



CLASSIC MARQUE

FEBRUARY 2024



CELEBRATING 70 YEARS OF THE XK140 (1954-2024)

THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA

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This example is a rare Portfolio, only 10 were sold in Australia at a price of \$246,000 with extra special features including Celestial black metallic paint, 20" Cremona alloy wheels, Alcon braking system plus much more.

SNJO42 110,299 km **\$64,990**



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One owner 4 litre Sovereign in very good condition. This example comes with service history, invoices, log books, owner manuals and spare key including valet key. Would make an excellent daily driver or club car.

SNJO40 178,464 km **\$19,990**



2016 Jaguar XF X260 Petrol 25T Portfolio

XF X260 Portfolio 25T 2L in-line 4 cylinder turbocharged petrol in excellent condition inside and out. Very well maintained, the car comes with full Jaguar franchise service history, various owner manuals and spare key.

SNJO20 89,370 km **\$34,990**



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Very well maintained Jaguar X350 XJ8 3.5L V8 with full Jaguar service history, log book, invoice file, all relevant owner manuals and spare key. Excellent condition inside and out. First of the modern aluminium Jaguars.

SNJO35 153,351 km **SOLD**

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Club Torque - President's Report 2024

President's Report February 2024

Wow, have we started 2024 with a bang! January saw the Ladies Group meet for a lunch at The Kensi, then the now traditional XJ Register Breakfast at Birkenhead Tavern where there were 50+ in attendance, and last-but-not-least, the Multivalve register BBQ to celebrate Australia Day; and the weather gods smiled upon us. We're just getting started - the year has much more to offer.

As that dreadful ad used to say, 'and there is more' - more good news to start the year - the Executive Committee has been advised that Bruce Davis has stepped forward to take on the role as register Secretary for the E, F and GT Register. I am also pleased to advise that Tricia Clarke who convenes the Ladies Group has been invited, and accepted, an invitation to fill the vacant position on the Executive Committee. When the Executive Committee meets later this month we should have a full complement at the table for the first time this term.

This time of the year is when the planning for events to be held later in the year starts - the Annual Presentation function (July) and Jag Day (October). We are still looking for someone to put their hand up to take on organising Jag Day but some progress has been made, thanks to Philip Prior, who has done the ground work and made a booking (to be confirmed in a couple of months) for Wigley Reserve, Anzac Highway, Glenelg North. If you would like to take on the organising role please let me know.

I am pleased to report that the Ladies Group has offered to organise the Annual Presentation function and quickly hit the ground running having already begun looking at venues, dates and time for this important function. More on this next month.

The annual calendars were available at the Christmas function and all Register Secretaries now have an allocation. If you have yet to obtain a copy please speak with your Register Secretary.

We owe a collective thank you to Di Adamason who after 15 years of organising the annual calendars has said the 2024 edition is her last - thank you Di, a great job well done, as always! Fortunately, Philip Prior, Graham Franklin and Angela Rogers have put their hands up to continue the production of the annual calendars.

There are still copies of the 50th Anniversary Book available and if you have yet to purchase your copy please contact Tim White. It is a great read and record of the first 50 years and well worth a place in your library.

On a more sobering note I was quite saddened to discover that in the time since Josephine and I last hosted the Australia Day BBQ (2021) four members present then are no longer with us. Make the most of every day!

Mind how you go.
Michael Pringle



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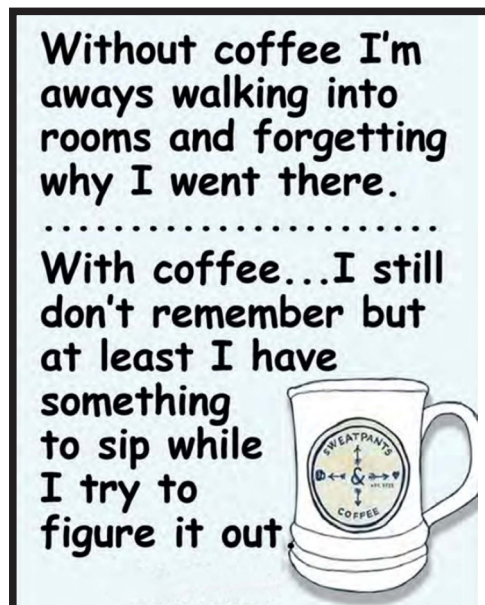
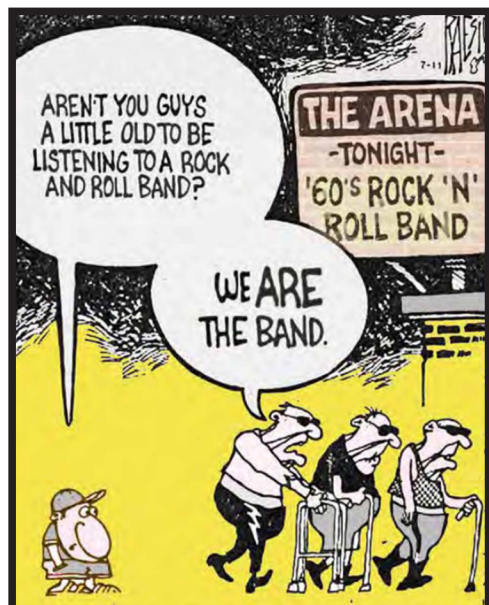
Front Cover:

Richard Smith, 1956 XK 140 Special Equipment Model Roadster competing in the 2004 Classic Adelaide.

Back Cover:

1954 XK140 Painting by Paul Meijering. 1200 x 900mm print from US \$27.00 or original painting for US\$2,500 via PaulMeijering Fine Art website.

 @sajaguarclub



Events Calendar 2024

FEBRUARY

MARCH

APRIL

TUESDAY 6th FEBRUARY	JDCSA General Meeting. "The Junction", 470 Anzac Highway, Camden Park. Registration through TidyHq is required if you intend to have a meal prior to the meeting. The meeting starts at 7.30pm with meals available from 6:00pm. Guest speaker Tim White will give us a brief refresher on using TidyHQ to register for events, update your profile, etc. Nothing too heavy. February General Meeting
WEDNESDAY 14th FEBRUARY	XJ, Mk10, 420G Register Meeting: 6.00pm - 9.00pm. The Bartley Hotel, Bartley Terrace, West Lakes Shore. Please register via TidyHQ XJ, Mk10,420G February Meeting
WEDNESDAY 14th FEBRUARY	XK & Marks 7, 8 & 9 Register Meeting. 6.30pm-9pm. Our first Register Meeting is at the home of Rod & Peggy Davis. Please bring a plate for supper. Contact Steve Weeks or register via TidyHQ XK, Mks 7, 8 & 9 February Meeting.
WEDNESDAY 21st FEBRUARY	SS, MkIV & MkV Register Meeting: 6.00pm - 8.30pm. Next meeting is at Bruce Fletcher's + pre-meal at Gawler Hotel Can members please advise Brenton if they will be attending the meeting. 0419 345 775
WEDNESDAY 21st FEBRUARY	Compact Register Meeting. 6.00pm - 9.00pm The meeting will be held at The Maid of Auckland Hotel, 926 South Rd, Edwardstown. Please register via TidyHQ February Compact Register Meeting
TUESDAY 27th FEBRUARY	Deadline For All Articles For March Classic Marque (Inc. Classified Adverts). Thank you. Please contact Editor: Graham Franklin M: 0490 074 671 or Email: editor.jdcsa@mail.tidyhq.com
SUNDAY 3rd MARCH	ALL BRITISH DAY - (combined club event) Entries Closed. (Spectators welcome)
TUESDAY 5th MARCH	JDCSA General Meeting. "The Junction", 470 Anzac Highway, Camden Park. Registration through TidyHq is required if you intend to have a meal prior to the meeting. The meeting starts at 7.30pm with meals available from 6:00pm. More details will be provided closer to the event. Please add the date to your calendar.
WEDNESDAY 13th MARCH	XJ, Mk10, 420G Register Meeting: From 6.00pm - 9.00pm. The Bartley Hotel, Bartley Terrace, West Lakes Shore. For more information, please contact Bob Charman. Email: charmanr161@gmail.com .
SUNDAY 17th MARCH	Sunday - British Classics Tour to Victor Harbor. (https://britishclassicstour.com.au/)
WEDNESDAY 20th MARCH	SS, MkIV & MkV Register Meeting: 6.00pm - 8.30pm. 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
THURSDAY 21st MARCH	Jaguar Ladies Social Group Lunch. 12:30pm - 2:30pm Will be held at the Marion Hotel. More details will be provided closer to the event. Please add the date to your calendar.
THURSDAY 21st MARCH	E, F & GT Register Meeting: From 7.00pm Meeting at Bruce Davis Home. Please bring drinks and nibbles. More details and registration will be posted on TidyHQ shortly.
TUESDAY 26th MARCH	Deadline For All Articles For April Classic Marque (Inc. Classified Adverts). Thank you. Please contact Editor: Graham Franklin M: 0490 074 671 or Email: editor.jdcsa@mail.tidyhq.com
THURSDAY 28th MARCH	Multivalve Register Meeting & Dinner. 6.00pm - 8.30pm The Kensington Hotel, 23 Regent St, Kensington. 6:00pm for dinner with meeting at 7:30pm. More details will be provided closer to the event. Please add the date to your calendar.
12th - 15th APRIL 16th - 20th APRIL	National Rally Tasmania. Hobart. More information Page #36 or goto: https://www.jagtas.org.au/nr24/
SUNDAY 14th APRIL	Sunday - McLaren Vale Vintage and Classic. www.vintageandclassic.com.au
FRIDAY 26th APRIL	XK, Mks 7 8 & 9 Combined Lunch Run with the Compact Register: 10.00am - 4.00pm More details Page #57 and TidyHq. Please register via TidyHQ April Combined Lunch Run

Club Torque - Editor's Column

A big thank you to new members Terry Lee, Chris Strange, and Register Secretaries for forwarding stories and reports for this February edition.

The feature story this month is on the XK140 that is turning 70. Although the XK120 is an icon, the XK140 has more interior space, improved brakes, better steering, better suspension and is

a better car to drive. Despite this, they are generally worth less than an XK120 - which is good news if you are looking at buying one.

The firefighters in the U.S.A are getting it down to a fine art in putting out EV fires. Overall, very few I-Pace EVs have caught on fire worldwide, but collectively when you add up all the

other EVs that have gone up in flames, firefighters are getting lots of experience and are now using special blankets to smother the battery fires rather than using thousands of litres of water.

There is more to read, including news from Jaguar and a great start for Jaguar in the Formula E series.

Cheers

Welfare Report

On behalf of our club & its members I have extended our deepest sympathy to Robert & Robyn Welch, who lost their daughter Georgie Christie recently. Robert & Robyn are members of the E F

& GT Register and are active members of our club.

Robert & Robyn would like to extend their thanks through Classic Marque to all those members of the club, who

have contacted them to offer their condolences and support.

Steve Weeks
Welfare Officer.

E, F & GT Register Meeting - Thursday 21/03/24

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. Meeting to start at 7.00pm.

Please keep the date free. More details and registration will be posted on TidyHQ.

Bruce Davis:
0400 872 438
davisbj007@gmail.com

Adelaide Motorsport Festival

Dear Jaguar Drivers Club of SA,

We at the Adelaide Motorsport Festival have an opportunity to have your club on display at the event on Sunday March 17. If you are interested in taking up the offer of having your members and cars on display in a prime location within the event site in Victoria Park,

at just \$50 per car with entry for two people included, please let us know as soon as possible. To take up the invitation and book your club in, please contact Shaun Bennetts at sbennetts@adelaidemotorsportfestival.com.au

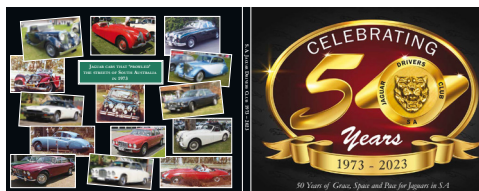
Please note: Once on site and the cars are in position, you cannot move or

leave the event precinct until the end of track activity.

Visit AdelaideMotorsportFestival.com.au for more on the event.

Thank you,
Adelaide Motorsport Festival

JDCSA 50 Year Celebration Book



To celebrate JDCSA 50th birthday this year, our club has for the past 18 months been compiling a 50-year Celebration Book - and it's now finished and printed.

The book is a Coffee Table style book, A4 in size with landscape orientation. It is full colour. Approximately 110 pages with around 120+ photos.

Full details about the book, price and how to order your copy can be found here: - [JDCSA 50th Celebration Book](http://JDCSA50thCelebrationBook).

- ◇ For local members please register your name only. Cost is A\$45. Books will be available for pick up at =a General Meeting.
- ◇ For interstate members please record your name, address, email address and mobile number. Cost is A\$59 (\$45 + P&P in Australia).
- ◇ For any international members please contact me via email for the P&P at your location. The cost will be A\$45 + P&P.

You can choose how many books you would like when you order and we can accept Visa or Mastercard.

Thank you for your support. Should you require any further information please call me.

Tim White
50th Celebration Book Editor
0419 80 9021 or
timwhite1975@gmail.com

New Member's Story - Terry Lee

I was born in Gawler in 1941. I am now, or was, for the last 40 odd years a Consulting Engineer, in a wide range of services, from Toolmaking to high rise aluminium windows and doors to over 80 floor high rise building "Curtain Walls".

My motto was - "the impossible immediately - miracles a little longer".

Help From Grandfather & Dad

The first car I bought was a Jaguar 1948 3.5 litre Special Sports Saloon in October 1961. The engine was rebuilt by the owner a few months before I purchased the car. However, the car had rattles in the front end, and with the help of my grandfather we found that the car did not have shackles on the front springs and it had bronze elliptical slippers on the rear ends of the front spring that were badly worn, so he helped me make new ones and fit them.

With the engine run in, and again with the help of my grandfather, we did the ignition timing and tuned the 3 SU carbs using 3 spark plugs to see the colour of the combustion in the chambers under the plugs so that we had the right colour at all RPM outputs.

I then decided to take the car out on a strait piece of road to see how fast it



would go. So out on the open road I went, and watching the speedo and the RPM indicator, I kept it going to nearly 1000 RPM past the red line, but before I could slow down the engine exploded, everything below the 6 pots was gone with a lot of small pieces on the road for about a mile and a half back.

Through a motorist who stopped to help me, I got word back to my father and he came with our truck and towed me back home. I did not know at that time

I should not take the engine past the red line on the taco!

After that, with the help of my grandfather, we rebuilt the new motor with steel con rods and I kept the car for another 3 years.

Jaguars Aren't All That Bad

All my friends kept telling me to sell it and get a later model car. I got a good price for it and traded it in on a second hand first Australian built Falcon, the worst car I have ever owned.

I then purchased a 4.0 litre 1960 Armstrong Siddeley Star Sapphire, and with that car I could travel from Sydney to Adelaide without refuelling thanks to the large dual petrol tanks. I think they were each 30-gallon tanks, fuel cap on either side, and could be filled from either side.

After that I owned a number of other cars, one of them being a Chrysler Regal 770 2 door hard top. With the help of Frank Gardner and Alan Grice, we added 4-wheel disk brakes, dual heavy duty gas shocks, larger torsion bars at the front, and an extra leaf in the rear springs that were straightened out to drop the back down 2 ½ inches. Then we mounted twin turbos under the bonnet with a modified carbie that made it a match for a phase 4 Ford Falcon Pursuit vehicle. Due to business requirements, I needed a station wagon, so it was sold.



New Member's Story - Terry Lee

Time For Another Jaguar

Several vehicles later in 2006, I saw a good looking white 1992 XJ6 4 door sedan with a for sale sign in the back window. I rang the number and the lady I spoke to told me it was one of her ex-husbands fleet of wedding cars, and she was asking \$4,500 for it. We made a time to meet and took it for a run. A kilometre or so down the road it stopped working. I called the NRMA road service, but because it was not my car they could not attend; however, they gave me a phone number for a garage in the general area who came out and looked at the car. They told her that the fuel pump in the fuel tank had stopped working, and an estimate to repair was around \$800.

