CLASSIC MARQUE

NOVEMBER 2026





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Club Torque - President's Report for November 2026

This month I have many thanks to give especially to Di Adamson for agreeing to coordinate SA Jag Day last Sunday on Wigley Reserve, to Dane Wilden for emceeing and to Angela Rogers for official photography.

Of course, the day does not happen without several other volunteers assisting with transporting, set up and pack down, marshalling, giving out welcome bags, general admin, and preparing the calendars. Alan Bartram & family, Bruce Davis, Peter Thomas, David Roach, Geoff Wilden, Mark Dunlop, Julian Lugg, John Goddard, Andrew Albrow, Kathy Taylor, Suzanne Jarvis, Daphne Charman, Roger Adamson, and Graham Franklin all have my sincere appreciation for turning out and helping, particularly as it wasn't the nicest of weather.

Thanks too for all those who brought their vehicles out in the inclement weather. Despite the rain I think a good day of fellowship was had under the marquee and around the vehicles. For those who trained as Traffic Marshals and weren't needed this time, don't worry as your qualification lasts for as long as you are fit and able, and there are other opportunities, for example All British Day, when we need marshals to help.

Congratulations to the trophy winners: Phillip Levi, David and Angela Rogers, Alan Bartram, Ron Palmer, Don Cardone and Roger & Di Adamson.

I enjoyed chatting with Guy Nutting, the Secretary of the Tasmanian Club, who flew to Adelaide from Hobart for the weekend to attend our display. Also to be recognised for travelling significant distances to attend, were Andrew Shouksmith, from Naracoorte, and Darren and Lesley Herring, who drove down from Crystal Brook and signed up for membership on the day with Daphne.

If you were all set to donate to the Cats n Cans appeal but couldn't attend, perhaps consider visiting your local Salvos Op Shop and mentioning the Club when you drop off your donation.

The Register Secretaries have been busy planning their final events for the year. As I have said before but this bear's repeating, they are the important personal link to our members. I try to speak to as many members as I can, and get to as many events as possible, but with a Club as large as ours it's the Register Secretaries and our Membership Secretary Daphne Charman and Welfare Officer Steve Weeks, who keep the personal contact going. I thank them for all they do for our members and for their support to my role.

October also means the Bay to Birdwood which several of our members participated in. Club member Andrew Albrow was thrilled to take out a third-place award in his category with his 1964 Daimler 2.5l V8.

The next whole of Club event will be our Christmas Dinner General Meeting on Tuesday 1st December, at The Junction, with games and musical entertainment. I look forward to seeing you then.

Warm regards
Moira Lugg
President



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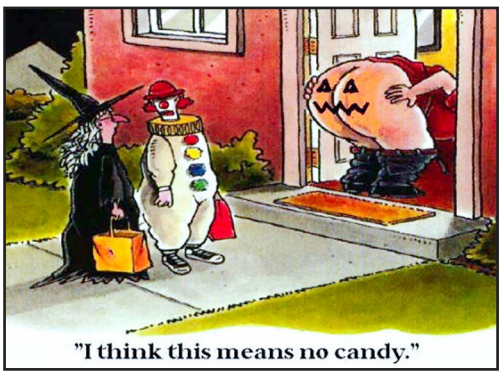
Front Cover:
2026 SA Jag Day and Cats & Cans

Rear Cover:
2027 JDCSA Club Calendar

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

Halloween





Events Calendar 2026/27

NOV

DEC

FEB 2027

NOVEMBER 6th - 9th 2026	**SS, Mk IV & Mk V Border Run to Corryong Victoria** The event has been organised by Nik Cirakovic, Secretary, SS, MkIV & MkV Register, Jaguar Car Club of Victoria. Please contact Graham on 0490 074 671 for more details.
FRIDAY 6th NOVEMBER 2026	**Climb to the Eagle 2025: 7.00am - 2.30pm** Registrations Closed! Victoria Park Grandstand to Hahndorf via Eagle on the Hill Then to Nuriootpa for Lunch . *Climb to Eagle*
WEDNESDAY 11th NOVEMBER 2026	**XJ, MkX, 420G Register Meeting & Auction Night: 6.00pm - 8.30pm** Come and join our monthly meeting. Meet at the Bartley Hotel. More details & register via TidyHq *XJ, MkX, 420G Register - Auction Night*
SUNDAY 15th NOVEMBER 2026	**E, F & GT Register Christmas Lunch - Serafino Wines: 10.00am - 3.00pm** The cost of the lunch is $50.00 per person. There will be a short car run beforehand with a possible morning tea stop on the way. (SOLD OUT). More details via TidyHq *E, F & GT Register Christmas Lunch*
SUNDAY 15th NOVEMBER 2026	**Yankalilla Motor Show: 9.30am to 2.30 pm.** Registrations open Now! Yankalilla Show grounds. All proceeds support Yankalilla district Lions Community Projects. Entrant Ticket Price: Vehicle $15.00 (includes 1 passenger) *Yankalilla Motor Show*
THURSDAY 19th NOVEMBER 2026	**Jaguar Ladies Register - Lunch in the Atrium at the Mosaic Hotel, West Lakes.** There is plenty of car parking available, with the Hotel parking area and the shopping mall (free) parking just opposite. Feel free to wear a Christmas ornament or 2. There will also be a free raffle. Tricia Clarke, Register Secretary - 0422 128 066 More details & register via TidyHq *Ladies Lunch at Mosaic Hotel*
SUNDAY 22nd NOVEMBER 2026	**Compact Register Christmas Lunch -Totness Hotel, Mount Pleasant: 12.00pm - 3.00pm** Meeting at the Civic Park car park, Tea Tree Gully, at 12:00 pm. From there, it is an easy run via North East Road, Chain of Ponds Road, Mount Pleasant to: Totness Hotel. An à la carte lunch has been booked in the hotel function room for 1:00 pm Details & register via TidyHq *Compact Register - Christmas Lunch*
THURSDAY 26th NOVEMBER 2026	**Multivalve Register Christmas Lunch Run: 9.30am - 4.00pm** (SOLD OUT) Meeting at the Marion Hotel for a 10:00am start for a planned cruise through the countryside with a pitstop for coffee followed by lunch at a new venue. We will also have a free raffle, mixed up with a lot of fun! More details & register via TidyHq *Multivalve Christmas Lunch Run*
SUNDAY 29th NOVEMBER 2026	**XK 7 8 & 9 Register Christmas Lunch: 12.00pm - 3.00pm** Christmas lunch at the Oakbank Hotel on their outdoor garden area, which is fully enclosed. Plenty of parking at the hotel. $45 pp for the lunch & a welcome drink when you arrive. There will be quizzes (not all Jaguar related) with prizes. More details & register via TidyHq *XK 7 8 & 9 Register Christmas Lunch*
TUESDAY 1st DECEMBER 2026	**JDCSA December General Christmas Meeting: 'The Junction", 470 Anzac Highway.** The meeting starts at 7.30pm with meals available from 6:00pm. Christmas theme. Please add the date to your calendar.
SUNDAY 13th DECEMBER 2026	**XJ, MkX, 420G Register Christmas Dinner & Show: 5.30pm - 11.00pm** Glenelg Golf Club. 3-course dinner from **6.15pm** and Famous Floor Show. $70.00 per person. Free raffles for everyone, with every table having 100's of dollars worth of prizes. More details & register via TidyHq *XJ, MkX, 420G Register Christmas Dinner & Show*
	NO JANUARY GENERAL MEETING
TUESDAY 26th JANUARY	**Multivalve Register Australia Day BBQ: 3.00pm - 7.00pm** Michael Pringle and Jo Orford have again kindly volunteered to host the Multivalve Register Australia Day BBQ at their home, 12 Pembroke Place, Colonel Light Gardens. All welcome! More details will be provided closer to the event. Please add the date to your calendar.
TUESDAY 2nd FEBRUARY	**JDCSA General Meeting at the 'The Junction", 470 Anzac Highway.** 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.
SUNDAY 14th FEBRUARY	**XK 7 8 & 9 Register Meeting & Lunch: 10.00am - 3.00pm** The Registers first meeting for 2027 will be at the Loffler's with morning tea and the meeting starting at 10am and then to the Wellington Hotel for lunch More details & register via TidyHq *XK 7 8 & 9 Register February Meeting & Lunch*
SUNDAY 28th FEBRUARY	**43rd All British Day At Echunga.** Registrations are now OPEN Registrations close on 1 December 2026 but may close earlier if display spaces fill up. *https://www.allbritishday.com/*

Club Torque - Editor's Column

Plenty happened this month, including SA Jag Day and Cats & Cans. While the weather was unfortunate, those who attended clearly made the most of the day despite the rain. You will find a report of the event by **Di Adamson**, SA Jag Day Coordinator, on page 6, with prize winners listed on page 7.

Thank you to **Angela Rogers, Peter Thomas, Moira Lugg** and the many other members who contributed stories and photographs for this edition. Your support is, as always, greatly appreciated.

Jaguar Type 01

The new Jaguar was unveiled in New York on 6 October. As this is the first all-new Jaguar to be launched since the **I-Pace eight years ago**, several articles covering this significant milestone for the marque have been included.

2027 Club Calendar

The 2027 Club Calendar was distributed at SA Jag Day and the November General Meeting. Members who were unable to collect their copy will be able to do so at future General Meetings and Register events.

Please note that while the calendars are provided free of charge to members, each copy costs the JDCSA $8.00 to produce. As there are insufficient copies for every member, we ask that members take only one calendar each.

A big thank you to **Noel Schmidt** for his assistance with the calendar, and to all the members who took the time to submit such excellent photographs of their cars.

Enjoy the next 60 pages! Cheers



Uraidla Heritage

Uraidla Heritage is a new project developed by long-term classic car enthusiast and JDCSA members Martin and Genevieve Haese as a place where classic motoring, craftsmanship and community merge.

The vision is for an authentic, welcoming destination for enthusiasts, collectors and their families, with hospitality and local produce sitting alongside several automotive repair businesses.

Located on Greenhill Road in the popular Adelaide Hills township of Uraidla, it will become a place where you can bring your car, meet like-minded enthusiasts, have a coffee, browse, talk cars and most importantly enjoy the experience of being part of South Australia's historic motoring community.

In an era when motoring is becoming increasingly digital and functional, Uraidla Heritage celebrates the tactile, mechanical and social side of classic cars, the sound of an engine starting, the craftsmanship of a skilled tradesperson and the simple pleasure of driving a car you love.

Opening in late 2027, Uraidla Heritage will provide a new destination for the people and businesses that keep our motoring heritage alive. Contact Martin if you are looking for a new home for your classic car or motorcycle focussed business.

Whether you arrive in a Jaguar, a classic Mini, an old Land Rover, a vintage motorcycle or simply have appreciation for things built properly, the invitation is the same: come for the cars, stay for the community, and enjoy the drive.

Keep up to date with Uraidla Heritage's progress on Facebook, Instagram and Linkedin, or visit ***www.uraidlaheritage.com.au*** for more information.

Martin Haese MBA

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 November 2026 Classic Marque magazine:

- **Sebastian Armstrong: 1993 Jaguar XJ6 Series 3 3.2L Sedan**
- **Keir Wilson: 1967 Jaguar E-Type Series 1 Coupe**
- **Darren & Lesley Herring: 1951 Jaguar Mark V 3.5L Sedan**
- **Michael & Bree Hartas: 2023 Jaguar F-Type V8 Convertible**

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

- **Melissa & Craig Davis: 1966 Jaguar Mk II 3.4L Sedan**
- **Ray Graham: 1980 Landrover 3.5L V8 Wagon**
- **Stephen & Mandy Perry: 1976 Jaguar XJ6 S2 4.2L Sedan**
- **Paul Odgers: 1995 Jaguar Sovereign 4.0L Sedan**
- **Arman Barari & Parisa Parvizi: 1989 Jaguar XJ40 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

SA Jag Day and Cats & Cans - (A Wet One!)

Dear members,

I would like to thank everyone who made the effort to attend SA Jag Day. We had between 55 and 60 cars on display, which was an excellent turnout considering the weather.

Your support of JDCSA, despite the threat of rain, was fantastic and demonstrated the strength and commitment of our Club. You all deserve a medal.

When the forecast predicted heavy rain, we knew the day would present some challenges. However, the enthusiasm and camaraderie shown by everyone involved ensured the event remained a great success.

A special thank you to:

Our Jaguar Owners

Thank you for preparing your vehicles, keeping the hoods up whenever possible and allowing the community to admire your pride and joy despite the less-than-ideal conditions.

Our Hardy Spectators

There may have been fewer spectators than usual, but those who attended arrived with umbrellas, smiles and plenty of enthusiasm, providing the appreciation our owners deserved.

Our Volunteers and Staff

Standing in the rain for hours to direct traffic, manage parking and keep the event running safely, you were the real heroes of the day. A particular thank you to Dane Wilden, whose work as MC was faultless and greatly appreciated.

Our Sponsors and Vendor

Thank you for supporting the event and helping keep everyone fed, caffeinated and smiling throughout the day. We are especially grateful to our sponsors, **Richmonds Prestige and Classic Cars** and **Classic and Sportscar Boutique,** for their valued support.

Our Award Winners

Congratulations to all our award recipients. Your vehicles were a credit to you and thoroughly deserving of recognition.

