



# CLASSIC MARQUE

## MARCH 2024



***CELEBRATING 20 YEARS OF THE XJ X350 (2004-2024)***

THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA



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### 2000 Jaguar XJ8 X308 3.2L V8 Sport

Superb, ultra low kilometre, 1 owner 2000 XJ8 X308 3.2L V8 Sport that has only travelled 68,263 km. Excellent condition inside and out having been carefully maintained by its previous owner. inspection will not disappoint.

SNJ032                      68,263 km                      **\$34,990**



### 1996 Jaguar XJ6 X300 4L Sport

Very good condition inside and out. Very well maintained by its previous owner the car comes with full service history including stamped service log, invoice file, owner manuals, spare keys and original contract of sale.

SNJ040                      204,559 km                      **SOLD**



### 1996 Jaguar XJ6 X300 3.2L

Just arrived, will be available soon. 1996 Jaguar XJ6 X300 3.2L finished in Spindrift White with Nimbus trim. Excellent low kilometre example, qualifies for club registration and comes with service history and books.

SNJ632                      157,960 km                      **Available Soon**



### 1976 Jaguar XJC 4.2L

Just arrived, will be available soon. 1976 Jaguar XJC 4.2L finished in Old English White with Biscuit trim. Sold in limited numbers and with demand increasing all over the world, good rust free XJC's are very hard to find.

SNJ042                      66,760 km                      **Available Soon**

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# Club Torque - President's Report 2024

## President's Report March 2024

Our first General Meeting for the year was very well attended with 46 registering for dinner and 56 for the meeting. Tim White gave an informative presentation on the usage of TidyHQ for registering for events and reinforced the importance of registering for both catering and insurance purpose. No excuses now that we have had this refresher! If you are one of the very few who have no access to the internet (how do you survive without?) and want to register to attend an event please call your Register Secretary who will assist you.

Our next meeting (5th March – details on Tidy HQ or our Website) is at The Junction as usual and we will have another guest speaker; this time from The Royal Flying Doctor Service. We have chosen to make the RFDS our charity partner for the first half of the year and attendees will be able to make a donation to RFDS when registering for the event with the amount donated by individual members to be matched \$ for \$ by the club. There will also be a couple of silent auctions of donated goods with all proceeds going to RFDS. Come along and enjoy dinner, the meeting, our guest speaker and help a very good cause.

I am trying to attend at least one meeting of each Register during this year and this month I had the pleasure of attending meetings of the XK, 7,8 & 9 Register and the Compact Register. I was impressed by the numbers at both and the camaraderie enjoyed by those attending. I, along with fellow members: Stephen Corbally, Stephen Wade, Peter Buck and Peter Thomas, have also attended a Marshals Course and the first outing as a fully fledge Marshal will be at All British Day where I have been assigned to the Jaguar display – one of the largest at the event.

This year the Annual Presentations function will return to a Saturday evening time slot on 3rd August and will be held at the Wolf Blass Room, Morphettville Racecourse. The details of the meal are being considered now plus there will be live entertainment and dancing for those so inclined. More detail elsewhere in this issue. Registration via Tidy HQ will be available soon but for now put the date (3rd August) in your diary.

As regular attendees at Multivalve meetings will know Josephine's XKR has been unwell – a horrible noise under load somewhere along the drive train. The regular mechanic thought it was something amiss in the differential but he couldn't find the time or space to have a car on a hoist for an extended period while he investigated. It was decided to take the car to our very own Technical Officer – Geoff Mockford at Classic and Sportscar Boutique. The car was left for a few days while Geoff and his team confirmed the problem was in the diff. Geoff then sourced a good second-hand diff and installed same. Problem solved, well that problem anyway. While Geoff was test driving the car, he thought it lacked the oomph that these cars are renowned for. Some further investigation diagnosed a failed mass airflow sensor. A new one was sourced from UK and fitted and to use Geoff's word when he subsequently test drove the car it was 'transformed'. After a wheel alignment to readjust the rear-end, we took a trip down to Port Elliot and I can confirm the oomph has well and truly returned. Good result thanks to Geoff and his team.

Until next month  
Mind how you go  
Michael



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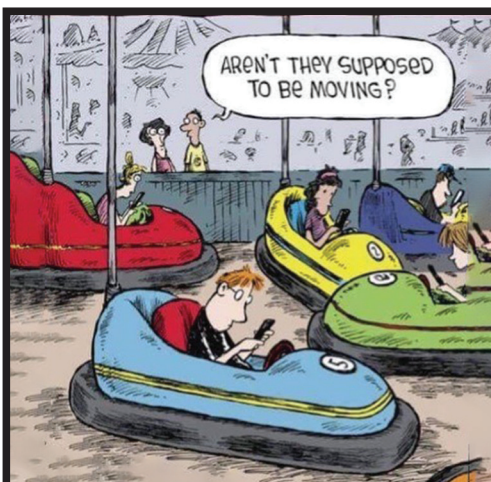
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## Front & Back Cover:

Andrew & Milly Costi, 2005 XJ6 X350.



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# Events Calendar 2024

MARCH

APRIL

MAY

<b>SUNDAY 3rd MARCH</b>	ALL BRITISH DAY - (Combined club event) <b>Entries Closed.</b> (Spectators welcome)
<b>TUESDAY 5th MARCH</b>	<b>JDCSA General Meeting. "The Junction", 470 Anzac Highway, Camden Park.</b> The meeting starts at 7.30pm with meals available from 6:00pm. The Royal Flying Doctor Service will be providing a guest speaker. <b>Please register via TidyHQ</b> <span style="float: right;"><i>(March General Meeting)</i></span>
<b>WEDNESDAY 13th MARCH</b>	<b>XJ, Mk10, 420G Register Meeting: From 6.00pm - 9.00pm.</b> The Bartley Hotel, Bartley Terrace, West Lakes Shore. <b>Please register via TidyHQ</b> <span style="float: right;"><i>XJ, Mk10, 420G March Register Meeting</i></span>
<b>SUNDAY 17th MARCH</b>	<b>Sunday - British Classics Tour to Victor Harbor.</b> <i>(<a href="https://britishclassicstour.com.au/">https://britishclassicstour.com.au/</a>)</i>
<b>WEDNESDAY 20th MARCH</b>	<b>SS, MkIV &amp; MkV Register Meeting: 6.00pm - 8.30pm.</b> The next meeting will be held at Bob Kretchmer's Residence. Can members please advise Brenton if they will be attending the meeting. 0419 345 775
<b>THURSDAY 21st MARCH</b>	<b>Jaguar Ladies Social Group Lunch. 12:15pm - 2:30pm</b> Will be held at the Marion Hotel. <b>Please register via TidyHQ</b> <span style="float: right;"><i>March Ladies Group Lunch</i></span>
<b>THURSDAY 21st MARCH</b>	<b>E, F &amp; GT Register Meeting: From 7.30pm</b> Meeting at Bruce Davis Home. Please bring drinks and nibbles. <b>Please register via TidyHQ</b> <span style="float: right;"><i>E, F &amp; GT March Register Meeting</i></span>
<b>TUESDAY 26th MARCH</b>	<b>Deadline For All Articles For April Classic Marque (Inc. Classified Adverts).</b> Thank you. Please contact Editor: Graham Franklin M: 0490 074 671 or Email: <a href="mailto:editor.jdcsa@mail.tidyhq.com">editor.jdcsa@mail.tidyhq.com</a>
<b>THURSDAY 28th MARCH</b>	<b>Multivalve Register Meeting &amp; Dinner. 6.00pm - 8.30pm</b> The Kensington Hotel, 23 Regent St, Kensington. 6:00pm for dinner with meeting at 7:30pm. <b>Please register via TidyHQ</b> <span style="float: right;"><i>Multivalve March Register Meeting</i></span>
<b>TUESDAY 2nd APRIL</b>	<b>JDCSA General Meeting. "The Junction", 470 Anzac Highway, Camden Park.</b> The meeting starts at 7.30pm with meals available from 6:00pm. More details will be provided closer to the event. Please add the date to your calendar. <b>Please register via TidyHQ</b>
<b>WEDNESDAY 10th APRIL</b>	<b>XJ, Mk10, 420G Register Meeting: From 6.00pm - 9.00pm.</b> The Bartley Hotel, Bartley Terrace, West Lakes Shore. For more information, please contact Bob Charman. Email: <a href="mailto:charmanr161@gmail.com">charmanr161@gmail.com</a> .
<b>12th - 15th APRIL 16th - 20th APRIL</b>	<b>National Rally Tasmania. Hobart. Bookings closed 29 February 2024!</b> <i><a href="https://www.jagtas.org.au/nr24/">https://www.jagtas.org.au/nr24/</a></i>
<b>SUNDAY 14th APRIL</b>	<b>Sunday - McLaren Vale Vintage and Classic.</b> <i>(<a href="http://www.vintageandclassic.com.au">www.vintageandclassic.com.au</a>)</i>
<b>WEDNESDAY 17th APRIL</b>	<b>SS, MkIV &amp; MkV Register Meeting: 6.00pm - 8.30pm.</b> More details will be provided closer to the event. Please add the date to your calendar. Can members please advise Brenton if they will be attending the meeting. 0419 345 775
<b>FRIDAY 26th APRIL</b>	<b>XK, Mks 7 8 &amp; 9 Combined Lunch Run with the Compact Register: 10.00am - 4.00pm</b> More details on TidyHq. <b>Please register via TidyHQ</b> <span style="float: right;"><i>April Combined Lunch Run</i></span>
<b>SUNDAY 5th MAY</b>	<b>Old Crocks' Run 2024</b> Organised by the Sporting Car Club. Please goto: <span style="float: right;"><i><a href="#">Old Crock Run</a></i></span>
<b>TUESDAY 7th MAY</b>	<b>JDCSA General Meeting. "The Junction", 470 Anzac Highway, Camden Park.</b> The meeting starts at 7.30pm with meals available from 6:00pm. More details will be provided closer to the event. Please add the date to your calendar. <b>Please register via TidyHQ</b>
<b>SUNDAY 19th MAY</b>	<b>SS, MKIV, MKV Register - 50th Anniversary Lunch</b> More details will be provided closer to the event. Please add the date to your calendar. Can members please advise Brenton if they will be attending the Lunch. 0419 345 775
<b>SATURDAY 3rd AUGUST</b>	<b>JDCSA ANNUAL PRESENTATION DINNER</b> <b>Wolf Blass Centre at Morphettville Racecourse.</b> Arrangements are being finalised. More details closer to the event.



# Club Torque - Editor's Column

A thank you to members and Register Secretaries for forwarding stories and reports for this March edition.

The feature story is the XJ X350 that has turned 20. Although the seventh-generation XJ was launched in 2002, production did not start until 2003, and models were released as MY2004. The traditionally styled X350 XJ was surprisingly high-tech under

its aluminium skin, and still makes a very practical modern classic.

There is a lot of news coming out of Jaguar Land Rover with news that the new all-electric Jaguar is still on track with prototypes on the road this year; and JLR recorded its highest quarterly profit in six years.

For our "Ladies Group" there is a story on Princes Diana's props from "The Crown"

that were auctioned off at huge prices; and a review by *Drive Women Magazine* on an F-Type P450 which won their "Fun Car of the Year" award.

There is more to read, including Jaguar related stories and the unveiling of a reproduction SS100 at Finch Restorations.

Cheers

## Old Editions of Club Calendars & Memorabilia

The club has an Archive Group consisting of Peter Holland, Dave Burton & Graham Franklin. We are currently in the throes of finalising the digitalization of all copies of Classic Marque.

We are also looking and assembling a complete set of Club Calendars. If members have a set of club calendars that they no longer need, if they could contact one of the archive group or E: [jdcса@mail.tidyhq.com](mailto:jdcса@mail.tidyhq.com)

Also, if you are having a clean-up and come across any club memorabilia, unwanted trophies, photos or-the-like, please pass the details onto the Archive group. Thank you.

Club Archives

## MSCASA Super Sprints For 2024

### Calendar for 2024

- ◇ **3rd March:** M.S.C.A. Super Sprint Series Round 1 at Mallala (including a come & try day - details TBA).
- ◇ **5th May:** Peter Hall Memorial 6 Hour Regularity Relay at Mallala.
- ◇ **23rd June:** M.S.C.A. Super Sprint Series Round 2 at Mallala.
- ◇ **11th August:** M.S.C.A. Super Sprint Series Round 3 at Mallala.
- ◇ **8th September:** M.S.C.A. Super Sprint Series Round 4 at Mallala.
- ◇ **20th October:** M.S.C.A. Super Sprint Series Round 5 at The Bend East Circuit.

*Barry Kitts Esquire*



The Marque Sports Car Association of South Australia (MSCASA) was formed in the early 70's to give Car Clubs of SA the opportunity to compete in Motorsport, Circuit Racing, Motorkhana's and Hill Climbs.

With only a low number of members competing from each club, the individual members joined the MSCA, allowing those drivers to compete in their cars. MSCA is an association of 16 Clubs (including JDCSA) with the CAMS affiliation fee paid by the The Marque Sports Car Association (MSCA).

Our club representative is Barry Kitts.

## New Members

### NOTICE BOARD

The following applications for membership have been lodged with the Membership Secretary and are listed in accordance with clause 6 (B-C) of the Constitution. If there are no objections, membership will be ratified one month from this March, 2024 magazine:

- ◇ Nicole & Nicholas Diaz: 1959 Jaguar Mk1 2.4L Sedan
- ◇ Christopher Pearson: 1966 Jaguar S-Type 3.4L Saloon
- ◇ David, Louise, Rory McClaren: 1986 Jaguar XJ6 4.2L Sedan
- ◇ Addison Burns & Shannon Barker: 1980 Landrover Series 3 -Stage 1
- ◇ Tref & Fiona Koutas: 1981 Jaguar XJ6 4.2L Sedan

The following applications listed in the January 2024 Classic Marque magazine have been accepted:

- ◇ Terry Lee & Shirley Bates: 1992 Jaguar XJ6 3.2L Sedan.
- ◇ Dion & Alison Jensen:
  - 1950 Jaguar Mark V 3.5L Saloon
  - 1951 Jaguar Mark V 3.5L Drophead Saloon
  - 1962 Jaguar Mark II 3.4L Sedan.

- ◇ Toby Williams:
  - 1988 Jaguar V12 5.3L Sedan
  - 1970 Holden Monaro 5.7L Coupe
  - 1987 Holden Commodore 4.984L Sedan
  - 1990 Holden Commodore 4.984L Utility.
- ◇ Chris & Jane Strange
  - 1997 Jaguar Green XK8 Convertible
  - 1997 Jaguar Grey XK8 Coupe
  - 1997 Jaguar Red XK8 Coupe
  - 1999 Jaguar Green XKR Coupe.
- ◇ Adam Pedler
  - 1975 Restored Land Rover Utility
  - 1975 Authentic 2 Door Land Rover Station Wagon.

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



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# UK - JLR Pays Police To Stop Wave Of Thefts

*Jaguar Land Rover has revealed it is paying for police to crackdown on car thefts as part of a £15m rearguard action against gangs who are smuggling stolen vehicles abroad.*

Adrian Mardell, JLRs chief executive, said the company had stepped in to help fund tougher security at British ports, as he warned that police forces and the Government were failing to tackle luxury car theft by themselves.

He said the checks being carried out by police were not stringent or frequent enough, allowing thieves to spirit away containers full of stolen vehicle parts and luxury cars.

It is thought that the vehicles are being shipped to sanctioned countries such as Russia, Syria and Iran, where a shortage of parts and new models has led to a thriving black market.

The CEO warned "serious organised criminal activity" was behind the problem, adding: "We've got to make it more difficult for gangs and people to operate".

Mr Mardell's intervention comes as JLR is battling to dispel concerns that a wave of thefts targeting its cars is making them uninsurable, after some customers were denied coverage or quoted unaffordable premiums.

Mr Mardell, slammed claims his company's vehicles are the most stolen across Britain as "myths" and "disinformation".