I offered her \$3900 for the car knowing I could fix it for considerably less than that, due to my experience with similar vehicles, and she took the offer. I called a tow service I knew and had them take it to my local garage mechanic. I picked up a fuel pump from the local jag spare part place that I went past every day on the way to work and got the car going again.

Bloody 4WD

Over the next few years, I did considerable restoration work on that car. In 2015 I turned right through a line of stationary traffic and got hit square on in the middle of the car by a large heavy Toyota 4-wheel drive coming down the



parking lane that made my car a banana shape.

Not Deterred

While the insurance company was holding things up, I was able to locate the same model car for sale in the middle of QLD. After some haggling, I got the price down from \$8,000 to a reasonable \$4,000 and based on the photos I bought it sight unseen.

In the meantime, I bought the wreck back from the insurance company to salvage all the new parts I had put on that

car, so if the new one needed anything, I would already have it. When it arrived, I went over it and stripped everything off the white one and replaced it piece by piece onto the new red one.

And this is what it looks like now.

Terry V Lee

Editor: Great story Terry. Thank you very much. Hopefully members can catch up with you and the red XJ40 at future events.

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 February, 2024 magazine:

- ◇ Jeffrey & Katina Jones: 1967 Jaguar Mark II 3.4L Sedan
- ◇ Brian & Lisa Hockney: 1998 Jaguar XK8 4L Convertible
- ◇ Ayoub & Leann Faddoul: 1996 Jaguar XJ6 (X300) 3.2L Sedan
- ◇ David & Kathleen Cannizzaro: 1986 Jaguar XJ40 4.2L Sedan

The following applications listed in the December 2023 Classic Marque magazine have been accepted:

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

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

Daphne Charman
Membership Secretary

New Members Story - Chris Strange

Hi Graham,

Thanks for encouraging me to go down memory lane! This has been quite an interesting exercise.

I have had a look at Classic Marque and found it very interesting and enjoyable – thank you and well done on a great magazine!

Currently a member of Sporting Car Club of SA, I have been involved with Jaguars and other classic cars since my early teens.

A recent discussion with Alan Bartram (my wife's cousin) encouraged me to purchase the XKR.

Fond memory - hitting the straw bales at every corner at Silverstone in the XK140 - trouble mastering the over and under-steer!

Funny story (anecdote) - My grandfather was the first person ever to be booked for speeding in Doncaster, UK – in a horse and buggy, showing off to my grandmother!

Cars Owned (Chronological order)

Jaguars (Current cars marked with *)

1965	3.4 Mk 2	Red
1956	XK140 FHC	Blue
1972	XJ6	Light Blue
1978	XJ6	Sapphire Blue
1984	XJS	White
1987	4.2 Sovereign	Blue
1968	E-Type	Primrose
1996	XK8	Black
1996	XK8	Convertible Green *
1997	XK8	Steel Grey *
1996	XK8	Wine *
1999	XKR	Green *

Other Classic Cars

1957	AC Ace Bristol	Silver
1968	Rolls Royce Silver Shadow	Maroon
1962	Rolls Royce Silver Cloud	Silver

1964	MGB M I	Red
1969	Alfa Romeo GT 1750	Red
1962	MGA	Red
1948	Citroen Light 15	Grey
1926	Chev Capitol	Grey
1976	Triumph Stag	Yellow
1966	MGB M II	Red
1968	MGB GT	Green *

A few photos of the current Jags and the MGB are attached.

Best regards
Chris Strange

Editor: Thank you very much Chris. Great collection of cars. I asked Chris a question: 'Of all the vehicles you have owned and you could only have one returned, which car would you choose?' He replied - 'the yellow E-Type'.



New Members Story - Chris Strange



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JLR Design Boss Massimo Frascella Resigns

JLR has confirmed that Design Director, Massimo Frascella, is to quit the company after more than a decade of service.

Frascella initially joined Jaguar Land Rover back in 2011 and has been responsible for all design disciplines and programmes since 2019.

It is not yet known where Frascella is going next but he is currently working his notice period while bosses start the hunt for his replacement.

Working under creative chief Gerry McGovern, Frascella oversaw the fruition of some of JLR's most recognizable model lines.

JLR said in a statement supplied to Autocar: "His creative contribution to the business has been significant and is an excellent demonstration of how creativity can successfully transform and build brands."

McGovern added: "Massimo Frascella, JLR design director, has decided to leave JLR to pursue new opportunities. We would like to thank Massimo for his significant creative contribution to JLR and we wish him every success in the future."

Frascella takes with him decades of experience, having begun his career as a designer with Italian firm Stile Bertone in 1997. He has since worked for the likes of Ford and Kia before arriving at Jaguar Land Rover.

It is not yet clear what the future holds for Frascella, but he leaves JLR having successfully steered it into the 2020s with distinct, fashionable identities for each of its sub-brands – critical to the revamp of its sales and marketing for each, under the new 'House of Brands' banner.



Massimo's wife, Amy, also works for JLR in the important role as the company's Materiality Director, having joined JLR in the same year as her husband. ■

Editor: Information for this story sourced from Autocar and CarDealer (UK).

Expansion For British Motor Museum

The British Motor Museum at Gaydon, Warwickshire, England has revealed new plans for future development at the museum, including a second Collections Centre and a new hotel.

An electric charging hub is also planned to help raise funds for the museum.

The Museum holds the world's largest collection of historic British cars, with over 300 cars on display from the British Motor Industry Heritage Trust and the Jaguar Heritage Trust.

Due to space limitations, not all cars are currently exhibited.

The museum hopes that a second Collections Centre will encourage other manufacturers to place their heritage vehicles at Gaydon.

There will also be an extended display space around the perimeter of the existing museum. ■

Editor: Information for this story sourced from Classic Car Buyer.



A second Collection Centre is planned for the British motor Museum.

UK - Bull Market Predictions

Specialist insurer and market expert Hagerty has revealed its annual exercise to identify the vehicles it thinks will grow in value in the next 12 months.

The 2024 Hagerty UK Bull Market List is the culmination of much work to review value changes from the renowned Hagerty Price Guide, coupled with sales results and data.

The selection of cars is wide and diverse, and include the 1999-2010 Honda S2000, being noted for its growing appeal among younger buyers. In addition, the 1985-1991 Ford Escort RS Turbo is another

car that Hagerty believes has a lot going for it; but perhaps most achievable of the lot is the 1994-1997 XJ X300 generation Daimler Six, which offers a huge amount of car for the money. Hagerty reckons it is "quickly moving toward the zone of being a true classic."

As the challenging economic situation looks likely to continue, the state of the classic car market in 2024 remains to be seen. If predictions are to come to fruition, however, it's set to be even more diverse. ■

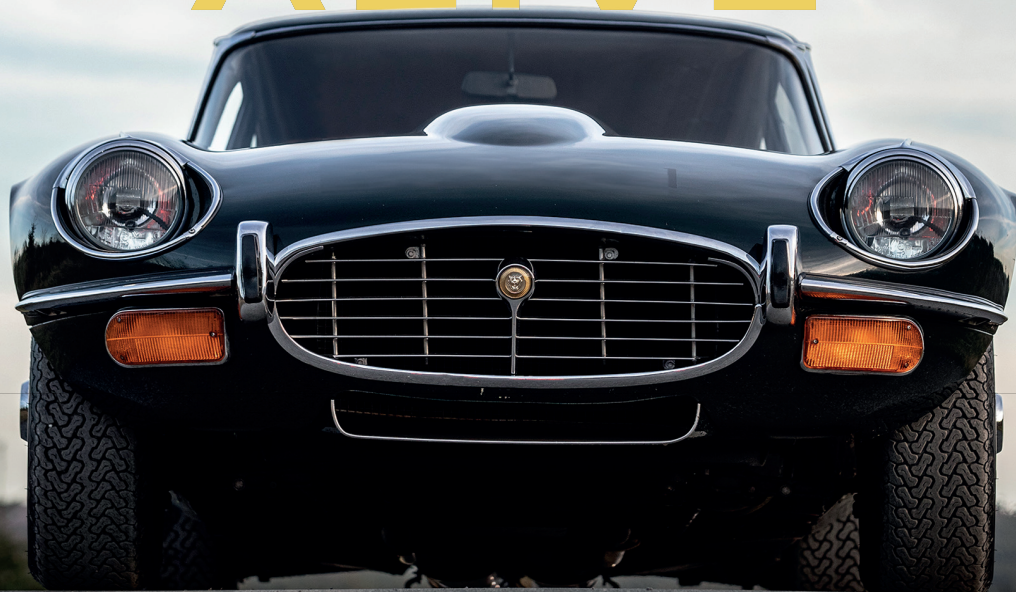


The XJ X300 generation Daimler Six is perhaps the most achievable Bull market inclusion for 2024.

Editor: Information for this story sourced from Classic Car Buyer.

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Jaguar Formula E off and Racing

The 2024 season 10 has seen the first three races come and go; with fantastic results for Jaguar who lead both the Manufactures & Drivers Championship.

Round 1 - Mexico City ePrix (14th Jan)

The opening round of the 2024 ABB FIA Formula E World Championship at the famous Autódromo Hermanos Rodríguez circuit saw Jaguar powered cars finish 2nd, 3rd and 5th as well as achieving the fastest lap..

When the lights went green for the first time this season, in the opening laps Nick Cassidy and Mitch Evans held their position behind Porsche's Pascal Wehrlein, Envision Racing's Sebastian Buemi and Maserati MSG's Maximilian Günther.

A safety car deployed in the tenth lap of the race meant an additional two laps were added. When the green flag was waved, Mitch remained in fifth and Cassidy moved up into third and he held third for the remainder of the 37-lap race, also securing the fastest lap.

Mitch was on the defence for more than half the race, holding off the remainder of the field to finish in 5th.

Sébastien Buemi finished in second, meaning that three out of four Jaguar-powered cars finished in the top five – showcasing the strong performance of the Jaguar I-TYPE 6 in this opening race of the season.

Robin Frijns who started in 7th had an accident on lap 7 and did not finish.

Jaguar TCS Racing left Mexico City second in the Teams' World Championship with 26 points, just two points behind the leading team, Porsche.



Another sell out Mexican crowd, a roaring Foro Sol stadium, and a 2nd, 3rd and 5th place for Jaguar powered cars sets off a thrilling championship fight in 2024.

To watch the Mexico City E-Prix Race highlights goto: [Formula-E Race 1](#)

Round 2 - Diriyah ePrix (26th Jan)

Jaguar TCS Racing moved into the top spot of the 2024 ABB FIA Formula E World Championship leaderboard thanks to Nick Cassidy who clinched his second podium of the season in his second race for Jaguar TCS Racing.

Mitch Evans finished fifth despite challenging for the lead and a podium position with many courageous moves.

Nick Cassidy leads the drivers championship going into race 3.

To watch the Saudi Arabia E-Prix Race highlights goto: [Formula-E Race 2](#)

Round 3 - Diriyah ePrix (27th Jan)

Jaguar powered cars finished first and second in Race 3.

Nick Cassidy won the 2024 Diriyah E-Prix for Jaguar TCS Racing, in his third race for the British team. The 29-year-old has achieved a hat-trick of podiums since he joined Jaguar TCS Racing at the start of the season.

Robert Frijns in the Envision Jaguar finished second and Mitch Evans rounded out the points with a tenth-place finish

The fourth Jaguar powered car of Sébastien Buemi crashed out in qualifying and the damage sustained meant the Swiss driver had to watch the race from the sidelines.

To watch the Saudi Arabia E-Prix Race highlights goto: [Formula-E Race 3](#)

After the third round of the 2024 ABB FIA World Championship, Nick Cassidy leads the Drivers' Standings with Mitch Evans in fifth

Jaguar TCS Racing remain atop the Teams' Standings with a 31-point lead over DS Penske with Envision Jaguar in 5th position overall.

There are 13 races to go with the fourth round of the Championship to take place in São Paulo, Brazil on Saturday 16th March. ■

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



Rounds 2 & 3 were held in Saudi Arabia and run at night. The winning cars were elevated up to the podium in spectacular fashion with Nick Cassidy taking applause for his first place position in Round 3 in his Jaguar I-Type 6. Jaguar lead both the Drivers and Team Championship.

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Geely and JLR Form Alliance On Battery Charging In China

Polestar, Lotus, Volvo — three brands majority owned by Zhejiang Geely Holding Group, and Jaguar Land Rover, have established an alliance on battery charging for electric vehicles in China.

As members of the alliance, the four sides will share resources and jointly explore innovative energy replenishment solutions. The companies will also work together to set battery charging standards for luxury automotive brands.

It is the second time that luxury brands have formed a partnership on battery charging in China.

Mercedes-Benz and BMW Group last month announced they would jointly establish a charging network to provide premium charging experience for EV customers. ■

Editor: Information for this story sourced from Automotive News China.



A Lotus charging station in China

JLR Strengthens Partnership With TATA Communications

JLR has announced the strengthening of its partnership with TATA Communications to future-proof digital transformation at the British automobile manufacturer's sites spread across the globe. The latest partnership will power the production of JLR's next-generation vehicles, a key part of its re-imagine strategy, and provide the foundation for the next phase of digital transformation for the organisation, JLR said in a statement.

Tata Communications will deploy its cloud-first, software-defined wide area network (SD-WAN) technology, connecting all JLR's 128 sites worldwide, it added.

This advanced global connected capability between JLR's global HQ and its plants, warehouses, sales centres, data centres and cloud services, will significantly boost supply chain efficiency and security, the Tata Motors-owned automaker said.

The transformation will enable JLR to bring in real-time data capturing, monitoring and analysis to improve production line performance, it stated.

Tata Communications Executive Vice President and Chief Sales & Marketing Officer Sumeet Walia said the company is deploying a 'digital fabric' that will



help integrate JLR's systems, workforce, suppliers, stakeholders and customers across the globe, delivering a seamless flow of data. ■

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

Car Brand's Nationality Is Irrelevant

Editor: The following is an opinion piece written by motoring journalist Glen Butler for Drive Australia.

Is Jaguar English or Indian? Is Lamborghini Italian or German? Is Volvo Swedish, American or German? And does it matter anymore?

I often find myself writing phrases like "German brand BMW" and "Chinese brand MG" in articles because I think it adds to the reader's knowledge in a useful way. But I'm not so sure anymore.

Cars today are a multi-national melting pot of people, parts and production. The decision-makers and car shapers come from everywhere, as do the automotive components. Many car companies build cars in many different factories on different continents. Car companies are truly global citizens today, as are the cars they produce.

So, what defines a car's nationality? And why should we care?

I've had many conversations with people who ascribe values and qualities to cars based on their perception of that car's nationality. European cars are prestigious, Japanese cars are reliable and well-built, British cars are temperamental but endearing, Chinese cars are cheap...Are those stereotypes fair?

Ask anyone in the street for the nationality of the Mercedes-Benz GLE SUV, and they will undoubtedly reply that it's German. But is it?

Mercedes is and has been based in Germany since its inception, but the GLE was designed outside of Germany (MB has design centres in six locations around the world), and it is definitely assembled outside of Germany (four different countries) using globally sourced components. The people who design it also hail from many nations, as do the engineers and the factory workers who build it.

What about Jaguar? Jaguar traces its origins to a British motorcycle sidecar maker in the 1920s before finally emerging as the Jaguar car company in 1945. The company was then acquired by Ford in 1990, who sold it to India's largest conglomerate, Tata Group, in 2008, along with Land Rover.

Modern cars are mongrels with a heritage more mixed than ever. Any attempt to ascribe a data-driven 'nationality' would fail under the complexity of the calculations and the weight of intangibles.

So why do we still care?

As an aside, what is the 'nationality' of the phone, tablet or computer you're reading this on, and do you care so long as it does its job at a price you deemed fair enough to pay? ■

Editor: Information for this story sourced from Drive Australia.

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Wollongong - Jaguar 'Explodes' As Driver Runs For His Life

A Jaguar "exploded" in flames in the Wollongong CBD overnight leaving firefighters racing to the inferno.