While we didn't enjoy the blue skies we had hoped for, the friendship and fellowship around the grounds more than made up for it. Mud washes off, but the memories of this rainy SA Jag Day will remain with us for a long time.

Di Andamson
Coordinator
SA Jag Day 2026

More Photographs from page 26.



SA Jag Day - Presentations



Most Outstanding Vehicle
Phillip Levi, 1973 E-Type Series 3 V12 5.3 litre Auto Radster
Sponsored by Classic & Sports Cars Boutique - Geoff Mockford.



People's Choice Award (Tie)
Don & Elaine Cardone, 1992 XJS 4.0L Coupe
Roger & Di Adamson, 1964 E-Type (S1) Roadster
Sponsored by JDCSA - Presented by Moira Lugg



Most Desirable 2 Door Sedan - Pre 1995
Phillip Levi, 1973 E-Type Series 3 V12 5.3 litre Auto Roadster
Richmonds Prestige & Classic Cars. Presented by Andy Morgan



Most Desirable 2 Door Sedan - Post 1995
Alan and Kate Bartram. 2010 Black XKR (X150) Supercharged V8
Richmonds Prestige & Classic Cars. Presented by Andy Morgan



Most Desirable 4 Door Sedan - Pre 1995
David & Angela Rogers, 1950 Blue & White 3.5 litre MK V Saloon.
Richmonds Prestige & Classic Cars. Presented by Andy Morgan



Most Desirable 4 Door Sedan - Post 1995
Ron & Claire Palmer, 2014 Ultimate Black XF Sedan
Richmonds Prestige & Classic Cars. Presented by Andy Morgan

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Jaguar Launches into Its Brave New Era

After more than two years of speculation surrounding Jaguar's "Copy Nothing" transformation, the company finally revealed the much-anticipated **Type 01** at a high-profile launch event in New York.

Staged in photographer Annie Leibovitz's studio in New York's Chelsea, the event marked the public debut of what Jaguar hopes will define its next era. As the Type 01 arrived before a crowd of invited guests, prospective buyers and media, **Jaguar CEO Rawdon Glover** confidently declared, "Jaguar is back."

The reaction was immediate. Attendees were struck by the car's dramatic proportions, particularly its enormous wheels and long, flowing roofline. Discussion quickly centred on equally impressive performance figures, with more than 1,000 horsepower, a claimed **range of over 400 miles** and acceleration from 60 to 112 mph in just four seconds.

As Glover explained, the aim is not simply to build another luxury car but to create something distinctive. "This is about wanting something that not everybody else has, wanting something that is individual and different," he said.

Adding considerable profile to the occasion was British actress **Florence Pugh**, making her first public appearance as a **Jaguar ambassador.** While celebrity endorsements are nothing new in the automotive world, **Pugh's connection to the brand appears genuine.** She spoke warmly of her grandfather's affection for Jaguars and recalled the pride he took in owning them.



Jaguar CEO Rawdon Glover at the New York high profile launch of the Type 01 EV

"I grew up being a firm believer in how magnificent those cars were," she said. "The only cars my granddad would drive were Jaguars."

Her comments reflected a theme Jaguar is keen to emphasise: that while the company is embarking on a radical new chapter, it remains deeply connected to its heritage.

Having seen the Type 01 for the first time, Pugh was particularly impressed by its styling.

"I hadn't seen a car like it," she said. "I couldn't believe the elegance of a car that's redefining what its new norm is."

She also noted that despite rapid advances in automotive technology, many modern vehicles appear increasingly alike, making the Type 01's striking appearance all the more significant.

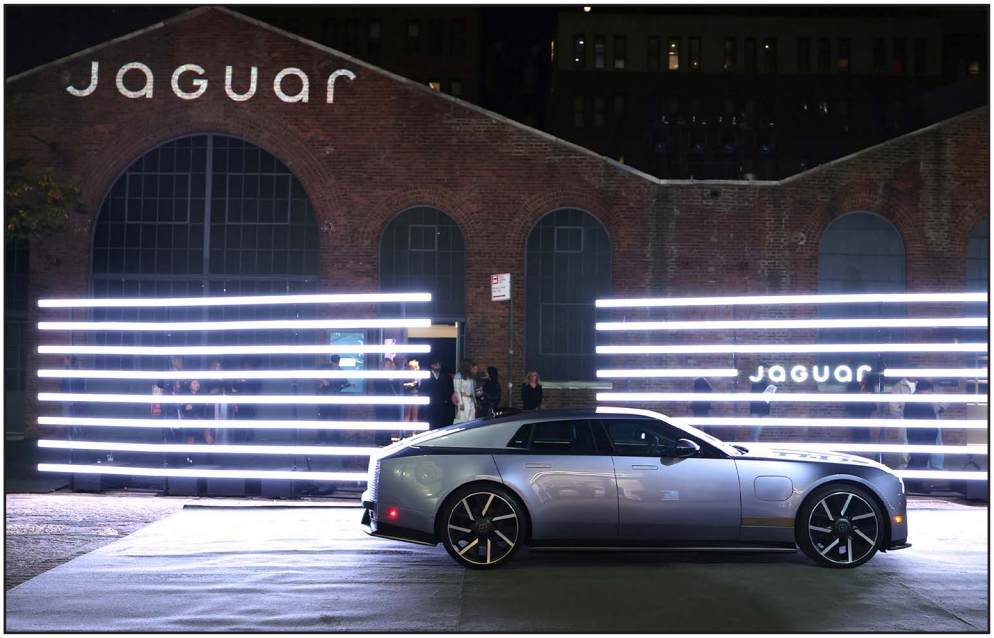
Perhaps most telling was her reaction to the interior and overall execution of the car, describing it as **"beautiful, sleek, elevated and classy."** For Jaguar enthusiasts wondering whether electrification can still deliver emotional appeal, her observation that "the Brits are going to be proud" may resonate.

Beyond the styling, Pugh also acknowledged the engineering achievement represented by the car's performance and capability. Coming from a family that appreciated powerful machinery and motorcycling, **she spoke enthusiastically about the importance of vehicles creating a genuine emotional connection with their drivers.**

While it remains to be seen how the production version develops, the New York launch demonstrated that Jaguar is not seeking to follow established conventions. The Type 01 has been designed to provoke reaction, generate discussion and, above all, stand apart from its competitors.

Whether members embrace the new direction or prefer Jaguar's more traditional designs, one thing seems certain: the Type 01 has achieved its primary objective. **People are talking about Jaguar again.**

Editor: Information for this story sourced from "Vogue Australia and "GQ Magine UK".



The launch of the Jaguar Type 01 was held in photographer Annie Leibovitz's studio and now an events space in New York's Chelsea, on the west side of Manhattan Island.


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Jaguar Type 01: The Beginning of a New Adventure

After an extensive teaser campaign, on the morning of **7 October 2026,** Jaguar finally revealed the production version of its radical new **Type 01** electric grand tourer.

Closely following the dramatic **Type 00** concept unveiled in 2024, the Type 01 represents the first production model in Jaguar's reinvention as an exclusive luxury brand and marks one of the most significant changes in the company's history.

Australian deliveries are expected to commence in **2027,** with pricing anticipated to start from around **$300,000** before on-road costs.

A Bold New Flagship

The Type 01 has been tasked with relaunching Jaguar and establishing a very different image for the British marque. Measuring **5235mm** in length and standing just **1403mm** high, it is a strikingly proportioned four-door grand tourer with a long bonnet, short front overhang and sweeping coupe-like roofline.

Its design remains remarkably faithful to the **Type 00 concept,** retaining the dramatic stance and distinctive silhouette. **Standard 23-inch wheels** further emphasise its presence, while extensive aerodynamic development has delivered a drag coefficient of just **0.23Cd,** making it the **most aerodynamically efficient** production Jaguar ever built.

A rear window has been discarded in favour of a camera-based digital mirror system, while active aerodynamic features help balance efficiency and high-speed stability.

Performance to Match the Look

Beneath the dramatic bodywork sits Jaguar's all-new **Jaguar Electric Architecture (JEA)**, a dedicated electric vehicle platform that will underpin future Jaguar models.

At launch, the Type 01 will be powered by **three electric motors** producing a combined 757kW and 1365Nm. A 260kW motor drives the front axle, while two rear-mounted motors produce up to 310kW each, creating a rear-biased all-wheel-drive system designed to deliver a distinctly Jaguar driving experience.

Performance figures are impressive

Jaguar claims the Type 01 can accelerate from **0-100km/h in just 3.2 seconds**, while the more telling 100-180km/h sprint takes only 4.0 seconds.

Engineers have worked to ensure the car feels engaging rather than simply fast. Features include adaptive air suspension, adaptive dampers, **rear-wheel steering,** torque vectoring and a near-perfect **50:50 weight distribution**.

Long Range, Rapid Charging

Energy comes from a substantial 118kWh battery pack, providing a claimed WLTP driving range of up to **720 kilometres.**

The Type 01 employs an **850-volt electrical architecture** that supports DC fast charging at up to 350kW, allowing a **10-to-80 per cent recharge in as little as 22 minutes** under ideal conditions. AC charging capability extends to 22kW.

Jaguar has focused heavily on efficiency as well as outright performance, with aerodynamic optimisation and intelligent power management helping **maximise driving range.**

Luxury with a Driver Focus

Inside, the Type 01 takes a modern approach to luxury. A prominent central spine visually divides the cabin, while a **24-inch OLED** display dominates the dashboard. A secondary touchscreen manages frequently used functions such as climate control and audio settings.

The interior features premium materials along with heated and cooled front and rear seats, front-seat massage functions, a panoramic glass roof, wireless Apple CarPlay and Android Auto, and a **38-speaker Meridian audio system** with a full-width soundbar.

Although the Type 01 is physically large, Jaguar says the cabin has been designed primarily around the driver and front passenger rather than as a traditional chauffeur-focused luxury sedan. **Luggage space exceeds 450 litres** and expands to more than **1000 litres** with the rear seats folded.

The Road Ahead

The Type 01 is far more than a single new model. It signals Jaguar's complete transformation into a higher-end luxury manufacturer, moving well beyond the market occupied by previous models such as the XE, XF and F-Pace.

Jaguar has confirmed that **future vehicles will also use the new JEA platform,** although the company has indicated it does not intend to build a conventional SUV in the mould of a Range Rover.

As the first product of Jaguar's bold reinvention, the Type 01 carries considerable responsibility. Whether it succeeds in redefining the marque remains to be seen, but one thing is certain: **Jaguar has chosen to make its return impossible to ignore.**

To watch Harry's Garage video on the Type 01 goto: Harrys Garage Type 01

Editor: Information for this story sourced from "Jaguar Media", "Which Car" and "Chasing Cars".



XJ Register Lunch Run — Greenman Inn, Ashbourne

A leisurely mid-morning meet-up at the Toll Gate marked the start of what turned out to be a magnificent spring day for Jaguar/Daimler motoring through the southern Adelaide Hills and Fleurieu Peninsula.

Eleven cars assembled at the starting point, with two more joining us in Strathalbyn and another in Ashbourne, bringing the final tally to fourteen cars and thirty-seven people for lunch.

Our route followed the Angas River Scenic Drive (B33) from Stirling to Strathalbyn, taking us through Aldgate, Mylor, Echunga and Macclesfield. The winding roads offered superb views as we descended into Strathalbyn — spring in the Hills at its absolute best.

We paused at the Strathalbyn Railway Station to meet members travelling from outside the metro area. It was a relaxed stop with time for coffee, conversation, a comfort break, or a wander through the Stationmasters Art Gallery and the Information Centre. Strathalbyn is always a pretty town, and today was no exception.

From there, we enjoyed another scenic run across the range with sweeping views of the Coorong, the southern ocean and the Southern Fleurieu. We arrived at the Greenman Inn at 12:15pm, where Walter and Beryl Bullock and several southern members met us after driving directly to the hotel.

Lunch was a very enjoyable two-course meal served in the newly renovated dining area. Members commented on what a pleasant venue it was and how the kitchen and waiting staff went out of their way to make everyone feel welcome. After a relaxed lunch and plenty of time to catch up, we headed off on our separate ways for the drive home.

Don Tyrrell
XJ/Mk10 Register Member



Lunch at the Greenman Inn. Apart from a pleasant venue, the kitchen & waiting staff went out of their way to make everyone feel welcome.



XJ Register Lunch Run — Greenman Inn, Ashbourne









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AUSTRALIAN OWNED

A Scenic Barossa Escape with the Compact Register (1/3)

On Sunday the 11th of October, the Barossa Valley turned on a wonderful day for our Compact Register run, with eleven Jaguars departing the Adelaide Entertainment Centre for a relaxed and scenic drive through some of South Australia's best motoring country. Although a few cars had to withdraw at the last minute — and one wisely retired at the start due to an unhappy engine note — the group quickly settled into an enjoyable rhythm.

Our first stop was the Barossa Valley Chocolate Company, where coffee, chocolate and sunshine made for a perfect mid-morning break. From there, Chris Hatcher led us on a superb loop through the valley, taking in vineyard views, quiet backroads and the always-impressive Mengler Hill Lookout. His local knowledge added real depth to the run, and the route was enjoyed by everyone, whether following the printed maps or navigating by their own sat-navs.