However, the chief executive insisted the issue was a national one affecting all car makers, pointing to statistics that showed other makes including BMW and Mercedes were also being targeted.

Previous reports had suggested the Range Rover was the most stolen car in the year to March 2023, with more than two out of every 100 reported stolen.

"It is not Britain's most stolen vehicle, as reported incorrectly," Mr Mardell angrily told reporters after the company announced its latest financial results.

"There is no reason whatsoever why any insurance company should not gladly and readily insure those new vehicles. Zero reason, in any part of the country."

"The insurance industry is clearly not using the information and the data. They are very slow to respond to data", he added.

He said only 11 out of a total of 12,800 new Range Rover models sold had been stolen, citing police data.

Mr Mardell also urged Ministers to increase spending on policing to prevent car thefts rather than making tax cuts ahead of the Budget.



*Furious JLR CEO hits back at misinformation stating that JLR are helping to fund police security at UK ports because containers of stolen cars and parts are not being checked and intercepted before going overseas.*

"I would rather funds be put towards this rather than tax cuts next year. This is important to so many people. It goes to the fabric of the society we're in. We've got to sort this out," he said.

"Should we have to fund police at ports?," he asked, in comments reported by *The Times*.

In November 2023 JLR announced it was investing £10m in vehicle security for its latest models and would make it available to older cars too.

It is still unclear if the issue with stolen Jaguars and Land Rovers is unique to the U.K., or whether it also affects other countries including Australia. ■

*Editor: Information for this story sourced from UK Independent, The Telegraph and The Times.*

## JLR Profits Soar Amid Record Sales

*Jaguar Land Rover recorded its highest quarterly profit in six years in the final three months of 2023, helped by a record period of sales.*

The company has reported revenue of £7.4 billion for the three months running from October to December,

which helped it to record a profit before tax and exceptional items (PBT) of £627 million – the highest quarterly profit JLR has recorded since the final quarter of the 2017 financial year.

JLR's financial year runs from April, and with one quarter remaining the firm has

so far recorded a PBT of £1.4bn, built on £21.1bn of revenue – a record for the first nine months of a financial year. ■

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

## I-Pace Recalled Due To Potential Floor Crack

*Jaguar Australia has recalled 2023 I-Pace EVs over concerns relating to a manufacturing defect. The affected vehicles are stamped (and were sold in) 2023.*

The recall notice, lodged with the Department of Infrastructure, says: "Due to a manufacturing defect, there may be a crack in the body floor pan. "As

a result, the crack may widen. This may impact the seat anchorage performance."

"In the event of a collision, if the seat anchorage does not perform as intended, it may increase the risk of injury or death to vehicle occupants."

Jaguar Australia encourages affected vehicle owners to contact their local

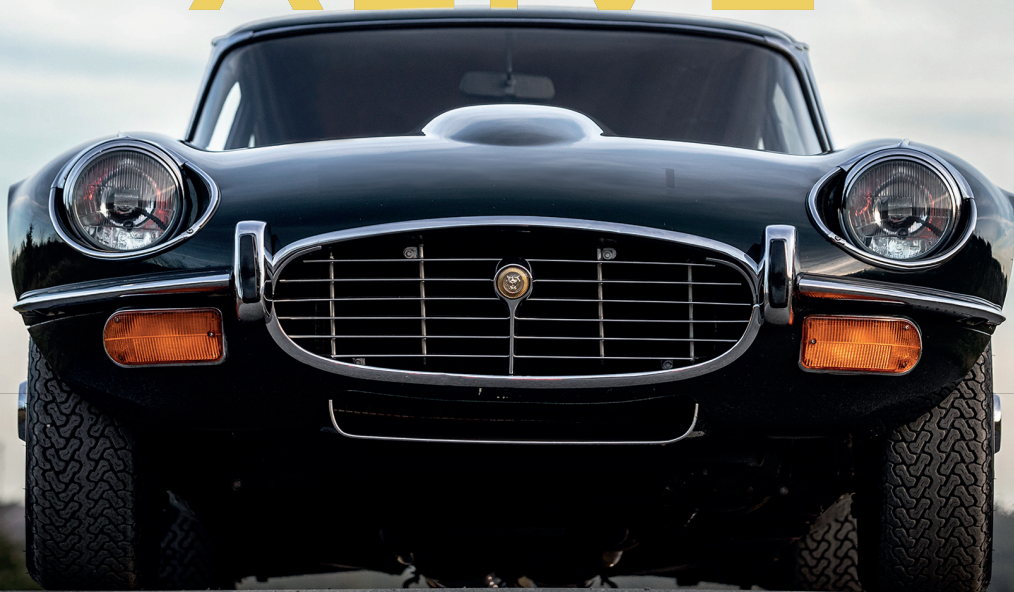
dealer and arrange an inspection of the SUV's floor pan. If it is found to be faulty, the component will be repaired free of charge. Owners can contact JLR Customer Relationship Centre for more information at [crcau@jaguarlandrover.com](mailto:crcau@jaguarlandrover.com) or 1300 787 803. ■

*Editor: Information for this story sourced from Drive Australia.*



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# Do Classic Jaguars Face a Dark Future?

**Editor:** An article by Hagerty media is doing the rounds at the moment, and it is creating some interest given that it starts with a controversial statement - "Jaguar, as a brand, is on the rocks".

The writer, Derek Tam-Scott, who is currently restoring a Lamborghini, noted that over the last 12 months, values for XK 120 roadsters are down 12 percent. However, Derek agrees that the market is generally softening from its pandemic-era heights and this is compounded by demographic shift by younger buyers that favour 1980s and 1990s cars over their predecessors. He also notes that this isn't just affecting classic Jaguars.

The other issue is numbers! Again, Derek notes "that virtually every model of Ferrari, Aston Martin, and Maserati from the 1950s to early 1970s ranged from a few hundred to barely a few thousand units. Given how comparatively abundant Jaguars are, it takes a larger number of buyers to sustain appreciation, and there just aren't enough such people in the current market. If they had made a few hundred E-Types or XKs, they'd all be worth at least a million dollars. But they didn't, and they aren't".

The article goes into the history of Jaguar and the "Struggling for Relevance".

The thrust of the article that I agree with is that Jaguar have failed to attract younger buyers, and I have included his closing words: -

## The Silver Lining:

*While it's disappointing to see Jaguar values languish, there are upsides. What made them so compelling against their competitors in the 1950s and '60s is still true today. They represent great value for money given their intrinsic characteristics, and softening prices make them an even greater value.*

*If you've dismissed Jaguars as "old people cars," take a closer look at them. And if you've seen the light and own one, share it with as many people as possible. Let them hear it, ride in it, and form those memories that will reshape them from a car enthusiast into a Jaguar enthusiast. If Jaguar as a company can't endear itself to a new crop of car fans, it's up to those of us who know better to do that work instead.*

*Regardless of their values, the experience provided by these cars has lost none of its appeal. To look at, ride in, or drive an E-Type is one of motoring's great pleasures, and it happens to be one of the precious few automotive experiences that is getting more, rather than less, financially accessible.*

Following on with that theme, as a club, what we need to do is to somehow encourage the 1,027 Jaguars owned by our club members, out of their sheds and on display.

To read the full report go to [Do Classic Jaguars Face a Dark Future?](#)

Editor  
Graham Franklin



*Not all Jaguars are languishing in the classic car market. Last August, at "Monterey Car Week", a 1957 XKSS, 1 of 16 factory-built cars with matching numbers sold for Au\$20.5m.*

## JLR Sticks with Dealer Partners as It Cancels Agency Plans

*JLR has informed its dealer partners that they will no longer be transitioning to the agency model later this year but instead continue with a revamped version of their current wholesale arrangement.*

The change to an agency model would have had JLR taking full control of the car-buying process, be it online or in the showroom, and giving dealers – or rather agents – a fixed fee for each sale.

Mercedes-Benz was a pioneer of the agency model in the UK, and has since been followed into direct sales by Tesla, Polestar and Volvo, to name a few.

Direct sales allow car makers to more closely control retail costs, develop closer relationships with their buyers

and ultimately retain more of the revenue generated by selling cars.

By contrast, the wholesale model – which JLR is now sticking with – has makers selling cars to dealers, who are free to set their own discounts, which promotes haggling and can have an impact on residual values.

A year ago, JLR confirmed plans to shift all its dealers to the agency model but have now done a U-turn on agency for new 'refined' franchise model.

The revised model was revealed to investor partners ahead of its annual 'Retailer of the Year' conference and awards in March. Dealers welcomed the fact that their views had been taken into



### UK - JLR does backflip on "Agency Model"

account and said the franchised model was "robust" and provided "stability" for all concerned, i.e. clients, retailers and manufacturers". ■

*Editor: Information for this story sourced from AUTOCAR*



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# Waymo I-Pace 'Confused by Fireworks' and Set on Fire

*A driverless Waymo Jaguar I-Pace taxi was torched with fireworks by a mob of Chinese New Year revellers in San Francisco.*

The car became 'confused' as the fireworks stopped it dead in the road while a group of celebrators rallied around and destroyed the car.

A window was broken and fireworks were set off inside the vehicle. Firefighters soon responded to the car fire and managed to put out the flames. **Fortunately, the batteries did not catch fire.** The case has been handed over to the police for investigation.

Waymo confirmed that there were no passengers inside at the time.

Waymo and JLR entered into an agreement in 2018 to build as many as 20,000 Jaguar I-Pace 'premium self-driving' EVs as they collaborate on autonomous vehicle technology.

In a press release, London Breed, the Mayor of the Bay Area said: "It was an unacceptable act that has no place in our city, and we will work to hold those who committed it accountable."

To watch the video goto: [Chinese New Year revellers.](#)

## Opposition to Autonomous Vehicles

Whether this is mindless vandalism remains to be seen, but Californian residents have expressed frustration at driverless vehicles which have been mired in controversy in recent weeks.

Last year, frustrated San Francisco residents decided to fight back against autonomous vehicles by 'coning' self-driving cars. This entails placing a traffic cone on the hood of driverless vehicles, which prevents them from moving until the obstacle is removed. Their frustrations are valid, as self-driving cars have caused their fair share

of disruptions and problems in San Francisco and several other cities.

Waymo was in the spotlight earlier this month after one of its autonomous cars crashed into a cyclist, causing minor injuries.

Waymo, which was formally known as the Google Self-Driving Car Project, started in 2009 and operates in Phoenix and San Francisco, with plans to expand to Los Angeles and Texas. ■

*Editor: Information for this story sourced from the Daily Mail Australia and CarBuzz.*



## UK - Jaguar Racing Clothes Donated For Charity Project

*UK fashion students have received outdated team uniforms from the Jaguar Racing to give the clothing a second life.*

In total, 300 pieces of outdated clothes have been donated to Coventry University's fashion department to help the students as part of their degree.

First-year university students will be using the donated kit to create new garments. The finished clothes will be donated to charities across the West Midlands.

The donation also aims to prevent discarded clothing from going to landfill sites. Coventry University's assistant

professor in the School of Art and Design, Ena Brown, said the donation was a fantastic opportunity and she couldn't wait to see what her students created.

*Editor: Information for this story sourced from Coventry Observer.*

## Has Nightmare Depreciation Made Used EVs A Good Buy?

*Savage depreciation affecting EVs is putting some buyers off purchasing brand new models, and it has also played a hand in decisions by large car rental companies to dial down on their electric car programs.*

One only needs to look at pre-owned prices for the Audi e-tron SUV (since renamed Q8 e-tron) and Jaguar I-Pace for proof. Examples of both are readily available in the used market for roughly half the cost of a new car.

Although we are referring to four or five-year old models, that is a hefty depreciation for premium, desirable, luxury car.

Both the e-tron and I-Pace were praised by reviewers at launch, with the Jaguar crowned European Car of the Year, one of the few luxury cars ever to achieve that honour.

Although they are bargains, they don't offer the same charging speeds or driving

range as the latest EVs. Bank on needing a recharge after little more than 320 km in the Audi; you'll get a few blocks further down the road in the Jag.

In Australia, the vast majority of second hand I-Pace cars are those traded in and for sale by car dealers. The top of the range I-Pace EV400 R-Dynamic HSE AWD MY24 retails for approx. \$180,000.

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



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# Jaguar Land Rover Delays Some EV Launches

*JLR will slow its introduction of battery-electric vehicles in the coming years and look to introduce more plug-in hybrids due to shifting consumer sentiment.*

In 2021, JLR revealed that it would launch six full-electric Land Rovers and two EV Jaguars by 2026.

However, during a recent earnings call, JLR chief executive Adrian Mardell said the number of electric Land Rovers being launched has been reduced to four.

While the brand is still going all-in on EVs, Mardell noted that demand for them has started to cool and as such, JLR is working to make more plug-in hybrids available in the interim.

## Jaguar EV

In a separate interview with JLR's UK managing director, Patrick McGillicuddy, he was asked if the first new all-electric Jaguar is still on track?, to which he replied that Jaguar "will have prototypes on the road this year, and it is our intention that you will see something this year."

Patrick also added that the last XE, XF and F-Type production will be in June this year. "There's no definitive overlap plan for the I-Pace. What we need to work through as we prepare to launch the new products is where are we with the old products and then how do we manage that transition point."

Jaguar plans to release an electric four-door GT model in 2025, which could cost more than Au\$200,000; and from 2025 to 2027 will launch a new model each year based on the in-house built JEA platform. ■

*Editor: Information for this story sourced from CarScoops, Motor 1 and Inside EVs.*



*Land Rover are now focusing on hybrids as demands for EV sales slow, but Jaguar is still on track with a four-door GT EV promised to be the most powerful car that Jaguar has ever built with 800-volt batteries, all-wheel drive, advanced connectivity and a range of around 700 km. (The above illustration is speculative).*

## King Charles III's, Ex 2018 I-Pace EV400 To Be Auctioned

*Purchased by the then Prince Charles in April 2018, this 400 HSE I-Pace was the first EV supplied to the Royal Family. Given his passion for the environment, this was not a surprise at the time.*

Presented with the registration OY18 BVC and sold direct from Jaguar UK for his personal use, the car was initially in Eiger Grey, a popular colour for the 2018 year, however Charles insisted the car must be in his favourite colour of Loire Blue. It was returned to Jaguar for a colour change and remains the only I-Pace to be produced in this colour.

Blue lights were installed by the JLR special vehicles department and can be seen in photos.

Not only did Charles drive the I-Pace, but also the Queen and other royals such as Meghan Markle have been photographed being driven in the car.

The I-Pace remained in Royal ownership until December 2021. It was offered for sale with Marshall Jaguar of Oxford with a little under 3,000 miles on the clock.



*The I-pace was purchased by the then Prince Charles in 2018. It was the first EV owned by the Royal Family. Charles sold the car in Dec 2021. To be auctioned 2nd March 2024.*

The I-Pace (less the blue lights), was purchased by a woman who has had the car maintained by a Jaguar dealer since purchase.

The mileage is recorded as a little over 35,000 miles and the I-Pace still retains its Jaguar extended warranty.

The car was auctioned by Historics Auctioneers at the Ascot Racecourse on March 2nd with an estimate of £55,000 - £70,000. At the time of going to print the highest bid was unknown. ■

*Editor: Information for this story sourced from the Classic Cars UK and Historics Auctioneers.*



# Jaguar Daimler Heritage Trust - On This Day (March)

*On 1 March 1950 the Trust's rally winning XK120, NUB 120, was built.*

NUB 120 was not a works car, but was privately owned and campaigned by Ian Appleyard, with his wife Patricia, William Lyons' daughter, acting as navigator.

In his book on Jaguar Sports Cars Paul Skilleter believes that the XK 120 Jaguar roadster NUB 120 is the most famous XK120 of them all, and few would argue with him. This alloy-bodied XK120 open two-seater first appeared in competition in 1950, driven by Ian Appleyard and achieved instant fame by completing the arduous Alpine Rally without losing a single mark.

