8 & 9:

Steve Weeks has listed events on TidyHQ

#### 2. Compact:

Philip Prior reported that only 3 cars attended the Day at the Bend of the 7 booked, due to the rainy weather. Run to Kersbrook and Rez Hotel for lunch on 15th March, with bookings ASAP.

#### 3. XJ, MK10, 420G:

Bob Charman said that as the next meeting would fall the night after the General Meeting, a change of date was being considered.

#### 4. Multi-Valve:

Peter Buck said 4 places were still available for the postponed Australia Day BBQ.

#### 5. E, F & GT:

In response to interest in attending more garage venues, Bruce Davis reported that the Register has been invited to visit a member's collection of modern Jaguars at Verdun on Thursday 19th March.

#### 6. Ladies Social Register:

The next event is lunch at The Torrens Arms Hotel on Thursday 19th March.

# JDCSA March 2026 General Meeting Minutes (cont)

## General Business:

Arcadia Komaromi queried whether The Kensi was still available as renovations are being undertaken. Peter Buck said they were being offered another space within the hotel for their next meeting and they would see how suitable that was.

Meeting closed at 8:06 p.m.

## Guest Speaker:

Phil Prior introduced Chris Hatcher, giving an outline of his background and his working life in winemaking.

Chris then provided a great and interesting presentation on the restoration and significant number of technical improvements that he project managed on his 1959 Mark 2.

It was a stunning vehicle and it was wonderful to have it on display under lights inside The Stable Room at The Junction.

Following the presentation and questions, members inspected the vehicle close up and stayed on to mingle over supper. ■



## Club Notices



*David Beckham has had his fair share of sports cars down the years, including this Jaguar XK8 convertible*



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## 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 2025/2026

## Club Postal Address:

PO Box 6020, Halifax Street, Adelaide SA 5000

## Club Web Site / Email

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

Email: [hello@jdcса.tidymail.co](mailto:hello@jdcса.tidymail.co)

## 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: Moira Lugg

Mobile: 0407 727 459

[president@jdcса.tidymail.co](mailto:president@jdcса.tidymail.co)

### Vice President: Tim White

Mobile: 0419 809 021

[vicepresident@jdcса.tidymail.co](mailto:vicepresident@jdcса.tidymail.co)

### Treasurer: Peter Thomas

Mobile: 0438 861 922

[treasurer@jdcса.tidymail.co](mailto:treasurer@jdcса.tidymail.co)

### Secretary

(Vacant)

### Committee Member: Peter Holland

Phone: 0408 810 884

[pholland@senet.com.au](mailto:pholland@senet.com.au)

### Membership Secretary:

Daphne Charman

Phone: (08) 8248 4111

Mobile: 0404 999 200

[membership@jdcса.tidymail.co](mailto:membership@jdcса.tidymail.co)

## Register Secretaries/Committee Members

### SS, Mk IV, & Mk V - Meet TBA

Graham Franklin: (0490 074 671)

E: [ssregister@jdcса.tidymail.co](mailto:ssregister@jdcса.tidymail.co)

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

Steve Weeks: 0414 952 416

E: [xk789register@jdcса.tidymail.co](mailto:xk789register@jdcса.tidymail.co)

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

Meet TBA

Phil Prior: 0402 670 654.

E: [compactregister@jdcса.tidymail.co](mailto:compactregister@jdcса.tidymail.co)

### XJ, 420G, & MK X

Meet 2nd Wednesday of each month.

Bob Charman: 0421 482 007

E: [xjregister@jdcса.tidymail.co](mailto:xjregister@jdcса.tidymail.co)

### Multi-Valve

Meet 4th Thursday of the odd Calendar month or as advised.

Peter Buck: 0421 061 883

E: [multivalveregister@jdcса.tidymail.co](mailto:multivalveregister@jdcса.tidymail.co)

### Jaguar Ladies Register:

Meet 3rd Thursday every 2nd month or as advised.

Tricia Clarke: 0422 128 066

[jaguarladiesregister@jdcса.tidymail.co](mailto:jaguarladiesregister@jdcса.tidymail.co)

### E,F & GT Register:

Meet bi-monthly or as advised.

Bruce Davis: 0400 872 438

E: [efgtregister@jdcса.tidymail.co](mailto:efgtregister@jdcса.tidymail.co)

## Club Services/Club Representatives

### Editor/Events Coordinator:

Graham Franklin

Mobile: 0490 074 671

Email: [editor@jdcса.tidymail.co](mailto:editor@jdcса.tidymail.co)

### Librarian: Tom Brindle.

Phone (08) 8387 0051. E: [librarian@jdcса.tidymail.co](mailto:librarian@jdcса.tidymail.co)

### Marque Sports Car Association

(MSCA): Club Representative:

Barry Kitts: 0412 114 109

### All British Day: -

Club Representative:

Fred Butcher: 0428 272 863

### Federation of Historic Motoring Clubs

(FHMCSA): Club Representative:

David Burton Mobile: 0417 566 225

### Technical Officer: Geoff Mockford

Phone: (08) 8332 3366. M: 0438 768 770

[info@classicsportscar.com.au](mailto:info@classicsportscar.com.au)

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### Public Officer: Steve Weeks

Mobile: 0414 952 416.

