



CLASSIC MARQUE

MAY 2026



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SNJ050 99,878 km **\$59,990**



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SNJ242 96,036 km **\$9,990**



1999 Jaguar S-Type 4L V8 SE

Low kilometre, Australian delivered 4L V8 S-Type finished in Sapphire with Cashmere leather trim in excellent condition inside and out. Very well looked after by its previous owner, this car qualifies for historic club registration. Any test welcome.

SNJD40 106,856 km **\$16,990**



1984 Jaguar XJ6 Series 3 4.2L

Finished in Claret with Doeskin leather interior being sold as traded. The Series 3 comes with service books, spare keys and has only travelled 159,338 km. There has been some rust repair in the usual areas and the car has been painted.

SNJ342 159,338 km **\$9,990**

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Club Torque - President's Report For April 2026

Month of May and classic autumn weather is with us, with clear sunny days often but much cooler nights.

The weather Sunday 26th April was a little daunting with overnight showers but the sun came out in time for 16 Jaguar club cars to meet in Grant Avenue and roll on into the Pit Stop Coffee and Cars Event in Victoria Park. This event gets a huge attendance, at a guess around 400 cars there last Sunday. Our cars attracted plenty of attention and we plan to attend more of these Coffee and Cars events.

It was good to have the McLaren Vale Vintage and Classics back on the calendar and despite the gloomy day the main street was packed with spectators. A pleasant afternoon was enjoyed by JDCSA members at Hastwell and Lightfoot Winery. It was especially nice to see 3 generations of the Weeks clan at the winery for lunch, and I was able to elicit some interest from a couple of young people to maybe join the new informal 'Next Generation' group.

Plans for the Annual Awards Presentation Lunch are well in hand, and bookings are already coming in despite the event not

being held until July. Our thanks go to Daff Charman who is the key organiser for this event, with assistance from Sandy Mack and the staff at Glenelg Golf Club, who once again provide an excellent venue.

The April General Meeting was well attended and members enjoyed hearing from Michael Gasking about his career working for Repco Brabham Racing.

This month we have fairly new member Conrad Van Wyk talking about his experience in car restoration commencing with his early life in South Africa.

I am still juggling doing minutes and chairing meetings as no-one yet has volunteered to backfill the Secretary role, so I would love to hear from anyone who would like to know more about the role.

Executive is always happy to receive any feedback, and this can be submitted through the general contact email on the website.

Kind regards
Moira Lugg
President



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Front Cover:

Phil & Sue Prior, 2011 XKR (X150) Convertible

Back Cover:

RSR Jaguar XKR-S at the Long Beach street circuit (California) during the 2011 American Le Mans Series.



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

Guest Speaker - May General Meeting

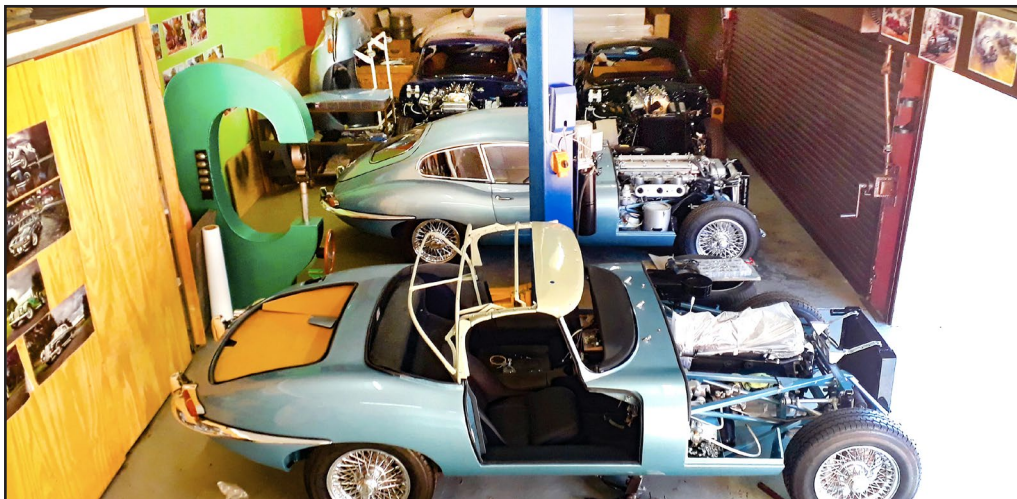
Dear Members,

You are invited to our next General Meeting, on Tuesday 5th May at The Junction, with meals available from 6:00 pm, meeting at 7:30.

Our guest speaker will be Club member Conrad Van Wyk. Conrad will speak about growing up in South Africa and how he got involved from an early age with his Dad's enthusiasm for personal restoration projects.

This led to Conrad becoming engaged in full time restorations. Conrad then moved to Adelaide with his young family and has established his own restoration business "D'Elegance Classics".

After our meeting you are invited to stay on for supper and chat further with fellow members. ■



View of Conrad's former workshop in South Africa with a line up of clients' E-Types.