A man was driving the 2019 F-Pace about 6.30pm on Tuesday, January 16 when the emergency happened.

Fire and Rescue NSW Inspector Andrew Barber said the fire is believed to have started in the engine compartment. The damage was extensive and by the time fire crews arrived, the car was totally destroyed.

"The driver just managed to stop and jump from the car before the engine basically exploded," Inspector Barber said.

The driver reported that he noticed trouble shortly after using the accelerator. The cause of this fire is unknown, but it likely to have started from an engine bay fuel leak.

Meanwhile, in an unrelated story, hundreds of cars are being destroyed by fire in the Wollongong area each year, with the owners left counting the costs.

The number of burnt-out cars has jumped by one-third during the past 12 months, from 159 during 2021-22, to 212 in 2022-23. Most of these vehicles are stolen and driven around before being torched.

Wollongong Police District Acting Inspector Jayson Joerdens said many of the car thefts, and subsequent fires, have occurred following a home break-in.

"That's hard to control because the people are doing the right thing. They've got both their car and their house locked up," he said. "There hasn't been too many cases in relation to the opportunistic theft of the vehicles." ■

Editor: Information for this story sourced from the Illawarra Mercury.



No - it is not an I-Pace EV. On this occasion it was an F-Pace. The cause of the fire is unknown but assumed to have started from a fuel leak within the engine bay.

Firefighters Use Innovative Blanket to Put Out I-Pace Fire

USA fire fighters are using a ground-breaking blanket to put out EV fires.

In this case, Colorado fire fighters managed to extinguish an EV Jaguar that had caught fire while charging in the garage of a home. They also managed to prevent the battery from reigniting.

When fire fighters arrived at the home, they noticed a huge amount of smoke coming out of the house and flames inside the garage. The burning I-Pace was towed out of the garage and into the driveway, and then covered with one of these special blankets.

The Jaguar was then loaded onto a tow truck, still wrapped in the blanket, and escorted to a salvage yard where it will stay, submerged in sand, until the temperature cools and there is no fire hazard. There is a huge risk that, after the fire is put out on an EV, the battery will reignite and the fire engulfing the car once again.

The fire blanket that the firefighters used in is an innovative method to put out an EV blaze. Normally an EV fire is submerged in water to make sure that

the burning battery of the car on fire cools down. But that method takes time and requires as much as 10,000 litres of water, which may not be available at the location of the fire. Furthermore, the water has to be collected and discharged into special locations because of the large amount of chemical contaminates.

The blanket weighs 28 kilograms, and it takes at least four firefighters to carefully

place it on the burning vehicle. It puts out the fire by cutting the supply of oxygen to the batteries.

These innovative blankets, used for fire suppression and mitigation cost approx. \$5,000 (Au\$7,500), depending on their size. ■

Editor: Information for this story sourced from autoevolution.



JAGUAR
*Calendar
Collection*



1954 XK 140 DROPHEAD COUPÉ

The legendary XK sports car began with the XK 120 of 1948, and developed into the XK 140 of 1954. Combining an exceptional performance with the added advantages of two-plus-two accommodation and tougher bumpers, the XK 140 continued the popularity of the XK series especially in North America. The drophead coupé was the most expensive of the range (which also included roadster and fixedhead), and this example also sports the 'Special Equipment' pack which included wire wheels and extra lights. The XK 140 gave way to the XK 150 in 1957.

Celebrating 70 Years of the XK 140 (1954-2024)

The XK140 was manufactured between 1954 and 1957 as the successor to the XK120. The XK140 included more interior space, improved brakes, rack and pinion steering, increased suspension travel, and telescopic shock absorbers instead of the older lever arm design.

In 1956 the XK140 became the first Jaguar sports car to be offered with automatic transmission.

Design

Like the XK120, the XK140 was primarily designed by Sir William Lyons with the aid of Fred Gardner (Body Development Shop Manager) and William Heynes (Chief Engineer from 1935 to 1989).

The XK140 was introduced in late 1954 and sold as a 1955 model. Exterior changes that distinguished it from the XK120 included more substantial front and rear bumpers with overriders, and flashing turn signals above the front bumper.

The grille remained the same size but became a one-piece cast unit with fewer, and broader, vertical bars. The Jaguar badge was incorporated into the grille surround. A chrome trim strip ran along the centre of the bonnet and boot lid. An emblem on the boot lid contained the words "Winner Le Mans 1951-3".

Interior

The interior was made more comfortable for taller drivers by moving the engine,



Peter Goodale, 1956 Old English White XK140 (DHC) (80.7110) The car was fully restored 1999-2001 and fitted with front disc brakes, 4.2L engine and 5-speed gearbox. More recently fitted with period wire wheels & electric power steering.

firewall and dash forward to give 3 inches (76 mm) more legroom. The XK140 had a walnut veneer fascia and a generally more luxurious interior reflecting Mark VII themes.

Two 6-volt batteries, one in each front wing were fitted to the Fixed Head Coupe, but Dropheads and the Open Two Seater had a single 12-volt battery installed in the front wing on the passenger side.

The spare wheel was housed beneath the boot floor.

Engine

The XK140 was powered by the William Heynes designed 3.4 litre Jaguar XK double overhead camshaft inline-6 engine, with the Special Equipment modifications from the XK120, which raised the specified power by 10 bhp to 190 bhp (142 kW) gross at 5500 rpm, as standard.

The optional C-Type cylinder head carried over from the XK120 catalogue, and produced 210 bhp (157 kW) gross at 5750 rpm.

When fitted with the C-Type head, 2-inch sand-cast H8 carburetors, heavier torsion bars and twin exhaust pipes, the car was designated XK140 SE in the UK and XK140 MC in North America.

Wheels and Tyres

As with the XK120, wire wheels and dual exhausts were optional. Cars with the standard disc wheels had spats (fender skirts) over the rear wheel opening.

Factory spec 6.00 × 16 inch crossply tyres or optional 185VR16 Pirelli Cinturato CA67 radials could be fitted on either 16 × 5K½ solid wheels or 16 × 5K (special equipment) wire wheels.

(cont. page 20)



Rob Smith participating in a motorkhana in his XK140 FHC

Celebrating 70 Years of the XK 140 (1954-2024)



Paul & Judy Taylor, 1955 XK140 DHC. The car was purchased in the early 1970's by NSW Club member Peter Main who raced the car quite competitively. The car was fully restored in the late 90's and sold to Paul in 2002.

Body Styles

The Roadster (designated OTS – Open Two Seater – in America) had a light canvas top that folded out of sight behind the seats. The interior was trimmed in leather and leatherette, including the dash.

Like the XK120 Roadster, the XK140 version had removable canvas and plastic side curtains on light alloy barchetta-type doors, and a tonneau cover.

The door tops and scuttle panel were cut back by two inches (50mm) compared to the XK120, to allow a more modern positioning of the steering wheel. The angle of the front face of the doors (A-Post) was changed from 45 degrees to 90 degrees, to make access easier. The windscreen remained removable.

The Drophead Coupé (DHC) had a bulkier lined canvas top that lowered onto the body behind the seats, a fixed windscreen integral with the body, wind-up side windows, and a small rear seat. It also had a walnut-veneered dashboard and door cappings.

The Fixed Head Coupé (FHC) shared the DHC's interior trim and rear seat. Production cars had the roof lengthened, windscreen placed further forward, shorter front wings, and longer doors, all resulting in easier entry and more interior space and legroom.

Performance

A stock XK-140 SE could achieve a top speed of 120–125 mph (193–201 km/h). Road & Track's XK-140 MC test in June 1955 recorded a best two-way average of 120.3 mph (193.6 km/h). Best one-way run was 121.1 mph (194.9 km/h).

Sports Cars Illustrated's test of the same model in Aug 1957 had a fastest two-way average of 121 mph (195 km/h). Their best one-way run was 124 mph (200 km/h). Karl Ludvigsen's test published in Sports Car World (July 1957) had the same results as the SCI test.



Rod & Peggy Davis, XK140 roadster with a C-Type head. This car had a complete nut and bolt restoration which took nine-years to complete. It is only 1 of 73 RHD roadsters built.

Acceleration times from 0–60 mph (97 km/h) were 8.4 seconds, 9.1 seconds and 9.1 seconds respectively. Only the R&T test tried 0–100 mph (161 km/h) which took 26.5 seconds.

Standing 1/4 mile (~400 m) times were 16.6 seconds (82 mph (132 km/h) approx) and 16.9 seconds (86 mph (138 km/h)).

Production

According to the Jaguar Heritage Trust a total of 8,937 XK140's were built. However, the vast majority of XK140's built were LHD (7,545).

Of the 1,392 RHD cars produced: -

- ◇ 839 were Fixed Head Coupes
- ◇ 480 Drophead Head Coupes
- ◇ 73 Roadsters. This compares with 1,170 RHD XK120 roadsters manufactured.

Coachbuilt Versions

The Jaguar XK140 Zagato Coupé was built for Guido Modiano whose XK140 was damaged in an accident. Zagato displayed the car at the 1957 Paris Motor Show, hoping to sell more.

The XK140 Coupé by Ghia was designed by Giovanni Michelotti in 1955. Four cars were reportedly built. ■

Information for this article from various publications.

Story - Jag Owner Wins A Camel's Kiss

By PAUL MILTON BUTLER

A CAMEL has thrilled a busload of tourists by kissing the owner of a classic Jaguar motor car.

As the owner of the 1956 sports car stopped to pose with the camel, standing beside his car, the Camel lowered its long neck and planted the kiss firmly on his lips.

It was amazing, especially as the two had never met before.

The couple, Richard and Carla Smith, from Happy Valley in South Australia, were the envy of everyone when they pulled up in their classic Jaguar motor car at Camels Australia, a camel farm about 90km south of Alice Springs.

The owner of the farm, Neil Waters, had only entered moments before Blacky the 15-year-old male camel walked into place for the picture and leant down and kissed Mr Smith.

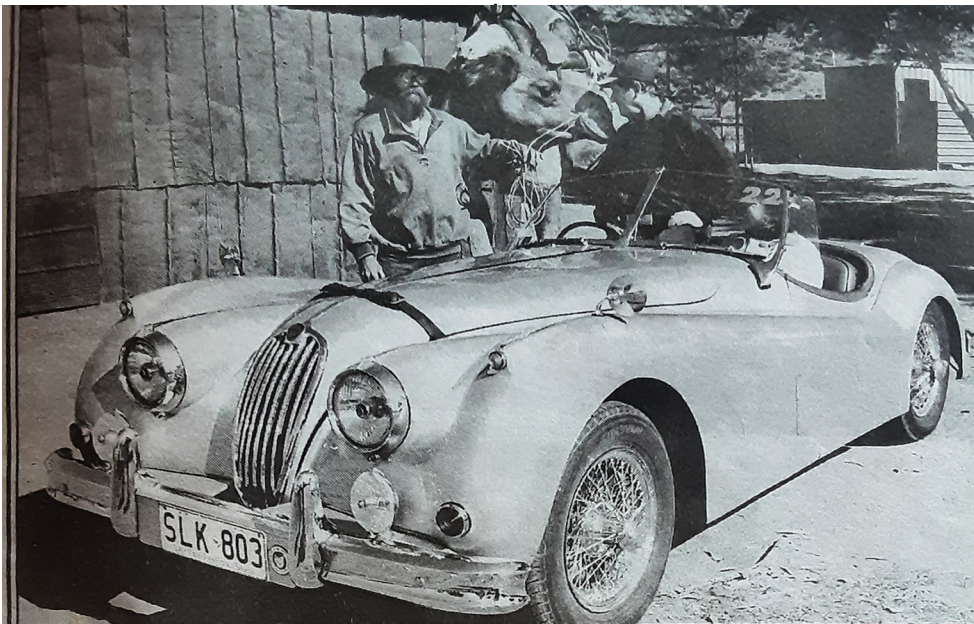
The crowd loved it.

Mr Smith bought the Jaguar, an XK 140 Special Equipment Model Roadster, three years ago, when it was a rusting wreck.

He then set about restoring it, which took him a year.

Mr Smith said: "I bought the car off a fellow in New South Wales for \$18 000, but it was in poor condition.

"The seats were totally rusted out, and all



Blacky the camel gives Jaguar classic car owner Richard Smith a kiss while Neil Waters, of Camels Australia at Stuart Well, and Carla Smith look on. Picture LEX BALLANTYNE

Jag owner wins a camel's kiss

the gauges on the dash were hanging out and many of them were broken.

"But luckily getting parts, even after all these years, really is not a problem so I was able to restore it to its original factory condition." Today it is worth \$95, 000.

Mr Smith said another car the same as his sold for \$140,000 last March, at Pebble Beach in California,

The Smiths had just taken part in the classic car rally which was run from Darwin last weekend.

Mr Smith said "I was a bit worried how it would go as it had never travelled these distances before. It has gone well for most of the trip; the only thing we've had go wrong with it was that it popped a welsh plug".

"But we got that fixed and it is now just purring along."

Mr Smith said the XK 140 roadster has its original engine which is a six cylinder double overhead cam engine and is capable of 225km/h.

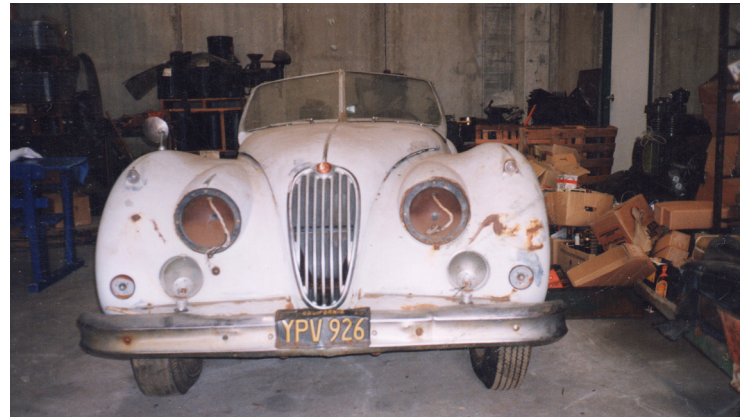
A small brass plate fixed to the dash on the passenger's side and signed by the engineer testifies to its speed.

Mr Smith said it is only five cars of its type in Australia. ■

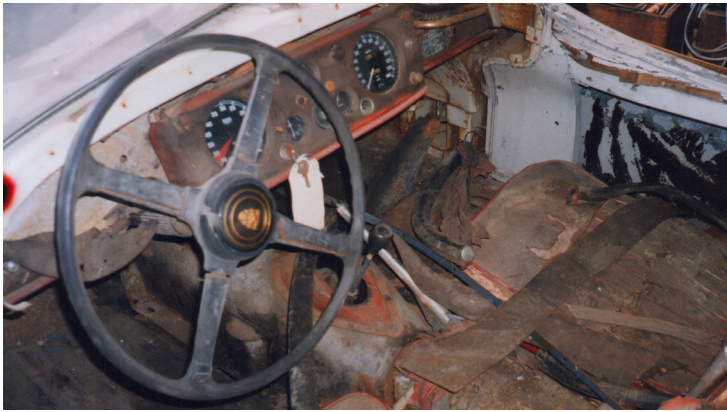
The story appeared in the Centralian Advocate, Tuesday, August 7, 2001. Richard & Carla were with the XKs in the Australian XK Darwin to Alice Springs Run. The journalist only happened to be there as he was part of the media frenzy reporting on the "Peter Falconio" disappearance that occurred while travelling with his girlfriend Joanne Lees on the evening of 14 July 2001.