In 1951 the Appleyards and NUB 120 won the Alpine Rally again and also won the Tulip Rally and the RAC Rally.

In 1952 NUB 120 was fitted with centre-lock wire wheels in place of the bolt-on disc wheels to help cool the drum brakes

which were hidden away inside the disc wheels and were prone to over-heating.

Appleyard finished the Alpine Rally unpenalized three times in a row from 1950 to 1952, becoming the first driver to win the coveted Coupe d'Or (Gold

Cup). Only two drivers would match this feat; Stirling Moss in 1954 and Jean Vinatier in 1971.

At the end of its active career in 1953, NUB 120 came back to Jaguar and has been with them ever since. ■



*On 2 March 1897 The Daimler Company's first vehicle to be assembled at the Motor Mills in Coventry, made its maiden run - evoking great pride and joy among the Company's 60-odd employees*

The Daimler Company Limited was an independent British motor vehicle manufacturer founded in London by H. J. Lawson in 1896, which set up its manufacturing base in Coventry. The company bought the right to the use of the Daimler name simultaneously from Gottlieb Daimler and Daimler-Motoren-Gesellschaft of Cannstatt, Germany.

The Daimler Motor Company was purchased by Birmingham Small Arms Company (BSA) which in turn sold Daimler to Jaguar Cars in 1960. ■

*On 15 March the E-type was launched at the Geneva Motor Show. (Photo: Sir William Lyons and the press with 9600 HP).*

9600 HP, the first E-type FHC, was unveiled to the press at the Parc des Eaux Vives, Geneva. This caused a sensation with people pushing for demonstration rides and the police were called to keep order.

Demand was so high that Sir William Lyons phoned the factory and told Norman Dewis to drive 77 RW, the first E-type Roadster, to Geneva. He drove through the night arriving in Geneva 11 hours later just in time to get ready for the demonstration drives. ■





# Princess Diana's Props From "The Crown" Auctioned

*Props from Netflix's TV series "The Crown" that include replicas of the Queen's Gold State Coach and Diana's Jaguar, have sold at an auction for more than £1.67 million.*

Nearly 450 items from the hit Netflix show were sold in a white glove sale, meaning every lot was sold.

The top lot was a 1987 Jaguar, used to portray the car driven by Diana, Princess of Wales, which went for almost four times its estimate at £70,250.

A replica of the Gold State Coach used by the Queen, which Bonhams says is the world's only reproduction, fetched £56,280, with a pre-sale estimate of between £30,000 and £50,000.

A dress worn by Australian actress Elizabeth Debicki, inspired by Diana's "revenge dress", sold for £12,800, and had a guide price of £8,000 to £12,000.

The outfit was named after the princess wore it to an event the same night the then-Prince of Wales confessed to infidelity on national television.

Another of Diana's outfits was a Harvard sweatshirt ensemble, also worn by Debicki, which sold for £5,760 and had a pre-sale estimate of £500 to £700.

In series four the show recreated the dress Diana wore during the announcement of her engagement to Prince Charles - a royal blue crepe skirt suit with pussybow blouse.

The replica, worn by actor Emma Corrin, sold for £3,840 and a reproduction of Diana's engagement ring went for £7,680.

The 473-lot sale, which made more than £1,674,000 million after a pre-sale estimate of £525,000, followed an exclusive three-week exhibition at New Bond Street in London.

Proceeds from the auction went towards scholarships at the National Film and Television School (NFTS). ■

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



*The top lot was a 1987 XJ-S targa convertible, used to portray the car driven by Diana, Princess of Wales, which went for almost four times its estimate at £70,250 (Au\$135,800).*



*Australian actress Elizabeth Debicki seen wearing a replica of Princess Diana's "revenge dress" in season five of the TV series "The Crown". The dress sold for £12,800 (Au\$24,700)*



*Princess Diana wearing the iconic dress at a glamorous Vanity Fair event in 1994*





The all-new **XJ**. It's an entirely different animal.

It's the first time a luxury saloon has ever been built with a monocoque structure made entirely from aluminium and rivet-bonding technology found in the latest aerospace construction technologies.

This makes for an XJ that is lightweight yet enormously strong.  
Fuel efficient yet dynamic. The all-new XJ.  
It's an entirely different animal.





# Celebrating 20 Years of the XJ X350 (2004-2024)

The all-aluminium XJ8 was a radical departure for Jaguar, even if it didn't look it.

Jaguar introduced the re-engineered and newly designed third generation of the XJ, continuing with the XJ8 model designation. Although production started in 2003, the cars were marketed and sold as a 2004 model.

Designated internally as the X350, it had an all-aluminium body and chassis, a new V8 engine, as well as greater interior and luggage spaces. It was the first Jaguar XJ to be completely designed under Ford ownership.

The X350 was noted for its advanced electrical systems, self-levelling adaptive air suspension and full aluminium unibody chassis and bodywork, among the first for a mass-produced automobile.

## Design

Overtime each generation of XJ became progressively larger:

- ◇ Wheelbase: XJ Series1/2/3  
2,762mm and 2,864mm (LWB)
- ◇ Wheelbase: XJ40/X300/X308  
2,870mm and 2,997mm (LWB)
- ◇ Wheelbase: X350/X358  
3,033 mm and 3,160 mm (LWB)

In the end the X350L was longer than a Mark X/420G (3,048mm) and was wider, longer and higher than its predecessor with increased head, leg,



*Andrew & Milly Costi, 2005 XJ6 X350. The aluminium bodyshell was 40 per cent lighter and 60 per cent stiffer than its predecessor despite its increased overall size. A review by Paul Skilleter noted that despite their size, the 'new' XJ's were phenomenally nimble.*

and shoulder room. In order to prevent the weight of the X350 mushrooming, the decision was taken to create the body in aluminium using radical lightweight technology under its retro looks.

At the time, this was a revolutionary step, with only Audi having successfully produced a large monocoque saloon car in aluminium. Ford provided the

required resources and developed a construction process which is still used by Jaguar today.

Unlike the extruded aluminium spaceframes used by Audi, Jaguar's aluminium bodies employed bonded and riveted construction, with the high-tech aerospace-grade epoxy adhesives that were fully cured by the heat of the paint oven. It was clever stuff with testing showing that the aluminium itself would fail before the adhesive let go.

Despite this, there were still constraints imposed by aluminium's relative lack of strength compared to a conventional steel body, and this heavily influenced the style of the new car. With the need to retain torsional stiffness the pillars became wider and the waist line raised. The rising feature line in the lower half of the rear doors was incorporated to help visually slim the sides of the car.

To reduce front-end collision repair costs associated with aluminium construction, the body was designed to withstand an impact of 16 kmh (10 mph) without structural damage and used a bolt-on front-end module.

A hydroformed aluminium extrusion with an energy absorbing foam cover formed a bumper beam cross-member, to provide strength and crushability in the event of a minor collision.



*Charles Bodman-Rae, 2004 XJ8 X350 Charles changed the original grille with mesh grilles acquired from Lockwood of Leeds*



# Celebrating 20 Years of the XJ X350 (cont)

Sacrificial extruded aluminium “crash cans” were designed to protect the body structure and front-end componentry.

Following extensive customer research, the X350 employed a familiar Jaguar face, with the sculpted four-lamp front end and slatted grille, familiar from the earliest XJ. In the end the appearance of the car really didn't matter a great deal, since road testers and customers alike were impressed by Jaguar's newfound standards of quality, refinement and pace.

## Engineering

The X350 employed a multi-link layout with four-wheel self-levelling adaptive air suspension instead of the previous generation's double wishbone IRS.

Suspension was controlled electronically, requiring no intervention from the driver, to adjust damper settings (in milliseconds) and adjust ride and handling under varying conditions. Its electronic control system was marketed as CATS. (Computer Active Technology Suspension).

The air suspension was designed to activate every 24 hours to level the vehicle when parked and not in use.

## Engines

After dropping the six-cylinder engine for the X308, the X350 re-introduced a range of petrol and diesel V6 engines.

The regular XJ8 model now ran the 32-valve 4.2-litre evolution of the AJ-V8 engine, rated at 298 bhp, with the supercharged version in the XJR knocking out a handy 400 bhp.

A new 3.5 litre V8 derived from the 4.2 litre engine was also available for some markets. A 3.0 Litre V6 from the S-Type was used for the X350 and was designated as an XJ6.



*When the XJ X350 made its debut at the 2002 Paris Motor Show, Jaguar was keen to show off its high-tech manufacturing process. This car is an early pre-production X350 V8, which was specially finished in polished aluminium to show off the new body material. The car was presented to the JDHT. Production commenced in 2003 and sold as model year (MY) 2004.*

In 2005, Jaguar introduced a diesel-powered XJ TDVi, featuring the same Ford-Peugeot-developed 2.7-litre twin-turbocharged V6 found in the S-Type. The engine, known as the AJD-V6 was rated at 201 bhp and was fitted with electronically controlled active engine mounts to minimise vibration at idle.

## Transmission

A new six-speed 6HP26 ZF automatic gearbox was fitted to all models. It was lighter than its predecessor and offered better economy with lock-up on all gears and a larger spread of ratios.

Although it was claimed that the automatic transmission was sealed for life, independent specialists recommend changing the transmission fluid every 80,000km (50,000 miles) claiming that it can also help cure the slightly jerky take-off from low speeds.

## Safety

Safety systems included four-channel anti-lock brakes with ‘Emergency Brake Assist’; ‘Traction Control’; ‘Dynamic Stability Control’; and front, side thorax as well as full-length side curtain airbags.

Electronic coordination of seatbelts and airbags, marketed as ‘Advanced Restraint Technology System’ (ARTS), was designed to sense crash severity, driver position and seatbelt status using ultrasonic and seat weight sensors to optimise airbag deployment force.

## XJR X350

The 2003 Jaguar XJR was almost anonymous to look at. Other than the ‘XJR’ badge on the boot, different alloy wheels and mesh front grille, this 400hp supercharged saloon could slip past unnoticed. However, it was capable of slipping past other traffic with no trouble at all, although it was electronically restricted to 155mph.

All of that subtlety was carried over into the cabin, which was opulently equipped but not garish. In mid-2007, the XJR got deeper front and back bumpers and side skirts.

## Long Wheelbase

The long wheelbase model, introduced in 2005, was the longest vehicle Jaguar had manufactured at the time with the rear doors 5 inches longer.

The bodyshell's weight increased by 24 kg and the roof height increased by 7 mm



*First production X350. The X350's were built at Browns Lane in Coventry until 2005, with bodyshells supplied from Castle Bromwich and engines from Bridgend in Wales. This Midnight Black XJR was delivered to the JDHT for preservation.*



# Celebrating 20 Years of the XJ X350 (cont)

over the standard wheelbase XJ. Turning radius was increased by 330mm over the standard wheelbase model.

The rear seating of long wheelbase models could be equipped with either fixed or power-adjustable bench or individually powered and heated seats.

The United States was the largest market for the XJ long wheelbase, accounting for more than 80 per cent of LWB's sold.

## Daimler Super Eight/Super V8

The Super V8, also known as the Daimler Super Eight, was the most expensive model, with the XJR being the second most expensive model in the range.

The Super V8, which debuted in the 2003 model year in the new X350 body style, was initially of a short-wheelbase configuration. This became an option in 2004 when a long-wheelbase configuration was introduced, along with the supercharged variation of the XJ8 with the more luxurious Vanden Plas, or Daimler interior. A distinctive wire mesh grille and chrome-finished side mirrors set the Super V8 and the XJR apart from the less expensive XJ saloons.

In 2005, the Super V8 model was replaced by the Daimler Super Eight in all markets other than North America.

The Daimler Super Eight was essentially the same car, but with the addition of a



*Don & Kathy Tyrrell, 2008 XJ6 X358. The facelift X358 had new contemporary exterior styling for more assertive and sporting appearance – including revised front-end design, new side power vents, rear aero spoiler, full width chrome 'signature blade' and new rear bumper..*

different grille, boxwood inlays finished in wood veneer and several other interior luxuries as standard.

## Super V8 Portfolio

In early 2005, Jaguar announced the Super V8 Portfolio for the 2006 model year, a limited-edition trim level of the flagship Super V8 saloon.

It debuted at the New York International Auto Show in March 2005. The Portfolio trim level included a DVD player and 7-inch screens in the rear headrests.

The Super V8 Portfolio was powered by Jaguar's supercharged 4.2 litre, 32-valve, AJ-V8 engine with a top speed of 249 km/h (155 mph).

## X356 (2005 facelift)

The facelifted X350 debuted in 2005 for the model year 2006, with a revised front grille, deleted mid-door trim and slightly redesigned front fenders. Some vehicle electronics systems were updated.

## X358 (2007 Facelift)

The facelifted X350 debuted in February 2007 for model year 2008 with a revised front grille and front bumper assembly featuring a prominent lower grille and rear aero spoiler. A Jaguar emblem within the grille replaced the previous bonnet-mounted hood ornament.

Front lights were revised and door mirrors incorporated side repeaters. Front fenders/wings had prominent faux side vents, and the side sills, rear bumper and tail lights were revised.

The interior featured increased rear leg and foot room thanks to extensively redesigned front seats.

## Fuel Economy

The Jaguar X358 TDVi was featured in an episode of BBC 2's Top Gear, where it drove from Basel to Blackpool Tower on one tank of fuel. Jeremy Clarkson, who was driving the car at the time, described the car as "astonishing".



*The facelift X358 included a luxurious interior featuring increased rear leg and foot room thanks to extensively redesigned front seats.*



# Celebrating 20 Years of the XJ X350 (cont)

## Review

Jaguar historian and author/editor Paul Skilleter test drove an X350 prior to its release and supplied 'Jag-lovers' with a review of his experiences with the new XJ saloons!

*Any thoughts that the car's road behaviour would echo its heavier looks were soon laid to rest. Just as we've been led to believe, this new XJ is phenomenally nimble, more so than an S-TYPE - and it makes the old 308 seem like a lumbering dinosaur. Much of the improvement comes from the 60 per cent stiffer shell. The whole car moves as one now, so there is none of that wriggle and twist feeling that occurs when you push the old-style XJ8 hard over indifferent surfaces.*

*The ride qualities are better although the air suspension somehow gives a different feedback. It is not exactly harsher, but there's a different quality about it.*

*As for handling, with a modern car of this nature the terms oversteer and understeer hardly apply, because unless you're going at a ridiculous rate for public roads, hardly any slip angles are generated. The new XJ simply feels extremely well-balanced, with the XJR of course having the greater grip courtesy of its wider rubber.*

*Surprise of the bunch for me was the 3.0 litre, as it gave a more than adequate performance, thus breaking the dreary mould set by previous small-engined XJs - be they 2.8, 2.9 or 3.2 (straight six and V8). It has the all-*

*important 'performance feel' lacking in these earlier cars, though its progress is hastened by use of the J-gate. The 4.2 really flies and the XJR and Super V8 offer extraordinary levels of acceleration. I wouldn't want one of those - I'd lose my licence within four days.*

*It goes without saying that refinement is superb throughout the range. There is genuinely much more room in the rear, while the range of adjustment available for the driver is vast - quite apart from the seats and steering, the pedals can be adjusted for reach too, a first for Jaguar. The trunk is huge - though still short of the room available in a Mk X (I measured them both!).*

*If this review for 'Jag-lovers' appears over-enthusiastic, I don't apologise for it. This car is so much better than the old XJ series, and if you don't want to take my word for it, some of the independent press is rating the new XJ above the Mercedes Benz S-Class in all round competence.*

*As far as I'm concerned, the new car has emulated what the original XJ6 of 1968 achieved. It sets genuine world standards in several key areas. Only now, it won't fall to bits while doing so.*

## Successor

The X350/X358 was replaced by the radically different-looking X351 in 2009 that boasted a cutting-edge style similar to the XF but underneath it was the same platform as the X350, showing just how modern the car was despite its retro styling.