Events Calendar 2026

MAY

JUNE

JULY

TUESDAY 5th MAY 2026	JDCSA General & LOGBOOK Meeting at the "The Junction", 470 Anzac Highway. Meals available from 6.00pm. The meeting starts at 7:30pm with guest speaker Conrad Van Wyk who will talk about car restorations, followed by supper. Please register via TidyHq JDCSA May General Meeting
TUESDAY 12th MAY 2026	Compact Register & LOGBOOK Meeting: 6.00pm - 9.00pm The May Compact Register Meeting will be held at Living Choice Fullarton downstairs restaurant in a separate function room reserved for us. Please register via TidyHq Compact May Register Meeting
WEDNESDAY 13th MAY 2026	XJ, MkX, 420G Register & Logbook Meeting at the Bartley Hotel: 6.00pm - 8.30pm Come and join our monthly meeting. Please register via TidyHq XJ, MkX, 420G Register Meeting
THURSDAY 21st MAY 2026	Jaguar Ladies Register: Lunch at the Holdfast Hotel at Glenelg. 12.30pm - 3.30pm All Jaguar ladies are welcome to come and join us. If you haven't been to one of our events before please come. We will make you feel very welcome. The Holdy gives a Seniors discount of 20% off the main menu. Details & registration via TidyHq Jaguar Ladies Register Lunch
SUNDAY 24th MAY 2026	LOGBOOK Event: 10.00am - 1.00pm Opportunity to update/renew your logbook prior to 30th June. Villi's - 426 Main North Road, Blair Athol, 10am to 1.00pm. No need to register. Just rock up.
TUESDAY 26th MAY 2026	Deadline For All Articles For Classic Marque (Inc. Classified Adverts). Thank you. Please contact Editor: Graham Franklin M: 0490 074 671 or Email: editor.jdcsa@mail.tidyhq.co
WEDNESDAY 27th MAY 2026	E, F & GT Tour of the SA Aviation Museum & Lunch The Register has booked a tour of the South Australian Aviation Museum followed by lunch at the Birkenhead Tavern. Details & registration via TidyHq E, F & GT Museum & Lunch
THURSDAY 28th MAY 2026	Multivalve Register & LOGBOOK Dinner & Meeting: 6.00pm - 9.00pm All members are invited to attend our Register meeting at The Kensi. Hotel, 6:00pm for dinner, followed by the meeting at 7:30pm. Please add the date to your calendar.
SATURDAY 30th to SUNDAY 31st MAY 2026	Port Broughton Show 'n Shine Weekend: Starting 10.00am Will meet for coffee at Krispy Kreme Bolivar, then for a leisurely lunch at Balaklava. Next to Port Broughton for accommodation/dinner. Entry to Show 'n Shine event the next day is FREE. Details & registration via TidyHq Port Broughton Show 'n Shine Weekend
TUESDAY 2nd JUNE 2026	JDCSA June General & LOGBOOK Meeting. "The Junction", 470 Anzac Highway. Starts at 7.30pm with meals available from 6:00pm. More details will be provided closer to the event via Email & TidyHQ.
WEDNESDAY 10th JUNE 2026	XJ, MkX, 420G Register & LOGBOOK Meeting : 6.00pm - 8.30pm Come and join our monthly meeting. Meet at the Bartley Hotel. More details via email and TidyHQ closer to event. Please mark the date in your diary.
SATURDAY 13th JUNE 2026	LOGBOOK DAY at Shannons: 10.00am - 1.00pm. Shannons, 863 South Road, Clarence Gardens. Opportunity to update/renew your logbook prior to 30th June. No need to register. Just rock up.
SATURDAY 13th JUNE 2026	SS, Mk IV & V Logbook & Register Meeting at Shannons: 1.30pm - 3.00pm. To be held at Shannons, 863 South Road. Please register via TidyHq or ring Graham (0490 074 671) or Bruce Fletcher (0499 440 046). SS, Mk IV, V Register June Meeting
FRIDAY 19th JUNE 2026	XK 7 8 & 9 Register & LOGBOOK Breakfast with The Irish: 9.30am - 2.00pm Breakfast at the Plough Inn, Echungu, run by an Irish family. The menu will be posted soon. Open fire, quaint surroundings, followed by coffee at the Karkoo Nursery at Oakbank. Please register via TidyHq or ring Steve (0414 952 416) XK 7 8 & 9 Register Breakfast
SUNDAY 28th JUNE 2026	LOGBOOK Event: 10.00am - 1.00pm McDonalds, Happy Valley Shopping Centre (Eastern end), Kenihans Road. Opportunity to update/renew your logbook prior to 30 June. No need to register. Just rock up.
TUESDAY 7th JULY 2026	JDCSA General *LOGBOOK Meeting at the "The Junction", 470 Anzac Highway. The meeting starts at 7.30pm with meals available from 6:00pm. More details will be provided closer to the event. Please add the date to your calendar.
SATURDAY 25th JULY 2026	Annual Presentation Lunch: 12:00 noon - 4:00pm Members and their partners are invited to attend the annual presentation lunch, to be held at the Glenelg Golf Club, James Melrose Road, Novar Gardens. A complimentary drink on arrival will be followed by a two-course meal. Dietary requirements to be advised when booking The ground floor level is easily accessible for all. Dress Code: Smart/casual (no jeans/joggers). Ticket price is \$65.00. Please register via TidyHq Annual Presentation Lunch 2026