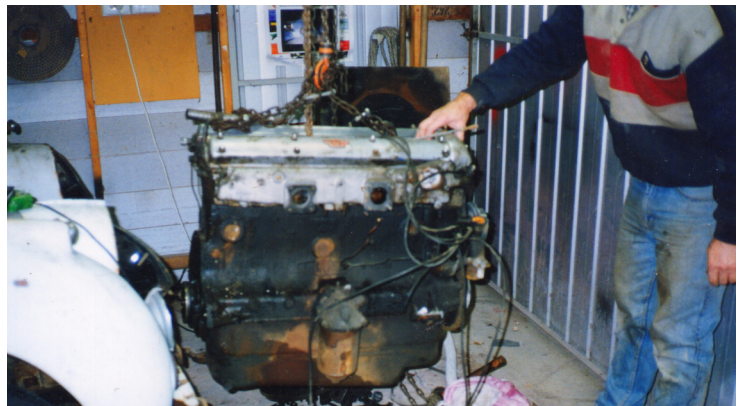
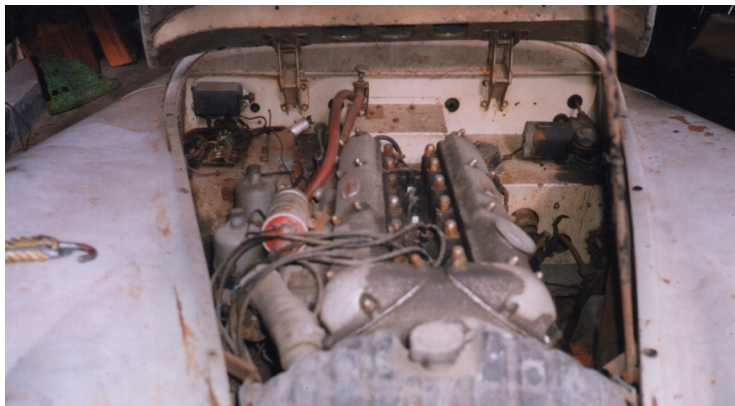
XK 140 Photographic Restoration - Richard Smith



Richard bought the LHD 1956 XK 140 SE roadster (OTS) in the late 90's and then began a 3-year restoration



It is best not leave any car out in the weather unprotected, especially if it is a roadster

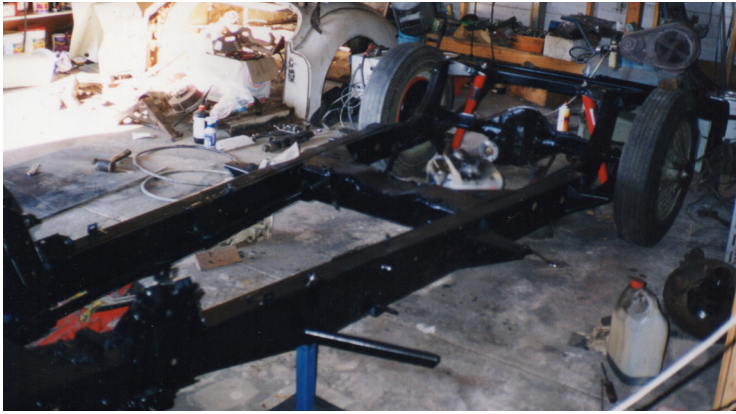


The original engine, fitted with a "C-Type" cylinder head, was stripped and rebuilt

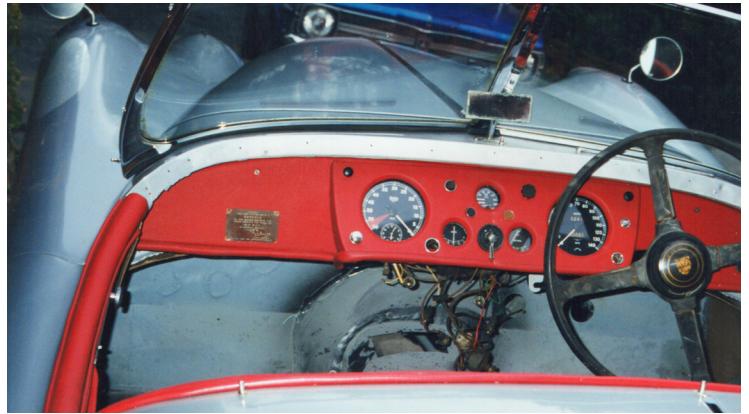


The body was removed from the chassis and then cut in half for ease of restoration

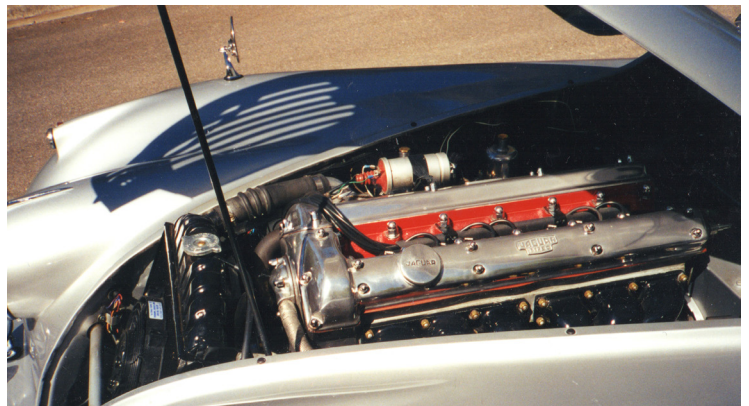
XK 140 Photographic Restoration - Richard Smith



The chassis was taken back to bare metal, primed and painted, while the suspension and steering (converted to RHD) were refurbished



The body was taken back to bare metal, primed and reassembled onto the chassis. Work then started on the interior



The car was fitted with a brand new interior while the engine & gearbox were reinstalled together with the radiator, exhaust etc.



The competed XK140 taking part in the 2004 Classic Adelaide Rally

What It's Like to Drive a Vintage 1955 Jaguar XK140

Editor: The following is an edited review written by Road Test Editor Dan Ilika for UK AutoGuide.

I'm as nervous as I've been in recent memory as I release the heavy clutch and begin rolling down the road in the beautiful English countryside.

As an American, the fact that I'm not driving on the right side of the road — both literally and figuratively — is the only thing on my mind as I reach down to grab hold of the gear lever that somehow feels so normal in my left hand. I depress the clutch pedal and pull the shifter towards me, pause in neutral, and continue the rearward motion. The car shudders as I let the clutch out once more, my left foot not finessed enough for a clutch pedal that dates back to the same year "*Rebel Without a Cause*" hit the silver screen.

And that's just the first of the 1955 Jaguar XK140's many idiosyncrasies. The gearbox is finicky, the steering is awkward, and the slightest bump in the road can upset the car in an especially unnerving way. The brake pedal is shorter than a British-born jockey, the exhaust rattles like a can of spray paint below 2,000 rpm, and the cabin smells like a combination of clutch and highest gasoline from time to time.

Generation Gap

Few of these quirks would be classified as charming; part of the car's character, perhaps, but certainly not charming. In fact, at least by modern standards, there isn't a whole lot that's inherently good about the XK140. And yet it's also rewarding to drive in a way that automakers today can only dream of.

Expecting any less from this car — officially a 1955 Jaguar XK140 3.4 SE

Fixed Head Coupe — is as futile as its imperfections are forgivable. Beyond its strikingly beautiful and incredibly curvaceous body, this is a sports car that was built to be driven. So when Jaguar offered me an afternoon behind the wheel before the Goodwood Festival of Speed, I was quick to oblige.

I was also aware of the significance of the car I was driving. It's not everyday you come across a British sports car more than six decades old in this condition, let alone one finished in the classic British Racing Green. Add in optional goodies like the wire wheels and dual exhaust, and it's no wonder this XK is worth a lot of money. While not the most valuable Jaguar of all time - that distinction belongs to the XKSS - the XK140 is worth every penny. It's also not easily replaced.

Think of the XK140 as just one step closer in Jaguar's sports car evolution toward the transcendent E-Type. With a 3.4-liter straight-six nestled under its elongated hood, the optional C-Type cylinder head pushed output to a claimed 210 horsepower at the flywheel — plenty of power for the day. A four-speed manual gearbox manages power transfer, and a set of drum brakes at all four corners are at your disposal when it comes time to slowly bring the Brit to a halt.

Everything about the XK140 is heavy, from the clutch to the steering to the brakes, yet the gas pedal is surprisingly light. No, it won't surprise anyone with sheer speed, but it's certainly eager to climb through the rev range. Doing so is rewarded with a sultry sound that transcends time, all six cylinders standing rank and file, working in unison in a way no V configuration can match.



A few rough downshifts were all but unavoidable as I worked to get the hang of the non-synchromesh transmission, with the move from second to third a particular struggle as we got to know each other. But with a delicate touch, changing gears was a silky-smooth affair that brought with it a satisfaction that's hard to find in anything on the modern market.

My long limbs betrayed me as I attempted to manoeuvre around the cramped cockpit, the tiny pedal box and school bus-sized steering wheel giving me all kinds of grief. Yet the steering itself was surprisingly responsive, the car quick to move in the direction it was pointed.

The Verdict: 1955 XK140 Review

Having not driven many cars of this XK's vintage, it was both a treat and a challenge to pilot the old coupe through the countryside. There was a need to wrestle with the XK140 somewhat early on, with fast corners and white knuckles going hand in hand, but it became surprisingly familiar as the day wore on. My nerves were also quick to settle, making way for pure joy as I cruised the narrow roads that snake their way across England.

Driving a car like this old XK will quickly make you appreciate any of the umpteen advancements offered in modern sports cars. Better brakes, suspension, and responsiveness are just some of the reasons why, say, a Jaguar F-Type is so damn good.

But modern sports cars have also sterilized the driving experience compared to something like the character-filled Jaguar XK140, solving everything with equations rather than emotion. So maybe all those quirks are charming after all. ■

Editor: Information for this story sourced from AutoGuide.



Jaguar Ladies Social Group

On Thursday 18th January 2024 the Jaguar Ladies had lunch at the Kensington Hotel, our first event for the year. Twenty two ladies enjoyed a lovely lunch in the Regent Room. A very enjoyable afternoon.

Our next event will be on the 21st March at the Marion Hotel. As March is likely to be hot and unpredictable, I have opted for a lunch only. Booking via Tidyhq will be available soon. If you are unable to manage this, give me a call.

A reminder of our event dates for 2024:

- ◇ Thursday 21st March
- ◇ Thursday 23rd May
- ◇ Thursday 18th July
- ◇ Thursday 19th September
- ◇ Thursday 21st November

Please put the dates in your diary ladies. If you haven't been to one of our events before, please come along. We are very welcoming and we do have a great time. I have some enjoyable and interesting events lined up for this year.

Feel free to give me a call anytime.

Tricia Clarke

triciaclarke_1@hotmail.com

0422 128 066



SS, Mk4, Mk5 Register - Summer BBQ 2024

For more than 10 years the Register has been meeting at Malcolm Adamson's seaside retreat at Seaford for its Annual January Summer BBQ. It is always a casual affair, BYO everything including chairs, drinks, picnic stuff and the like. A few members and wives were apologies due to ill health. Mary-Anne and Brenton (as well as other members), did a great job preparing the food and everyone had a great day, topped up with some nice wine and a few beers.



SS, Mk 4, Mk5 Register - Summer BBQ 2024



Child friendly summer BBQ at Malcolm's seaside retreat



Bruce & Anne Fletcher, 2005 British Racing Green XJ X350



Des Brown, 2014 Rhodium Silver XF Saloon



Dave & Angela Rogers, 1950 2 tone Blue & White Mk V (3.5L).



John & Jenny Lewis, 2005 Black 3.0 litre X-type



Malcolm Adamson (1936 SS Airline).

XJ, Mk10, 420G Register Kicks off 2024

On Sunday the 21st January the Register got off to a great start for 2024 with the annual breakfast at the Birkenhead Tavern on the Port River.

We had 64 members turn up for what was another fabulous event.

We saw a terrific range of Jaguars parked out the front of the Tavern which made

a spectacular view as you ate your breakfast and looked out towards the Port River. Once again, the food was excellent and there was plenty of it.

I think this was the 6th year straight we have held this event to start our year, and we will definitely be there again next year.

Thanks must go to our Register members who attend all of our events, for making them so memorable

**Cheers to all
Bob Charman**



XJ Mk10 420G Register Kicks off 2024



Multivalve Register – Australia day BBQ 2024

Multivalve Register Australia Day Barbecue Friday 26th January

As usual, the weather gods smiled on the Multivalve Register for its annual Australia Day barbecue, kindly hosted by Michael Pringle and Jo Orford at their home in Colonel Light Gardens, for which we are very grateful. (Especially Heather ☺).

39 members came from four different Registers, bringing a variety of amazing salads and desserts – we have some fabulous chefs in the Club!

Michael cooked the barbecue meat beautifully, ably assisted by his apprentice (that would be me!).

Ten prizes were won during a free raffle, which was good fun and appreciated by everyone.

All in all, an extraordinarily successful afternoon in the company of some lovely and very special people. My thanks to everyone who attended – it was a great day.

Peter Buck
Register Secretary



Multivalve Register – Australia day BBQ 2024

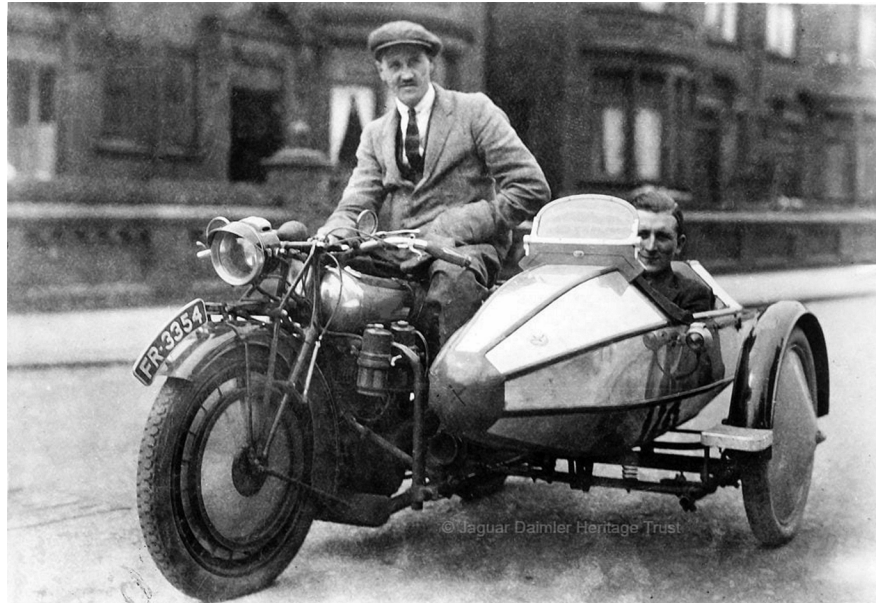


Jaguar Daimler Heritage Trust - On this Day (February)

On 2 February 1923 two Brough Superior SS80 motorbikes were delivered to Swallow so they could attach Sidecars for the 1923 Motor Cycle Show in London.

The Model 4 Super Sports sidecar was the most popular of all the sidecars produced by the company during the Blackpool years. The pointed tail was unique to the Model 4 but like the earlier Model 2, was made from aluminium panels on an ash frame. Weight was kept down to about 80 lbs, which William Lyons thought was important, as many of their competitor's sidecars were too heavy for the motorbikes of the day.

Both Walmsley and Lyons were keen motorcyclists in their youth and owned a variety of machines, but the Brough Superior was their favourite. A Brough, originally owned by Lyons, is reported to be still in existence. These bikes, often known as 'the Rolls-Royce of motorcycles', were the products of George Brough of Nottingham. ■



William Walmsley on SS80 Brough Superior motorcycle, and William Lyons in the Swallow side car. King Edward Avenue, Blackpool 1923.



On 8 February 1985 Sir William Lyons died at his home (Wappenbury Hall) aged 83. His wife Greta, Lady Lyons, died the following year.

Jaguar Daimler Heritage Trust - On this Day (February)

This car was found in a very sorry state in 1994 by Gavin Head who, understanding its importance as a Swallow bodied Wolseley, bought it and started its restoration. In 2003 the Jaguar Daimler Heritage Trust managed to convince Gavin to part with the car and finished the restoration to fill a gap in the history of the evolution of the Swallow cars.

The Wolseley Hornet and later the Hornet Special with Swallow bodies were a milestone in Swallow history. These were the first true sports cars that William Lyons of Swallow had offered, and were also his first six-cylinder cars.