## Factory Recalls and Problems

Overtone Jaguar have also issued of Technical Bulletins to address problems relating to the automatic transmission, flat battery's, constant battery drain, minor electrical problems and brake vibration. For more information goto: [Recalls & Faults Jaguar X350 \(2003-09\)](#).

By far the most common issue with the X350 is the air suspension. This often requires replacement of the air compressor. Bumpy roads will kill air shock absorbers, no matter what you do, and many X350s have been converted to coil struts similar to the V8 S-Type.

## Production

Number sold: 295,365

## Value

Massive depreciation makes Jaguar cars spectacular value right now. The X350 and the X358 facelift are something of a bargain as a modern classic and carry on the XJ's tradition by offering not only astonishing value but also a driving experience that few others can match, let alone surpass. ■

*For more information and reviews regarding the X350, consider the following videos.*

[XJ X350 Promotional Video](#)

[Top Gear - Jaguar X350 XJR 2003](#)



*The final car to leave the Browns Lane assembly line on the 1st of July 2005 was also the X350's most luxurious and expensive model, the Super V8 Portfolio. Only 300 Portfolio cars were built and were the epitome of both performance and luxury, powered by a 400bhp 4.2-litre V8 and equipped with every conceivable extra. This car was also presented to the JDHT for preservation.*



# Celebrating 20 Years of the XJ X350 (cont)



### DYNAMIC STABILITY CONTROL (DSC)

DSC works with the four-channel anti-lock brake system to help prevent understeer or oversteer by individually monitoring and if necessary, braking each wheel – eliminating uncertainty, without compromising driving pleasure.

### ALUMINIUM INTENSIVE SUSPENSION

To help keep unsprung weight to a minimum, the XJ's fully independent double wishbone front suspension features strong yet lightweight forged aluminium components.

### ADAPTIVE RESTRAINT TECHNOLOGY SYSTEM (A.R.T.S.)

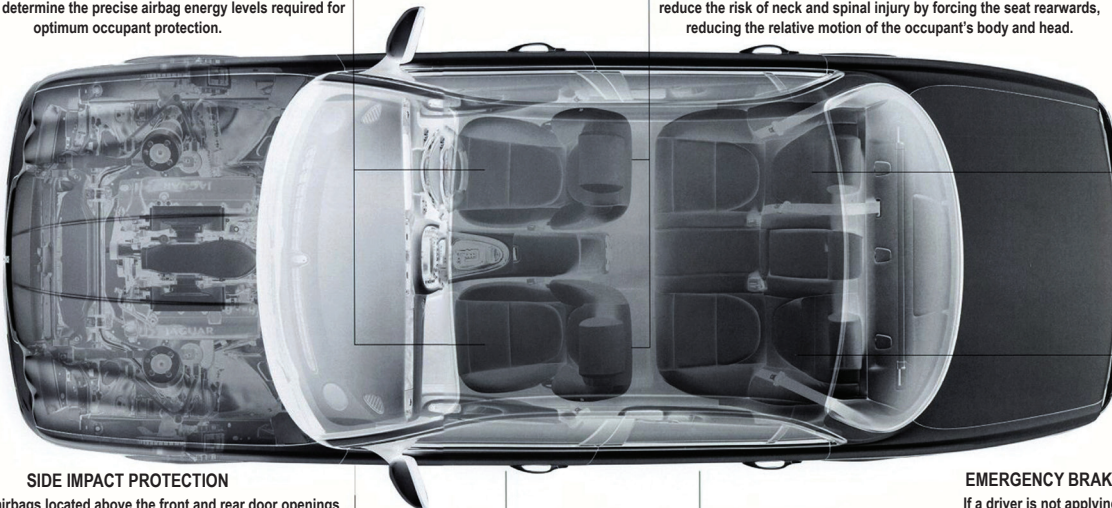
Four ultrasonic sensors plus a weight sensor in the seat, determine the exact position of the front seat passenger. A.R.T.S. uses this information to determine the precise airbag energy levels required for optimum occupant protection.

### ENERGY-ABSORBENT BACK RESTRAINT

In a rear impact, one of the biggest sources of injury is whiplash to the neck. The XJ's active, energy-absorbent front seat back restraints reduce the risk of neck and spinal injury by forcing the seat rearwards, reducing the relative motion of the occupant's body and head.

### DRIVE-AWAY LOCKING

For your peace and security, all doors lock automatically when the vehicle travels at speeds above 5mph (18 km/h).



### REAR SEAT PASSENGER SAFETY

Rear passengers are protected by electronically activated seatbelt pre-tensioners that react in milliseconds, helping to hold the occupant safely and firmly in position. In a side impact, advanced side curtain airbags above the rear door openings deploy downwards to provide head protection.

### SIDE IMPACT PROTECTION

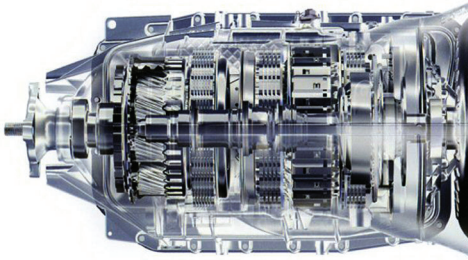
Side curtain airbags located above the front and rear door openings inflate and deploy downwards in a side impact collision, providing vital head protection to the front and rear occupants. At the same time, a thorax airbag inflates from the outer edge of the XJ's front seats, protecting the side of the occupant's rib cage.

### EMERGENCY BRAKE ASSIST

If a driver is not applying maximum brake pressure in an emergency situation, Emergency Brake Assist provides additional force to achieve the shortest possible stopping distance.

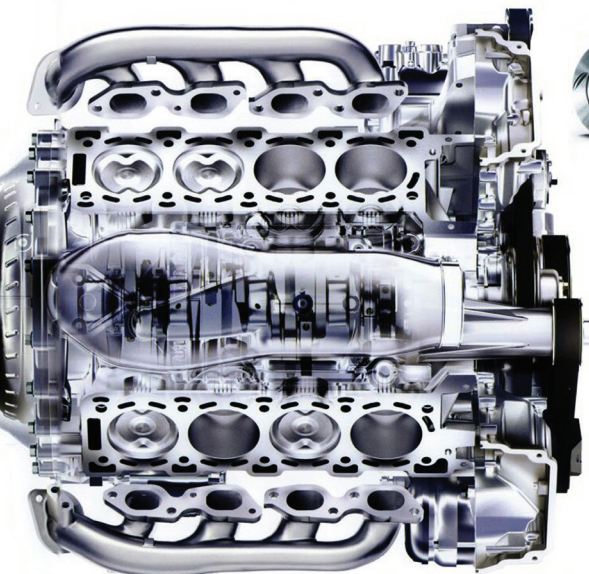
### SIX-SPEED ELECTRONIC AUTOMATIC TRANSMISSION

The electronically controlled transmission is more compact, 12% lighter and has 30% fewer components than the five-speed unit it replaced. The electro-hydraulic control module contributes to smoother shifts and a satisfying, ergonomic feel to the unique J-gate.



### CONTROLLED POWER

The 4.2 litre V8 supercharged delivers more than 80% of its maximum torque from 2,000 rpm, for smooth and instant acceleration from any speed.



### OIL-COOLED PISTONS

Forged, oil cooled pistons, high density intercoolers and a supercharger that spins 5% faster than before are some of the special features that enable the supercharged 4.2 litre V8 to produce 400 bhp, 33% more peak power than the normally aspirated version.

### REFINED V6

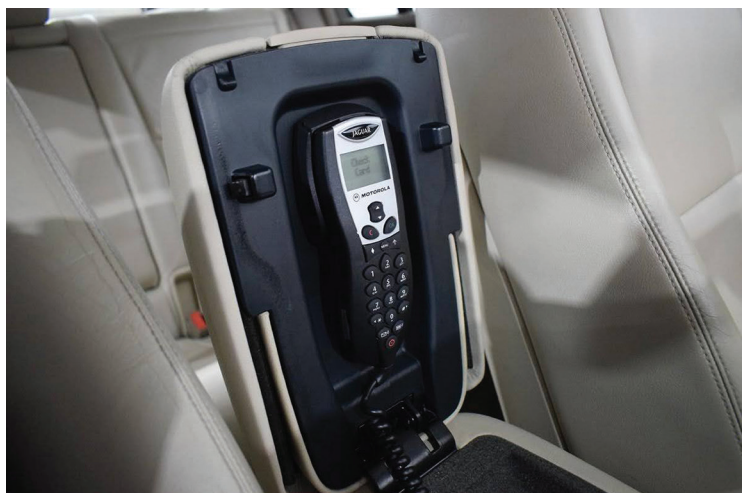
The 60 degree 3.0 litre V6 has a lightweight but exceptionally stiff structure - a major contribution to the engine's impressive refinement. 240 bhp is developed with the aid of four valves per cylinder, a four-mode tuned intake manifold and 32-bit electronic engine management system.



## *A Jaguar XJ X350 Owners Story – Robert Mack*

Briefly, I was attracted to this model, as it retained the traditional Jaguar XJ looks, but with modern upgrades. In particular, it was the engineering design and change to the body composition, from steel fabrication to aluminium. Air bag suspension was also incorporated and provides comfortable luxurious cruising within a spacious interior cabin.

While no longer able to be used, the analog handset in the centre console, it reflects a time when phones were included in cars. Today it is a modern-day relic that is now of interest only. Still, it makes the car unique along with the 6-stack cd and rear entertainment control.





## *A Jaguar XJ X350 Owners Story – Phil Prior*

I bought my Jaguar 2003, X350 in 2010 locally in Adelaide. The car had done approximately 85,000 kms at the time of purchase and I sold the car (Big mistake) in 2011 with 105,000 kms on the clock. This was one of the best Jaguars I have ever owned, surpassed only by my 2008 X358, that I purchased with only 25,000 kms travelled from new. The X350 was a magnificent touring car (3.5 V8). On a trip Adelaide to Tamworth, NSW, with five passengers and luggage we averaged just over 9 litres/100kms. The only issue I had was the front air suspension (a common issue that plagued the model) I had the front air shocks and compressor replaced and had no further issues. I should never have sold that car! But, I say that about most of them, and there has been a few.





# Driven Women Magazine's Car of The Year Awards

During 2023 Driven Women Magazine reviewed 72 cars from 30 marques. Their **"Fun Car of the Year"** was given to one of their all-time favourite vehicles, the Jaguar F-TYPE 75 Convertible P450 for its surround sound V8 experience.

Driven Women Magazine took the F-TYPE 75 Convertible P450 for a drive in the city to experience the thrill. Enamoured by the consideration and detail of the F-TYPE's interior and updated exterior, the reviewer highlights all the reasons she loves the F-TYPE and why it will always be a legendary vehicle.

## 75 Years Of F-Type: A Review by Drive Women Magazine

To celebrate the final Model Year of the iconic F-TYPE and 75 years of their sports cars, Jaguar has released the F-TYPE 75 special edition. Featuring unique interior and exterior design elements, and this special paint option of Giola Green metallic, this is the last hurrah for the iconic V8 engine before Jaguar becomes a pure electric modern luxury brand from 2025.

Assembled at the Castle Bromwich plant in the United Kingdom the F-TYPE 75 is distinguished by badges on the front fenders in the shape of the F-TYPE's unmistakable silhouette. It also standard with 20-inch wheels, discreet detail changes such as the wheel centres and grille badge changing from red to black. This F-TYPE 75 Convertible P450 is the seventh example of the F-TYPE I have driven, the most of any one model among the 300 plus vehicles that I have reviewed to date.

This is because I am smitten with the F-TYPE and its supercharged 5.0-litre V8 engine.

### Smitten with the V8 engine

The F-TYPE's magnificent V8 engines are made at Jaguar Land Rover's state-of-the-art Engine Manufacturing Centre



in Wolverhampton, UK. You can admire the said engine by flipping the bonnet forward, but I still wish that the engine cover had a snarling Jaguar head like the badge on the front of the F-TYPE. In this P450 that V8 offers 331kW and maximum torque of 580Nm generated from 2,500rpm and will do 0-100 km/h in 4.6 seconds and a maximum speed of 285 km/h. The official combined fuel economy is 11.3L/100km and for my week of bliss driving the F-TYPE I used 13.3L/100km. These numbers are just the start of the story though.

### Dynamic Mode

My standard set up in F-TYPE is Dynamic mode on, rear wing down, and in the convertible, roof down. The ride is perfectly acceptable in Dynamic mode, so much so I think it should be the default setting when you start the F-TYPE. Press helmet on infotainment screen and you can customise Dynamic mode with the Engine, Steering, Gear Shift and Suspension able to be switched between Comfort or Dynamic settings. The other drive modes available are Comfort and Rain/Ice/Snow modes.

Cruising the city streets in the F-TYPE allows the symphony from the V8 engine to reverberate off the hard surfaces and with the roof down this is experienced in glorious surround sound. But if you really want to stretch the legs of the F-TYPE and appreciate the vocal range of the supercharged V8 engine at full noise while chasing the 7,500rpm red line you are going to need to head out into the country.

Drop the roof using the button located on the centre console and a message is displayed on the driver's dash to tell you if the roof is latched and the operation has been completed correctly. With the roof down the gentle throb of the V8 can be heard over the bellbirds in the trees, but they were soon drowned out by the V8 Jag as it snorted and snarled when my right foot aggressively met the accelerator. The exhaust bellows like a trumpet just before you upshift to the next gear in the 8 speed automatic gearbox. As the engine reaches fever pitch it almost sounds like a whip crack as the next gear is selected. Downshift hard using the beautiful metal wheel-mounted gear selectors and there is a burble on the overrun for good measure.

Even though the F-TYPE 75 is rear-wheel drive it stays well planted under hard acceleration with only a slight wiggle from the rear end thanks to an electronic active rear differential and the 295/30 Pirelli P Zero tyres wrapped around the gloss black rims.

With the beautifully engineered cloth roof folded neatly behind the seats the cabin is breezy around your head, but you can still carry on a conversation with your passenger, if you happen to bring a friend along for that country drive. The only significant downside of having the roof down was at certain angles the sun glare on the infotainment screen meant I couldn't see it properly.

### Love the Leather

The smell of high-quality natural leather greets you as you open the door of the



# F-TYPE P450: Review by Drive Women Magazine

F-TYPE and this is what an expensive car should smell like in my opinion. Even with the roof down I could still distinguish the scent of the leather amongst the spring flowers I was driving through.

The rich leather aroma is thanks to the Windsor leather seats that come standard on the special editions and the Extended Leather Upgrade option (\$2,110) fitted to this F-TYPE. The Tan performance seats and Tan interior are complemented by details such as the crafted monogram stitch pattern, repeated in the door trim, and Jaguar Leaper embossed in the headrests. An Ebony Suedecloth headliner, also standard on the F-TYPE 75, further enriches the interior.

The optional (\$1,150) 12-way power adjusted heated and cooled front seats have three memory positions. I like that the seat adjustments are located on the door, but I do not like that they are surrounded with gloss black plastic, which gets fingermarks on it. The seat heating and cooling worked well, but I could hear the noise from the cooled seats when they were in operation.

## Interior - Admiring Small Details

As this is one of the last times, I will get to drive the F-TYPE I found myself admiring the small details, like the press button to release the glove box. Even the cup holders are good looking in the F-TYPE with a lovely Aluminium base with grippy rubber sides to keep your drink secure.

Very little has changed in the cabin, with the F-TYPE 75 model distinguished by the unique silhouette motif below the central air vents and on the stainless-steel tread plates, while the Interior Black Pack is another subtle enhancement. Dual zone climate control is still an optional extra as part of the Climate



Pack (\$2,760) and it also includes a heated windscreen and heated steering wheel.

Storage space is still somewhat limited with just enough room on the door cubby for sunglasses and the felt lined cubby under the armrest just big enough for a large smartphone with one 12V socket, two USB-A ports located here. The boot size is reduced also because of the folding roof and there is just a narrow shelf at the top of the boot for a slim bag and a deeper area for another soft bag. The F-TYPE has powered boot release with a button in the cabin, on the key fob and under the boot lid and manual close with a tyre repair kit located in boot.