Lunch at Salters Kitchen, Saltram Winery, was enjoyable. The shared platters represented good value at the reduced cost of $60 per person, although the expected à la carte menu had been changed by the venue. For future events, final menu arrangements will be confirmed directly with the venue to avoid any surprises.

The weather held beautifully for most of the day, with the storm arriving only after lunch — catching a few members on their return home but not dampening spirits. Angela Rogers captured the event brilliantly, and her photos show just how enjoyable the run was.

Overall, it was a terrific outing: good roads, good scenery, good company and a fine showing of Jaguars in the Barossa. A big thank-you to Chris for planning the scenic loop and to everyone who joined us for a memorable day.

Mark Dunlop
Compact Register Secretary



(Photos L-R): Morning start from the Adelaide Entertainment Centre. Andrew Moulds, 1964 Red Mark II 4.2 litre auto; Stephen Wade, Green 1964 3.8 litre 'S" Type; Alan ODonnell, 1996 Cream Mark II 3.8 litre manual (and Fred Butcher).



(Photos L-R): A leisurely drive amongst the date palms. Chris Pearson, 1995 XJ X300 4.0 Litre Luxury Saloon; Phil & Sue Prior, 2011 XKR (X150) Auto Convertible; Roger Sweetman, 1964 Daimler 2.5 Litre V8 saloon.

A Scenic Barossa Escape with the Compact Register (2/3)



(F-R): Mark Dunlop, 1962 Mark II 3.4 litre manual saloon
Andrew Moulds, 1964 Mark II 4.2 litre auto



David & Angela Rogers, 1950 Blue & White 3.5 litre MK V Saloon.



Peter & Ros Holland, 1994 Daimler XJ40 3.6 litre AJ6 Auto



Don & Elaine Cardone, 1992 XJS 4.0L Coupe



Fred Butcher, 1969 Grey Daimler 250 V8



Christopher & Anne Hatcher, 1959 Mark II, 4.2 litre saloon

A Scenic Barossa Escape with the Compact Register (3/3)



The group had a lovely clear day to enjoy the impressive view from Mengler Hill Lookout.





Lunch at Salters Kitchen, Saltram Winery. We had the place to ourselves, which made it easy to relax, chat and enjoy uninterrupted conversations throughout the afternoon.

2026 XK Border Run to Hamilton, Victoria

The annual XK Border Run once again proved why it remains a highlight on the calendar for many Jaguar enthusiasts. This year's destination was Hamilton in western Victoria, where members from South Australia, Victoria and New South Wales gathered for several days of enjoyable motoring, fascinating visits and great fellowship.

Most South Australian participants travelled via Bordertown and Edenhope, enjoying a trouble-free run to Hamilton in beautiful spring weather. Five South Australian Jaguars joined the event, meeting up with ten Victorian cars and two from New South Wales at the Botanical Motel, which served as our base for the week.

Wednesday began with a guided tour and morning tea at the Hamilton Pastoral Museum, where we were welcomed by members of the local car club. The museum's extensive collection of historical displays and meticulously restored workshop areas provided a fascinating glimpse into the region's pastoral heritage.

In the afternoon, we visited Campes Motor Museum, home to an extraordinary private collection ranging from motorcycles and cars to trucks, buses and an eclectic array of household memorabilia. It was remarkable to learn that this vast collection had been assembled by a single local family associated with Hamilton's former bus company.

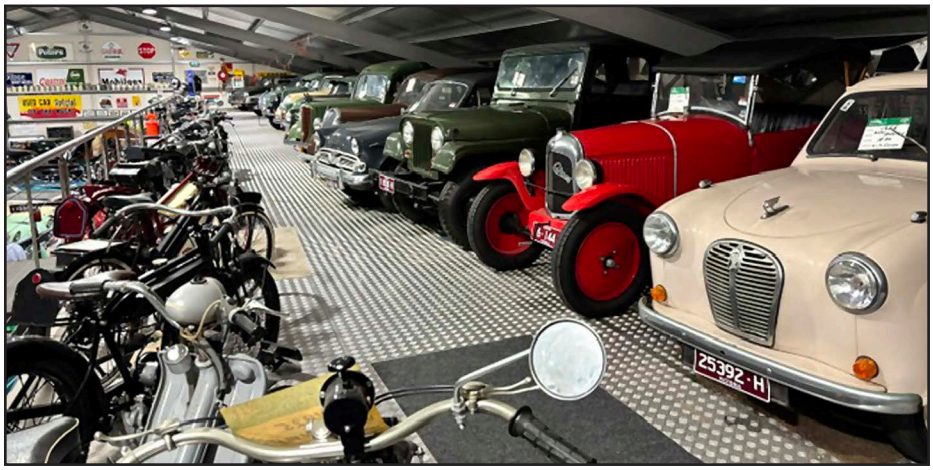
Thursday's drive took us west through some of Victoria's most picturesque rural scenery. We stopped at Wannon Falls, although not everyone managed to find their way to the viewing area, before continuing on to Warrock Homestead.

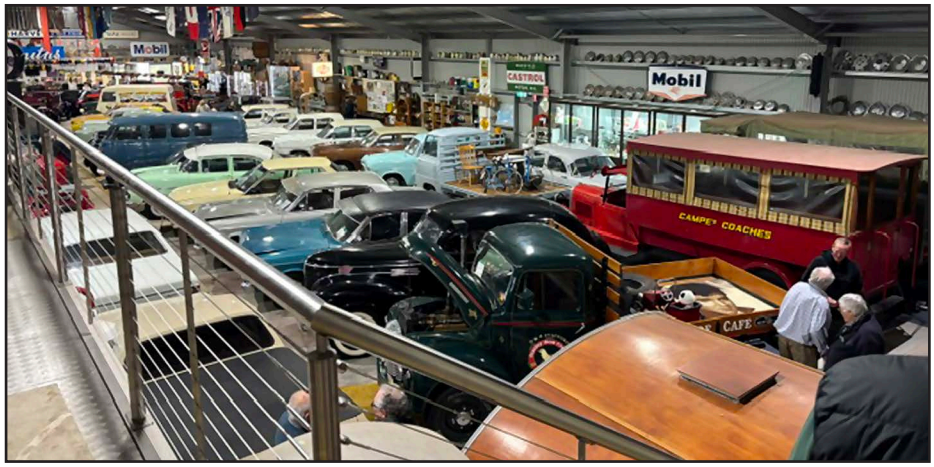
This impressive property features a collection of historic buildings, from a small bell tower to a substantial shearing shed and homestead. Built largely from locally milled timber by the original Scottish owner, the settlement offered a fascinating insight into pioneering life. *(cont)*

Campe's Motor Museum









2026 XK Border Run to Hamilton (cont)

The return journey via Casterton provided more opportunities to enjoy the lush green countryside and excellent touring roads.

Friday featured visits to two remarkable historic properties east of Hamilton. The first, Narrapumelap, sparked memories for several members who realised they had visited the property on a Border Run more than twenty years ago. Seeing the incredible restoration undertaken by owner Kevin since that earlier visit was inspiring. Having taught himself many of the necessary restoration skills, he has transformed a once-vandalised homestead into a magnificent property.

Following a delicious lunch, we travelled on to Berrambool Homestead, another impressive restoration project recently featured on ABC's Restoration Australia.

Although we spent around two hours driving each day, the distances were ideal for relaxed touring, allowing plenty of time to appreciate both the scenery and the attractions along the way. Evenings were spent enjoying meals together, catching up with old friends and getting to know fellow Jaguar enthusiasts from across state borders.

On Saturday, participants headed home in different directions, with South Australian members pleased to complete another Border Run without any mechanical issues.

As always, the event was about much more than the destinations. It was an opportunity to share our passion for Jaguars, strengthen friendships and enjoy the company of like-minded enthusiasts.

Our thanks go to Roy and Rowena Armfield for their excellent organisation and hospitality throughout the week.

With South Australia set to host the 2027 Border Run, planning is already underway, and we look forward to welcoming our interstate friends for another memorable gathering.

Moira & Julian Lugg

Warrock Homestead





Narrapumelap Homestead



Berrambool Homestead



Bay to Birdwood 2026 (1/4)

The Bay to Birdwood remains one of Australia's great historic motoring events, and it has held a proud place in the South Australian calendar since 1980. For many of us in the Jaguar community, it's more than a parade — it's a celebration of the craftsmanship, character, and heritage that define the cars we love.

This year's run began at Barratt Reserve, West Beach, under perfect spring skies. The start line was alive with conversation as spectators admired the vehicles preparing to set off. It was wonderful to hear people recognise familiar shapes — an XK bonnet line, the unmistakable stance of an XJ, or a Daimler grille that reminded them of family trips decades ago. The waving and cheering added to the atmosphere, and it's exactly the sort of goodwill that keeps participants returning year after year.

Around 90,000 spectators lined the 67-kilometre route to Birdwood, enjoying a moving display of motoring history. More than 1,500 vehicles took part, with eligibility extending to any model built before 1997. As always, period clothing was embraced with enthusiasm, with many entrants dressing to match the era of their cars — a touch that always adds charm to the event.

The variety was remarkable: veteran and vintage machines, classics, muscle cars, and of course a strong showing of more than 30 Jaguars/Daimlers. From the early Mk IV era to the elegance of later saloons, the marque was well represented.

While most vehicles gleamed after weeks of preparation, a few wore their original patina with dignity — a reminder that authenticity has its own beauty.

For members who have never taken part, the Bay to Birdwood is an experience not to be missed. If you don't mind a leisurely four-hour crawl surrounded by motoring history, consider entering next year. It's one of the most enjoyable ways to celebrate the heritage we value.

Our thanks to the Bay to Birdwood organising committee for delivering another outstanding event and to Peter Thomas and Graham Franklin for all the photographs.

Perry White



Bronwyn & Antony Veale, 1996 Daimler 2.5 litre V8 Saloon



Julian & Moira Lugg, 1952 Black 3.4 litre XK120 OTS



John & Nan Messent, Black 1955 Mark VII



David & Angela Rogers, 1950 Blue & White 3.5 litre MK V.

Bay to Birdwood 2026 (2/4)



Bronwyn & Antony Veale, 1948 Mark V 3.5 litre saloon



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



Ronald Lane, 1975 Burgundy 4.2 lire XJ6 Series 2



Christopher & Xavier Jobson, Green 1969 Daimler 250
Lachlan & Lesley Peter, 1973 V12 E-Type (S3) roadster



Ray Thomas, 1961 Brunswich Green (4.2 litre) Mk II



Tim Brownridge, 1978 OEW 4.2 litre XJ6 Series 2 Saloon

Bay to Birdwood 2026 (3/4)



Christine & Shane Ferguson, 1968 Dark Blue 420G auto



Gordon & Marie Elley, 1969 Red 4.2 litre E-Type (2+2) Series 2



Timothy & Laura Welburn, 1989 XJ-S 5.3 Litre V12 convertible



Brenton & Heather Dolan, 1968 Dark Blue 240 Saloon



Craig & Kania Greenwood, 1993 Silver 4.0 Litre XJ40 auto



Lachlan & Lesley Peter, 1973 V12 E-Type (S3) roadster

Bay to Birdwood (4/4)



Alec Pandos, 1946 3.5 litre Mark IV Saloon



Andrew & Lynne Albrow, 1964, Daimler 2.5 Litre V8 Saloon



Mark V (Unknown)



XK150 Drophead Coupe (Unknown)



Daimler 2.5 Litre V8 Saloon (Unknown)



Ex Doug MacLean, 1950 3.5 Litre Mark V Saloon

Bay to Birdwood and Reunion with Old Friends.

This year's Bay to Birdwood was just as enjoyable as the others Marie and I have completed over the years.

It was an early start, but that gave us plenty of time to wander through the rows and rows of classic cars and even watch the first entrants depart for Birdwood. On our arrival at West Beach, near the last of the cars entering from the east via Tapleys Hill Road, I spotted a Series 3 E-type with its roof down and no sign of the owner. I decided to park behind it.

While exploring the cars lined up on the western side, we noticed two E-types arriving rather late, one blue and one red. I did not recognise either car, particularly the blue one, as it was not a Jaguar colour and I had not seen it before.

When we returned to our car, we were surprised to find that the Series 3 in front of us belonged to **Lachlan and Lesley Peter.** We had already arranged to meet them for dinner at the **Greenman Inn, Ashbourne,** the following Friday evening. We enjoyed a good chinwag before the start of the run and later shared a lovely meal together.

It was great to finally get moving, only to slow to a crawl almost immediately. Opposite the airport we encountered the first breakdown of the day. Once on Anzac Highway we settled into the rhythm of the event, enjoying the crowds lining both the footpaths and median strips. There was plenty of waving and horn-tooting, and it was wonderful to see so many people enjoying the spectacle of classic cars on display.

The organisers reported more than 1,500 entrants and over 100,000 spectators along the route. It was amazing to think that most of the participating vehicles were South Australian owned, with hundreds more classic cars also lining the route. It certainly highlighted just how many treasured vehicles are tucked away in garages throughout metropolitan and regional South Australia.



The weather was perfect, although as the temperature rose, I kept a close eye on the gauge. Fortunately, there was nothing to worry about, as the needle remained exactly where it should.