Two Swallow bodies were offered, a boat-tailed two-seater, and this four-seater costing £225. Both were very stylish and came in a wide variety of bright colour schemes. Around 324 Hornets and 206 Hornet Specials were bodied by Swallow. ■



On 10 February 1932 the Trust's 1932 Wolseley Hornet Swallow Tourer was built.

On the evening of 12 February 1957, a ferocious fire broke out at Browns Lane Jaguar Plant destroying hundreds of cars.

The majority of cars destroyed included XK140's, Mark VIII's, Mark I's and nine of the twenty-five XKSS that had already been completed or were semi-completed. (Most of the surviving 16 XKSS's were exported and sold in the US).

Almost 3.5 million pounds worth of damage occurred and nearly half the main factory destroyed. Fortunately,

no heavy plant had been lost as the fire had mainly effected the service, trim and final test areas. Had the fire reached machinery, it may have taken months or even years to replace.

Jaguar were inundated with offers of help from suppliers, building contractors, and fellow manufacturers including loans of plant and equipment. Employees rallied to the cause with shovels and anything they could lay their hands on to clean up the mess.

The task of rebuilding started within 48 hours of the fire and tarpaulins were erected to provide temporary protection for employees. Within 9 days production on a limited scale had recommenced, and within six-weeks the lines were humming again as the firm struggled to meet demand. The fire did however delay the release of the XK150.

All vehicles and components damaged in the fire were totally destroyed to prevent any items being sold to the public. ■



On 12 February 1957 a ferocious fire broke out at Browns Lane damaging half the factory. Goto video: [Jaguars Come Back Fighting \(1957\)](#).

Jaguar Daimler Heritage Trust - On this Day (February)

After a period of great expectation, the X-TYPE was unveiled to an international audience at the Geneva Motor Show in March 2001. The X-TYPE was the youngest member of the expanding Jaguar family. It was Jaguar's first entry into the compact sports saloon market. The X-TYPE was the smallest-engined Jaguar for thirty years, since the classic 2.4 litre and Mark 2 models of the 1950s and 1960s.

The X-TYPE featured an innovative technical specification. There were five different versions available including the all-wheel drive model which offered agile handling and sure-footed road holding. The car was built in Jaguar's totally refurbished Halewood plant, located on Merseyside in the north-west of England, the result of an investment of £300 million.

With the X-TYPE, Jaguar connected with a new and different type of customer. ■



On 15 February 2001 the first production X-TYPE was built (X1 TYP). The car was delivered to the Jaguar Daimler Heritage Trust for preservation.



On 15 February 1978 this Squadron Blue car was the very last XJ12 2-door XJ Coupé to be built. This car is now part of the Jaguar Daimler Heritage Trust.

The idea of making a two-door pillarless version of the XJ saloon had surfaced very early in the car's development as Jaguar became aware of the growing American market for hardtop cars in the 1960s. Indeed, early XJ6 styling models were all two-door cars.

Built on the short wheelbase floorpan from the original Series 1 saloon, the distinguishing feature of the two-door coupé was the pillarless window style with no doorframe or B-post. The doors were four inches longer than the standard saloon front doors. Further changes included folding front seats to allow access to the rear. All production coupés featured a black vinyl roof covering, and the XJC badging on the boot lid.

At that time the Jaguar XJ 5.3C cost £11,755, with an extra £321 for the Kent light alloy wheels. ■

This SS Airline is one of the best-known and most well-preserved remaining examples. It was delivered new in March 1935 to a Captain S Clough. After passing to a second owner in 1948, the car was bought in 1984 by the History of Jaguar Museum who had the car fully restored. The car was subsequently purchased by Jaguar Daimler Heritage Trust.

Like many other cars of the period, the Airline paid lip service to the then current fashion of streamlining and also reflected the Art Deco style.

It has been said that William Lyons did not personally like the model, and the Airline has been attributed to the influence of William Walmsley, Lyons's original partner, who would soon leave the Company.

Whatever, it is without doubt the most striking of all the different SS1 body styles, with many unique features, such as the twin wing mounted spare wheels. ■



On 16 February 1935 The Trust's SS1 20hp Airline, AWR 564, was built. The Airline was only in production for two years from 1934-36, during which time 624 were built. Now only a handful exist - including Malcolm Adamson's recently restored car.

Jaguar Daimler Heritage Trust - On this Day (February)

WHP 205J was one of the earliest E-type V12 cars built. It was the tenth right-hand drive 2+2 coupé by its chassis number and was registered on 19th February 1971.

The car was originally part of Jaguar's press fleet. It had its moment of fame when it was used with a Jaguar jet fighter to create some dramatic photos! It has been retained as part of the Jaguar Daimler Heritage Trust collection (JDHT) ever since.

Early in 2020 the Jaguar E-Type driver, Tony Bell, from the Jaguar fighter photoshoot came in to see us at the JDHT Collection Centre and told us about his day out filming. He was just told to take the car to an airfield for a photo call and follow the instructions. After various passes and photographs Tony asked the pilot how close he could get to the roof of the car. "How thick is the paint?" came the reply! ■



On 19 February 1971 The Trust's Series 3 E-type V12 2+2, was registered WHP 205J. The car was used for a promotional photo shoot with a RAF Supercat JAGUAR Fighter.



On 22 February 1993 the XJ81 was launched at the Amsterdam Auto Show

Given the model code XJ81, the XJ40-based XJ12 and Daimler Double Six were introduced at the Amsterdam Auto Show in February 1993.

The XJ81 was powered by a 6.0-litre version of Jaguar's V12 engine. This was mated to a GM 4L80E 4-speed automatic gearbox.

It could be identified by the XJ12 or Double Six badge on the rear and a V12 emblem on the glovebox.

The XJ12 used the two twin-headlamp pairs, black radiator grille vanes, and a gold "growler" badge on the radiator grille top, while the Daimler received the rectangular headlamps.

Early cars used stainless steel window frames and on later cars they were changed to black. ■

At the launch of the E-type at the Geneva Motor Show in March 1961, two cars served as press demonstrators. One of them was this car, 77 RW, built in February 1961 as the first production open two-seater.

It was famously driven out to Geneva in a dramatic 17 hour overnight run by Norman Dewis, then Jaguar's Test and Development Engineer. 77 RW was later used by The Motor for their road test, published 22 March 1961 and it is now the oldest surviving open E-type.

Originally the E-type was available either as an open two-seater, or as a fastback fixed head coupé. Both cars shared the same basic structure, a monocoque with a front subframe, and were powered by a 3.8 litre version of the proven Jaguar XK engine, developing 265 bhp.

The E-type's looks were sensational, and it quickly became a symbol of the 1960s. Thanks to its unbeatable combination of price and performance, offering a top speed of close to 150 mph (241 km/h) at little more than £2,000, it became an instant success, particularly in the vital American market.

In 2000, Mr Michael Kilgannon, the long-term owner of this historic car, kindly put 77 RW on permanent loan to the Jaguar Daimler Heritage Trust. The car was then completely restored with the generous assistance of the Martin Robey Group (manufacture of parts for Classic and Modern Jaguars). ■



On 24 February 1961 the first production E-type roadster 77 RW was registered.

REGISTRATIONS NOW LIVE



NATIONAL RALLY 2024

TASSIE TEMPTATION

Celebrating 50 Years of the Jaguar Car Club of Tasmania

ACCOMMODATION OPTIONS



Wrest Point Casino



Strahan Village

SOME OF THE ACTIVITIES



Parliament Lawns



Wilderness Wall



Saturday Night in the Tasman Room



West Coast Railway

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

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

2024 JAGUAR NATIONAL RALLY PROGRAM

Thursday 11th April
Early Arrivals at Rally HQ
Wrest Point Casino

Friday 12th April
Registration
Welcome BBQ

Saturday 13th April
Display Parliament Lawns
Salamanca Market etc.
Themed Dinner

Sunday 14th April
Sporting Event
Baskerville
Alternate Event

Monday 15th April
Peppermint Bay Cruise or
Peninsula Tour
Presentation Dinner

Tuesday 16th April
Depart Hobart
The Wilderness Wall
Arrive Strahan Village
Welcome Seafood Buffet

Wednesday 17th April
Gordon River Cruise
8:00am - 2:30pm with
buffet lunch included

Thursday 18th April
Wilderness Railway
8:30am - 1:30pm

Friday 19th April
Free to explore
Farewell seafood buffet

Saturday 20th April
Depart Strahan for home
or extra touring

Technical - Jaguar's Supercharged, Turbocharged Six

Editor: The other day a club member pulled the 3.4 litre engine out of his Mk2 and thought about sending away to get it rebuilt. He was quickly talked out of that idea by a group of other members who offered to help him rebuild it.

It was discussed that a carburetted six-cylinder XK twin overhead camshaft engine, is actually a very a simple motor.

We then discussed what is currently used on the latest Jaguar cars. For example, with the F-Pace, one has the choice of:

- Turbocharged 2.0 litre 4 cyl (300hp)
- Turbocharged 3.0 litre 6 cyl diesel
- Supercharged 5.0 litre V8 (575hp)
- Twin scroll turbocharged and electric supercharged 3.0 litre 6 cyl. (395hp).

I thought that the last option was worth writing about. Can you imagine trying to sort out a problem on turbocharged-electric supercharged engine with all the associated electronics.

Well, I guess the new mechanics of this world will.

A couple of decades or so ago, any petrol-engine car with a supercharger or turbocharger was considered a performance car. Which it almost certainly was, because that was the way to squeeze more power out of a given engine. (As much as 50% additional horsepower).

These days, of course, it's a bit different and you'll actually struggle to find a brand-new petrol car without a turbocharger or a supercharger.

So, given that turbocharging and supercharging technology is now the rule rather than the exception, it's likely that some Club members already have one under their bonnet, or will have in the future.

Forced Induction

A supercharger or turbocharger simply blows more air (oxygen) into the

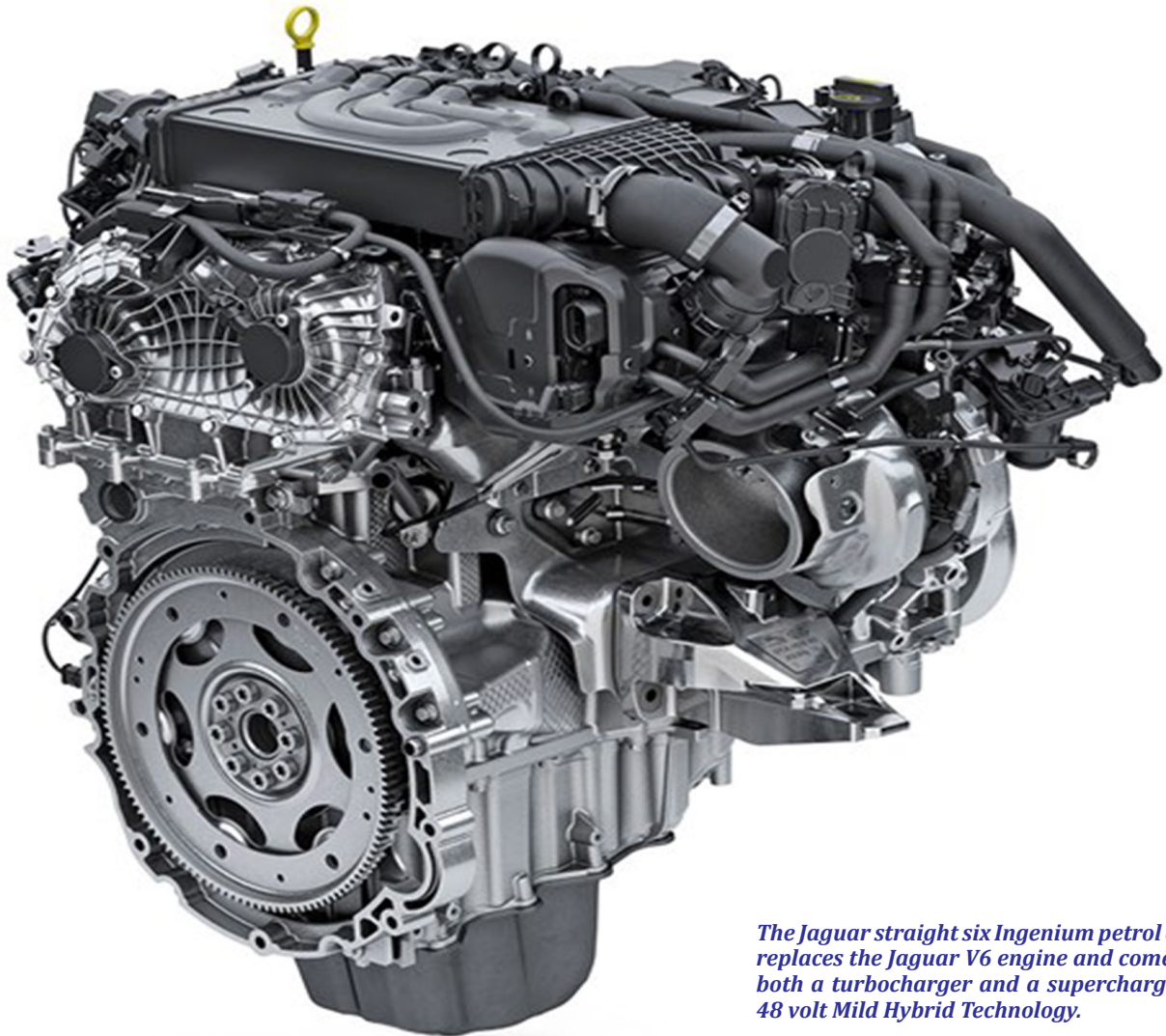
engine, and it can suddenly burn more fuel and, therefore, make more power. Turbocharged vs supercharged doesn't matter: The science is the same.

This process is called forced induction. And even though they achieve the same thing, a supercharger and turbocharger work in different ways.

A supercharger as we have traditionally known, is an engine-driven pump that forces air into the engine under pressure.

A turbocharger, unlike a supercharger, does not require a belt to drive it and instead the pump is driven by exhaust gas. The turbo's fan blades are spun by the force of the exhaust leaving the engine. In effect, it's free power because there's no drag on the engine from a belt. In reality, the turbo is powered by a waste product (the exhaust gasses) so it's guilt-free boost.

The biggest gripe with turbos is that they contribute to turbo lag. *(cont page 38)*



The Jaguar straight six Ingenium petrol engine replaces the Jaguar V6 engine and comes with both a turbocharger and a supercharger and 48 volt Mild Hybrid Technology.

Technical - Jaguar's Supercharged, Turbocharged Six

Turbo engine lag is the delay between putting your foot down and the turbo building the boost.

Since it's being driven by exhaust gasses, those gasses have to start flowing before anything happens. That's unlike the belt-driven supercharger which starts to make boost the moment you start spinning it by revving up the engine.

While turbochargers can take a couple of seconds to spool up, mechanical superchargers still having some inherent lag. Also compressing air takes a whole load of energy. A supercharger can consume as much as 20% of an engine's total power output. Hence the development of electric superchargers.