## Safety

The F-TYPE does not have an ANCAP or Euro NCAP safety rating and driver safety aids are limited to standard cruise control, lane keep assist, emergency braking and standard rear-view camera. It does have front and rear parking sensors, but you need to remember to turn the front sensors on as they default to off and if you are not aware of this you may bump into something. My F-TYPE also had the optional Blind Spot Assist pack (\$1,000), which includes blind spot assist and rear traffic monitor.

## Warranty

All new Jaguar vehicles sold come with a 5-year unlimited kilometre warranty with 5 years roadside assistance.

A 5 years/ 130,000km (whichever occurs first) service plan that covers standard service costs during this period is complimentary with the purchase price.

For me the F-TYPE is all about the V8 engine and the classic lines that make this one of the greats of all time and I will miss it deeply when it is gone. The F-TYPE reminds me of the famous Sir Robert Menzies quote about the Queen "I did but see her passing by and yet I love her till I die."

The 24MY Jaguar F-TYPE 75 Convertible P450 is priced from \$188,450 excluding on-road costs and as tested this Jag was \$195,470 excluding on-road costs. If you want to take home a F-TYPE as much as I do, you can Build your Own online or visit your preferred Jaguar Retailer for more information.

## Pros

- Classic looks
- Glorious V8 engine
- The smell of the interior

## Cons

- Noisy cooled seats
- Sun glare on the infotainment screen
- There still isn't one in my garage ■

*Editor: Information for this story from Driven Women Magazine by Petrol Mum. The magazine is available on line via Pocketmag for \$5.99/ issue.*



# Launch of the Reproduction SS100 - Finch Restorations





# Launch of the Reproduction SS100 - Finch Restorations

*On the 29th of February over 150 guests, including many JDCSA members, attended the launch of Finch Restorations latest project - a reproduction SS100*

A number of us had seen the car in the early days of its construction during a previous visit. It was now something special to see the final outcome.

Our club provided a display of cars around the entrance of the building and red carpet to welcome the arriving guests. Thank you to those members, several of whom drove a reasonable distance to get their cars to the venue.

One of the guests included Ray Finch who founded the firm in 1965. Peter and Harbinda Roberts are now the proprietors of Finch Restorations and have grown the firm to 30 highly skilled staff.

Finch Restorations is Australia's oldest and largest vehicle restoration and coachbuilding business. For over a half-century, they have been providing restoration services for unique, vintage, veteran, and classic cars and trucks. They perform rust repairs, car metal finishing, spray painting, auto electrical work, wood trim, engine rebuilds, mechanical repairs, and motor trimming.

They also undertake insurance smash repairs for classic cars and timber-bodied cars.

The guest speaker for the evening was JDCSA member Scott Shearman, the current owner of Sir William Lyons' former home, Wappenbury Hall. Scott talked about Jaguars and the home that has some very interesting items that he has found in the house since he acquired the property. It was a very interesting talk and overview.

The car was launched by the Mayor of Mt Barker together with the smashing of an imitation champagne bottle.

The catering was first class and very much appreciated by the people in attendance.

The event itself was very professionally executed and a tribute to Finch Restorations. Our congratulations to Peter, Harbinda, and their crew on this magnificent "Jaguar".

Editor



*Early photos of the SS100 reproduction under construction in the Finch workshop*



*The car, getting closer to completion, was on display at JAG DAY.*



# Launch of the Reproduction SS100 (cont)



*The reproduction SS100 was unveiled and launched by the Mayor of Mt Barker together with Finch Restoration employees.*



*Guest speaker, Scott Shearman, gave an entertaining talk about Jaguars and Sir William Lyons' former home, Wappenbury Hall.*



*Small section of the 150+ guests who attended the SS100 launch*



*A Jaguar Mk II and Daimler 250 under restoration*



*A Jaguar Mk V being upgraded and modified with a V8 engine*



## Launch of the Reproduction SS100 (cont)

*The Jaguar Drivers Club of SA club members provided a display of their cars around the entrance of the building and the red carpet to welcome arriving guests.*



*Photo L-R: Black Mk IV drophead, Malcolm Adamson; Red Daimler SP250, Fred Butcher; White Mk V drophead, Stan & Sally Grafton; Red XK120, Rob & Vicki Loffler, White XK120, John & Lindsay Williams; Black XK120 of Julian & Moira Lugg and White XK120 of Graeme & Fiona Shultz.*



*Finch restoration opalescent gunmetal grey, 4.2 litre Mark II saloon, Christopher & Anne Hatcher*



# Technical - Jaguar V6 (AJ126) Engine

*When Jaguar needed a V6 engine, they turned to what they already had and what they already knew. Using the existing AJ133 Jaguar V8, engineers developed a V6 engine with a V8's architecture.*

Although it's not at all uncommon for manufacturers to use parts interchangeably between engines or get a little outside of the box with an engine design, this particular example takes things a little bit further.

The V6 variant of this engine actually shares the exact same engine block as the V8. Instead of using the same architecture and shortening the engine block, Jaguar simply left out two cylinders at the back of the engine. It certainly makes production line interchangeability very efficient, given that it means the exact same engine mounts, transmission, and accessories fit both engines.

However, it isn't quite as simple as removing two cylinders from the engine. Let's take a look at how Jaguar made this V6 engine come to be.

## A Little More Than Just Removing Two Cylinders

Obviously, you can't just take two sets of rods and pistons out of a V8 and expect it to run perfectly fine as a V6. In essence, though, that is what Jaguar did.

With the cylinder heads removed, you can see the spots where cylinder sleeves would go if it were a V8. It does look a little odd and definitely takes up more space than needed. One might assume that the extra engine block weight might

be a bit annoying for chassis engineers, too, but the bigger weight penalty comes with the crankshaft.

Since the engine block remains the same length overall, the crankshaft does as well. Given that it is missing two crank pins and the accompanying throws, a pretty hefty counterweight was added to the back of the crankshaft to keep things smooth throughout the engine's operation. That, however, isn't the only modification that was made to the crankshaft to make this work.

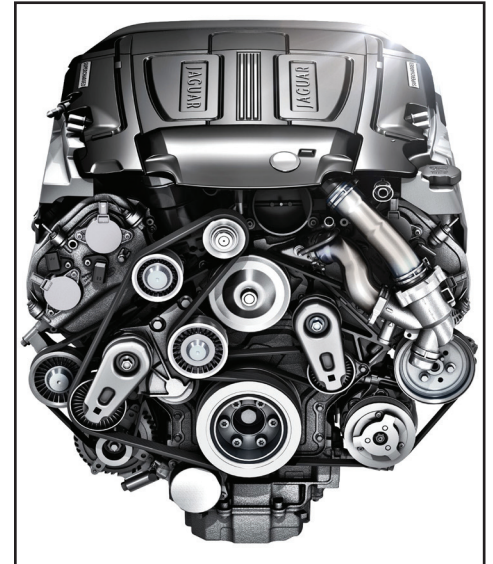
## 90-Degree Angle Added Complications

The vast majority of V-shaped 6-cylinder (and V12) engines use a 60-degree angle. However, the Jaguar V8 use a 90-degree angle to allow more room between the cylinder heads for the intake manifold and supercharger system.

Any V-8 engine is well balanced when its two-cylinder banks form a 90-degree V. And V-6s tend to be best off when that V is set at 60 degrees. But the explanation of why all this is true, well, that's a bit convoluted.

The forces that impact engine balance come from three sources.

1. The rotation of mass that is offset from the main bearing centre line (the mass at each crank throw and counterweight);
2. Reciprocating (up and down) forces due to the continual acceleration and deceleration of each piston assembly;
3. The firing forces in each cylinder."



*The Jaguar V6 (AJ126) as used in the XE, XF, F-Type and F-Pace. It was succeeded by the Ingenium AJ300 inline-6 engine.*

The first two of these forces - rotational (1) and reciprocating (2) - can often be balanced through engine configuration, as in, for example, a 90-degree V8.

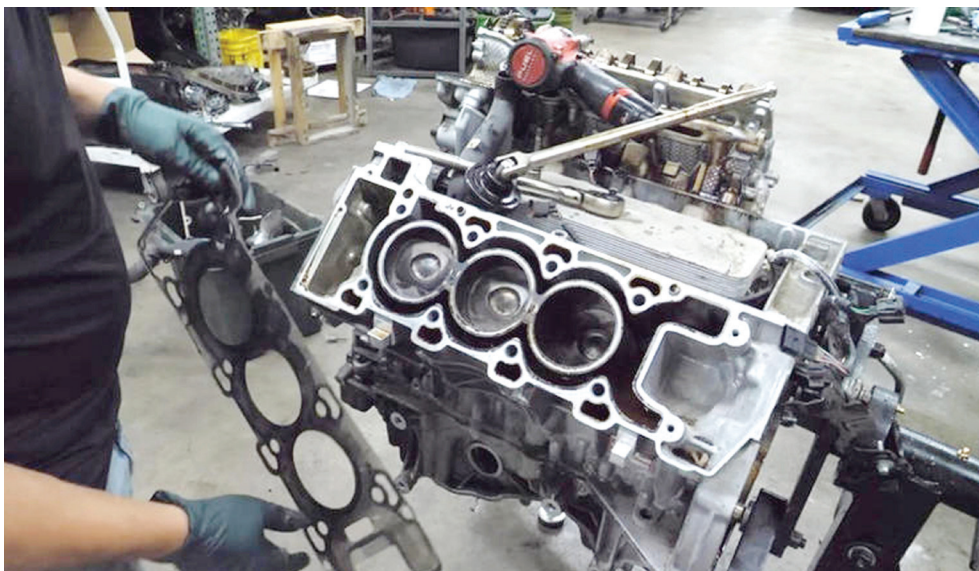
By adding a piston at a 90-degree angle (creating a 90-degree V) allows the counterweight to balance both pistons through their travel. The counterweight cancels the up-and-down motion of one piston, and 90-degrees later, cancels the motion of the other piston. The counterweight is balanced throughout its motion.

A 90-degree V-8 has balanced rotational (1) and reciprocating (2) forces because it has four balanced 90-degree Vs.

The angle of the V is critical to the third force. And there's an equation to help determine which configurations will work best.

In an engine, an individual piston fires every 720 degrees (two crankshaft rotations). If you divide that by the number of cylinders, you get a figure that represents the optimal degrees of crankshaft rotation between cylinder firings.

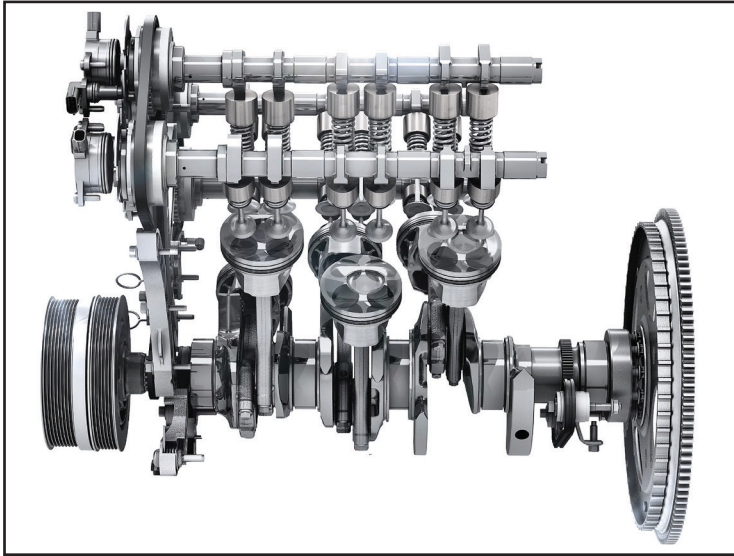
A V-8 fires a cylinder every time the crankshaft turns 90 degrees ( $720/8=90$ ). To balance the firing force, a cylinder has to fire every time the crankshaft rotates 90 degrees. Since the bank angle is 90 degrees and the firing forces occur in 90-degree intervals, the cross-plane V-8 balances all three of the forces.



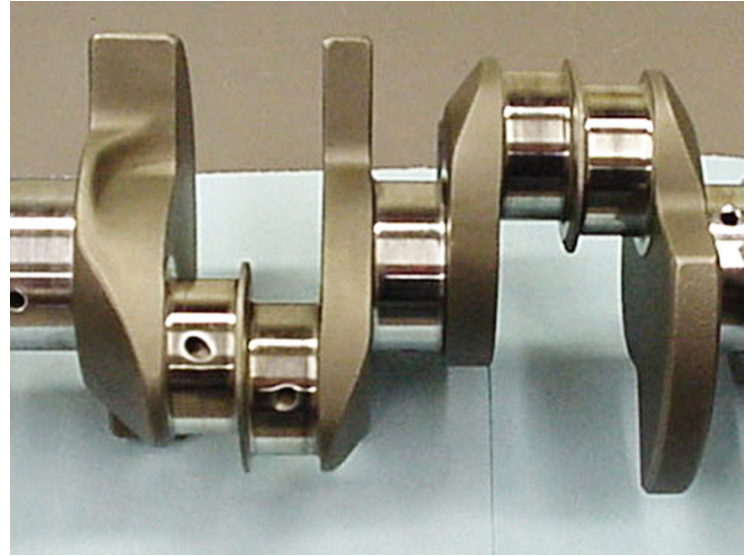
*With the heads removed, you can see where cylinder sleeves would go if it were a V8.*



# Technical - Jaguar V6 (AJ126) Engine



*The unusually long crankshaft for a V6 allows the use of five main bearings with the redundant journal used as a balancing element. The four camshafts incorporated variable camshaft timing (VCT).*



*Getting around the problem of uneven firing intervals is achieved by separating adjoining connecting rod journals and offsetting them so that each cylinder fires every 120 degrees of rotation.*

## A 90-Degree V-6 Engine Isn't Quite as Successful.

Together with the counterweight that was added to the back of the crankshaft, the rotational (1) and reciprocating (2) forces in the Jaguar 90-degree V6 engine are balanced. However, the firing forces are not.

A V-6 fires a cylinder every time the crankshaft turns 120 degrees ( $720/6=120$ ). That would imply a 120-degree angle between the banks, but that configuration is impractical for packaging reasons. The 60-degree bank angle is a good compromise for

packaging, and because the firing events occur in degrees (120) that are evenly divisible by the angle of the V (60), the firing forces remain balanced.

But 90-degree V6 engines have unbalanced firing pulses because 120 isn't evenly divisible by 90. So how did Jaguar get away with 90-degree V-6?

Because of the firing imbalance, Jaguar used a special crankshaft called a "split-pin" or "split-journal" unit that mounted the big ends of the paired connecting rods to crank journals that had been split and slightly offset so that the engine could achieve 120-degree firing despite its V angle.

In addition, each end of the crankshaft has a counterweight to ensure the engine is as smooth as possible.

It certainly isn't the most practical approach to engine design that the world has seen. It is, however, functional and clever.

## How Complicated is a AJ126 Engine?

Below is a link to a video of an overfilled AJ126 engine teardown. The AJ126 does not have a dipstick! Modern engines are equipped with sensors and electronic systems that monitor various parameters, including oil levels.

Although having too little oil can be catastrophic, having too much oil is just as bad, as this can create oil foaming that in turn results in the oil pump sucking air and not oil. As it is the AJ126 engine had a problem and has a structural windage tray bolted to the bottom of the cylinder block to help reduce oil foaming.

The video also demonstrates how complicated new engines are. Even though the video is sped up at times, it still takes almost an hour to strip the engine completely.