We noticed more slow-moving sections than in previous years, no doubt due to the large number of entrants and the number of vehicles stopped along the roadside requiring assistance. I was particularly conscious of looking after the clutch as we headed into the hills, but once again the car performed faultlessly and we completed the run to Birdwood without any issues.

On Monday morning my phone rang and, to my surprise, the screen displayed "Spud". The red and blue E-types we had seen arriving at West Beach belonged to a couple of Victorians.

The blue car was driven by **Adrian "Spud" Whiter** and **Pauline Edmonds,** whom we had met during the Victorian-organised **E-type Diamond Anniversary Run to Mount Gambier in April/May 2022,** That event attracted more than 50 E-types, including seven couples from South Australia, and was a fantastic weekend.

After the event, Adrian and Pauline continued to Adelaide before travelling across Eyre Peninsula and eventually reaching the Western Australian border. Quite a journey for a 60-year-old car, and certainly more adventurous than anything I would attempt in my Series 2, let alone a Series 1.

It probably helps that Adrian specialises in repairing and restoring Jaguars. In fact, the blue E-type they brought to Adelaide this year, different from the one used on their previous South Australian trip, was a project he took over when it consisted of thousands of separate parts.

This time, Adrian and Pauline, together with friends driving the red E-type, spent a week travelling to Adelaide before touring the Yorke Peninsula, returning to participate in the Bay to Birdwood and then enjoying a leisurely drive back to Victoria.

As they were staying in Victor Harbor, we suggested they drop in to our place on Hindmarsh Island for a catch-up and a few drinks.

A great afternoon was had by all, and it was wonderful to renew an old friendship.

Gordon and Marie

Editor: Great story Gordon & Marie. Thank you veery much. Brings back fond memories.



Adrian "Spud" Whiter and Pauline Edmonds


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S.A Jag Day Photographs







S.A Jag Day Photographs



Big thanks to all our volunteers and marshals who helped manage parking and keep the event running safely.





S.A Jag Day Photographs







Big thanks to (L-R): Di Andamson, Coordinator SA Jag Day; Moira Lugg President JDCSA; Dane Wilden MC SA Jag Day

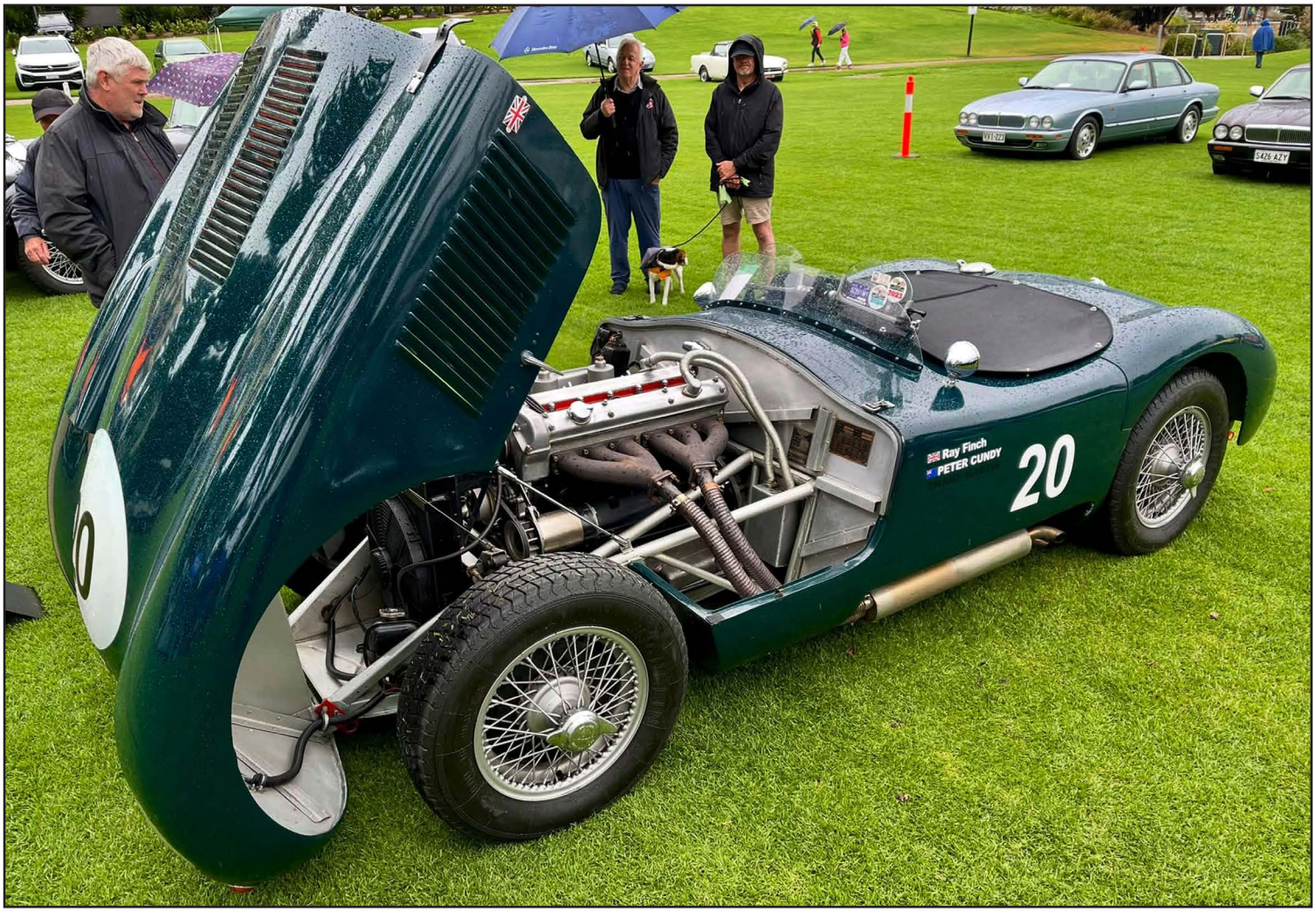


S.A Jag Day Photographs









Peter Cundy, Jaguar C-Type Recreation



S.A Jag Day Photographs



Ros & Peter Holland, 2007 X-Type 3.0 Litre V6 Auto.



Chris & Anne Hatcher, 1948 Black Mk IV 3.5 Litre Saloon



Julian & Moira Lugg, 1952 Black 3.5 litre XK120 OTS



Bob & Daphne Charman, 1970 Regency Red 420G Auto



Mark Dunlop, 1962 Mark II 3.4 litre Manual Saloon



Andrew & Milly Costi, 1967 Black 420 saloon

S.A Jag Day Photographs



Phillip Levi, 1973 E-Type Series 3 V12 5.3 litre Auto Roadster



Trevor Norley, 2002 X-Type V6 Auto Sedan



Andrekos Varnava, 1972 Daimler Sovereign XJ6 Series 1



Don & Elaine Cardone, 1992 XJS 4.0L Auto Coupe



David & Angela Rogers, 1950 Mark V 3.5 litre saloon



Helen Hoare , 1999 XK8 (X100) 4.0L V8 Coupe

S.A Jag Day Photographs



Jason & Nicole Shannon, 1968 Mark II 3.4 litre Auto Saloon.



Christine & Shane Ferguson, 1968 Dark Blue 420G Auto



Craig and Kania Greenwood, 1993 Silver 4.0 litre XJ40



Alec Pandos, 1948 Mark IV 3.5 litre Manual Saloon



David Roach 4.0L 1995 Daimler (X300)



Andrew & Milly Costi, 2014 F-Type Auto Coupe

S.A Jag Day Photographs



Darren Bilsborough, 1999 S-Type 3.0 litre V6 Manual



Noel Perry,1991 XJ6 XJ40 4.0 litre Auto Saloon



Henry Elliott & Kerri Bruggemann, 1993 XJ XJ40 4.0L Saloon



Peter Drake & Denella Moss, 1986 XJ6 (S3) TWR 4.2L Saloon



Richard Bromhead, 1994 3.2 litre XJ6 X300 Auto Saloon



Andrew & Lynne Albrow, 1964, Daimler 2.5 Litre V8 Saloon.

S.A Jag Day Photographs



Stephen Attard, 1969 Blue 420G 4.2 litre Auto Saloon



Roger & Di Adamson, 1964 E-Type (S1) Roadster



Peter & Heather Buck, 2001 3.2 litre Sovereign XJ8 (X308)



Louis & Nella Marafioti, 1999 3.2 litre XJ X308 Sedan



Toby Williams,1988 Silver 5.3 litre XJ12 Series 3



Garry & Gloria Beck, 1992 XJ-S V12 5.3 Litre Facelift Auto

S.A Jag Day Photographs



David & Annette Magee, 1996 Ice Blue 4 litre XJ X300 Auto



Charles Bodman-Rae, 2001 Silver 4.0 litre XK8 Convertible



Alan & Kathryn Bartram, 1966 E-Type (S1) 4.2 litre Coupe



Rosemary Williams 2001 Silver 4.0 Litre XKR Convertible.



Alan & Lurraine Davis, 2004 Red V6 X-Type Auto Saloon



Helen Hoare, 2000 Maroon XK8 4.0 litre Convertible

S.A Jag Day Photographs



Ron & Claire Palmer, 2014 Ultimate Black XF Sedan



Phil & Sue Prior, 2011 XKR (X150) V8 (s/c) Convertible



Richard Cotton, 2012 Black XJR Premium SWB V6 Twin Turbo



Alan and Kate Bartram, 2010 XKR (X150) V8 (s/c) Auto



Bob & Jaquie Gillen, 2004 XJ X350 4.2 Litre V8 Saloon



Hugh & Annette Bogaerts, 1968 E-Type (S1) 4.2 litre Coupe

Keeping Jaguar Memories Alive - On this Day (November)

In November 1955, the Loewy designed Jaguar XK140 made its debut at the Paris Motor Show. Raymond Loewy, a French born American industrial designer best known for his long partnership with Studebaker — credited with the Champion, Commander, Starliner, President Speedster and Avanti — had recently turned his attention to European marques.

A year earlier, **Ferrari** had commissioned **Loewy Design** to create a modern reinterpretation of its **250 Europa.** The design was very modern for the time and Italian coachbuilder **Carrozzeria Boano** was contracted to build it, but Enzo Ferrari cancelled the project after rival designer **Pininfarina** protested, unwilling to jeopardise his relationship with Ferrari's favoured coachbuilder.

Left with a half-finished design, Loewy decided to complete it independently. Discovering that **Jaguar's XK140** shared almost identical dimensions with the Ferrari, he bought a left-hand drive coupé (chassis 814096) and had Boano adapt the bodywork. The taller Jaguar engine required a bonnet bulge, and the result — striking but unconventional — drew little attention when unveiled at Paris. Loewy used the car as his personal transport in France, adding chrome bumpers and wing mounted air horns that did little to soften its appearance.

In **1956,** the car was shipped to New York and sold to light heavyweight boxing champion **Archie Moore for US$25,000.** Moore removed the air horns and took the car to California, where he left it with famed customiser **George Barris** for paintwork. Tragically, a fire in Barris's shop on 7 December 1957 destroyed the Loewy Jaguar.

Loewy's fascination with Jaguar continued. In 1966, he shortened the nose of an E-Type. The alterations did little to improve the E-Type, however it wasn't as extreme as Loewy's XK140. But then, no other Jaguar based special ever has been. ■



The design for a Ferrari 250 Europa ended up on a brand new XK140 chassis.

Production of the **Jaguar XJR 15** was announced by JaguarSport on **15 November 1990,** alongside plans for JaguarSport Intercontinental Challenge — a one make XJR 15 racing series for £1m prize money. Hailed by some as the ultimate single marque contest and dismissed by others as an £8 million "banger race," the 1991 series featured grids of sixteen £500,000 cars at Monaco, Silverstone and Spa, with the final winner claiming the jackpot. The purchase price included race preparation and maintenance, though crash damage was extra. A limited run of fifty cars was planned, with a few more reputedly slipping out of Bloxham's back door. Capable of nearly 200mph but with modest downforce, the XJR 15's lively handling ensured action packed racing.



After a more-or-less trouble-free event around the streets of Monte Carlo, round two at Silverstone was carnage with 11 of the 16 cars incurring some kind of damage.

All three events were fully subscribed. Drivers included two Australians - Touring Car Champion **Jim Richards** and Former F1 and Le Mans 24 Hour winner **David Brabham.**

The Race at Monaco was won by British and former Le Mans 24 Hour winner **Derek Warwick** while the race at Silverstone was won by 1992 & 1993 IMSA GT Champion **Juan Manuel Fangio II.**

The winners of the first two rounds each received a **Jaguar XJR-S Road car.** The final race was held at Spa and the £1m prize was won by 1985 and Bathurst 1000 winner, German born **Armin Hahne**.

Although the Intercontinental Challenge had been a big success, a repeat series was not organised. ■

Keeping Jaguar Memories Alive - On this Day (November)



In November 2008 an XFR hit 360km/h (225 mph)

In early **November 2008,** Jaguar quietly conducted a high-speed test that produced its fastest road-car run in history. A prototype of the **supercharged XFR reached 360 km/h (225 mph)** on the Bonneville Salt Flats in Utah, eclipsing the long-standing XJ220 record of 350 km/h.