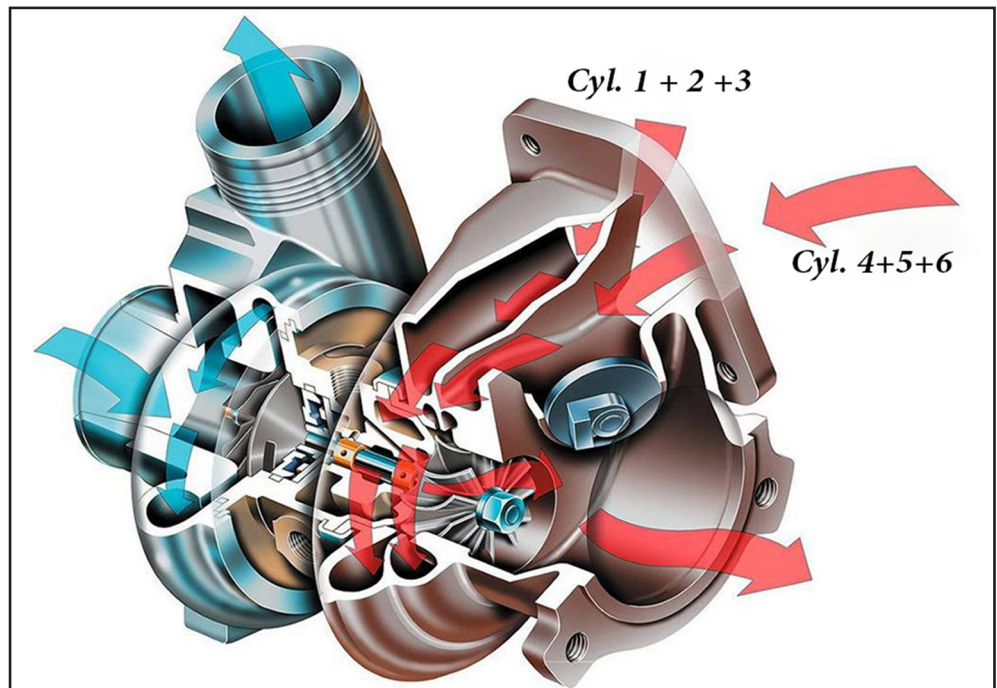
E-Supercharger

An electric supercharger uses a donor turbocharger with an electric motor attached, otherwise known as an E-supercharger.

The electronics come in the shape of the electric motor connected to the accelerator, which in turn allows for the electric motor to spin the fan at a rate in proportion to the amount of throttle being applied, simulating the belt-driven action of a conventional mechanical supercharger. This motor is powered by an attachment to the car's battery which brings up an inherent problem with electric supercharging.

Although an E-supercharger can create the required boost, it still needs a large electrical supply to function to its full potential. Therefore, to power all of a car's electrical equipment as well as an additional E-supercharger, a 48-volt battery is needed. Although, considering the sheer amount of electrical tech on cars these days, it probably won't be long until a 48-volt unit becomes standard.

The benefits of an electric supercharger come in the form of a minimal lag time and a high rotational speed. An electric supercharger can spool fully in as little as 0.5 second through the direct connection with the throttle, giving virtually instant maximum boost. Mechanical superchargers max out at around 60,000rpm whereas the electrical equivalent can reach a speed of up to 120,000rpm, even higher than most turbochargers.



Twin scroll turbo's offer several benefits including taking up less space than a comparable twin turbo system, they provide a faster boost response and better fuel consumption (up to 5%). The above diagram is for a six cylinder engine - firing order 1,5,3,6,2,4.

Speaking of turbochargers, with the new inline six-cylinder Ingenium petrol engine, it doesn't stop at the supercharger. The engine also uses a twin-scroll turbocharger.

Turbocharger - Power Delivery

As previously noted, in a typical turbocharged engine, as exhaust gas flows out of the cylinders, the exhaust manifold channels it into a single passage on the turbocharger.

This passage surrounds a bladed wheel known as the "turbine." This wheel spins as the exhaust gas flows over it. This turbine is connected by a shaft to a finned wheel known as the "impeller" on the intake side of the turbocharger. As the impeller spins, it compresses incoming fresh air and sends it at high pressure through the intake manifold to the cylinders via an intercooler.

As noted, this denser air contains more oxygen; more oxygen means more ignition, and therefore, more power from the same size engine.

Turbochargers inherently have issues that impede consistent power delivery, thanks to the fickle nature of exhaust gas and manifold pressure. One of the largest problems engineers have to grapple with is that exhaust gas is not a continuously even flow of air with constant pressure.

Instead, exhaust pulses in rhythm with the firing order of the cylinders, and it ebbs and flows with engine RPMs.

In a traditional single-scroll, single-turbo setup, every cylinder's exhaust gas must flow through the same manifold.

This means that while one cylinder's exhaust valves are finishing letting out air, another cylinder's exhaust valves are already open, changing pressure drastically inside the manifold.

This inconsistency in pulses and pressure causes interference between cylinders' exhaust gas and slows down the air moving over the turbine.

The slower spinning of the turbine, in turn, adds more pressure to the manifold and further interferes with exhaust flow.

In severe cases, if the backpressure gets too high, exhaust gas can be forced back through the manifold into the cylinders (a process known as reversion); this can cause engine damage, and the only way to prevent it is with less aggressive valves and engine timing - both of which cut back on power.

Turbo Lag

As noted, the second common issue with turbo power is much more familiar to anyone that's ever driven an eighties turbocharged car: turbo lag.

Technical - Jaguar's Supercharged, Turbocharged Six

The easiest way to combat this is with a smaller turbo that needs less exhaust flow to make peak pressure. Smaller turbos make less power at higher RPMs, however, so in a single-turbo system, there will always be a trade off between turbo lag and loss of top-end power.

The other option is multiple turbo's. Of course, the downside of both sequential and parallel twin-turbocharging is obvious. It's vastly more expensive than a traditional single-turbo setup, because you need two of everything - exhaust manifolds, turbochargers, wastegates, intercoolers, sometimes even intake manifolds - and it's hard to fit in the engine bay, because you need two of everything. It's also heavy, because... well, you need two of everything.

Twin-scroll Turbo

There is one other option to solve the problems of lag and exhaust flow, however, and it is the twin-scroll turbocharger. Twin-scroll turbo's are a single turbo housing with a single turbine blade, but with two channels (also known as "scrolls") for exhaust

gas to travel through. The manifold is divided into two scrolls, and each one gets half the cylinders' exhaust.

This doubles the time between valve openings in each scroll, even though they both feed the same turbine. With this setup, the exhaust pulses can be separated and timed like a parallel twin-turbo car, reducing flow interference, while still only using one turbo.

Running a turbo engine with less fear of reversion means more ignition delay can be used, resulting in lower cylinder temperatures and leaner air/fuel mixtures, which increases efficiency.

Additionally, making one scroll large and routed to the outer edges of the turbine blades, and one scroll small and routed to the inner section of the turbine blades, allows for airflow that is optimised for the entire rev range. The small scroll allows for faster airflow - and less lag - at low RPMs, and the large scroll keeps the powerband strong even at high RPM. This reaps the benefits of a sequential twin-turbo system with vastly less complexity.

In short, twin-scroll turbos deliver more power from less fuel than a single turbo, and provide similar power to a twin-turbo setup with vastly lower weight and fewer parts.

To all of the above, the six-cylinder Ingenium petrol engine has continuous variable valve lift (CVVL), Variable Cam Timing (VCT), 48-volt Mild Hybrid Technology (MHEV), roller bearing camshafts, and variable coolant and oil pumps.

The MHEV 48V system uses an integrated electric motor to harvest energy lost during deceleration, and then redeploys it to assist the engine to maximise efficiency.


It all makes for one very efficient but complicated engine.

By comparison, an SU carburetted XK engine, is a walk in the park. ■

Editor: Information for this article sourced from various publications.

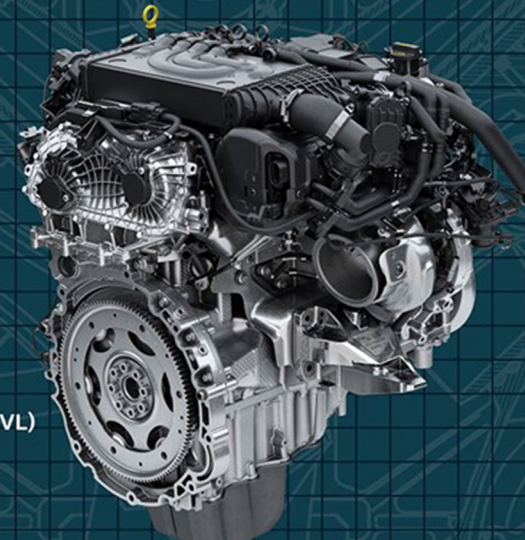
JAGUAR LAND ROVER
NEW SIX-CYLINDER INGENIUM PETROL ENGINE

The newest member of the Ingenium engine family uses advanced technologies to reduce weight, deliver more power, provide superior fuel efficiency and lower emissions



ELECTRIC SUPERCHARGER

Uses a compressor driven directly by a 48v electric motor to increase boost pressure almost instantly, enhancing the torque curve at low RPM for superior engine response



VARIABLE CAM TIMING (VCT)

Variable cam timing on both the intake and exhaust camshafts allows the cam profile to be advanced or retarded for optimum combustion. Combined with CVVL, this advanced valvetrain, offers class-leading flexibility and control over the combustion cycle in all operating conditions

TWIN SCROLL TURBOCHARGER

Exhaust manifold is split into two 'scrolls' that each feed the turbo from three cylinders. This separates the flow and creates a greater spacing between exhaust pulses resulting in improved driveability from low engine speeds

MILD HYBRID ELECTRIC VEHICLE (MHEV)

Mild Hybrid 48v system equips the engine with an electric set-up capable of harvesting energy on the move and providing torque assistance to the engine during stop/start while delivering improved CO₂ emissions and fuel economy

INGENIUM COMMONALITY

Shared four-cylinder Ingenium engine architecture features low friction technologies to improve efficiency, including variable coolant and oil pumps, roller bearings on the camshaft and an off-set crank

CONTINUOUS VARIABLE VALVE LIFT (CVVL)

Innovative system reduces engine pumping losses by electro-hydraulically varying the inlet valve timing and lift profile. This allows the engine to breathe with maximum efficiency for every operating condition, optimising performance, fuel economy and reducing CO₂ emissions

Reduction in particulate emissions

75%

Gasoline Particulate Filter (GPF)

*Compared to outgoing V6 petrol engine (NEDC comparison of equivalent spec)

POWER OUTPUT

400PS

TORQUE

550NM

IMPROVED CO₂*

12%

Out Of The Ordinary Jaguars For Sale (USA)

This 1:3rd wire sculpture was built to resemble an E-Type Series III roadster and was purchased by the seller at Techno Classica Essen in Germany in 2003.

This sculpture is constructed from tied wire and features an opening hood, doors, and boot as well as a folding top, rolling wheels with woven rubber tyres, a functional steering wheel, and adjustable seats and sun visors.

The frame consists of varying gauges of wire and different wire types – silver (coloured) wire is used for the body, brown is used for the interior, gold wire in place for the engine and front and rear bumpers, and red wire is used for the Jaguar lettering on the door sills, trunk lid, and the tail lamps.

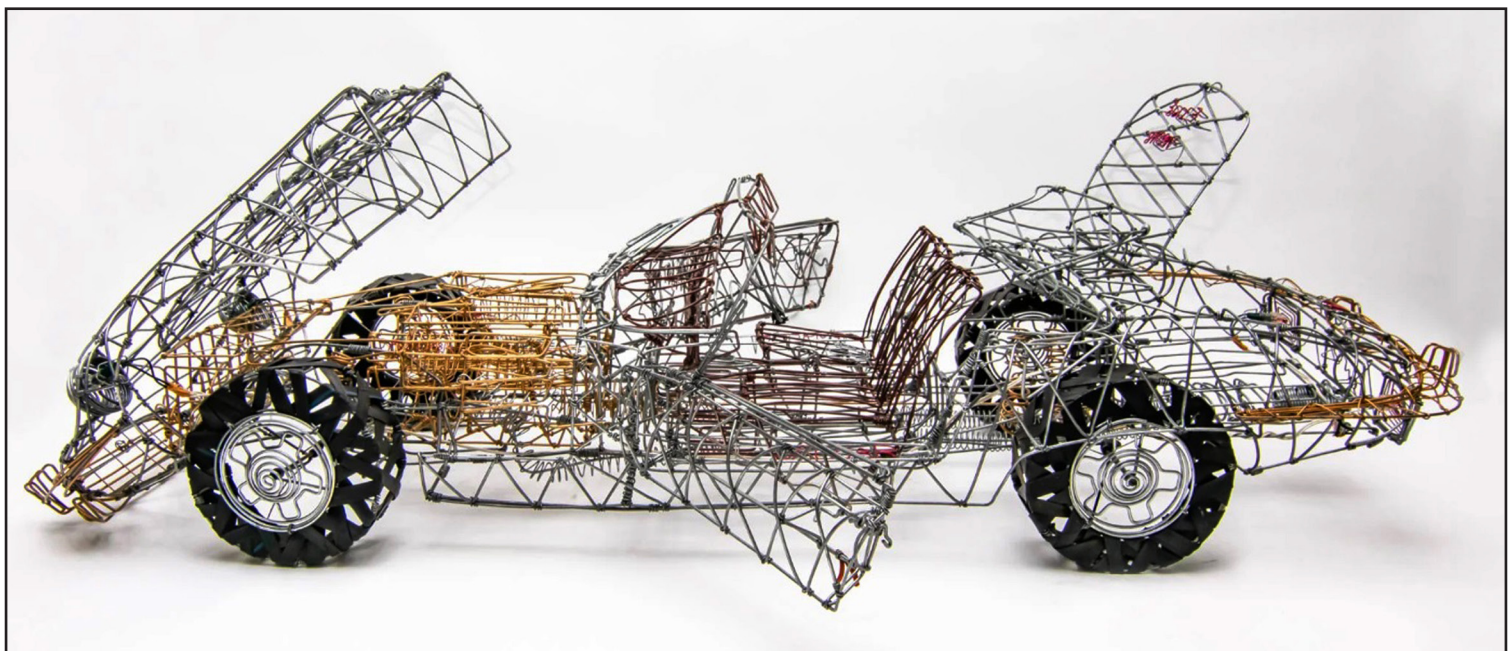
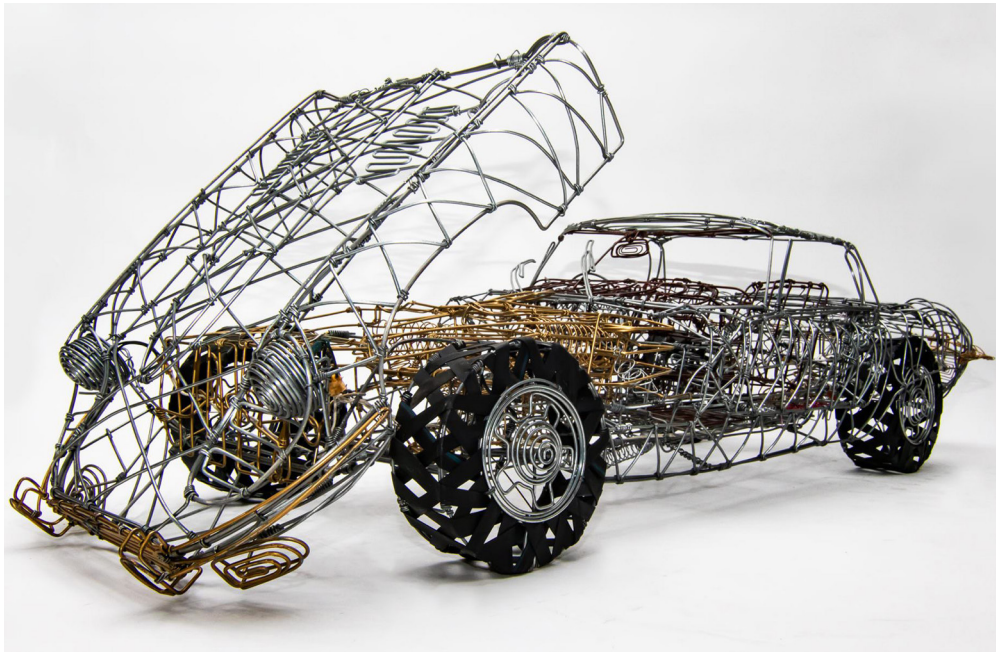
The sculpture measures 60" (1500mm) long, 24" (600mm) wide, and 15" (375mm) tall.

The interior of the car has adjustable seats and sun visors along with the steering wheel and wire frame dashboard, shifter, floor, door sills, central tunnel, and opening doors.

The hood also opens to show the wire frame engine, and it opens in the same way as the real car, by tilting forwards. The convertible roof also folds down, so the car can be displayed in either configuration.