Grab a coffee and sit back and watch the teardown: [AJ126 V6 stripdown](#)

It makes one appreciate how simple pushrod and XJ engines are! ■

*Editor: Information for this article sourced from Car & Driver (The Physics of: Engine Cylinder-Bank Angles), Motor1.com (Jaguar Engine Teardown Reveals The Dangers Of Overfilling Your Oil), SlashGear (This Strange V6 Jaguar Engine Uses A V8 Block, Here's How).*



To see a V6 engine stripdown goto: [AJ126 V6 stripdown](#)



30 years of the X300

# JAGUAR WORLD

MARCH 2024 THE WORLD'S BEST-SELLING INDEPENDENT JAGUAR MAGAZINE

## 650bhp XF

Build your own XFR-S

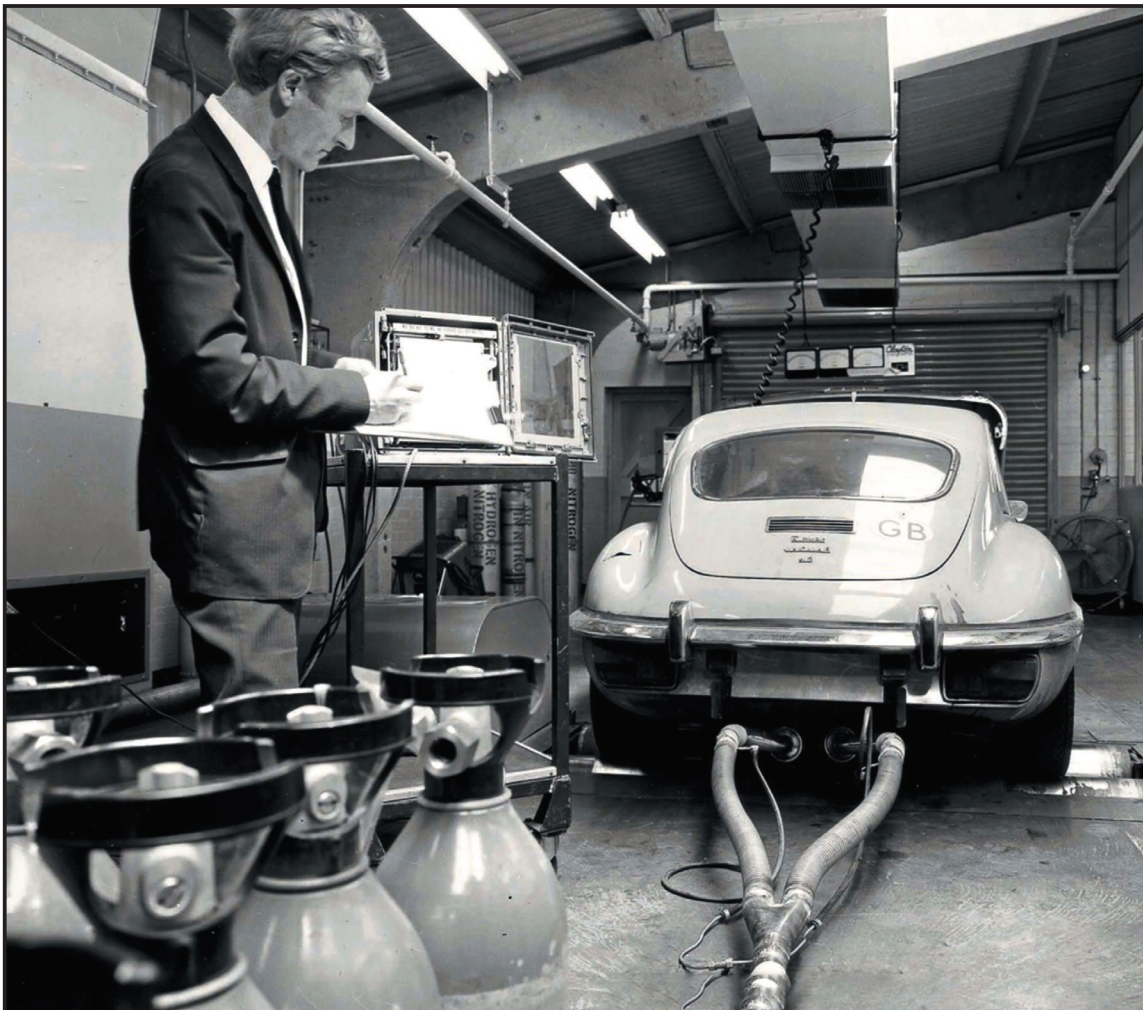
WORKSHOP  
XK8 rust prevention  
Classic auto chokes

XJC restomod  
MODIFIED

DRIVING A 1971 XJ-S!

The March 2024 edition of *Jaguar World* includes the following stories:

- ◇ **E-Type Survivor:** For 35 years the previous owner of this original 1966 Series 1 Coupe used it for touring Europe - and we've driven it closer to home.
- ◇ **Upated XF:** Take one XFR, apply "Wraptor Customs" 650bhp upgrade and you've made your own XFR-S chaser.
- ◇ **Supercharged XJC:** Blending the classic style of the two-door XJ with the supercharged heft of the XJR engine.
- ◇ **XJ-S Curiosity:** An XJ-S from 1971 ? With a 2.8-litre XK engine? Yes, really. It's not the rare prototype you might think, but one man's carefully crafted dream.
- ◇ **History - X300 XJ:** The life and times of the elegant facelift which turned the XJ40 into the car it always could have been.
- ◇ **Tech - Jaguar IRS:** Part two sees us delve further into the strengths and weaknesses of the classic design.
- ◇ **Living with S3 V12:** If you fancy a 12-cylinder saloon, the Series 3 makes for a safer bet than a modern Bentley... but you still need to know what you're getting into.
- ◇ **Workshop- XK8 Rust Prevention:** Finding and treating the trouble-spots around the X100's steel shell before they become a costly issue.
- ◇ **Workshop - Auto Choke DIY:** Tips from the experts on setting up the automatic choke on an early XK engine.
- ◇ **Q & A:** Sticky XF buttons, XJ-S tyres and European headlamp settings. ■



From The Archives:  
Snapshots From Jaguars History  
Something different with an archive photo of a car which shouldn't really exist.

Sitting on the Clayton dynamometer is a Series 3 E-Type, which from the serious demeanour of the suited operator and his official-looking clipboard looks to be undergoing some kind of certification testing. Nothing unusual in that, but zoom in and the badging under the hatch isn't the stylised 'V12' it should be, but a simple '4.2' legend.

Officially the Series 3 was only offered with the V12 engine, but it's known that Jaguar seriously considered continuing a more affordable six-cylinder model, the idea even persisting as far as the early sales brochures.

As a result, a handful of 4.2-engined Series 3 cars were constructed, with one even being sent over to the Jaguar/BL importer in Leonia, New Jersey for emissions certification of the 4.2-litre XK engine for the 1971 model year.

It's impossible to see the position of the steering wheel through the dusty rear window, but the lack of side repeaters on the lower rear quarters suggests this isn't the US-bound car but a UK-specification prototype, the whereabouts of which are unknown today thanks to the lack of a number plate.

One thing's for sure though: you can bet it sounded glorious as it approached its 5400rpm redline in the dyno cell.



# UK - Classic Cars (February 2024)



The Feb edition of Classic Cars included three Jaguar stories.

The magazine reviewed cars that influenced future car buyers through their appearance in old films and TV. An obvious inclusion was the Mk 2 thanks to Inspector Morse.



The Magazine also carried a 7-page life story of the Guyson E12 that was born out of a crashed Series 3 V12 E-Type. This unique Jaguar serves as a concept car, daily driver, company advert and a concours contender. ■



# UK - Classic Cars (March 2024)



The March edition of Classic Cars included two Jaguar articles.

A story about an owner learning how to do repairs on his 1962 E-Type that included adjusting camshaft shims.



They do a road test on a 1953 XK120 for sale at £80,000. ■





# Lloyds On Line Auction (24 February)

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



1953 Mk 7 V6 Ford Falcon 6 cyl engine, petrol & LPG auto. Fitted with air-con. V/G interior. 97,590 Miles. **Closing bid \$8,400**



1951 Mk 7. Holden 6 cyl engine, petrol & LPG auto. V/G interior. Brakes need attention. Some spare parts. **Closing bid \$7,300**



1997 XK8 X100 Azure Blue 4.0 litre V8 auto. New roof lining and battery. Paint imperfections 107,363 kms. **Closing bid \$8,902**



2003 X200 S-Type R. 4.2 V8 supercharged auto. Sunroof, Log Books/Owners Manual. 144,100 kms. **Closing bid \$12,200**



1971 XJ6. Holden 308 V8 (5.0 litre) petrol engine 3-Speed Auto. Rust Evident. Indicating 5,588 Miles **Closing bid \$2,201**



1971 XJ6 4.2 litre auto. Original Jaguar engine. Engine runs. Rust Evident. Indicating 25,463 Miles **Closing bid \$1,450**



## Lloyds On Line Auction (24 February)



1985 XJ6 S3 4.2 litre Sovereign auto. Original condition, Service history, Original tool box. 187,651km. **SOLD \$19,000.**



1987 XJ12 5.3L S3 auto. Air-con. Pioneer CD stereo system. Some mark's dents and scratches. 303,742km. **Closing bid \$4,900.**



1990 Blue Daimler XJ40 4.0 litre AJ6 petrol auto. 235,528km. **Closing bid \$5,001**

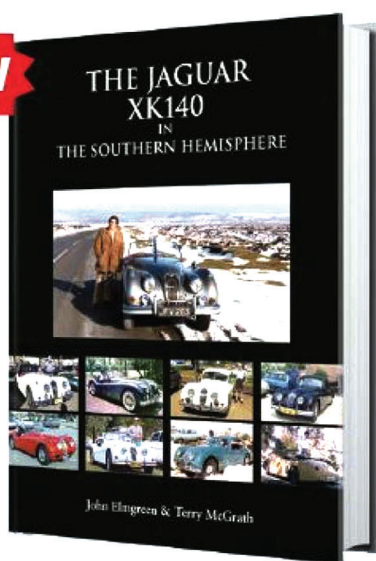


1993 XJ-S 5.3L V12 'facelift' auto. Full Service history. Receipts for thousands spent over the years. 148,000km. **Closing bid \$15,500.**

# THE JAGUAR XK140 IN THE SOUTHERN HEMISPHERE

By John Elmgreen and Terry McGrath

**NEW**



This new book is a follow up to the authors' *The Jaguar XK in Australia* and *The Jaguar XK120 in the Southern Hemisphere*

John Elmgreen and Terry McGrath have covered every XK140 sold new in the southern hemisphere and for good measure added in Asia, the Middle East and the rest of Africa. They have also relentlessly pursued identifying and recording the histories of all the other XK140s ever in those areas — with numerous imports from the USA and the UK.

The result is a large format book (the same as those earlier) of some 528 pages, 380,000 words/figures, and records of nearly 500 XK140s in eleven chapters. The print run is just 500 copies. A special slip case with enamel badge is also available.

*The XK120 book is also still available*

For more and to place an order, go to:  
[www.jtpublications.com.au](http://www.jtpublications.com.au)



## FOR SALE 1985 XJ6 S3 VANDEN PLAS

Very rare car with Heritage Certificate from Jaguar (JDHT)  
122,000 kms  
Exceptional condition.

**Price \$32,000**

Please phone David Seidel  
0411 380 388 or 0419 806 866



## FOR SALE: 1988 XJ-S Coupe 5.3 Litre V12 Auto

Owned for 17 years  
In excellent condition, inside and out.  
Has always been regularly serviced and maintained and garaged undercover.

**POA to interested members before it goes on line to be advertised nationally.**

Contact Rick Luff 0411 426 913  
Email: - rickluff@iinet.net.au



## FOR SALE: 1999 XJ8

This car is in NEW condition.  
Sadly our club member has passed away.  
1999 3.2 litre XJ X308 V8  
The XJ8 is located in Mildura.

**PRICE \$25,000 (FIRM)**

For details and more photos please  
phone Lyndsay Paech  
0412221525 or 0433713919



## FOR SALE: 2008 X-Type 2.1 litre V6 Petrol, Auto

Front electric seats, centre locking.  
Bluetooth, sports mode, leather seats,  
original mats.  
Brand-new tyres,  
Low kms 103,000.  
Recent log book service.  
Very economically - 550 km on full tank  
Unique Plate XUM-100

**PRICE \$11,999 (Slightly negotiable)**

For more information please  
contact Chander - 0481780960



## FOR SALE 2005 XJ6 X350 Auto (Petrol)

- ◇ Car is in very good condition.
- ◇ Has been very well maintained.
- ◇ Service history is available.
- ◇ 185,681 kilometres.
- ◇ Available for inspection at Kensington Gardens.

**Price \$23,000**

Please contact - Andrew Jantke  
Mobile: 0418803184  
Email: aajantke@icloud.com



## PARTS WANTED FOR MK 2

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

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

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

**PLEASE CONTACT: Nigel**  
0439 082 966

## FOR SALE: Borg Warner 12 transmission

BW-12 transmission with torque converter and bell housing. Removed from a running Mk2 Jaguar

**\$680 - Pickup from Flinders Park.**

Contact - Sergio Cavaiuolo  
0414250139





## FOR SALE: 1974 XJ6 Series 2

Short wheel base auto.

Over the last 2 years (together with Evan Spartalis), we have returned it to its original condition.

The car drives perfectly.

Excellent mechanical condition with newly refurbished top end.

Interior is in excellent original condition with (rare) narrow pleated leather seats.

Perfect straight rust free body.

Paintwork excellent.

It would be hard to find a better car for the money.

**PRICE - \$15,000 or near offer**

**Please ring Mark - 0401444919**



## FOR SALE: 1985 XJ6 Series 3 Sovereign Auto

With factory electric sunroof and original toolkit, upgraded sound system with phone bluetooth, well maintained.

Selling my lovely car as I have moved into aged care and no longer drive.

**PRICE - \$13,000 or near offer**

**Please phone Murray Aitken**

**0427178086**



## FOR SALE: 1971 XJ6 Series 1

2nd family ownership  
Manual with overdrive

Bare metal respray 23 k ... perfect  
Extensive history and expenditure including engine rebuild. Books from new. This is an excellent vehicle and will suit the most exacting enquiries....

**Offers around \$23,000 which will be proven to the next owner to be money well spent.**

**Please ring Mark - 0401444919**



## XJ8 X350 3.5 litre V8

- ◇ 2003 first registered December 2005
- ◇ Odometer reading 94,500 km.
- ◇ Steel blue with oatmeal upholstery.
- ◇ Sold new by Alf Barbagallo Jaguar.
- ◇ Two owners from new.

Recent work completed by Stepney Auto Repairs includes:

1. New self levelling Jaguar OEM suspension struts front and rear
2. New soft close boot lock
3. New auxiliary water pump and hoses
4. New auto transmission pan & full service
5. New Jaguar OEM suspension compressor

**PRICE - \$39,000**

**Andrew Costi - 0411 403 231**



## FOR SALE: 1991 XJ40

- ◇ Owned for 28 years. 247,404 km
- ◇ Car meticulously maintained.
- ◇ Everything works. All receipts.
- ◇ Original delivery documentation, log books, owner's manual, tool kit.
- ◇ Paintwork generally good condition.

Previous work includes:

Aircon retrofit 1999, power steering rack 2000, head lining 2002, fuel pump 2007, all shock absorbers 2008, tappet shims 2008, reconditioned diff 2009, all disc rotors 2009, starter motor 2009, radiator 2017.

**PRICE: \$14,000**

**Phone Mark at Matrix Engineering  
0418 848 646**



## FOR SALE Mark X 4.2 Litre

It is original and complete

November 1965 build.

Garaged for the last 20 years

Requires attention. Cheap easy start into restoring as it did run 20 years ago.

**Please Contact Paul Bajada -  
0408 806 291**





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

## SS, Mk IV, Mk V Register



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

Minutes of meeting held at Bruce Fletcher's residence - Wednesday 21st February 2024.

### Present:

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

Guests: Adam Savis.

Apologies: Antony Veale, Rob Paterson

### Previous Minutes:

The Minutes of 15th November 2023 as issued were accepted as a true record of the meeting.

### Correspondence:

Nil

### Welfare:

Everybody was as good as can be expected.