Club Torque - Editor's Column

While researching Jaguar history for "On This Day", I stumbled across the delightful fact that Sir David Attenborough turns 100 on May 8. That led me to wonder whether he had ever owned a Jaguar. A quick search revealed that he never has — in fact, he never even took a driving test and has always managed perfectly well without a car. Some reports from the early 2000s suggest he did enjoy being chauffeured in a Jaguar from time to time. But of course, the Jaguars he truly prefers are the ones prowling through rainforests.

Whilst discussing "On This Day", there is a story about Jaguar racing driver "Archie" Scott Brown. After winning

two races at Snetterton in April 1954, a steward noticed his unformed right hand (the result of his mother contracting German measles during pregnancy) and reported him. He was subsequently banned from all motor racing on medical grounds.

The ban was overturned after a high-profile appeal, but when his team attempted to enter him for the 1956 Italian Grand Prix, he was not permitted to race because he did not hold the required International Licence — and his disability prevented him from being granted one under the stricter FIA medical criteria at the time.

(See page 40.)

This month we are celebrating 20 years of the XK/XKR (X150) since their debut in 2006. "CarBuzz" says to buy one now, as prices are currently at rock-bottom levels. (See page 13)

Thank you to the Register Secretaries and everyone who provided words and photographs for this edition. My thanks also to new members Bary Pearce and Phillip Levi, to Christine & Chris for their XKR-S story, and to Phil Prior for his XKR (X150) contribution.

Don't forget to send in your photos for next year's Club Calendar.

Kind regards
Graham

Logbook Renewal Options for May & June 2026

Its coming up to Logbook Renewal time with the membership renewals being emailed to you on the 1st May 2026. (make sure you allow TidyHQ emails to go to your inbox).

Given the success of last years "Logbook Events" on a Saturday or Sunday we are running three such days again this year. It creates an opportunity for informal interaction as members meet up to have their Logbooks updated.

Remember it is essential that you are a financial member of the club and renew your logbook before the 1st July, otherwise you won't be able to drive your car under the Conditional Registration Scheme.

The following venues will be available to have your Logbook renewed (as long as you have renewed your membership, of course) during May & June: -

- 5/5: General Meeting – The Junction - 6pm+
- 12/5: Compact Meeting – Living Choice
- 13/5: XJ Meeting – Bartley Hotel
- 24/5: SUNDAY - Villi's, 426 Main North Road, Blair Athol, 10am-1pm
- 28/5: MV Meeting – Kensington Hotel
- 1/6: General Meeting - The Junction - 6pm+
- 10/6: XJ Meeting – Bartley Hotel

- 13/6: SATURDAY - Shannons, South Road, Clovelly Park, 10 am to 1.00pm
- 19/6: XK, 7,8,9 Meeting - Echunga
- 28/6: SUNDAY - McDonalds, Happy Valley Shopping Centre (Eastern end), Kenihans Road, 10am to 1pm
- 7/7: General Meeting - The Junction - 6pm+

As always, should you like to discuss any aspect of these changes please contact

Tim White
0419 809 021 or
logbookofficer@jdcsa.tidymail.co

NEW MEMBERS

NOTICE BOARD

The following application for membership has been lodged with the Membership Secretary and are listed in accordance with clause 5.4 (b) of the Constitution.

If there are no objections, membership will be ratified one month from this May, 2026 Classic Marque magazine:

- ◇ Michelle Spencer: 1983 Jaguar XJ-S V12 Coupe
- ◇ John (Michael) & Jonathon Cartwright:
 - 2001 Jaguar X-Type V8 Sedan
- ◇ William Bateman: 1998 Jaguar XJ6 (X300) 4L Sedan
- ◇ Peter & Jennifer Cundy: 1953 Jaguar C-Type (Replica)

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

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

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 Member's Story - Barry Pearce

Although I haven't been a member before, I have always had a keen interest in vintage cars.

In the past, I owned an FJ Ute and a Ford Thunderbird, which we sadly sold many years ago to help purchase our first home here in Adelaide. Originally, we were from the Central Coast of New South Wales.

Vintage and classic cars have always been something I've loved, and that passion has remained over the

years. In fact, we even had a Jaguar as our wedding car, which my wife absolutely adored.

So, when this particular Jaguar became available, I knew she would love it. We purchased it from Western Australia, and my brother-in-law, Michael, went to inspect it on our behalf. He was very impressed by how well the vehicle had been looked after.

It had been owned by an older gentleman who had purchased it at

an auction, and prior to that, it was part of a collector's collection.

Both my wife and I have thoroughly enjoyed taking it out for a few short local drives.

Kind Regards
Barry Pearce

Editor: Thank you, Barry. Please keep in touch with the XK, Mk 7, 8,9 Register and try and link up with fellow 7, 8,9 owners who can share some stories.