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Archives: Peter Holland, Dave Burton,  
Graham Franklin

Email: [hello@jdcса.tidymail.co](mailto:hello@jdcса.tidymail.co)

### TidyHQ Administrator: Tim White.

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[jdcса.tidymail.co](mailto:jdcса.tidymail.co)

### Web Master: Phil Prior/Tim White

Phil Prior. Mobile: 0402 670 654.

Tim White. Mobile: 0419 809 021.

[webmanager@jdcса.tidymail.co](mailto:webmanager@jdcса.tidymail.co)

### Logbook Compliance Officer:

• Tim White - Phone: 0419 809 021.

E: [logbookofficer@jdcса.tidymail.co](mailto:logbookofficer@jdcса.tidymail.co)

### To obtain MR334 Application Forms

• Geoff Mockford: 0438 768 770

• Evan Spartalis: 0408 827 919

• Roger Adamson: 0421 052 518

• Tim White: 0419 809 021

### To Renew or Obtain a Logbook

• Tim White: 0419 809 021

• David Burton: 0417 566 225

• Philip Prior: 0402 670 654

• Peter Holland: 0408 810 884

• Peter Buck: 0421 061 883

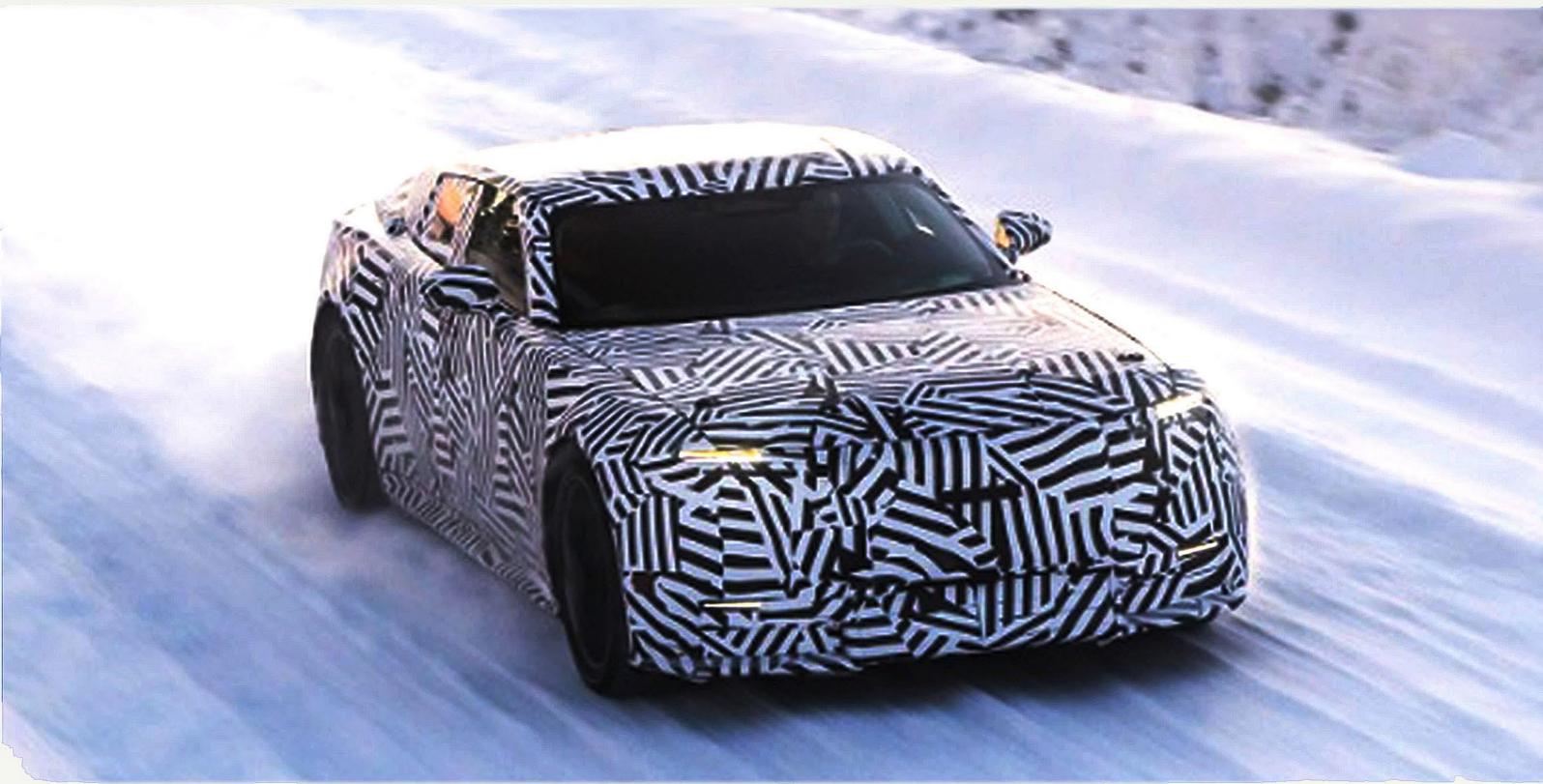
• Steve Weeks: 0414 952 416

• Roger Adamson: 0421 052518

• Graham Franklin: 0490 074 671

• Bruce Davis: 0400 872 438

# New Four-Door GT Unleashed



## Stone-cold performance.

[\*Goto: Jaguar Unleashed Video\*](#)

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