At the wheel was **Paul Gentilozzi,** owner of **Rocketsports Racing** and former Jaguar XKR competitor. The XFR remained largely standard, with only a remapped ECU, revised intake and exhaust, and a re-tuned supercharger. Basic aerodynamic and safety upgrades — a roll cage and parachute.

However, on his first run at 205mph, the rear wheels started to spin and the car went sideways. They eventually added a total of 180kg of lead and adjusted the rear wing to increase the downforce to achieve the record. A remarkable achievement for a car so close to showroom specification. ■

The XKR-S Coupe was awarded title of '2011 Sports Car of the Year' by the respected German motoring magazine, Auto Bild Sportscars, following a poll of more than 70,000 of its readers. The award was presented to Mike Wright, Executive Director JLR on 25th November 2011 at the Essen Motor Show, Germany.

At the time the XKR-S was the most powerful production car that Jaguar had built and competed in the 'Production Sports Car Coupes' category, where it took 14.3 per cent of all votes, ahead of the Mercedes C63 AMG and Audi RS5 in their home market.

The XKR-S Coupe was tested by Auto Bild on the famous Nürburgring Nordshleife, which it lapped in just 7-minutes 51-seconds.

The XKR-S was developed at the Jaguar Test and Engineering Centre at the Nürburgring. It epitomises the attributes key to all Jaguar's GT cars: explosive power, agility, driver reward, inspiring handling, relaxed comfort and discrete luxury. ■



25/10/2011, the XKR-S Coupe wins prestigious Auto Bild Award



F-Type Coupé was launched on the 19th November 2013, approx, 12 months after the launch of the F-Type Roadster.

On the 19th November 2013, at launches held simultaneously in Los Angeles and Tokyo, Jaguar revealed its new F-TYPE Coupé - which the company claimed was its most dynamically capable, performance focused, production Jaguar ever.

The roofed F-TYPE improves on the torsional and lateral stiffness that contributed so much to the handling agility of the convertible. Now achieving a figure of 33,000 Nm/degree (regardless which roof is fitted), these maximised suspension benefits made the coupe Jaguar's most torsionally rigid production car to date.

The rear wheels were driven through an eight-speed 'Quickshift' transmission with full manual sequential control via steering wheel-mounted paddles or the central SportShift lever.

The F-TYPE Coupé complemented the existing 2013 'World Car Design of the Year' award-winning F-TYPE Convertible ■



The very last V12 engined XJ-C was produced on the 8th November 1977

By the time this final V12-engined XJ-C (XRW 119S) rolled off the production line on November 8th, 1977, its list price was a hefty £11,755. By comparison, the longer and more commodious XJ12 saloon could be had for £10,668, making it the best-value choice for those Jaguar buyers seeking V12 motoring.

From a purely commercial point of view, it perhaps made sense to kill off the XJ coupe. It was, after all, the only model to still use the old short-wheelbase platform, and worldwide sales weren't sufficient for it to generate a profit

This very last XJ-C was retained by Jaguar for posterity, and these days it's part of the JDHT's collection, kept on display at the Trust's Gaydon-based headquarters. ■

Journalists attending the international launch of the X250 XF Sportbrake, held in Scotland during **November 2012**, were surprised when not only was the car revealed, but also a one-off speedboat.

The boat followed the design of a traditional speedboat, but with the sleek characteristics you would expect from a Jaguar. At the launch, Jaguar designer Ian Callum, drew attention to some of the design details such as the way the windscreen rises on a similar plane to the front of the boat (a trick used by automotive designers to provide a car with a sporting appearance).

The boat featured a gelcoat fibreglass hull and natural teak decking, split by a carbon fibre fin that was inspired by that of the Jaguar D-type. Fuel filler caps inspired by the XJ Series 1 were also a nod to Jaguar's heritage. Jaguar noted that it had no plans to build or commercialise a boat of any kind, insisting it was designed to provide an example of a lifestyle activity possible with the new XF Sportbrake. ■



Coinciding with the launch of the XF Sportbrake, this 'Concept Jaguar Speedboat' was launched in Scotland in November 2012. It remains a one-off, its current location unknown.



Walmsley and wife Emily in Blackpool, about 1923

On 28 November 1934 William Walmsley gave notice of his resignation at the first Annual General Meeting of S.S. Cars Ltd, as he did not want to see the Company go public in 1935.

Walmsley was content with the company's modest success and saw little point in taking risks by expanding the firm. He spent more and more time and company resources making parts for his model railway.

Lyons bought out Walmsley's shares and assumed sole responsibility of S. S. Cars Ltd.

Walmsley walked away with his money and invested it and his design talents in a new business making trailers and caravans, first the Airlite Trailer Company, then Coventry Steel Caravans. He died in June 1961 aged 69. ■

Keeping Jaguar Memories Alive - On this Day (November)



On **14 November 2016,** Jaguar unveiled the **I-Pace Concept** at the **Los Angeles Auto Show,** showcasing its vision for a high-performance electric SUV. One of the most striking concept cars Jaguar had produced, the I-Pace took advantage of the freedom offered by electrification to rethink traditional SUV proportions.

Despite occupying less road space than a conventional mid-size SUV, it offered interior room and luggage capacity comparable to larger vehicles. While designed with the driver firmly in mind, the cabin was carefully crafted to ensure every occupant experienced the sense of occasion expected of a Jaguar.

The production version of the I-Pace made its public debut at the 2018 Geneva International Motor Show. ■

At 11.00am on Monday **26 November 2007**, 'Job 1 XF' - the first of the customer car production run - rolled off the line at Jaguar's Castle Bromwich plant.

The 'Job 1 XF', was an SV8 model in Vapour Grey. Its completion marked the beginning of XF volume production, ahead of deliveries in March 2008.

After a rousing performance by opera singers Annalise Whittlesea and Ceri Ann Gregory; Geoff Polites, CEO JLR, addressed the assembled members of the media and Castle Bromwich workforce: "These occasions are important to us, they are significant milestones. This is now the best launch that Jaguar has ever done, and it will now be the worst launch that Jaguar has ever done because from here, we will continue to get better".

The car was then handed over to the Jaguar Daimler Heritage Trust (JDHT). ■





American actor Steve McQueen died on **7 November 1980.** One of the strongest symbols of his "King of Cool" image was his beloved Jaguar XKSS. It is easy to see the attraction: like McQueen himself, the XKSS was stylish, fast, distinctive and born from a racing pedigree.

Affectionately known as "The Green Rat," McQueen's XKSS was one of his most treasured possessions. Originally finished in white with a red interior, he had the car repainted British Racing Green, the Dunlop wheels polished and the interior retrimmed in black.

McQueen was so attached to the XKSS that, after selling it in the 1960s, he later bought it back. A capable enthusiast, he carried out much of the maintenance himself and drove the car with considerable enthusiasm, collecting enough speeding infringements to almost lose his licence twice within the first year.

Today, the XKSS is displayed at the Petersen Automotive Museum, where it remains one of the world's most famous celebrity-owned cars.

Steve McQueen died of cancer at the age of 50. His ashes were scattered in the Pacific Ocean. ■

Type 01 Jaguar's Biggest Gamble - By Nick Guthry

Jaguar has finally shown us what the future looks like.

The Type 01 is here, and there is no disguising what Jaguar is trying to do. It is not an updated XJ, it is not a replacement for the F-Type and it is certainly not an attempt to win back the traditional Jaguar customer. It is something entirely different.

Whether people like it or not, Jaguar has decided that the old model was no longer sustainable.

That is an uncomfortable thing for many Jaguar enthusiasts to accept, and understandably so. Jaguar has spent decades building some of the most beautiful and desirable cars ever made. For many people, Jaguar is about more than a badge. It is about the shape of an E-Type, the sound of an XK engine, the elegance of an XJ and the feeling of driving an F-Type.

So when Jaguar effectively starts again with an all electric, four door GT costing around £130,000 in the UK and expected to be around $300,000 in Australia, it is perfectly reasonable to ask whether this is really Jaguar at all.

But perhaps there is another question worth asking. What was the alternative?

For the past 25 years Jaguar has tried, with varying degrees of success, to compete with the Germans. The X-Type and S-Type were aimed at BMW, Mercedes and Audi. Later came the XF, XE, F-Type and XJ. There were some genuinely excellent cars among them, but the commercial results were rarely strong enough.

Jaguar was also late to some of the biggest changes in the market. The Porsche



Cayenne arrived in 2002, while Jaguar did not launch an SUV until 2016. Land Rover had hybrid technology in its range years before Jaguar. The problem was not necessarily that Jaguar built bad cars. Quite often it built very good ones. The problem was that it struggled to build enough of them, sell them in sufficient numbers and make enough money from doing so.

And this is where the current situation in the car industry becomes particularly interesting. Manufacturers around the world are dealing with enormous development costs, changing technology, Chinese competition and an uncertain economic environment. Some of the biggest names in the industry are under serious pressure, while the traditional car business is being reshaped by electrification.

Against that background, Jaguar's decision makes a little more sense.

JLR is not a company that needs to disappear. Range Rover, Defender and Discovery give the group enormously strong brands. Jaguar was the problem. It had a shrinking and ageing customer base, relatively low volumes and an identity that was increasingly difficult to define in a market where almost every manufacturer can build a fast, luxurious and technically sophisticated car.

Jaguar therefore had two choices. It could continue trying to be a smaller version of the Germans, or it could become something completely different. It chose the second option.

The Type 01 is the first test of that decision, and it is an extraordinary car on paper. More than 1,000PS, 1,365Nm of torque, a 118kWh battery, 850 volt architecture and a claimed 400 mile EPA range put it firmly into the top end of the electric car market. More importantly, Jaguar is describing it as the first of a new generation of Jaguars, rather than a single standalone experiment.

The price will mean the Type 01 is not for everyone, but it is worth putting the figure into perspective. When Jaguar stunned the world with the E-Type, it offered a sports car with the presence, performance and desirability of an Aston Martin or Ferrari at a fraction of the price. The Type 01 is attempting something similar in the luxury segment, bringing Jaguar into a higher tier with a car that will cost around $300,000 in Australia. Its closest comparison in terms of ambition and exclusivity may be the Rolls Royce Spectre, which starts at around $800,000. The Jaguar sits in a very different price bracket, but both cars are aimed at buyers looking for something distinctive and exclusive.



Type 01 Jaguar's Biggest Gamble (cont)

The Type 01 is also not entirely removed from where the last XJ finished, with the final high performance XJ models reaching more than $300,000.

Jaguar is taking the place of the XJ at the top of its range and attempting to move the brand further into the luxury market, just as the E-Type once challenged expectations of what a Jaguar could offer.

That does not mean the traditional Jaguar customer has to like it. The people who have owned, collected and maintained Jaguars for decades have every reason to feel disconnected from the new direction. They have a genuine connection to the cars and to what Jaguar has traditionally represented.

At the same time, the old model was becoming increasingly difficult to sustain. Jaguar could continue producing cars for the people who already loved the brand, but if that customer base was getting smaller and the cars were not selling in sufficient numbers, it is difficult to see how that could have continued indefinitely.

The world has changed. There was a time when people bought a Porsche because of its flat six, a BMW because of its driving feel, a Mercedes because of its engineering and a Jaguar because of grace, space and pace.

Electric cars change some of that equation. A Porsche Taycan is still a Porsche, and its engineering, dynamics and heritage matter, but when an electric Kia can deliver supercar levels of acceleration, the traditional mechanical differences between brands become less obvious. Design, interior, driving experience and the emotional



connection to the brand become increasingly important. That is exactly the space Jaguar is trying to occupy. It is a risky strategy, but doing nothing was risky too.

We have seen what happens when a great Australian brand reaches the end of the road. Holden is no more. What remains is the history, and the Kingswood's, Torana's, Commodore's and Monaro's are now celebrated by restoring them, maintaining them, driving them and keeping their stories alive.

Jaguar still has the opportunity to do something different. It can celebrate what came before while trying to create something that has a future.

That does not diminish the cars that came before it. An XK150 S, a Series 1 XJ12, an S-Type R, an XKR or an F-Type can still be admired for exactly what they are. They represent different eras of Jaguar, different technologies and different interpretations of what a Jaguar should be.

In fact, they may become even more important as Jaguar moves into this new era.

Jaguar's future will be determined by what comes next, but its history is already written. Those cars are sitting in garages, workshops and collections all over the country, and the people who own them, maintain them and keep them on the road are now the custodians of that history.