New Member's Story - Phillip Levi

I am Phillip Levi, member of the Sporting Car Club of SA and recently the Jaguar Car Club.

I worked my mechanical engineering trade at General Motors Holden, Woodville back in the sixties. I built my first sports car at the age of 16, drivable, but could not afford to finish the body.

Left the trade in 1969 and started an art gallery business with partner David Sumner and successfully ran it as the David Sumner Gallery until retiring in 2010.

During the art gallery time I restored an 1876 Rudge Penny Farthing

bicycle, rode it, got hooked and started a part time business building new Penny Farthings.

In all I built 57 bikes, most of which were sold to America. Models were touring and racing bikes and I raced them in Australia and the USA.

America challenged the world with their "America Cup High Wheel Challenge". Myself and a riding friend from Queensland went to the U.S. for this race and proudly won the America Cup for Australia.

For the past 50+ years I rallied Veteran and Vintage motor cars, the oldest being an 1898 Benz.

Now in my later years I have retired the hard work of keeping old cars running and have opted to key operated modern cars and now own a 2024 McLaren 750S Spider, and Audi SQ8 and very recently a 1973 E Type Jaguar V12.

I look forward to meeting new friends in the Club and joining you on future rallies and events.

Phillip Levi

Editor: Thank you, Phillip. I have already seen you on four events this month. It will be great to see your E-Type.



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

James Melrose Rd, Novar Gardens

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

Ticket Price is \$65 pp

Goto: *Annual Presentation Lunch 2026*

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

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

Bookings close: Friday 17/7/2026

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

Sandra Mack 0421 728 378 or Daphne Charman 0421 482 006

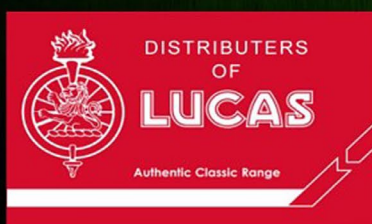
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Jaguar's New EV Softens the Prototype's Edges

Regardless of how the new Jaguar sedan ends up looking like, it'll be unlike any other production Jaguar ever!

The Jaguar GT has been teased for what feels like an eternity, but the finish line is finally in sight. Recent prototypes of this car have shown it will take key design inspiration from the Type 00 Concept, but transform into a slightly more restrained four-door sedan.

What the new EV may look like.

New renderings, created by Nikita Chuyko for Kolesa, hint at a softened approach up front. The dramatic lighting signature gives way to more conventional LED headlights, paired with a cleaner, more familiar nose where a traditional grille would typically sit. There is still some flair, including an illuminated Jaguar badge, though the bumper trades concept-car aggression for smoother, more restrained curves.

The softer, more fluid treatment carries along the sides, where clean door skins replace the Type 00's sharp shoulder line. Charging flaps have been added to both front quarter panels, and there are also pop-out door handles. At the rear, a simple full-width LED lightbar stretches across the car, and while these renderings show a conventional rear window, from what we've heard, the production model may ultimately do without one.

Another detail worth noting, at least in prototype form, is that the GT appears to wear flared front and rear fenders that are absent from these illustrations, along with edgier detailing than seen here.

Interior

We also recently caught our first look at the interior, which places the driver in a cocooned position, framed by a tall centre console and low-slung seats. The cabin leans into crisp lines and defined

edges, anchored by an all-new steering wheel that looks lifted from a 1970s concept car. The dashboard is pared back, with a curved screen and digital gauge cluster taking over the role of traditional dials.

Summary

- ◇ Jaguar will reveal its new electric GT sedan this September.
- ◇ A 120 kWh battery targets about 700 km of driving range.
- ◇ Three electric motors are expected to produce over 986 hp.
- ◇ Pricing is expected to start around Au\$300,000 with sales beginning in 2027. ■

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



It is believed that the Type 00 Concept-cars aggression will be traded for smoother, more restrained curves in the new EV GT

One Person Owned This Classic Jaguar Longer Than Most People Have Been Alive

Michael Turner, a British illustrator who specialized in motoring and aviation paintings, bought a Jaguar. Technically, it wasn't actually a Jaguar yet. It was a 1939 3.5 Litre SS Jaguar 100, predating the company name change to Jaguar. And Turner didn't get it to keep as a garage queen.

He used it as daily transport as well as entering races at UK tracks. According to Goodwood Road & Racing, Goodwood was one of the places where the SS 100 Jaguar was driven by Turner competitively. Before you know it, years went by, then more years passed and then decades. Turner owned this 1939 Jaguar for just over 70 years.

The car has been featured in magazines and a regular sight at motoring events over the decades. What makes this example's long ownership and, indeed, survival, particularly special is that only 116 of the 3.5 litre models were built,

Only in death was he parted from it, Turner passed away in December 2025 at the age of 91.