The car was auctioned by *Bring a Trailer*, San Leanna, Texas, and sold for US\$4,500 (Au\$6,700).

Editor: Information for this story sourced from Silodrome and Bring a Trailer (USA).



Out Of The Ordinary Jaguars For Sale (UK)

One of the most famous Jaguar XJs is the XJ12 Coupe of fictional character, secret agent, John Steed in the television series *The New Avengers*. Steed's car was fitted with a Broadspeed full body kit and finished in a dark green livery.

This car served as a source of inspiration for one person in particular who had an original 1973 SWB XJ6 Series II auto and wanted to give it the best aspects of Steed's XJ12.

This resulted in a complete rebuild of his standard XJ6 and included the fitting of Broadspeed body kit, modified rear doors and flared wheel arches to create the room for the 15-inch wide Wolfrace wheels and tyres.

The car was rebuilt and refurbished from 2019 to 2020 by *Prestige and Performance Car Services*. The front and rear suspension were refurbished; new triple Weber carburettors fitted, two new fuel tanks, all fuel lines, all brake systems replaced and a stainless-steel exhaust system fitted.

The resulting custom car finished in "Dragon Green", looks very similar to the "New Avengers" car, but has a more practical four doors.

It was such an interesting project that it was chosen to feature in the March 2021 issue of *Jaguar World* magazine in a six-page feature titled "Copy Cat."

The car was auctioned by *Collecting Cars (UK)* but failed to sell.

Editor: Information for this story sourced from Silodrome and Collecting Cars (UK).



Out Of The Ordinary Jaguars For Sale (UK)

This 1969 Series 2 E-Type roadster was part way through a restoration. The personal situation of the owner changed, and it is now being offered for sale.

The car was stripped down and the owner had got as far as phosphate-stripping the body to remove rust and it has now been passivated and ready for welding.

Braced to prevent distortion, the shell has been laid bare and there are no hidden horrors; you can see exactly what you're buying and it couldn't be any more honestly presented. Although the hard work of stripping paint and under seal and rust has been done, the car will need new sills and a replacement floor pan. There are also areas around the car where rust repairs will need to be undertaken.

The doors are reported to be in "excellent" condition and they, along with the boot lid, are finished in red primer ready for the top coat.

The chrome work is a mixed bag; while some should polish up nicely, other parts including the wire wheels will need re-chroming.

The interior fixtures and fittings are thought to be complete and include the original air conditioning unit, but a new interior will be required.

The 4.2 litre XK engine was running and drivable before the car was disassembled.

The car was auctioned by *Bonhams (UK)* and sold for £25,175 (Au\$48,000).

Editor: Information for this story sourced from Silodrome and Bonhams (UK).



Out Of The Ordinary Jaguars For Sale (UK)

The car is a LHD 1962 Jaguar E-Type fixed-head coupe. The car had been almost entirely disassembled and then restoration stalled.

The main unibody section of the car is now fitted to a rotisserie for easy access, and this rotisserie is included in the sale along with a number of other tools that are likely to be needed during the rebuild.

The car comes with a 3.8 litre block and 4-speed transmission, as well as most of the major parts.

The bad news is that while it does come with lots of components and parts, it isn't complete and there are a few notable parts missing, including the interior.

The 3.8-litre engine is in pieces and is "not complete" but the rear subframe, and suspension look to be all there.

It's clear that there's plenty of work to do and it won't just be a straight forward assembly. Some areas of rust damage persist that will need repair, patching, or replacement.

The buyer will also need to have the engine, transmission, and differential rebuilt.

According to the Jaguar Heritage Trust Production Record Trace Certificate, the car left the factory in September 1962 for New York. At some point it came back to the UK.

The car was auctioned by Bonhams (UK) and sold for £14,092 (Au\$26,800).

Editor: Information for this story sourced from Silodrome and Bonhams (UK).



Out Of The Ordinary Jaguars For Sale (UK)

This body buck was used in the fabrication of alloy bodies for building Jaguar D-Type's.

Wooden bucks like this provided a mould that craftsmen can use to hand-form aluminium panels, ensuring uniformity and symmetry in the completed cars.

However, there was controversy around this sale. Initially it was advertised as one of the body bucks used in the fabrication of the alloy bodies for the original Jaguar D-Type, and likely the Jaguar XKSS. The advert claimed it was a buck for the post-1955 "long nose" versions of the D-Type and it could still be used for forming body panels today, almost 70 years after it was first made.

For many years the buck has belonged to a D-Type owner who wanted it in case he needed to get authentic new body panels formed after an accident. It's now due to be auctioned with a price guide of £70,000–£90,000.

It then was reported that this body buck may not be original. The auctioneer then announced: -

Interested parties should note that contrary to our website and catalogue description this buck was made for Lynx Cars by Jensen Special Products in the early days of Lynx, probably post 1970, and is therefore not an original Buck from the 1950s as described with a revised price guide of £30,000 - £35,000.

The "Buck" was auctioned by *Historics Auctioneers(UK)* but was passed in.

Editor: Information for this story sourced from Silodrome and Historics Auctioneers (UK).



Out Of The Ordinary Jaguars For Sale (UK)

A road-legal Bond villain's Jaguar supercar that was never made available to the public is to go on sale with a price tag of around £2.5million.

The orange Jaguar C-X75 – with a chassis number ending with the iconic '007' – is one of a handful of specially-made cars commissioned to play a pivotal role in 007 movie Spectre during a dramatic duel through the centre of Rome with James Bond, as played by Daniel Craig in an exclusive Aston Martin.

The revamped Jaguar is being sold for a client by UK-based specialist luxury and supercar dealers Kaaimans International after undergoing detailed engineering and trim work to transform it from a big screen film stunt car into the road-legal supercar it was originally destined to be.

The stunning two-seater C-X75 was originally created and unveiled with a flourish in 2010 as a 200mph prototype plug-in hybrid electric Jaguar supercar - but the project was later axed by the British car-maker on economic grounds.

Of the four surviving movie creations, two are in the hands of 'serious collectors' in Switzerland.

One of the four was offered to collectors at RM Sotheby's Abu Dhabi auction in November 2019. However, with an estimate of \$800,000 to \$1.2m, it failed to make its reserve and was not sold.

The supercharged 5.0 litre V8 powered Jaguar is for sale by Kaaimans International UK for £2.5m (Au\$4.77m).

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





The February 2024 edition of Jaguar World includes the following stories:

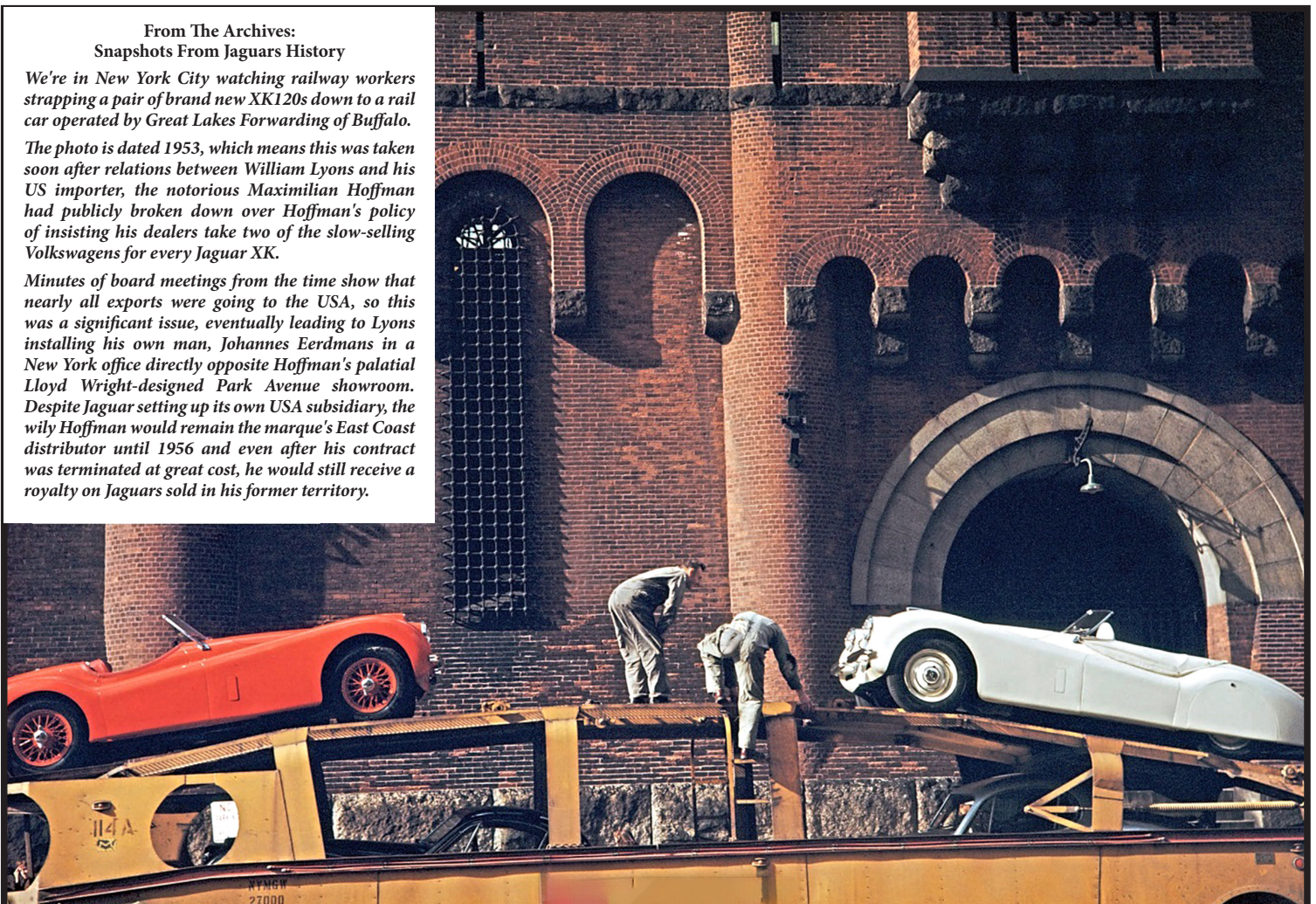
- ◇ **XK150 Drive:** For 35 years the previous owner of this rare XK150 3.4S coupe used it for touring Europe and we've driven it closer to home.
- ◇ **Daimler Double Six:** We meet an Italian Jaguar enthusiast with what must be one of the nicest Daimlers in Europe... and one of the nicest places to keep it too.
- ◇ **S-Type Sport 200:** We unearth a factory-fresh example of one of the rarest S-Types made.
- ◇ **XK8 Survivor:** An encounter with an unusually pristine XK8 with just 12,000 miles behind it and a shed full of show trophies.
- ◇ **History - X350 XJ:** As 2023 draws to a close we mark 20 years of the car which was quietly but massively significant for Jaguar.
- ◇ **Tech - Jaguar IRS:** The genesis of Jaguar's 'classic' independent rear suspension, from its earliest appearance in E-Type prototypes to its demise with the end of the X100 XK8.
- ◇ **Buying XJS:** Jaguar saved the best for last with the XJS. We run through what's involved in buying a late model example.
- ◇ **Workshop Q&A:** Non-starter XK8; mis-firing S-Type; and XF battery issues. ■

From The Archives: Snapshots From Jaguars History

We're in New York City watching railway workers strapping a pair of brand new XK120s down to a rail car operated by Great Lakes Forwarding of Buffalo.

The photo is dated 1953, which means this was taken soon after relations between William Lyons and his US importer, the notorious Maximilian Hoffman had publicly broken down over Hoffman's policy of insisting his dealers take two of the slow-selling Volkswagens for every Jaguar XK.

Minutes of board meetings from the time show that nearly all exports were going to the USA, so this was a significant issue, eventually leading to Lyons installing his own man, Johannes Eerdmans in a New York office directly opposite Hoffman's palatial Lloyd Wright-designed Park Avenue showroom. Despite Jaguar setting up its own USA subsidiary, the wily Hoffman would remain the marque's East Coast distributor until 1956 and even after his contract was terminated at great cost, he would still receive a royalty on Jaguars sold in his former territory.





Classic Jaguar Magazine has a story about Lieutenant-Colonel Alfred Thomas Goldie Gardner. He was an English racing car driver who was the most prolific speed-record driver ever. He achieved nearly 150 national and international speed records. According to the FIA, three of his records still stand today. In September 1948, after a falling out with MG, Gardner linked up with Jaguar who agreed to support him for another record attempt. Jaguar engineers Wally Hassan and Lofty England travelled with him to Belgium and fitted the experimental 4-cylinder 1,996 cc KJ engine (later developed into the 6-cylinder XK) into his MG Special. Gardner drove this to over 176.6 mph at Jabbeke, Belgium to set a new speed record in the 2-litre class. He broke the flying mile, kilometre and five-kilometre Class E records. At the time, the achievement was considered remarkable for an un-supercharged 4-cylinder engine.

The Feb/March 2024 edition of Classic Jaguar includes the following stories:

- ◇ **The Gardner-Jaguar Special:** Author John Mayhead tells the story of how the four-cylinder XK engine went to Jabbeke. (See story above).
- ◇ **Cover Story – A Unique XJ-C:** They go out and about in a supercharged XJ-C. Marque specialist Tom Lenthall rebuilt a very special XJ-C powered by a 4.0-litre supercharged AJ16 from an X300 Jaguar XJR. This retromodded XJ-C has been comprehensively restored and upgraded to create the ultimate go-faster example - the product of some 4000 hours' work
- ◇ **Twin Test – Jaguar XK120 FHC v Aston Martin DB Mk III:** The Aston Martin is roomier, more comfortable and softer, but at more than twice the price, the Aston simply cannot win against one of Britain's best regarded classic sports car.

- ◇ **E-Type Series 3 History:** The story of the last iteration of the E-type. They explain the background as to why the Series 3 E-Type was built with the V12 engine and why there was no Series 4. The American market, so crucial to Jaguar, wanted more refinements - a softer ride, more room, air conditioning. One of the biggest failings of the E-type was that there wasn't enough room in the scuttle to get a decent air conditioning set up, which was vital. Traffic was becoming more congested and if owners were to spend half their time sitting in a traffic jam, they needed some room to move and a proper, decent air conditioning system. Hence the XJ-S Grand Tourer.
- ◇ **An Independent Jaguar:** With 2024 marking 40 years since Jaguar prised itself away from the might of British Leyland, they examine the background to that short-lived period of independence and how

it made the company much more desirable to Ford.

- ◇ **The first 2+2 Jaguar Sports Car:** Paul Walton tells the story about a unique coach built XK120 from the early 50's that was a precursor to the E-Type 2+2. The Abbott XK120 was built in the UK for a New Zealander who wanted a four-seater car for his family. The car blew a head gasket and was pushed into a shed for 20 years. The story continues with Paul catching up with the car in Holland.
- ◇ **Technical – examining an automatic choke:** An early form of an automatic choke was fitted to the XK120 up to the Mark 1; but how does it work and what can go wrong? They go through the ins and outs of an auxiliary starting carburettor.
- ◇ **Market Place:** They review the Jaguar market over the last 12 months. ■

Lloyds On Line Auction (27 January)

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).



1962 Mark II 3.4 manual. Original car, aged leather. Original books, tool set. Indicating 64,673 Miles. **Closing bid \$20,500.**



1977 XJ Series 2 4.2 auto. Presents well. Great example. Power seats, tinted windows, cruise control. **Sold \$9,300.**



1997 XK8 X100 Azure Blue 4.0 litre V8 auto. New roof lining and battery. Paint imperfections 107,363 kms. **Closing bid \$13,700.**



1965 Mark II 3.8 manual. Indicating 26,890 Miles. Front window needs attention. **Closing bid \$18,700.**



1966 S Type 3.8 auto. Power steering. Motor & auto reconditioned. New leather. Woodwork reconditioned. **Closing bid \$12,102.**



1996 XK8 X100 Azure Blue 4.0 litre V8 auto. 88,636 kms. Power seats. Tinted windows, central locking. **Closing bid \$19,500.**

Lloyds On Line Auction (27 January)

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).