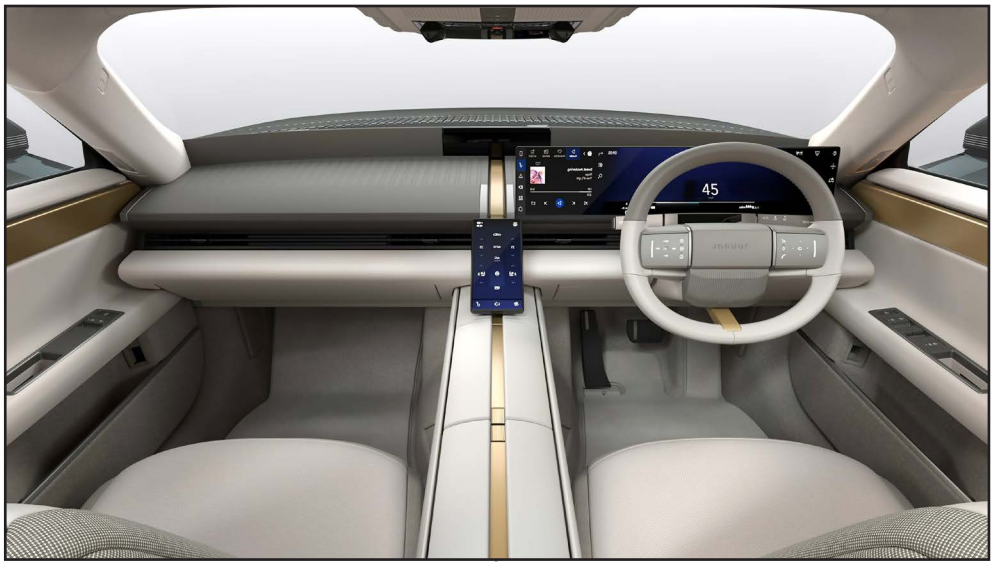
The Type 01 is simply the next chapter. It may succeed and it may fail. Nobody knows. But Jaguar has chosen to make a genuine attempt at creating a future for the brand rather than continuing down a path that was becoming increasingly difficult to sustain.

The Type 01 does not replace the Jaguars that came before it, and it does not make them any less special. Those cars will continue to tell the story of what Jaguar was, while the Type 01 and the new generation of Jaguars that follow it will determine what the brand becomes.

Perhaps there is room for both. The old Jaguar can be celebrated for what it was, while the new Jaguar is given the opportunity to show what it can become.

Nick Guthry

About the author: Nick Guthry and his father, Lou, have worked with Jaguar cars for more than 40 years, buying, selling, preparing and restoring them. Visit: louguthry.com.au



New York Chosen for A-One-Of-A-Kind World Premier

Staged in photographer Annie Leibovitz's studio in New York's Chelsea, on the west side of Manhattan Island. The event marked the public debut of what Jaguar hopes will define its next era.

ENGINEERING WITHOUT COMPROMISE

6 SECRETS OF THE JAGUAR TYPE 01 ARCHITECTURE

1



The 'Impossible' Panel

The striking, three-metre aluminium bodyside is pressed into five smooth surfaces, separated by precise radii and converging in a single point. Its pressing was beyond the bounds of conventional simulation technologies, requiring 1,500 hours of refinement by expert hand to achieve for production.

2



The Tri-Apex Node

A patented, industry-first structure able to distribute up to 26 tonnes of force each side. It enables space forward of the A-pillar to accommodate battery energy and control hardware, defying EV convention. The space created allows for an additional 150 PS and 70 miles (112 km) of driving, ensuring the range and performance of a GT, without compromise.

3



The Hidden Ellipse

Large 23 inch wheels and the low, horizontal profile of Jaguar Type 01 mean a slim, 133 mm transition from wheel arch to bonnet. Preserving this design with the suspension travel essential for GT agility and ride comfort, the elliptical opening maximises the space available for vertical suspension movement.



4



The Structural Junction Box

This fundamental element of any EV powertrain has been reinvented for Jaguar Type 01 into an innovative strut brace for the front suspension. It enhances the torsional stiffness of the architecture and contributes to the car's perfect 50:50 weight distribution.

5



The Battery Gap

The underfloor battery is split to provide rear seat legroom and a mounting for front seats that delivers the perfect driving position. Connectors are also positioned on the sides of the 200 individual battery cells, rather than on top, saving further precious millimetres of overall height and enabling the dramatic low roofline.

6



The Positive Thrust

Through careful, detailed work and the application of active aero technologies, the dramatic proportions of Type 01 also deliver the most aerodynamic Jaguar yet, with an official figure of 0.23 Cd. The control of airflow is so efficient that at 140 km/h, the rear of the car generates 4 kg of positive thrust, contributing to the overall low drag.

JAGUAR ELECTRIC ARCHITECTURE (JEA) IN NUMBERS

5.2 metres long, with a 3.2-metre wheelbase and just 1.4 metres high. Type 01's dramatic proportions are enabled by JEA.

360 patent applications filed across Type 01 innovations, the most in Jaguar's history.

51.7 kNm/deg, making it Jaguar's stiffest integrated body and battery structure. The perfect platform to deliver comfort and cabin refinement for a captivating drive.

898 millimetres between the front wheel centres and A-pillar, known as the 'luxury gap'. It matches the proportions of the E-type.

Jaguar

PERFORMANCE WITHOUT COMPROMISE

6 SECRETS OF JAGUAR TYPE 01 PROPULSION

1



The High Energy Battery

Through smart design and packaging of its 200 prismatic battery cells, 80% of the battery pack height is dedicated to active energy, exceeding industry standards. A unique Nickel Manganese Cobalt chemistry, with more than 90% nickel content, generates high energy density for exceptional performance and up to 400 miles (700 km)* range.

2



The Fast Switch

By employing Silicon Carbide (SiC) chip technology, engineers have created extraordinary inverter switching speeds, with a variable frequency of 2-20 kHz, always ensuring the most efficient performance. Inverter deactivation provides an automatic, seamless transition to single axle drive, generating 18 miles (29 km) additional range.

3



The Thermal Manager

Super-efficient thermal management transfers heat to where it's most needed, across the vehicle, rapidly warming or cooling the propulsion system for maximum efficiency. The system can produce 3 kW of heating energy for every 1 kW consumed and can scavenge heat from outside air as cold as -15° Celsius.



4



The Effortless Charge

Jaguar Type 01's 850 volt electrical architecture means the fastest possible charging, everywhere. At 350 kW DC, Type 01 will accept 200 miles (320 km) of range in 13 minutes and is also capable of switching to parallel 400 volt charging at up to 250 kW. Home charging up to 22 kW, three-phase is also native.

5



The Power In Reserve

With over 1,000 PS, Jaguar Type 01 has been engineered to always have the sense of power in reserve. Maximum power is available to the driver across a wide speed range, highlighted by Type 01's rate of rolling acceleration, from 62 mph to 112 mph (100 km/h to 180 km/h) in 4.0 seconds.

6



The Twin Rear EDU

The heart of Jaguar Type 01's tri-motor propulsion is its compact and powerful twin motor rear EDU. Featuring a host of design innovations and capable of producing 900 PS, the twin motor provides true rear axle torque vectoring and exceptional torque density of 51 Nm/kg, for assured traction and dynamic response in all conditions.

JAGUAR TYPE 01 PROPULSION IN NUMBERS

1,030 PS, the total peak power output, equivalent to 1,015 bhp.

0.001 seconds response time for Jaguar's Integrated Traction Management.

13 minutes to add 200 miles (320 km) range with 350 kW DC charging.

1,365 Nm, the total peak torque output, split 30:70, front to rear.

4.0 seconds to accelerate from 62 mph to 112 mph (100 km/h to 180 km/h).

400 miles (700 km)* of EPA driving range.

Jaguar

* Manufacturer's pre-certified range estimate based on EPA 5 Test Cycle



Among the guests were Audrey Jorgens, who has also been seen at several New York film and entertainment industry events and Indian fashion model Madhulika Sharma, who has appeared in Vogue, Harper's Bazaar and Elle, and is now based in New York.



Pop singer and TikTok personality Madi Webb (left), whose account attracts more than 2.7 million followers, poses with television journalist Jordan Rand, an anchor and reporter with ABC 7 Eyewitness News in New York.



Portuguese fashion influencer, content creator and model Sofia Coelho, who has a significant following on Instagram, TikTok and YouTube.



American fashion model Elizabeth Lake, who has worked in New York, Europe and major international fashion markets.



English fashion model Chloe Lloyd, whose international career has included campaigns for major beauty and fashion brands and appearances in publications such as Vogue, Marie Claire and Elle.



British supermodel David Gandy, one of the world's most recognizable male fashion models.



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

◊ XJ-C Restoration.

After decades in storage, Richard Watson decided he wanted to spend his retirement with his Jaguar XJC. A comprehensive restoration followed.



◊ XKR Manual:

By adding a six-speed gearbox and a handful of sensible engine modifications, this late XKR 4.2 has been transformed into more of a pure sports car. Should the factory have made it?



◊ XK140

When this XK140 fixedhead coupé was restored over two decades ago, it was updated with a modern five-speed gearbox, power steering and improved brakes. The result is a highly usable classic Jaguar that doesn't lose its distinctive character.



◊ S/C XKR against its forced induction rival, the SL55 AMG?

In sheer brute force acceleration and driving on the natural home of the GT on the autobahn, it has to be the SL55 AMG. If you are on a twisty road with an imperfect surface, you will wish you had the Jaguar. With the need to accommodate the Mercedes roof panels, the XKR has much more space for luggage.



◊ Original E-Type.

Almost better than new. Never restored, re-trimmed or fully re-painted; only 21,300 miles; one owner from new in 1966 to 2002 and the second from then to 2023. Will it look or feel different from a perfectly restored example, and if so, how?



◊ Modern Classics Jaguars.

Modern classics offer the best of both worlds - easy to use but interesting to own. While there's no disputing the status of a car like a Series III XJ or a Mk2, the beauty of a modern classic Jaguar is that it's the sort of car you can keep and enjoy for what it is. Here's their guide to keeping them good.



◊ How to get the best XFR or XFR-S

As Jaguar prepares for a new bahnstorming four door future, is now the time to buy its last great V8 supersaloon?



◊ Workshop: Rustproofing an X300

PART ONE: Rustproofing a steel-bodied XJ saloon when it's already over a quarter of a century old can be a bit of a gamble. There's generally no way of knowing what you will discover concerning the state of its metalwork. They visit a workshop to follow them inspecting and cleaning the underside of a 1996 XJ (X300) 3.2 Sport prior to rustproofing.



UK Magazines - October/November Editions



Finally revealed in production form, the new Jaguar poses the obvious question: is this the car that will transform Jaguar's fortunes?

For years, regardless of how good Jaguar's cars were — and many were developed to a standard that exceeded their rivals — the brand simply couldn't breakthrough. The barrier to success seemed impenetrable; the cost to keep trying unsustainable. So, what to do? Carrying on as they were wasn't an option. **EVO talk to the men who made it.**



Auto Express gets up close to the all-new Type 01 GT — the car that could make or break the British marque. Finally unveiled in production form, this 1,015bhp electric grand tourer represents **Jaguar's most decisive move in decades,** and with it comes a simple truth: **FAILURE** is not an option. The Type 01 is a monumental gamble, but it gives Jaguar an identity and sense of purpose that have been missing in recent times. **Is this the breakthrough that Jaguar has spent years chasing?**



Jaguar has finally delivered the Type 01, but the risks remain real. Its arrival marks a complete break from the modern Jaguar the market once knew, yet the long development cycle means decisions made years ago may no longer suit today's shifting landscape. The all-electric strategy is now out of step with industry trends, public sentiment remains mixed after the Type 00 launch, and **Jaguar must prove its reinvention can win over wealthy buyers who need convincing.**



The undisguised Jaguar Type 01 has finally been revealed, a four-door electric super-GT carrying enormous significance for the brand after years of stagnation. Its prototype debut may have been mishandled, but early impressions suggest the car itself is far less controversial than the campaign that introduced it. Most importantly, **Jaguar now appears willing to embrace its heritage rather than reject it, giving the Type 01 a clearer identity as it begins this new chapter.**



The Jaguar XJ40 arrived 40 years ago as a major new chapter for the XJ line, modernising the platform while preserving Jaguar's identity. Its long, elegant proportions and luxurious cabin were still built around one idea: effortless travel. The philosophy is clear in a 1992 model with the smooth 4.0-litre inline-six, which shows how the XJ40 balanced updated engineering with the traditional refinement that defined Jaguar's luxury sedans.



The November 2026 issue of ***Racecar Engineering*** covers the story of **Australian company Fortescue Zero,** which will enter its own team in the ABB FIA Formula E World Championship after acquiring the **Penske-Porsche operation**. The team will compete as a privateer entrant but will be using **Jaguar powertrains** from the start of the 2026–27 seasons. Much of the original Penske staff has been retained and the operation will continue to be based at the existing facility in the UK.

JDCSA Classified Adverts (1/2)

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

FOR SALE: Jaguar 3.8 Engine

- Fitted with a Jaguar 420 head, complete with manifolds, 2 x 2"SU carburetors & air filter assembly.
- The engine is complete with starter motor, water pump and distributor.
- The engine is currently fitted to a Mark 2 so it can be heard running".

PRICE: Offers Considered.

Please call Steve on 0414 952 416

(Engine shown in photo -example only)



FOR SALE 2005 S-Type

3.0 litre Luxury model

Silver, in Very Good Condition inside and out.

194,000kms

Service and maintenance history for the last 15 years

PRICE: $8,500.
Any serious offer will be considered if it goes to a good home.

Contact Henry Elliott
0428 359 508



2011 Jaguar XKR Convertible

- 5.0 litre supercharged V8 with 6 speed auto.
- Only travelled 42,500 km since new and presents in every way as a near new car.
- The convertible hood operates perfectly and every other aspect of the car is in near perfect condition.
- Four airbags, brake & park assist, ABS brakes and front parking sensors.
- Keyless start, remote central locking, proximity key with central locking and cruise control.