### SS Register 50th anniversary 2024

- First Register meeting was on the 18/4/1974.
- The Register was initially SS and MkIV and did not include MKV till later in the year.
- April is a busy month so we are looking at doing a lunch on the 19th May.
- Venue still to be determined. Brenton will check on a place at Mt Barker.
- Malcolm brought along some 50th anniversary car badges which some members have purchased.

### SA/VIC Border Run 2024: Hamilton

- The run will be 1st - 4th November 2024
- Organised by the Vic club.
- More details to follow when received.

### Technical & Parts:

Brenton installed a new coil, but all did not go to plan. The car started and stopped and then the starter solenoid

just decided to give a click and that was all. After some help from his son in law – Adam with a hammer, the starter burst back into life. The new coil is no good as one of the bolts coming out of it snapped so the old coil was put back to use. Will investigate a better-quality coil

### General Business:

- Finch Restorations have a launch for the SS100 replica on the 29/2/24.
- Car talk.

### SS Register Meeting Dates:

- Next meeting is 20th March at Bob Kretschmer's Residence.
- If you can host a meeting for other months, can you please advise Brenton Hobbs.

### The meeting closed at 9.00pm.

Thank you to Bruce and Ann for hosting this meeting and supplying the supper.

**Brenton Hobbs**  
Register Secretary



*Tony Bishop's 3.5 litre S.S.100 (#39102). Tony's car was one of only three S.S. Jaguar 100's sold new in Australia. He purchased the car on 6 January 1958, Unfortunately, Tony can no longer drive and the SS100 is currently for sale for Au\$790,000 ONO.*



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

## XJ, Mk 10 & 420G Register



*They meet the second Wednesday of each month*

Minutes of meeting held at 7.30pm on Wednesday 14th of February, at the Bartley Hotel, West Lakes Shore.

### Present:

David Bicknell & Margaret, Tom & Marj Brindle, Peter & Heather Buck, Walter & Beryl Bullock, Andrew & Margaret Byles, Bob & Daphne Charman, Jeannie DeYoung, Alan & Lorraine Davis, John & Evan Evans, Don Heartfield, Ron Lane, Louis Marafioti, Paul Moore, David & Angela Nicklin, Sandy Nicholson, Trevor Norley, Brian O'Shaughnessy, Phil Prior,

### Apologies:

Don & Elaine Cardone, Don Heartfield, Don & Kathy Tyrrell, Borys & Elaine Potiuch, Graeme & Betty Moore, Michael Pringle and Jo Orford, Anne O'Shaughnessy, Sue Prior, Fay Leyton, Don Tamblyn, Jonathon & Carolyn Harry.

### Tonight's Lucky Draw:

No lucky square draw tonight. Betty is away.

### Previous Minutes:

Approved by Claire Evans. Seconded by Daphne Charman.

### General Business:

1. Moonta Show and Shine Sunday 10th March.
2. Next ladies group lunch is on Thursday, 21st March at the Marion Hotel.
3. All British Day, is on Sunday 3rd March at Echunga.
4. British Classic Tour is on Sunday the 17th March starting Pt Noarlunga and ending at Victor Harbor.
5. XJ Mk10 420G run for 2024 is in the planning. Sovereign Hill, and Castlemaine. Could be Cost blow out. Looking at other options.
6. Our Xmas Dinner and Show is booked for December, 7th December. We have agreed to have more vegetables on each plate this year rather than a central plate.

### CAR TALK

- **David Bicknell:** N.T.R.
- **Tom & Marj Brindle:** Mk 2 going well. XJ40 needs some repairs.
- **Peter & Heather Buck:** X308 excellent.
- **Bob & Daff Charman:** All cars going very well thanks.

- **Jeannie DeYoung:** Dusted the Jag.
- **Andrew & Margaret Byles:** XJC replaced oil pump. Injectors replaced, not been used for 30 years. XJS won't start.
- **Walter & Beryl Bullock:** Daimler 240 still not right. Not driven for quite a while.
- **John & Claire Evans:** No longer own the S-Type Jaguar. Used it as a moving vehicle before trading it in on a VW.
- **Louis Marafioti:** XJ8 all is very good.
- **Trevor Norley:** X Type going well. XJ6 to Tony at Stepney.
- **Don Heartfield:** X300 OK. XJ6 all good.
- **Ron Lane:** XJ6 going well. Ser2 New upholstery from the UK. Quality Trimmers botched up the job.
- **Paul Moore:** X300 used once a week. All good.
- **David & Angela Nicklin:** XJ8 still shopping around for repairs. Rear Bumper.
- **Bryan O'Shaughnessy:** Going well.

### Meeting closed 8.30pm.

Our next Register meeting will be at the Bartley Hotel on Wednesday 13th March. Looking forward to seeing you all there but please remember to register in Tidyhq for the event.

**Bob Charman**  
Register Secretary

"Is everything OK? You haven't photographed your food yet."



**Day At The Museum**

The phone my sister has (she's six)



The phone I had when I was six





# XK, Mk 7, 8, 9 - Register Minutes (February)

## XK, Mk 7, 8, 9 Register



*XK120 - celebrating 75 years*

### Minutes of the XK 7 8 & 9 Register Meeting 14th February at the home of Rod & Peggy Davis

Steve welcomed Michael Pringle & our Editor Graham Franklin.

**Apologies:** Rob & Vicki Loffler, Val Weeks. Peter & Roz Holland, Carla Smith, Graeme & Fiona Shultz.

**Present:** Steve Weeks, Rod & Peggy Davis, Michael Pringle, Richard Smith, Ossi & Rayeena Petrucco, Steve & Celia Schubert, Graham Franklin, Onslow & Wendy Billingham, Julian & Moira Lugg, John Williams, Peter & Judy Goodale, Robin & Diedre Ide, Sue Harrison.

**Minutes:** Minutes of the previous meeting were accepted.

#### Register Business:

**Welfare:** Malcolm Drewer has had a fall while on holiday with Rob & Vicki Loffler and broke a few bones and spent quite some time in hospital. We all wish him a speedy recovery.

**Border Run:** The Border Run this year is being hosted by the Victorians. It will be at Echuca from 9th to 14th of October.

Some event dates are: -

- ◇ Old Crocks Run, organized by the Sporting Car Club is in May 2024, this mainly applies to pre-1934 cars.
- ◇ McLaren Vale Vintage & Classic – is on the 14th of April, the host winery is Hastings & Lightfoot, they are on Foggo Road, between McLaren Vale & McLaren Flat, those not entering the event could still drive directly to the lunch venue.
- ◇ British Classic – 17th of March, starting at Old Noarlunga Oval to V/Harbor, all details are in Classic Marque.

Our Register along with the Compact Register will be hosting a Combined Clubs Run on the 26th of April.

The next Register Meeting will be on June the 12th – this will be an afternoon meeting. Steve is looking for a venue.

Steve informed the group that this year he has completed 6 years as the Register Secretary and that the position should be filled by someone else according to the current Constitution.

#### Club Business

Steve informed that the E F & GT Register has a new Secretary by the name of Bruce Davis.

Steve displayed some club business cards that are designed to be placed on any Jags that we might see parked as an initiative of getting new members.

The National Rally in Tasmania is getting close– quite a few members are going.

SA Jag Day this year is at Glenelg Wigley Reserve on Sunday the 27th of October.

#### New Business

Ossie said that XKs in the USA needing restoration were quite cheap and sought interest of register members at buying and restoring one as a project.

#### Around the Room Car Talk.

- **Ossie** - enjoyed the recent Riverland run & thought that we should plan another. He is also about to replace the XK150's light switch.
- **Onslow Billingham** – the XK150 is OK.

- **Peter Goodale** - feels that he is getting a bit old for the XK140 and is considering returning it to its original condition, possibly to sell.
- **Rod Davis** – The XK140 sits in the garage at present.
- **Julian Lugg** – The XK120 is awaiting its next run.
- **Michael Pringle** – his XKR has just had a replacement differential & is focusing on completing the restoration of his 1956 Daimler.
- **John Williams** – all is ok.
- **Robin Ide** – the Mark 9 is resting.
- **Steve Schubert** – has had a “seniors” moment in fitting a header tank, but all is ok now.
- **Sue Harrison** – has been reunited with her and Doug's Mark 9, the new owner of the car, Andrew Hayes, has taken her for a ride in it, brought back many memories.
- **Richard Smith** – is currently having some fuel pump issues.
- **Steve** – the XK150's rear window is back in.

Steve finished the meeting and thanked Rod & Peggy for providing supper and hosting us.

Steve Weeks  
Register Secretary



*1951 XK120 project car. Matching numbers. The car was sold in the U.S.A at the Scottsdale, Arizona auction in January 2024. Sold US\$30,800. (Au\$47,150).*



# Compact Register Report (February)

## SS, Mk IV, Mk V Register



### *Compact Register meet quarterly.*

On Wednesday 21st of February the Compact Register met again at the The Maid of Auckland Hotel, South Road.

It was great to have 31 members attending with 9 apologies. In the last six

months we have sort to see this register resurrected, and last nights attendance and enthusiasm certainly indicates that the register is alive and well.

So good to see new members in attendance and some other members we have not seen at the Compact Register previously.

An opportunity for everyone to introduce themselves, and speak a little about their car(s) was appreciated. There are three or four compacts under various forms of construction, restoration or recommissioning, all of which suggests a bright future for the register.

Future events were outlined, in particular our upcoming combined outing with the XK, Mk7, 8, & 9 Register. Preliminary details of this outing are available on TidyHQ. Members are invited to check

it out and watch for more updates as the date approaches. Goto: [April Combined Lunch Run.](#)

In particular we discussed the proposed "Murray River Rendezvous", to Mildura September 6-9 2024.

I will be posting an outline of this proposed event on Tidy HQ shortly to gauge members interest and its viability. We intend to also offer an invitation to JCCV members who may wish to join us on this occasion. So all compact owners in the club please watch out for this information and consider a weekend away with fellow enthusiasts.

**Cheers for now!**

**Philip: Mob: 0402670 654  
Email: philipprior@bigpond.com**





## XJ MK10 420G Register Meeting (13th March)



### XJ MK10 420G REGISTER MEETING - WEDNESDAY 13TH MARCH 2024

Come and join their monthly meeting. They meet at the Bartley Hotel from 6.00pm if you would like to have a meal. Then join in their meeting, which is always a lot of fun and includes member feedback and car talk. Stay for a coffee after the meeting and catch up with old and new members.

Please register on TidyHQ - [XJ, Mk10, 420G March Register Meeting](#)

## British Classics Tour 2024 (17th March)



### BRITISH CLASSIC TOUR 2024 - SUNDAY 17 MARCH 2024

The Historic Motor Vehicles Club and the MG Car Club of SA Present the British Classics Tour 2024

Starting at the Port Noarlunga Football Club - Britain Drive, Port Noarlunga 8.00AM

The tour will take you from Port Noarlunga Football Oval to Warland Reserve, Victor Harbor, through the picturesque Southern Fleurieu Peninsula.

Motor Vehicle Admission -\$30.00. (Sales end on 17 Mar 2024)

<https://britishclassictour.com.au/>



## Upcoming Event - Jaguar Ladies Group (21st March)



### JAGUAR LADIES GROUP- MARION HOTEL - THURSDAY 21ST MARCH 2024

Come along Ladies and join us for lunch at the Marion Hotel, 848 Marion Road Mitchell Park - 12.15 pm.

Please note the time change as we have had to fit in with the Hotel bookings.

Jaguar Ladies only at this stage as numbers are limited. I will advise on 4th March if there are available places for friends. If you haven't attended an event before ladies please join us, we do have a lovely time, you will meet some fabulous ladies and we will make you feel very welcome. Please book on TidyHQ by pm Thursday 14th March. If you have trouble making your booking give me a call and I will be very happy to help you. I look forward to getting together.

Regards Tricia Clarke, Convenor 0422 128 066 -triciaclarke\_1@hotmail.com

**Please register via TidyHQ: - [March Ladies Group Lunch](#)**

## Upcoming Event - E, F & GT Register Meeting (21st March)



### E, F & GT REGISTER MEETING, 7:30PM THURSDAY 21ST MARCH 2024

Bruce Davis has kindly invited members to his home to get together and discuss events planned for 2024.

Bruce will be seeking attendee's votes so that he can become the E, F & GT Register Secretary.

At the meeting, in his garage, Bruce will also lead you through how he imported his 1972 E type roadster from the US and refurbished it in his garage.

Please bring drinks and nibbles.

**Please register on TidyHQ: - [E, F & GT March Register Meeting](#)**



## Multivalve Register Meeting (28th March)



### MULTIVALVE REGISTER MEETING - 28TH MARCH 2024

All members are invited to attend our next Register Meeting, on Thursday 28th March at the Kensington Hotel, 23 Regent Street, Kensington - 6:00pm for dinner, followed by the meeting at 7:30pm.

As usual, please register for this meeting through TidyHQ.

Please contact peter Buck if you have any difficulty registering.

**Please register via TidyHQ - [Multivalve March Register Meeting](#)**

## McLaren Vale Vintage & Classic (14th April)



### MCLAREN VALE VINTAGE & CLASSIC 2024 - SUNDAY APRIL 14TH

The 'Grand Parade' is in Main Road McLaren Vale on Sunday 14th April starting at 11-00am.

If you do not wish to participate in the Display of cars at Serafino Wines or the following street parade (Registration on the official web page required), you can still join in at HASTWELL & LIGHTFOOT WINES for lunch from about 12.00pm. 301 Foggo Rd, McLaren Flat SA 5171

**ENTRY IS \$40 Per VEHICLE** (for display and street parade). No cost to attend the lunch.

<https://www.vintageandclassic.com.au/>



## Upcoming Event - Combined Lunch Run (26th April)



### **XK & Mk 7 8 & 9 Combined Lunch Run with the Compact Register 26th of April.**

We are having another combined Register event and once again we are inviting some other car clubs to join us on the day.

Starting at 10.00am with a meeting point at the Cherry Gardens Memorial Hall for morning tea, followed by a scenic drive and finishing at Oxenberry Farm for lunch. (Morning tea & lunch will be PAYG).

**ALL CLUB MEMBERS ARE INVITED. Please register on TidyHQ: - [April Combined Lunch Run](#)**

## Proposed Compact Register Run to Mildura (Sept. 2024)



### **A PROPOSED EVENT FOR THE COMPACT REGISTER**

**Mildura - September 6-9, 2024**

This proposed Compact Register event has been discussed at our last two Compact Register Meetings. It is now time to gauge what interest there is from members in this event before formal planning proceeds any further.

Although it is a Compact Register Event and we do want to see as many compact Jaguar cars participating (ie Jaguar Mk1, Mk2, S Type, 420) the event will not be limited to the Compact Register members nor to Compact Jaguars. It is anticipated that we will invite members of the Victorian Jaguar Club (JCCV) compact registers to join us for the weekend.

It will be a PAYG event - cost for meals and accommodation estimated to be about \$750 - \$800 for a couple plus fuel.