1983 XK120 replica. Tribute roadster designed and built by Autotune. 82,937 miles. **Closing bid \$37,000.**



1953 Mk 7 V6 Ford Falcon engine, petrol & LPG. Auto. Fitted with air conditioning. 97,590 Miles. **Closing bid \$6,820.**



1998 XK X100 auto. Air Cond, cruise control, leather interior, multifunction steering wheel. 84,404 Miles. **Sold \$14,200**



Model cars - matchbox, dinky. 1967 Jaguar E-Type Series 1.5 and a 1967 Jaguar E-Type Series 1.5. Closing bid Unknown



1950 XK120 OTR. Delivered to Adelaide 1951. Current owner since 1970. 2019 18 month full restoration. **Closing bid \$173,700**



2003 X200 S-Type R. 4.2 V8 Supercharged auto. Sunroof, Log Books/Owners Manual. 144,100 kms. **Closing bid \$10,000.**

U.S.A - Scottsdale, Arizona 2024 Auction(s)

Before the Pandemic started in 2020, Scottsdale saw a record number of auctions and total listings, with 7 auction houses bringing over 3,500 cars to the event. This year, 4 auction houses brought 2,169 cars:

- ◇ Barrett-Jackson Scottsdale, January 20-28
- ◇ Bonhams Scottsdale, January 25
- ◇ RM Sotheby's Arizona, January 25
- ◇ Worldwide Auctioneers, January 26

With the exception of 2021, Barrett-Jackson has brought around 1,900 cars every year and remains the largest auction event in Scottsdale.

This year, Bonhams, RM Sotheby's, and Worldwide Auctioneers also returned.

Both Russo & Steele and Leake did not return to Scottsdale after the pandemic, while Gooding & Company is not hosting a sale in Scottsdale this year, for the 2nd year in a row.

We have consolidated the listings from all 4 auctions. This year, no Mk 2s or early saloons were listed. All cars LHD manual unless stated otherwise.

A total of 26 cars.

- E-Type (13); XK (5);
- XJ 220 (1); XJS (1);
- XJ (1); Replica (2)
- Modern XK (3)

Editor



2011 XK (X150) 5.0L V8 auto. Highly original. Sold (Au\$21,250)



1990 XJS V12 auto. Like new. 28,809 miles. Sold (Au\$33,500)



1997 XK8 4.0L V8 auto. Engine upgrade. One owner. Sold (Au\$30,100)



2014 XJL (X351) 3.0 litre V6 auto. Highly Original. Sold (Au\$48,510)



1997 XK8 4.0L V8 auto. Like new. 46,106 miles. Sold (Au\$14,200)



1970 E-Type S2 4.2-Litre. Concour restoration. Sold (Au\$221,500)

Scottsdale, Arizona 2024 Auction(s)



1968 E-Type S1.5 4.2L . Older restoration. **Sold (Au\$93,675)**



1962 flat floor E-Type 3.8L. Older restoration. **Sold (Au\$180,500)**



1960 XK 150S 3.8 DHC RHD. Older restoration. **Sold (Au\$212,900)**



XKSS Lynx replica using a donor 1970 E-Type. **Sold (Au\$326,950)**



1993 XJ220. 4,350 miles since rebuild (2016). **Sold (Au\$718,530)**



1952 XK120 OTS. Older restoration (early 2000s). **Sold (Au\$112,500)**



1953 XK120 FHC. Partial restoration. 3.8L engine. **Not Sold.**



1961 flat floor E-Type SI dry sump 4.2L racecar. **(Sold Au\$153,300)**

Scottsdale, Arizona 2024 Auction



1971 E-Type S2 4.2 litre. One owner. 60,285m. **Sold (Au\$103,900)**



1971 XKE Custom restomod with 5.7L V8. **Sold (Au\$103,400)**



1971 E-Type S2 4.2 manual. Original 55,900 miles. **Pending**



1951 XK120 Manual. Project car. Matching numbers. **Pending**



1954 Jaguar XK120 manual. Original 62,450 miles. **Pending**



1967 E-Type S1 4.2L. Ground-up restoration. **Sold (Au\$145,500)**



1962 race-prepared Proteus C-Type replica. RHD. **Sold (A\$158,900)**



1990 XKE Challenger replica S1 by Triple C. Auto. **Sold (Au\$71,900)**



1966 E-Type S1. Partial restoration (2023). Sold (Au\$137,200)



1964 E-Type S1. Concour nut & bolt restoration. Sold (Au\$284,000)



1966 E-Type S1 4.2L. Partial restoration. Sold (Au\$138,800)



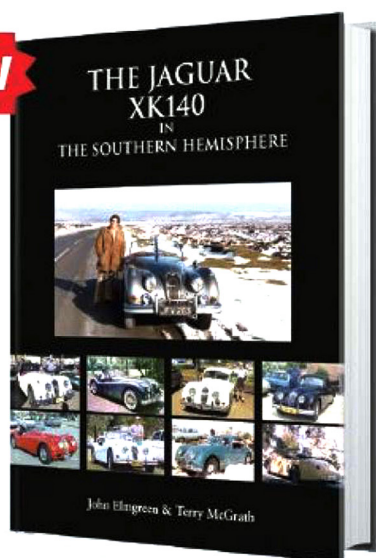
1969 E-Type S2. Concour nut & bolt restoration. Sold (Au\$167,300)

The XK140 In The Southern Hemisphere

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

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 on 0401444919

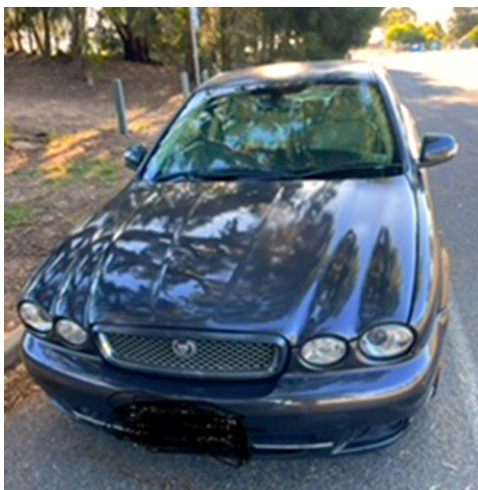


FOR SALE: 2008 X-Type 2.1 litre V6 Petrol, Auto

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
a full tank. Unique Plate XUM-100

**PRICE \$11999 (Slightly
negotiable)**

**For more information please
contact Chander - 0481780960**



FOR SALE: 1991 XJ40

Owned for 28 years. 247,404 km
Car meticulously maintained. Have
every service receipt. Everything works.
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.

Have retained all original delivery
documentation, log books, owner's
manual and original tool kit.

Paintwork generally good condition.

PRICE: 14,000

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



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 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 1985 XJ6 S3 VANDEN PLAS

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

Price \$32,000

**Please phone David Seidel
0411 380 388 or 0419 806 866**



FOR SALE Mark X 4.2 Litre

- ◇ It is an original, 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**



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@inet.net.au**

FOR SALE 1964 3.8L Mk 2 Auto

Matching engine & chassis numbers. Was pristine and running but suffered a fire incident in 2011.

No windows or interior, but body is solid.- Essentially the bottom half of the car is good. It has a 3.8L Engine (turns manually), original DG auto transmission, manifolds & exhaust system, diff, axles, wheels & brakes and steering. Most of the exterior chrome trim is there. Restoration project or half a Mk2 worth of parts. Lots more photos available

\$5,000 & Pickup in Flinders Park, SA.

**Please contact Sergio Cavaiuolo - 0414250139
sergecav68@gmail.com**



Upcoming Event - XJ MK10 420G Register Meeting (14/02/24)



XJ MK10 420G Register Meeting - February 14th 2024

Hi Everyone, Come and join our first monthly meeting for 2024. We meet at the Bartley Hotel from 6.00pm if you would like to have a meal. Then join in our meeting, which is always a lot of fun and informative. Stay for a coffee after the meeting and catch up with your friends. Bob Charman

Please register via TidyHQ - [XJ MK10 420G February Register Meeting](#)

Upcoming Event - XK & Mks 7 8 & 9 Register Meeting (14/02/24)



XK & Marks 7 8 & 9 Register Meeting - February 14th 2024

Our first Register Meeting is at the home of Rod & Peggy Davis, please bring a plate for supper.

Please contact Steve Weeks (0414 952 416) or register on TidyHQ: - [XK & Mks 7 8 & 9 February Meeting](#)

Upcoming Event - Compact Register Meeting (21/02/24)



Compact Register Meeting - Maid of Auckland Hotel - Wed, 21st February 2024

Our first Compact Register Meetings for 2024, to be held at the Maid of Auckland Hotel, 926 South Rd, Edwardstown
Please join us for a meal at 6.00pm and stay on for a short meeting and catch up to follow or just the meeting if you intend joining us later (7.00pm)

Please register via TidyHQ: - [Compact Register February Meeting](#)

Upcoming Event - Combined Lunch Run (26/04/24)



XK & Mks 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](#)

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

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

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



Actor Harrison Ford is often seen taking his 1955 Jaguar XK 140 for a spin near his home in Brentwood, California

Jay Lenos Garage



In the latest Jay Lenos Garage, Jay is joined in the garage by Tyler Schilling who owns this polished aluminium XJ13 "Replica" built by UK firm "Building THE LEGEND" (Neville Swales).

To watch this informative 26 minute video goto: [Jaguar XJ13 Replica - Jay Lenos Garage](#)



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



Karlie Ridley
(02) 83580999
Rental
Management

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 October 2023 General Meeting

Minutes of the JDCSA General Meeting held on Tuesday 3rd October 2023, at The Junction, 470 Anzac Highway, Camden Park, SA 5038.

Meeting opened at 7:30pm.

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

Apologies: Bob and Glenys Moylan, Peter and Tricia Clarke, Jonathan and Carolyn Harry, Arcadia Komaromi, David Rogers, Paul Moore, Steve Weeks, Graeme and Betty Moore.

Minutes of the Last Meeting: Moved for acceptance by Barry Kitts and seconded by Daphne Charman. There was no business arising.

Welfare: Two members of the Club have recently passed away, Gordon Brown and Julia Harrland.

- A memorial for Gordon Brown was held this afternoon and several members attended with their cars, as per his wishes.
- Julia's husband, Paul, has extended an invitation to all members to gather at their home to celebrate her life. Details are in the Classic Marque.

The Club extends sincere condolences to all family and friends of both Gordon and Julia.

President (Michael Pringle): The President's report can be read in the Classic Marque.

Vice President (Graeme Moore): No report as Graeme is currently interstate.

Secretary (Steve Weeks):

- A letter has been received from St John's SA extending their offer of free CPR courses. Interested members should contact the President for information.
- Log Book Secretary, Bob Charman, has responded to a member who enquired about historical registration for a car other than a Jaguar.
- A thank-you card has been received by the Club from Paul Moore for a gift sent to him as he recovered from a spell in hospital.

Treasurer (Heather Buck):

- Nothing to report, the Club remains in a healthy financial position.
- The President asked for members to consider a position as Minute Secretary for future general meetings.

Membership (Daphne Charman): One new member at the end of the period for the October magazine.

Editor (Graham Franklin): The September issue was late this month as there is currently

a problem with the ability of the magazine to be read online, in the meantime members can download the PDF file sent by email. Graham will message members when the better-quality flip version is available on the website and advised that some October events will be held over until the December issue.

Log Books (Bob Charman): All outstanding members have been contacted and have sent their log books in for updating.

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

MSCA (Barry Kitts): The last event of the year clashes with SA Jag Day. Last month's event was cancelled, only 25 people interested, not financially viable.

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

Ladies Group (Tricia Clarke):

- 15 ladies took part in a successful and informative visit to Jurlique on the 21st September.
- The next event is on Thursday 16th November at the Adelaide Oval. An optional tour is planned prior to the lunch. Details will be published soon on TidyHQ.

REGISTER REPORTS

Multivalve Register (Peter Buck):

- Last week's meeting at The Kensi had as many attendees as apologies.
- A Christmas lunch run is being planned for November, details to follow.

Compact Register (Phil Prior):

- A successful meeting was held at the Maid of Auckland. Phil lost the vote for Register Secretary and will be the current incumbent for this year.
- It was agreed to hold quarterly meetings, hold separate events in between those meetings, and have events in conjunction with the XK Register. There was also good interest in the possibility of a border run in May next year.

SA Jag Day:

- Phil confirmed the date as 29th October at Civic Park from 10:00am until 2:30pm and will celebrate 60 years of the S-type. Trophies will be awarded for the most desirable S-type on the day and the most desirable 2-door and 4-door cars pre-95 and post-95. Five sponsors have been secured for the day, adding an extra \$1500 to the budget.
- Members were reminded about Cats 'N Cans and advised the Club has contributed in excess of \$20,000 this way to the Salvos over the past ten years or so.

XJ Register (Bob Charman):

- The next meeting will be held at the Bartley Hotel on 11th October.
- There are 7 tickets left for the Christmas Show on Saturday 2nd December.
- The XJ auction night will be held on Wednesday 8th November.

E, F & GT Register:

- Alan Bartram reported that the Register is still looking for a new Secretary.
- Next meeting is the 26th October at Alan Baker's premises to see the completed D-type.

SS & Pushrod Register (Brenton Hobbs):

- Malcolm Adamson reported the next meeting will be on the 18th October.
- The border run on the 3rd to 6th November is fully booked with 7 or 8 cars from Adelaide, a higher number than usual.

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

- 34 members will be attending the border run in October. All members welcome.
- A Christmas lunch is being held on December 7th at the home of Steve and Cecilia Schubert. This will be a full catered affair. Details to follow on TidyHQ.

GENERAL BUSINESS:

Website - Tim White reported there is an issue with linking the domain name to the website and has been in contact at length with Vista in the USA. Vista has to forward the necessary information to Wix which should solve the problem.

- There are still plenty of 50-year anniversary books available for sale.
- Guest speakers – one suggestion has been received this evening. More suggestions would be appreciated.
- Bookings for the National Rally in Tasmania will be open early this month.
- All British Day entries were opened on the 30th September.
- There will be no general meeting in November. The venue is not available due to a clash with the Melbourne Cup.

Next Meeting:

The next meeting will be held at The Junction on Tuesday 5th December and will be a Christmas-themed event.

The President ended the evening with a humorous tale and closed the meeting at 8:02pm.

JDCSA - Club Directory 2024

Club Postal Address:

PO Box 6020, Halifax Street, Adelaide SA 5000

Club Web Site / Email

Web: www.jdcса.com.au

Email: jdcса@mail.tidyhq.com

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

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

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

Your Committee

President: Michael Pringle

Mobile: 0418 311 422

president.jdcса@mail.tidyhq.com

Vice President: Graeme Moore.

Mobile: 0467 066 797

vicepresident.jdcса@mail.tidyhq.com

Treasurer: Heather Buck

Mobile: 0432 549 086

treasurer.jdcса@mail.tidyhq.com

Secretary/Public Officer: Steve Weeks

Mobile: 0414 952 416

secretary.jdcса@mail.tidyhq.com

Membership Secretary: Daphne Charman

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

membership.jdcса@mail.tidyhq.com

Committee Member: Vacant

Register Secretaries/Committee members

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

Brenton Hobbs.

ssregister.jdcса@mail.tidyhq.com

XK & MK 7, 8, 9 - Meet TBA

Steve Weeks: 0414 952 416

xk789register.jdcса@mail.tidyhq.com

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

Phil Prior. Mobile: 0402 670 654.

compactregister.jdcса@mail.tidyhq.com

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

Bob Charman: (08) 8248 4111

xjregister.jdcса@mail.tidyhq.com

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

Vacant:

efgtregister.jdcса@mail.tidyhq.com

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

Peter Buck Mobile: 0421 061 883

multivalveregister.jdcса@mail.tidyhq.com

Club Services/Club Representatives

Jaguar Ladies Social Group: Tricia Clarke.

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Log Books: Bob Charman

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