PRICE: $78,500

Please contact Phil Prior: 0402 670 654
Email: philipprior@bigpond.com







JDCSA Classified Adverts (2/2)

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

FOR SALE 1965 Mark 10 4.2 Litre (118,806 miles)

- Ex Carl Lindner car. Carl did quite a lot of work on the engine when he had it. Regular maintenance. Vehicle runs well.
- The car is in good condition, external finish is excellent. Internal leather is showing wear commensurate with age. A new radio is fitted and front seat, seat-belts are fitted.
- One petrol tank has a rust problem and kept permanently full.
- The car is in garaged in Renmark and any interested member is welcome to get in touch.

PRICE: $20,000

Please contact John Angove: 0438 391232
Email: john.angove@angove.com.au

FOR SALE 2002 X308 Sovereign (150,00Km)

- The car is a gold colour (but really is beige) with bone leather upholstery. No rust, beautifully maintained.
- Sole owner from new (purchased 15/2/2002) and serviced entirely by Solitaire, Adelaide. New tyres.
- The car has been garaged all its life, accident-free. The only mechanical problems have been replacing the radiator hoses, brake discs. Driver's seat re-upholstered.
- I am 88 years old and encouraged by my children to sell the car. I would like to see the Jaguar go to a good home.

PRICE: $19,000

Please contact Trevor Stratton: 0419819122













UK: Bonhams - The Zoute Sale

The Zoute sale was held in front of the Central Albert Square in Knokke-Le-Zoute Belgium (11 October 2026)



1951 XK120 LHD Roadster (#671514). Beautifully presented in Grey over red livery. ***Sold €78,200 (Au$125,000).***



1968 E-Type S2 LHD Roadster. Comprehensively refurbished. Soft-top renewed. Invoices on file. ***Sold €97,750 (Au$156,300).***



1961 E-Type Series 1 LHD 'Flat Floor' 3.8 Litre Roadster. Nut & bolt restoration in last 10 years. ***Sold €87,400 (Au$139,750).***



1954 XK120 LHD Roadster. 8,000 hour restoration in last 10 years. Invoices totalling €330,000. ***Sold €115,000 (Au$183,900).***



1933 SS1 2½-Litre RHD Open Tourer. Matching numbers. Extensive history. Ex UK, New Zealand. ***Sold €59,800 (Au$95,600).***



1960 XK150 3.8 Litre 5-sp manual DHC. Early comprehensive body-off restoration. Power Steering. ***Sold €103,500 (Au$165,500).***



1974 E-Type S3 V12 manual roadster. Invoices for mechanical works from 2021-25 for €55,000. ***Sold €74,750 (Au$119,500)***



1958 XK150 (LHD) 3.4 Litre manual FHC coupé. Matching numbers. Very original. ***Not sold. (For Sale €85,000-€100,000).***

Broad Arrow Concours Auctions

Broad Arrow auctions held in Zoute Belgium, Carmel California and Newport Rhode Island (October 2026)



1992 XJ220. 1 of 277. Approx. €100,00 spent on maintenance & servicing since 2015. 6,240 km. ***Sold €512,500 (Au$819,500).***



1965 E-Type S1 4.2 5-sp manual roadster. Concours nut & bolt restoration. Factory hardtop. ***Sold €149,500 (Au$239,000).***



1958 XK150 'S' 3.4 Manual O/D Roadster. Concours nut & bolt restoration in 2008. ***Sold €103,500 (Au$165,500).***



1937 SS Jaguar 100 2½ Litre Roadster. 1 of 7 delivered new to Czechoslovakia. Early restoration. ***Sold €97,750 (Au$156,300).***



1993 XJ220 (237 of 277). Highly original exceptional car. 2,645 km. In private collection for last 20 years. ***Sold US$720,000 (Au$1.03m).***



1963 E-Type S1 3.8 Roadster. Extensive restoration in the 1990s. Later refresh in last 10 years. ***Sold US$140,000 (Au$200,800).***



1962 E-Type Series 1 3.8 manual roadster. Early restoration. Well presented. Matching numbers. ***Sold US$98,000. (Au$140,500).***



1960 Mark II 3.8 litre manual O/D. One owner for 40 years. Matching numbers. ***Sold US$19,040 (Au$27,300).***

Paris: Artcurial - Automobiles sur les Champs Auction

Artcurial Motorcars had its traditional Paris Automobiles sur les Champs auction on 25 October 2026



1968 420 saloon. Extensive recent mechanical work. Exceptional condition. Superb original interior. ***Sold €19,072 (Au$30,350)***



1970 E-Type 4.2L S2 roadster. Exceptionally well-preserved car. Meticulous single owner since 1991. ***Sold €52,448 (Au$83,400)***



2008 XKR-S S/C 4.2 Litre. Meticulously serviced. Original invoices, logbook and manuals. 58,000 km. ***Not Sold (For sale €60,000)***



1955 XK140 SE 5-spd manual roadster. Documented high-quality restoration. Same owner for 40 years. ***Sold €56,024 (Au$89,100)***



1963 E-Type 3.8 litre series 1 Roadster. Restored with the utmost care. Same owner for 40 years. ***Sold €81,056 (Au$128,900)***



1952 XK120 'M' Roadster. Documented high-quality restoration in 2005. Matching Nos. 67,023 miles. ***Sold €52,448 (Au$83,400)***



Jaguar XK120 pedal car for children. Fiberglass body on a steel chassis. Functional pedals & steering. ***Sold €2,648 (Au$4,200)***



1955 Mercedes Benz 300 SL 'Gullwing' Early restoration with little use since. Matching numbers. ***Sold €1,624,800 (Au$2,585,000)***

USA: Mecum - Dallas Fort Worth Auction

Mecum Auctions - Dallas Fort Worth Texas (1500 Lots - 24th October 2026)



1953 XK120 Manual Fixed Head Coupe. Early restoration. Excellent example. 71,245 miles. ***Sold US$84,700 (Au$120,400).***



1956 XK140 Manual Roadster. Early restoration. Highly original. 71,343 miles. ***Sold US$57,200 (Au$81,300).***



2005 X-Type 3.0 Litre V-6 all-wheel drive auto sports sedan. Power sunroof. 53,025 miles. ***Sold. US$8,800 (Au$12,500).***



1958 XK150 3.4 litre manual roadster. Early restoration. Highly original. 71,086 miles. ***Not Sold (For Sale US$75,000).***



2017 F-Type S Convertible. S/C 3.0 Litre V-6 auto. Power-operated red convertible top. 30,675 miles. ***Sold US$35,200 (Au$50,000).***



2020 F-Type R Coupe. S/C 5.0 Litre 550 HP V-8 AWD 8-sp auto. 20,188 mile. ***Sold. US$45,100 (Au$64,100).***



1997 XK8 4.0 Litre V-8 5-sp auto convertible. Highly original and well maintained. 95,887 miles. ***Not Sold (Closing bid US$6,500).***



1971 E-Type (S2) 4.2L manual roadster. Factory air conditioning. Restoration receipts. 66,401 miles. ***Not Sold (For sale US$90,000)***

WEEKEND 'CARS & COFFEE' Themed Events

DATE (monthly)	EVENT NAME + Social Media Link	SUBURB / TOWN - Address (South Australia)	TIME
1st SUNDAY	Cars & Coffee Blackwood	BLACKWOOD – 386 Shepherds Hill Road	0700-0900
" "	Coffee & Classics	GEPPS CROSS Home HQ – Main North Rd, Gepps Cross	0730-1000
" "	Coffee n Cars in the Vale	McLAREN VALE – 130 Main Road	0800-1030
" "	Cars & Coffee Murray Bridge	MURRAY BRIDGE – Wharf Precinct Car Park, Clark St.	0800-1000
" "	Cars & Coffee Barossa	NURIOOTPA – Bean Addiction, 18-28 Tanunda Road	0800-1030
" "	Hot Rod Haven *(Hot Rods & pre-65 customs)*	WEST BEACH – Henley Sailing Club, 1 Seaview Road	0800-1030
2nd SUNDAY	Coffeed Classics & Chrome	ABERFOYLE PARK – Village Shopping Ctr, 142 Hub Drive	0800-0930
" "	Coffee & Cars Riverland	BARMERA – Playspace Lawns, between Dean Drive & Nookamka Tce.	0900-1100
" "	Clare Valley Car n' Coffees	CLARE – Gleeson Street Car Park	from 0900
" "	Iron Horse Cars & Coffee *(no Facebook)*	GAWLER – Historic Gawler Train Station, Twentythird St, Gawler South	0800-1000
" "	Northside Coffee & Classics	GOLDEN GROVE – The Grove Shopping Ctr, The Golden Way	0800-1030
" "	Cars and Coffee Largs Bay	LARGS BAY – Sailmaster Tavern, Arcadia Ct, North Haven	0700-0900
" "	Cars on the Coast	PORT NOARLUNGA – Beck's Bakehouse	0800-1030
" "	Victor Harbor Classic Cars & Coffee	VICTOR HARBOR – Foreshore Carpark opposite 3 Esplanade	0730-1030
2nd SATURDAY	Cars & Coffee St. Georges	EDINBURGH – 1/5 Sturton Rd, Edinburgh (Edinburgh Central)	0830-
3rd SUNDAY	Super Sunday Get Together	ANGLE VALE – Shopping Centre, 121-129 Heaslip Road	0800-1100
" "	Breakfast with the Devils	GREEN FIELDS – Whiteline Transport, 1 Belfree Drive	0800-1000
" "	Chrome in the Valley	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
" "	Compass Coffee n Cruise	MT COMPASS – Main Street, BP Service Station	0800-1000
" "	Coffee and Cars *(odd months only)*	NARACOORTE – Woolworths Carpark, Robertson Street	from 1000
4th SATURDAY	Coffee N Chrome *(evening event)*	MILE END SOUTH – Mile End Home, Railway Terrace	1800-2100
4th SUNDAY	Cars & Coffee Mt Barker	MT BARKER – Homemaker Ctr / Laratinga Café, 6 Dutton Rd	*from* 0800
Last SUNDAY	Coffee & Machines at the Hub *(back with a new café)*	ABERFOYLE PARK – Aberfoyle Hub, Cnr Hub Drive & Sandpiper Cres	0730-0930
" "	Cars & Coffee on the River at Mannum	MANNUM – Ferry Landing	*from* 0830
" "	Coffee 'n' Cars Mt Gambier *(no Facebook)*	MT GAMBIER – Soma Expresso Bar, James Street	1000-1200
" "	Coffee, Cars & Country	NORMANVILLE – The Village Green, 81-83 Andrew Ave.	0800-1000
" "	Port Pirie Cars & Coffee	PORT PIRIE – Domino's Car Park, 10 Main Road	*from* 1000
5th SUNDAY	Mopars At The Port	PORT ADELAIDE – Plaza Shopping Ctr, Commercial Rd	Meet 9am, Cruise 11am
VARIOUS DATES (see Facebook)	Vic Park Pit Stop Cars & Coffee	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

Cars and Coffee on the River now held at Mary Ann Reserve. All vehicles, bikes etc welcome.



British actress and Jaguar Ambassador Florence Pugh played a prominent role in the launch of Jaguar's bold new brand direction.

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

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 14th October 2026, at the Bartley Hotel, West Lakes Shore.

Present:

Steve Attard & Debra Vartesi, Tom & Marj Brindle, Don Bursill, Bob & Daphne Charman, Alan & Lurraine Davis, Dean McCarthy, Don Heartfield, Fay Leyton, Louis & Nella Marafioti, Bob & Sandy Mack, Gary Monrad & Oggi Stojanovich Monrad, Graeme & Betty Moore, Paul Moore, Trevor Norley, Nick Tumicz.

Apologies:

Ron & Rosie Bailey, David & Margaret Bicknell, Michael Pringle & Jo Orford, Jonathon & Carolyn Harry, Ray & Barb Offe, Peter & Heather Buck, Don & Elaine Cardone, Chris & Stella Michael, David & Angela Nicklin, Borys & Elaine Potiuch.

Previous minutes:

Acceptance of September 2026 minutes: Proposed & Approved by Fay Leyton, Seconded by Don Heartfield.

Welfare:

David Bicknell has been transferred to Lyell McEwin Hospital after suffering a major stroke. He is recovering slowly.

General Business:

1. Sunday the 25th October is Jag Day at Glenelg.
2. This year's XJ Mk10 420G Xmas Dinner has changed to a Sunday night because the Glenelg Golf Club is holding an event on the Saturday. Our date will be 13th December.
3. Our annual XJ Auction night is Wednesday the 11th November at the Bartley Hotel, West Lakes Shore. Members are asked to bring good items for the bidding.
4. A presentation was made to Steve Attard of a 20 year membership certificate and badge.

Car Talk:

- Steve Attard & Deb Vartesi: New interior for the Black 420G planned starting with the floor plans.
- Tom & Marj Brindle: Spoiler has finally been fitted (By Bob Moylan) Well done Tom.
- Don Bursill: Took the XJV12 on the Eden Valley run. Very enjoyable ride with Margaret.
- Bob & Daff Charman: All cars running well.
- Alan & Lurraine Davis: X Type running well now with the correct fuel.
- Don Heartfield: XJ6 very good, Changed the thermostat. All good now.
- Fay Leyton: N.T.R.
- Bob & Sandy Mack: 2003 XJ8 passenger door locking problem. OK for now, but will need looking at.
- Louis & Nella Marafioti: 1999 XJ8 N.T.R.
- Dean McCarthy: Back from holidays. Jag under covers for 12 months.
- Gary & Oggi Stojanovich: Got to get the car going. Flat battery, Cassette deck Monrad - works though!
- Graeme & Betty Moore: XJS Roof lining done locally for good price.
- Paul Moore: Paul has been in Hospital, so he has not used the car for a while.
- Trevor Norley: X Type out every day. XJ6 every couple of days. All running well.
- Nick Tumicz: Took the car down to Seaford recently. Went well.