**Please register via TidyHQ: - [Proposed Compact Register Run To Mildura](#)**

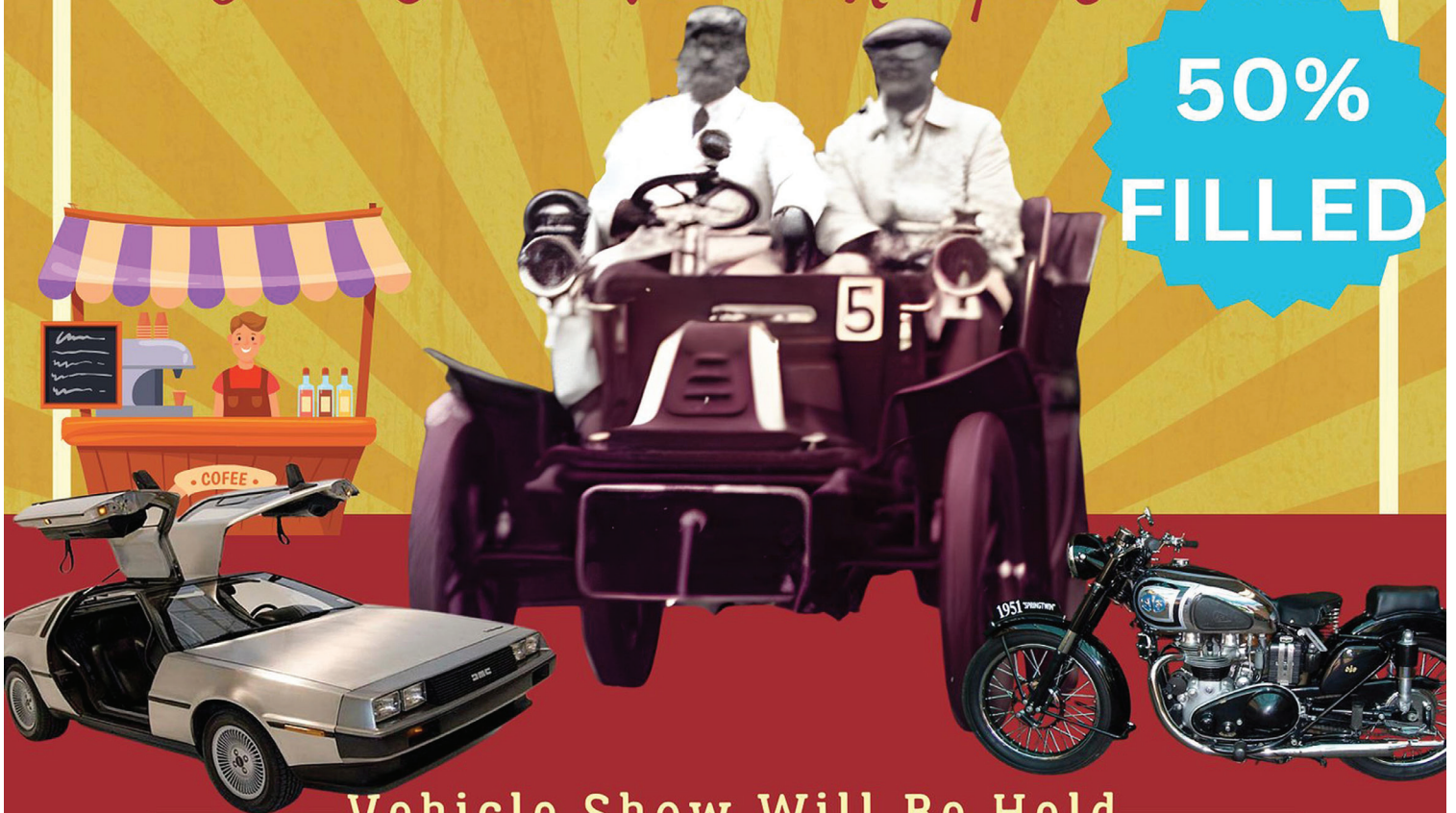


To Celebrate the 90th Year of the Old Crocks' Run. (5 May)

# OLD CROCK'S RUN

*Old & Classic Vehicle Rally & Show*

50%  
FILLED



Vehicle Show Will Be Held

## WIGLEY RESERVE

Sunday **05** May

10 AM - 3 PM



**90**  
1934-2024

[SPORTINGCARCLUB.COM.AU](http://SPORTINGCARCLUB.COM.AU)

[DETAILS & REGISTER HERE](#)





# Annual Presentation Dinner - 3rd August 2024

JAGUAR DRIVERS CLUB OF SOUTH AUSTRALIA

## ANNUAL PRESENTATION DINNER

# SATURDAY 3<sup>RD</sup> AUGUST 2024

Members are invited to save the date for our annual presentation dinner, which will be held at the newly opened Wolf Blass Centre at Morphettville Racecourse on Saturday, 3<sup>rd</sup> August.

A stunning venue with outstanding views of the racecourse and picturesque Adelaide Hills through floor to ceiling glass windows.



A complimentary drink on arrival will be followed by a two-course meal. There will be live entertainment and a dance floor for those feeling energetic!

Arrangements are still being finalised and more details will be coming soon, watch this space.....



Jaguar Ladies Social Group



# Sunday Morning Cars & Coffee

## SUNDAY Morning 'CARS & COFFEE' Themed Events

DATE	EVENT NAME + <i>Facebook Name/Page Link</i>	SUBURB / TOWN (South Australia)	TIME
1 <sup>st</sup> SUNDAY	<a href="#">Cars &amp; Coffee Barossa</a>	NURIOOTPA – Bean Addiction, 18-28 Tanunda Road	0800-1030
“ “	<a href="#">Cars &amp; Coffee Blackwood</a>	BLACKWOOD – Montagna Café (Woolworths Car Park)	0800-1000
“ “	<a href="#">Cars &amp; Coffee Murray Bridge</a>	MURRAY BRIDGE – Wharf Precinct Car Park, Clark Street	0800-1000
“ “	<a href="#">Coffee &amp; Classics</a>	GEPPS-X <b>ON HOLD AWAITING NEW LOCATION</b>	0830-1030
“ “	<a href="#">Coffee &amp; Machines</a>	ABERFOYLE PARK – The Hub Cafe, 5/130-150 Hub Drive	0800-1000
“ “	<a href="#">Coffee n Cars in the Vale</a>	McLAREN VALE – 130 Main Road	0800-1030
“ “	<a href="#">Hot Rod Haven</a> (Hot Rods & pre-65 customs)	WEST BEACH – Henley Sailing Club, 1 Seaview Road	0800-1030
2 <sup>nd</sup> SUNDAY	<a href="#">Cars on the Coast</a>	PORT NOARLUNGA – Beck's Bakehouse	0800-1030
“ “	<a href="#">Victor Harbor Cars &amp; Coffee</a>	VICTOR HARBOR – Corner Hindmarsh & Seaview Roads	0800-1030
“ “	<a href="#">Coffee &amp; Cars Riverland</a>	BERRI – Senior Citizens Carpark, 9/12 Crawford Terrace	0900-1100
“ “	<a href="#">Coffeed Classics &amp; Chrome</a>	ABERFOYLE PARK – Village Shopping Ctr, 142 Hub Drive	0800-1000
“ “	<a href="#">Machines and Caffeine</a>	MT BARKER – Homemaker Ctr / Laratinga Café, 6 Dutton Rd	0800-1000
“ “	<a href="#">Northside Coffee &amp; Classics</a>	GOLDEN GROVE – The Grove Shopping Ctr, The Golden Way	0800-1030
3 <sup>rd</sup> SUNDAY	<a href="#">Breakfast with the Devils</a>	GREEN FIELDS – Whiteline Transport, 1 Belfree Drive	0730-1030
“ “	<a href="#">Cars And Coffee Hahndorf</a>	HAHANDORF – Fruit & Veg Market, 182 Mt Barker Road	from 0800
“ “	<a href="#">Cars and Coffee Tonsley</a>	TONSLEY – MAB Circuit, Tonsley	0700-0930
“ “	<a href="#">Chrome in the Valley</a>	HAPPY VALLEY – Shopping Centre, 50 Kenihans Road	0800-1000
“ “	<a href="#">Compass Cars n Coffee</a>	MT COMPASS – BP Service Station in Main Street	0800-1000
“ “	<a href="#">Super Sunday Get Together</a>	ANGLE VALE – Shopping Centre, Heaslip Rd	0800-1030
4 <sup>th</sup> Saturday	<a href="#">Coffee N Chrome</a>	MILE END SOUTH – Mile End Home	from 6.00pm
Last SUNDAY	<a href="#">Cars &amp; Coffee on the River</a>	MANNUM – Ferry Landing	from 0830
	<a href="#">Cars &amp; Coffee at Port Pirie</a>	PORT PIRIE – Domino's Car Park, 10 Main Road	from 1000

NOTE: Check with each event/host's Facebook page as details can change.

Compiled by Grant Zippel. Updated: 18/01/2023



*Inspired by the Jaguar logo this bike is guaranteed to make people stop and stare. A labour of love, it took the owner a decade to make "Night Shadow". It looks impressive, but to see him ride it there's the obvious observation that it's definitely not practical for long cruises. Instead, it's a wow piece that he takes to shows in London and the surrounding areas. To see the video go to: [Jaguar Bike](#)*



# Jaguar XJ220C Le Mans Factory Entry For Sale



*Jaguar XJ220C Le Mans - one of the 3 factory-entries for Le Mans 24 Hours 1993 is for sale. The XJ220C ended up with a collector in Japan who had a minor accident and then sent the car to specialist Don Law Racing in the U.K. for full repair and restoration to its 1993 Le Mans livery at a cost of nearly £200,000 (Au\$386,000). Now for sale for Au\$2.1 million.*



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



**Karlie Ridley**  
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## Club Notices

### GENERAL MEETING ROSTER 2024

February	E, F, GT Register
March	XJ, Mk 10, 420G
April	Multivalve Register
May	Multivalve Register
June	XK, 7, 8, 9 Register

### CLASSIC MARQUE

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

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



# Minutes of the JDCSA February 2024 General Meeting

**Minutes of the JDCSA General Meeting held on Tuesday 6th February 2024, at The Junction, 470 Anzac Highway, Camden Park, SA 5038.**

**Meeting opened at 7:30pm.**

**Present:** As per TidyHQ registrations and signature sheet held by Club Secretary. Members present were reminded to sign in if they had not registered online.

**Apologies:** Graeme & Betty Moore, Chris & Jane Strange, Peter & Ros Holland. Jim McBride, Bob Charman, David Rogers, Borys Potiuch.

**New Members/Visitors:** The President welcomed new members John & Sue Weeks, introduced by Peter Clarke. John and Sue own two of the four XFRS Jaguars in Australia and have a warehouse collection of cars.

**Minutes of the Last Meeting:** Moved for acceptance by Heather Buck and seconded by Peter Buck. There was no business arising.

**Welfare:**

- Malcolm Drewer broke his hip and leg in December whilst on holiday.
- Murray Aitken is now in a nursing home with spinal cancer – his XJ S3 is for sale.

Register Secretaries are keeping in touch with Malcolm and Murray.

**President (Michael Pringle):** The President's report can be read in the Classic Marque and Michael apologised for omitting to include the SS & Pushrod Register BBQ in January.

The Club has applied for a State Government grant in both the Event and Equipment categories - a decision should be forthcoming in March or April. Michael thanked Tim White in particular, also Phil Prior and Heather Buck for their help with the applications.

**Vice President (Graeme Moore):** No report as Graeme is currently on holiday.

**Secretary (Steve Weeks):**

- Letters received from the State Government and the FHMC re the grants.
- Code of Practice received for individually constructed vehicles (ICVs). Michael confirmed no changes are needed to the Club's constitution as it meets all the necessary criteria.
- The Club has been invited to attend the McLaren Vale Vintage & Classic on Sunday 14th April. The host winery designated for the JDCSA together with the Stag Club will be Hastwell & Lightfoot, located at 301 Foggo Road, McLaren Vale.
- The Victor Harbor British Classics run is being held on March 17th. The event will begin at the Oval in Old Noarlunga and is being organised with the MG Car Club.
- The Old Crocks Run is being held in May 2024, details will be in the next edition of the Classic Marque.

**Treasurer (Heather Buck):** Currently working on the budget for the next financial

year - Register Secretaries were asked to consider what additional funds they might need. The Club remains in a healthy financial position.

**Membership (Daphne Charman):**

Averaging three new members a month

**Editor (Graham Franklin):** Nothing to report.

**Log Books (Bob Charman):** All going well.

**Regalia (Graeme & Betty Moore):** No regalia present this evening.

**MSCA (Barry Kitts):**

- The Presentation Picnic lunch is being held on Sunday 25th February in Mount Barker.
- The Sporting Car Club start their racing season with the Twilight Trophy on the 17th February at Mallala Motorsport Park.

**Library (Tom Brindle):** A selection of books, magazines and videos available this evening.

**Ladies Group (Tricia Clarke):**

- The next Ladies Group lunch will be held at the Marion Hotel on Thursday 21st March. Details will shortly be published on TidyHQ.
- Tricia thanked the President and Executive Committee for inviting the ladies to organise the annual presentation dinner. A sub-committee has been formed and is planning an article for the next Classic Marque.

*The President advised members that the Wolf Blass Room at the Morphettville Racecourse has been selected as a venue for a two-course meal. Live entertainment has also been booked. Tricia and her committee were commended for the organisation of the event so far in just a few days.*

**REGISTER REPORTS**

**Multivalve Register (Peter Buck):**

- A lunch run is being organised for the end of February.
- The next Register meeting will be on Thursday 28th March at The Kensi.

Details for both will be published on TidyHQ.

**Compact Register (Phil Prior):**

- The next Register meeting is on Wednesday 21st February at the Maid of Auckland Hotel. Members should register on TidyHQ for catering purposes.
- Possible border run later this year. Register Secretaries in Victoria are keen to join. Thoughts and ideas would be welcomed from members, especially if they have a good knowledge of the Mt Gambier area.

**ACJC:** A meeting has been arranged for March. The name of the group, its purpose and aims will be discussed. It is likely to be a Presidents Forum, meeting a few times a year via Zoom and it is hoped this might include other Clubs, such as those in New Zealand.

**XJ Register (Bob Charman):**

A four-day, three-night run is being organised for later this year. Arrangements

are being finalised and further details will be given at the Register meeting on Wednesday 14th February at the Bartley Hotel.

**E, F & GT Register:**

Bruce Davis is standing as the new Register Secretary. A vote will be taken at the next Register meeting on the 3rd March at his home in Myrtle Bank, and discussions will be held as to what events members would like to have going forward.

**SS & Pushrod Register (Brenton Hobbs):**

Angela Rogers reported the next meeting will be on the 21st February at Bruce & Ann Fletcher's home in Willaston (near Gawler) and expressed disappointment that the Compact Register meeting was being held on the same evening.

**XK 7, 8 & 9 Register (Steve Weeks):**

- The next Register meeting is on Wednesday 14th February. Steve reported he is organising a combined run with the Compact Register and will invite other car clubs to join them.
- A morning tea is being organised for the 26th April in Cherry Gardens, followed by lunch at Oxenberry Winery in McLaren Vale. Details will be published in the Classic Marque.

*The President thanked the Register Secretaries for their hard work and efforts on behalf of their members.*

**GENERAL BUSINESS:**

**All British Day** – Alan Bartram is organising marshals for the day and confirmed training is being held on Thursday 22nd February, 7:00pm, at the Sporting Car Club on King William Road. If interested, members must register via the All British Day website.

*General Business was followed by a presentation from Tim White on how members should use TidyHQ to keep their profiles up to date.*

**Next Meeting:**

The next meeting will be held at The Junction on Tuesday 5th March. It is important that members book via TidyHQ if they plan to have a meal beforehand, so that catering numbers can be supplied to the venue.

A speaker from the RFDS has been invited and when registering on TidyHQ members will be invited to make a donation (not compulsory) and whatever is received from members attending will be matched by the Club on a dollar-for-dollar basis as a donation to the RFDS. There will also be a raffle on the night to bolster the monies raised for the charity.

It is proposed to support two charities per year, Cats 'n Cans being one that will continue at each Jag Day for The Salvos.

The President ended the evening with a humorous tale and closed the meeting at 8:40pm. ■



# JDCSA - Club Directory 2024

**Club Postal Address:**

PO Box 6020, Halifax Street, Adelaide SA 5000

**Club Web Site / Email**

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

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

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

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

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

## Your Committee

**President: Michael Pringle**

Mobile: 0418 311 422

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## Register Secretaries/Committee members

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

Brenton Hobbs.

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

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

Steve Weeks: 0414 952 416

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

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

Phil Prior. Mobile: 0402 670 654.

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

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

Bob Charman: (08) 8248 4111

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

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

Bruce Davis

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

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

Peter Buck Mobile: 0421 061 883

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Club Representative: Fred Butcher: 0428 272 863

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