His beloved SS 100 Jaguar, having been maintained and restored over the decades, was sold at auction by Bonhams at their Goodwood Members' Auction (19 April) for £218,500. That translates to just over Au\$400,000. (See page 58) ■

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



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Prince William Checks Out Jaguar's New EV GT

Prince William has looked over Jaguar's new electric GT car, expected to hit the market next year. The Prince of Wales was given a full tour of the new Jaguar Type 00, the British marque's next high-performance, all-electric model.

Prince William even got behind the wheel of Jaguar TCS Racing's latest Gen3 car on the visit to the team's headquarters in Kidlington.

Jaguar has previously stated that their new Type 00 has benefitted from the research conducted by their Formula E team. Managing heat, efficiency, regeneration and range have all been developed on the race track and tweaked for their road car projects.

The final production-ready Type 00 is set to be revealed in September 2026, with orders opening soon after, ahead of customer deliveries from early 2027. ■

Editor: Information sourced from "UK Daily Express".



CarBuzz - Prices Are Now Rock Bottom for an XK (X150)



CarBuzz believes the XK X150 has hit rock bottom and now a bargain.

According to CarBuzz the value of second-generation Jaguar XKs appears to have hit rock bottom. You can now pick up a 2007 Jaguar XK for as little as Au\$30,000 for a 300-hp, high-performance coupe. And you can have the XK convertible for around the same value, too.

Pristine examples with very low mileage will still set you back around \$Au40,000, representing a massive performance bargain. You pay that much or more for low mileage XJ-S.

The supercharged XKR version is a rarer commodity. But that still doesn't mean it will cost you an arm and a leg. You can have one for an average of around \$55,000. And remember, this is a 420-hp supercar that will get you to 60 mph in less than five seconds. ■

Editor: Information sourced from "CarBuzz. Written by Danie Botha (12 April 2026).

USA: Jaguar Land Rover recalls 170,000 SUVs

Jaguar Land Rover has just triggered its largest recall in history, thought to affect over 170,000 cars in the US alone. The issue is a faulty DC-DC converter in the 48-volt hybrid system that can cause:

- Loss of 12-volt charging
- Dashboard warnings
- Loss of drive power
- Eventual shutdown of exterior lights

This is considered a serious safety defect by U.S. regulators.

Models affected were built between November 2022 and January 2024 and include the F-Pace PHEV, E-Pace PHEV, Land Rover and Range Rover PHEV models.

A U.S.-only Jaguar Land Rover recall does not automatically affect Australian-delivered vehicles, but it can lead to an Australian recall if the same defective component was fitted to

Australian-market cars. The only way to confidently know is for owners to check their VIN number with JLR Australia ■

Editor: Information sourced from "AutoExpress".





McLAREN VALE 12th April 2026

Vintage & Classic

Sunday 12th April 2026

The weather was great and there were about 30 Jaguars assembled at Serafino Winery and there was a huge crowd to see the **Grand Parade** that included over 500 cars.

Club members then headed for "Hastings & Lightfoot Wines" for lunch where we were joined by other Jaguars and the Peugeot Car Club and Renault Car Club.

This was the third time that we had been hosted at this winery and it was a delightful venue with great music by Joe Amputch, food by Mexican Madness and of course the wines.

The winery was very thoughtful in where our cars were parked and we had a good cross section from Stan Grafton's Mark IV Drophead Coupe through to the modern classics.

All in all, a very good day. I'm sure that all cars had a designated driver, given the wine that was consumed!

List of Jaguar/Daimler Entrants

- ◇ Alex Thomas: 1972 XJ6 Silver S1
- ◇ Bill Meyers: 1969 E-Type S2 Coupe
- ◇ Bruce Martin: XJ X300 3.2 Litre Sport
- ◇ Bryan O'Shaughnessy: 1988 XJ-S
- ◇ Colin Neave: XJ X300
- ◇ Daniel Adamson: 1964 S-Type
- ◇ Darryl Aldridge: Mark II Saloon
- ◇ David Rogers: 1950 3.5 litre Mark V
- ◇ Fred Butcher: 1962 Daimler SP250
- ◇ Fred Butcher: 1977 4.2 Litre XJ-C
- ◇ Garry Beck: 1992 XJ-S Coupe
- ◇ Julian Lugg: 1952 XK120 Roadster
- ◇ Mario Siciliano: Daimler DS420
- ◇ Martin Moore: 2009 X-Type
- ◇ Matthew Beard: 1985 XJ6 Sovereign
- ◇ Michael Gilbert: 1964 Mark II Saloon

- ◇ Paul George: 1997 X308 XJR
- ◇ Peter Beaumont: E-Type S1.5 Roadster
- ◇ Peter Holland: 1964 XJS Facelift
- ◇ Ray Thomas: 1961 Mark II 4.2L
- ◇ Ric Bierbaum: 1965 Blue Mark II 3.4L
- ◇ Richard MacLean: 1971 E-Type (Coupe)
- ◇ Rod Taverner: 1988 XJ-S Cabriole
- ◇ Roland Donders: 1983 XJ-S 5.3L V12
- ◇ Sally Grafton: 2000 XK8
- ◇ Stan Grafton: 1948 Mark IV DHC
- ◇ Steve Weeks: 2006 X-Type
- ◇ Trevor Jacobs: 1969 E-Type S2 (2+2)
- ◇ Walter Bullock: 1988 XJ40 Sovereign

EDITOR

Thank you to Angela Rogers and Peter Thomas for additional photographs.