Meeting closed at 8.00pm and members invited to stay for coffee.

Next meeting to be held on Wednesday 11th November, at the Bartley Tavern, is AUCTION NIGHT. See you all there!

Bob Charman
XJ Register Secretary



20 year membership certificate and badge presented to Steve Attard.



JDCSA October 2026 General Meeting Minutes

Minutes of the JDCSA General Meeting held on Tuesday, 6th October 2026 at The Junction, Anzac Highway.

Chair: Moira Lugg

Prior to the formal meeting Belinda Thomas, a SAPOL Officer, was introduced to conduct the official training for members to become recognised Traffic Marshals for the Club or other community events.

1. Welcome

The President, Moira Lugg, welcomed members to the October General Meeting and opened the meeting. Members were reminded that there is no General Meeting on the first Tuesday of November because it falls on Melbourne Cup Day. The next meeting will be held on Tuesday, 27 October 2026 at the Junction.

2. Apologies:

Alan Bartram, Richard MacLean, Tricia and Peter Clarke, Val Weeks, Heather Buck, Ron and Claire Palmer, Paul Moore and Margaret Bicknell.

3. New members and visitors

Alan O'Donnell was welcomed, along with John Williams, a member of the XK Register and an occasional attendee at General Meetings.

4. Welfare – Steve Weeks

Steve Weeks reported that the past six weeks had been particularly busy, including a few member bereavements. Members who had attended funerals were thanked for their support.

An update was provided on Dave Bicknell, and he has been sent a gift basket. Members were encouraged to maintain contact with Margaret and offer support.

5. Minutes of the previous meeting

The minutes of the previous General Meeting had been published in Classic Marque. No amendments were raised and the minutes were accepted as a correct record.

6. Business Arising

No specific business arising

7. President's Report – Moira Lugg

Several successful register-organised club runs had been held, including a joint run with the Barossa Valley Club. The joint event was enjoyed by members and plans are being considered for a reciprocal event in the future.

The club has lodged an application to display up to ten Jaguar vehicles at the BP Grand Final on 28–29 November. Members interested in displaying their cars, particularly vehicles with racing history, were invited to contact the club via hello@tidyhq.

Members were invited to suggest whether some General Meetings should include an opportunity for informal car-related discussion. The President reminded members to be respectful when discussing businesses or suppliers and not to make derogatory public comments about individual dealings.

The December General Meeting will include musicians, games and activities similar to the previous year's Christmas meeting.

Work is progressing on a new, more contemporary club website, with particular attention being given to search visibility. Thanks were recorded to Mark, Bruce, Tim and particularly Phil for their work with the web developer.

The President advised that an update on progress against the club's strategic plan would be provided at a future meeting.

Engaging younger members remains a priority. A family picnic, possibly around Easter next year, is being considered as an activity better suited to younger members and families.

The President also identified the need to capture and document the knowledge held by experienced members, including club procedures and policies, so that it remains accessible to future committee members and volunteers.

The President welcomed Hugh Guthrie as the new Vice President, Mark Dunlop as Compact Register Secretary, and Peter Thomas as an additional committee member and Logbook Officer.

8. Vice President's Report – Hugh Guthrie

No report and Moira welcomed Hugh Guthrie in his new role as Vice President.

9. Secretary's Report – Correspondence In/Out

Correspondence was sent to Lewis Prior Real Estate thanking them for their support of the Club over a number of years with printing of the magazine. Return thanks was received from them.

10. Treasurer's Report – Tim White

Treasurer's reports for the end of September were completed and available for members to inspect.

Changes being made to the production and distribution of Classic Marque are expected to reduce costs by approximately $2,000–$3,000 over the year.

The club will continue to absorb transaction and card fees. There is no change to the amount charged to members.

11. TidyHQ/database

Members were reminded to use the email address originally registered with TidyHQ and not to create a new profile when experiencing login problems. Approximately 30–40 duplicate profiles are being cleared each month. Members were asked to contact Tim for assistance rather than creating another profile. Maintaining a single profile allows members' event history to be retained correctly.

12. Membership Secretary's Report – Daphne Charman

Three new membership packs had been sent following publication of the October magazine, with two further new memberships received for the November magazine at the time of the meeting.

The Membership Secretary presented the 2025–26 annual membership report, noting that 46 members received long-service certificates and badges during the year.

Electronic renewal invitations for 2026–27 had been successful, although members continue to experience problems with forgotten passwords and duplicate profiles.

Members were reminded to keep their TidyHQ passwords accessible and to seek assistance rather than creating duplicate memberships.

Members with vehicles on club conditional registration were reminded that renewal fees must be paid by 30 June to avoid their vehicles becoming unregistered and uninsured, and that logbook consequences may follow.

Members were reminded that changes to email addresses must be updated in their TidyHQ profile so that renewal notices, event information and electronic copies of Classic Marque are received.

The Membership Secretary thanked Tim White, Graham Franklin, Moira Lugg, Heather Buck and Phil Prior for their assistance during the year.

13. Editor and Events Coordinator's Report – Graham Franklin

The electronic copy of the October Classic Marque was distributed prior to the meeting. Members who had not received it were asked to contact Graham so that email/TidyHQ issues could be resolved.

The latest issue included member restoration stories and a technical article on leather restoration.

The club calendar is with the printers and will be available at SA Jag Day.

14. Logbooks Report – Peter Thomas

No separate report was presented. The President acknowledged Peter Thomas's work in preparing short logbook information items for Classic Marque, including the reminder that expired logbooks must be retained for five years. Members were advised to keep expired logbooks with the current logbook, preferably in the vehicle's glove box. The President also noted the work undertaken to follow up members whose renewals were outstanding.

15. Regalia Report

Online ordering for club regalia is expected to be launched as part of the new website development.

16. Federation of Historic Motoring Clubs Rep – John Goddard

John Goddard reported that there had been no Federation meeting during the period and therefore there was nothing to report.

17. Marque Sports Car Association Rep – Barry Kitts

Barry Kitts advised that the MSCA had no event during the current month. The State Hill Climb Championships were noted as an upcoming event at the new Collingrove track.

Barry explained that the MSCA meets monthly and provides an umbrella organisation for member car clubs to participate in motorsport activities such as supersprints.

The Jaguar Drivers Club representative has a vote on the MSCA committee and is also eligible for MSCA membership benefits.

Barry advised that, after approximately 25–30 years in the role, he intends to step down at the end of the year. A replacement representative will therefore be required.

The President thanked Barry for his long service and encouraged younger members to consider taking on the role.

18. Library Report – Tom Brindle

Tom advised that the library continues to receive interstate club magazines in hard copy. Members who are not computer users were encouraged to contact him if they would like to access these publications.

19. Register Reports:

– SS/Pushrods – Graham Franklin

Upcoming event is a Border Run to Corryong Victoria in Early November.

– XK, Mk7, 8 & 9 – Steve Weeks

Steve advised that the previously arranged bus and venue had become unavailable following an accident involving the bus. A replacement Christmas lunch has been arranged at the Oakbank Hotel for Sunday, 29 November 2026. The event will be open to members across the club and booking information will be placed on the website/TidyHQ.

– Compact – Mark Dunlop

A Compact Register run was scheduled for Sunday, 11 October, travelling through the Barossa Valley and including a coffee stop, Barossa Loop, Mengler's Hill lookout and lunch at Salter's Kitchen at Saltram Winery. Approximately 30 people were registered, with final numbers to be confirmed.

– XJ, Mk10, 420G – Bob Charman

The next XJ Register run to the Green Man Inn at Ashbourne was full, with approximately 40 people attending. The register's November meeting will include an auction to raise funds for its Christmas event. The XJ Christmas show had already sold more than 50 tickets and members were encouraged to book early.

– E, F & GT – Bruce Davis

A recent run to Mount Pleasant was attended by approximately 27 people. The next event is the register Christmas lunch on Sunday, 15 November at Serafino Winery, McLaren Vale. Places were still available at the time of the meeting.

– Ladies Social Register – Tricia Clarke

Tricia was an apology. The next Ladies Social Register event is to be held in November, with the venue still being confirmed.

20. Any General or New Business

Members were reminded that the club has a designated area at All British Day, with marquees and a club representative on the organising committee. Registrations opened on 1 October. Members attending can be directed to the Jaguar Club area.

21. SA Jag Day Update

Di Adamson, SA Jag Day Coordinator, provided an update on preparations for SA Jag Day on Sunday, 25 October at Wigley Reserve.

Additional marshals are still required. Members interested in volunteering were asked to provide their name, phone number and email address to Di.

Volunteers are also required to provide and supervise a small number of cars for public photograph opportunities.

Eight Jaguar anniversaries will be represented, covering the XK(X100), XK(X150), X-Type, 420, 420G, C-Type, Mark IV and SS 100, with approximately 10–12 anniversary vehicles planned.

Six awards will be presented, including People's Choice, Most Outstanding Vehicle and awards covering pre-war/post-war categories and two- and four-door vehicles.

Catering will be available on site and Dane Wilden will be the MC.

Members were encouraged to attend and to assist with the remaining volunteer requirements.

The President thanked Di for her work and Peter Thomas for the detailed event manual developed following last year's Jag Day, which has been a valuable resource for this year's planning.

22. Thank you and close of meeting

There being no further business, the President declared the meeting closed. Members were reminded that the next General Meeting will be held on Tuesday, 27 October 2026 at the Junction. Members were invited to remain for supper and informal socialising.

END





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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.jdcsa.com.au
Email: hello@jdcsa.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@jdcsa.tidymail.co

Vice President: Hugh Guthrie
Mobile: 0418 895 332
vicepresident@jdcsa.tidymail.co

A/G Treasurer: Tim White.
Mobile: 0419 809 021.
E: thqadmin@jdcsa.tidymail.co

Secretary: Vacant

Membership Secretary: Daphne Charman. Phone: (08) 8248 4111
Mobile: 0404 999 200
membership@jdcsa.tidymail.co

Committee Member:
Peter Thomas 0438 861 922
E: logbookofficer@jdcsa.tidymail.co

Register Secretaries/Committee Members

SS, Mk IV, & Mk V - Meet TBA
Graham Franklin: (0490 074 671
E: ssregister@jdcsa.tidymail.co

XK & MK 7, 8, 9 - Meet TBA
Steve Weeks: 0414 952 416
E: xk789register@jdcsa.tidymail.co

Mk 1, 2, S Type, 420 (Compact) - Meet TBA
Mark Dunlop: 0418 835 958
E: compactregister@jdcsa.tidymail.co

XJ, 420G, & MK X
Meet 2nd Wednesday of each month.
Bob Charman: 0421 482 007
E: xjregister@jdcsa.tidymail.co

Multi-Valve
Meet 4th Thursday of the odd Calendar month or as advised.
Peter Buck: 0421 061 883
E: multivalveregister@jdcsa.tidymail.co

Jaguar Ladies Register:
Meet 3rd Thursday every 2nd month or as advised.
Tricia Clarke: 0422 128 066
jaguarladiesregister@jdcsa.tidymail.co

E, F & GT Register:
Meet bi-monthly or as advised.
Bruce Davis: 0400 872 438
E: efgtregister@jdcsa.tidymail.co

Club Services/Club Representatives

Editor/Events Coordinator:
Graham Franklin. Mobile: 0490 074 671
Email: editor@jdcsa.tidymail.co

Librarian: Tom Brindle.
Phone (08) 8387 0051. E: librarian@jdcsa.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:
John Goddard: 0435 107 854

Welfare Officer
Steve Weeks: 0414 952 416
Email: hello@jdcsa.tidymail.co

Technical Officer: Geoff Mockford
Phone: (08) 8332 3366. M: 0438 768 770
info@classicsportscar.com.au
spares@classicsportscar.com.au

Public Officer: Moira Lugg
Mobile: 0407 727 459
E: publicofficer.@jdcsa.tidymail.co

Archives: Peter Holland, Dave Burton, Graham Franklin
Email: hello@jdcsa.tidymail.co

TidyHQ Administrator: Tim White.
Mobile: 0419 809 021. E: thqadmin@jdcsa.tidymail.co

Web Master: Phil Prior/Tim White
Phil Prior. Mobile: 0402 670 654.
Tim White. Mobile: 0419 809 021.
webmanager@jdcsa.tidymail.co

Logbook Compliance Officer:
Peter Thomas - Phone: 0438 861 922
E: logbookofficer@jdcsa.tidymail.co

To obtain MR334 Application Forms

- Peter Thomas - 0438 861 922
- Geoff Mockford: 0438 768 770
- Evan Spartalis: 0408 827 919
- Tim White: 0419 809 021

To Renew or Obtain a Logbook

- Peter Thomas - 0438 861 922
- 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
- Graham Franklin: 0490 074 671
- Bruce Davis: 0400 872 438
- Tim White: 0419 809 021


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