Stan Grafton: 1948 Old English White Mark IV Drophead Coupe



Julian & Moira Lugg, 1952 Black 3.5 litre XK120 OTS

20th Year - McLaren Vale Vintage & Classic (cont)



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



Trevor Jacobs, 1969 Opalescent Maroon E-Type Series 2 (2+2)



Steve & Val Weeks, 2006 Dark Blue X-Type



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



Richard MacLean, 1971 V12 E-Type S3 Coupe

20th Year - McLaren Vale Vintage & Classic (cont)



Michael Gilbert, 1964 Old English White (4.2 Litre) Mark II



Peter & Ros Holland, 1995 4.0Litre XJS Facelift Coupe



Fred Butcher, 1969 Grey Daimler 250 V8



Peter & Pamela Beaumont, 1967 Green 4.2 litre E-Type (S1.5)



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



Ric & Christine Bierbaum, 1965 Cotswold Blue 3.4L MkII



Roland Donders, 1983 XJS HE 5.3 Litre V12 Coupe



Rodney Taverner & Shena McGrane, 1986 Red XJ-SC Cabriole

Multivalve Register - Lunchtime Run (April 2026)

The Cats looked amazing in the sunshine and we set off to the "Fleurieu Visitor Centre" in McLaren Vale for a coffee pitstop via the southern expressway, Panalatinga Road and the back roads through Clarendon and McLaren Flat, where we were joined by Robert and Robyn Welch.

We have visited the Centre in the past and each time it seems they have added a little more and there was plenty of time for browsing in the shop, which always seems to have that "little extra" that you don't often see elsewhere.

An hour later (some of us laden with our purchases) we headed off on the second part of the run towards Willunga, turning to the right towards the Victor Harbor Road, then along Pages Flat Road and Hindmarsh Tiers Road, back to the Victor Harbor Road and into Mount Compass for lunch at "The Range Restaurant", situated by the golf course, where we were joined by Ron and Claire Palmer and John and Betty Castle.

Jenny, co-owner of The Range, gave our party a very warm welcome and served up some stunning food.

The restaurant has wonderful views over the golf course, which is often frequented by kangaroos, although they had congregated this time around the 18th green!

A fabulous day, in good company with lots of laughs as always – I look forward to the next one!

Peter Buck
Multivalve Register Secretary



Multivalve Register Lunchtime Run (Cont.)



Coffee & Cookies at Fleurieu Visitor Centre



Members were treated to stunning food at The Range Restaurant at Mount Compass.

E, F & GT Register – Visit to Alan Baker’s Garage

Approximately 20 members enjoyed an informative meeting at Alan Baker’s garage. Alan has made considerable headway with his replica D-Type since our last visit. The interior is now complete and some body panels are away being painted.

Alan addressed the group, informing them of the cars progress thus far. He outlined the design problems that he has had to address to achieve future registration. He also spoke of the challenges of meeting the current ADR (Australian Design Rules) that apply to his vehicle to allow it to be registered for road use in South Australia.

The list of items that needed to be met was endless and Alan has painstakingly progressed through each one.

Bruce then welcomed all present, including visitor Michael Gasking and new member Phillip Levi. Bruce informed the members that: -

- ◇ He would be attending the “Log Book Events” to be held 24th May at Villis, Blair Athol and 13th June at Shannons, Clarence Gardens – more information is in the magazine.
- ◇ He requested the members to consider who might be prospective businesses to advertise in the Classic Marque magazine – some suggestions were forthcoming.
- ◇ What technical events members may wish to attend. Events suggested were paint shops, Shannons garage with a club doner car, plus others.
- ◇ Members were quizzed as to their interest in visiting the SA Aviation Museum and the Coopers Brewery restaurant. Both venues received support.

Thanks very much again to Alan and Pam Baker for making such an enjoyable Register meeting.

Bruce Davis
Register Secretary
Mobile: +61 (0)400 872 438



E, F & GT Register – Visit to Alan Baker’s Garage



There was a good turn up to the Register meeting with Alan providing an update on the progress of his 'road registered' D-Type.



In the background and undercover is Alan's highly distinctive Series 1 E-Type. The car recently featured in UK "Jaguar World Magazine".

Vic Park Pit Stop (Coffee and Cars)

Compact Register Secretary Phil Prior organised a last minute ad hoc invitation to join other JDCSA members at the monthly Vic Park Pit Stop Coffee and Cars meeting at the old Victoria Park Racecourse Adelaide.

A group of us met at 7.30 am at Rose Park Primary School and then left in convoy for Victoria Park to facilitate us being able to park together on site.

Unfortunately, the huge number of cars converging on the Britannia roundabout split the convoy into two, and we ended up with two groups on site.

However, it was a great morning and the huge number of cars was overwhelming. If I had to guess, I would say well over 500. We will do again one day.

What is Vic Park Pitstop?

Vic Park Pitstop is an informal gathering of car enthusiasts that hosts regular events, typically on a monthly basis, at Victoria Park in Adelaide, South Australia. Their events often feature a "Cars & Coffee" format, where owners can showcase their vehicles, enjoy food and coffee, and socialize with other enthusiasts.

Some highlights of their events include:

- ◇ Invitational Sections: Themed showcases featuring exceptional vehicles, such as time attack cars, drift cars, and formula cars.
- ◇ Track Cruises: Guided drives around the Adelaide Street Circuit, often in conjunction with the Adelaide Grand Final.
- ◇ Community Focus: Vic Park Pitstop prioritizes fostering a safe and welcoming environment for attendees of all ages, with a strong emphasis on community involvement and support.

To Check when the next event is on, goto their Facebook page for the latest updates.

Editor



Vic Park Pit Stop (Coffee and Cars)



WELCOME TO OUR JUNGLE:

DISTINCT PERFORMANCE

Beautiful cars might be what first comes to mind when you think of Jaguar. After putting some of the most ground breaking designs on the road for over 80 years, that's no surprise. But Jaguar innovation is more than skin deep. Under the handsome Sheetmetal of every Jaguar lies a compelling mix of technology, performance and luxury. Those attributes may not be as immediately arresting as a pretty face but they are what makes initial attraction develop into long-term seduction.

XKR-S




JAGUAR

Celebrating 20 Years of The XK/XKR (2006-2026)

When the XK first appeared to the world back in 1996 it created a whole new era for the history of Jaguar's sports cars.

With 91,406 XK's finally rolling off the Browns Lane assembly line it went without saying that it had been a phenomenal success.

In 2006 a whole new generation of XK's were unveiled under the leadership of Jaguar Design Director Ian Callum. At the unveiling speech at the Frankfurt Motor Show back in September 2005, Bibiana Boerio, Managing Director Jaguar Cars said *"this is a sports car with the heart and soul of every great Jaguar."* Ian Callum followed by saying "It's just like a Jaguar should be – powerful and exciting".

Verdict

Well, what was new on the XK (project X150)? Did it indeed live up to all the hype? How did it compare to the current version?

Interior & Design

Well, inside the new XK the interior had been totally redesigned. Fine luxurious stitched leather continued (as you would

expect) but some more high-tech trim surfaces had also been introduced. There were initially three veneer options; Aluminium; Burr Walnut; and the more modern wood. The aluminium option offered a high-tech appearance.

Other luxuries included a high and optional premium-quality audio system and built in Bluetooth.

The XK's stance was now longer, wider and taller across its two-door Coupe and Convertible forms.

The main design change had been the introduction of the all-aluminium monocoque body which was previously introduced on the XJ.

4.2-Litre V8 of its Predecessor

The 4.2 litre V8 still thrust out a top speed limited to 155mph but with a 0-60mph time of 5.9 seconds. Jaguar stated that the quarter-mile time could be reached in 14.4 seconds, less than half a second off the pace of the previous supercharged 4.2 XKR.

The familiar 'J' gate had been replaced with a new Sequential Shift system allowing the driver to use steering wheel-mounted paddles to change gear

(F1 style). The car sat on 18-inch alloy wheels as standard, with the option of 19 or 20-inch wheels available.

Pedestrian Impact Bonnet

Jaguar had also introduced a new feature called the "Pedestrian deployable bonnet". An imaginative design that aimed to lessen the severity of injuries to pedestrians in the event of a collision with a car.

The idea being that in the unfortunate event of a pedestrian impact, the deployable bonnet automatically 'popped' up a few inches, to increase space between the engine and the bonnet. This helped to isolate the pedestrian from hard points in the engine compartment.

Update 2009 - 5.0-Litre V8

The XK received a facelift in 2009, with minor alterations to front and rear lights and bumper designs, together with the introduction of a new 5.0-litre V8 for both the naturally aspirated XK and the supercharged XKR. The interior also received some changes, in particular the introduction of the XF style rotary gear selector mated to the new ZF automatic transmission.

(Continued page 10)



The first production XK (X150) rolls off the line at Castle Bromwich. The two-door coupé debuted at the 2005 Frankfurt Motor Show and the two-door convertible debuted in 2006 at the North American International Auto Show. This time they completely changed the shape of the model (now in aluminium form) and brought together a new looking performance car that would compete against its sports car counterparts. The XK won the Top Gear magazine "GT of the Year" and "Car of the Year" awards in 2006.

Celebrating 20 Years of The XK/XKR (cont.)

Update 2010

In 2010, Jaguar added the 'Speed Pack' option to the XKR, with aerodynamic body-kit and speed limiter increased to 280 km/h (174 mph), and the 'Black Pack', with black wheels and trim.

Update 2011

The XK received a second facelift in 2011 with a new front bumper and light design. The car was launched at the New York Auto Show.

A tyre repair Instant Mobility System (IMS) became standard on all XK and XKR models. This freed up the 30-litre wheel well, which was now carpeted and held a specially designed and tailored XK accessory suitcase, substantially increasing the versatility of the car.

To underline the XKR's sporting credentials at 11MY, red brake callipers become standard on all XKR Coupe and Convertible models.

XKR-S 5.0 (2012)

The range was extended in 2012, with the introduction of the new and powerful XKR-S at the 2011 Geneva Motor Show, featuring an upgraded XKR engine generating a maximum power output of 550PS and 680Nm of torque.

The XKR-S was the most extreme expression yet of Jaguar's passion for building beautiful, fast cars. For the first time with a series production car, Jaguar gained entry to the exclusive '300km/h club' thanks to the effortless performance of the supercharged 5.0-litre AJ-V8 engine. A revised fuelling map meant the direct-injection powerplant produced 405 kW (542 hp).

Styling: -

- Unique, new front-end design with twin nacelles, side intakes and carbon-fibre splitter.
- Extended side sills emphasising the 10mm lower ride height.
- New rear apron incorporating a Venturi carbon-fibre diffuser.
- Unique to the XKR-S was a rear wing with carbon-fibre centre section rear bumper.

Also exclusive to the XKR-S models were carbon-leather trimmed heated seats which featured integrated head rests, racing harness cut-outs and increased



2008 "XKR Portfolio" was a special edition 4.2 litre XK developed by Jaguar's Special Vehicles team and brake manufacturer Alcon. A handful of coupes (10) were exported to Australia carrying a price tag of \$246,000.



The 2008 "XK60" 4.2 litre coupes & convertibles were built for the UK market to commemorate the 60th anniversary of the XK120. Notable changes included distinctive body enhancements along with bright upper and lower front grille meshes and special tailpipe finishes.

Celebrating 20 Years of The XK/XKR (cont.)

side and squab support to hold driver and passenger securely during high-speed cornering.

Interior changes included a multifunction three-spoke leather steering wheel and Jaguar-embossed stainless-steel pedals, soft-feel paint for the switches and gloss black centre console. An exclusive dark aluminium finish was available as standard with an optional Piano Black finish.

Special Editions

Various special and limited editions were produced by the Jaguar factory over the following years with the last model discontinued in 2014.

XKR Portfolio (2008)

The 2008 'XKR Portfolio' (4.2 litre) was a special edition of the XKR developed by Jaguar's Special Vehicles team and British competition brake specialist Alcon.

It is often incorrectly referred to as a 2007 model due to being built and first sold in 2007. It includes 400 mm diameter front

and 350 mm rear brake discs, six-piston front Alcon calipers and four-piston rear callipers, 20-inch five-spoke Cremona wheels, power vents, a Celestial Black or Liquid Silver body colour, Engine-Spun aluminium veneer or optional Satin American Walnut veneer. They also had an alloy and leather gearshift selector, soft-grab door handles, contrast stitching throughout the cabin and leather-edged mats with Jaguar logos.

Each car was fitted with Portfolio tread-plates on the doorsills and a 525 W Premium Audio system with Dolby Pro Logic II surround sound system by Bowers & Wilkins.

It was reported at the time that ten (10) examples of the 2008 XKR Portfolio were to be made available in Australia - all of in Coupe style, carrying a price tag of \$246,000.

XK60 (2008)

The 'XK60' was a special version of the XK released for the UK market to commemorate the 60th anniversary of the XK120.

Notable changes included 20-inch Senta alloy wheels, a sporty alloy gear knob and selector-gate surround, plus a new front spoiler and rear valance panel, chrome-finished side vents along with bright upper and lower front grille meshes, special tailpipe finishes and appliqués on both sides of the car.

XK-RS 4.2 litre (2009)

The 'XK-RS' was a limited production (200 units) version of the XKR coupé for the European market. 50 units were built in RHD and 150 in LHD. It was not sold outside of the UK or EU.

It was a 2009 model year vehicle but built in 2008. The model was developed by Jaguar's Special Vehicles team in collaboration Alcon and had an electronically limited top speed of 280 km/h (174 mph).

The additional performance was achieved through improved aerodynamics (reduced drag and lift) and a revised suspension set-up. Other changes included an Alcon Performance



Alan and Kate Bartram. 2010 Black XKR (x150) V8 (S/C) Auto

Celebrating 20 Years of The XK/XKR (cont.)

braking system with 400 mm diameter front and 350 mm rear brake discs, six-piston front calipers and four-piston rear calipers and recalibrated suspension.

The XK-RS was fitted with ultra-fast manual shift controlled by steering wheel-mounted paddle shifts – with shift times measured in milliseconds making it (at the time) one of the fastest shifting transmissions in the world.

The XK-RS badge was first used on this special edition XK and then again on the production 5.0 litre XKR-S (2012).

XKR 'Goodwood Special' (2009)

Based on the standard XKR, the XKR 'Goodwood Special' was a prototype designed to explore the sportier side of the XKR's character and allow Jaguar's engineering team to extend performance boundaries.

Unveiled at the 2009 Goodwood Festival of Speed, the engine was updated to generate a maximum power output of 390 kW (523 hp).

The car featured a louder exhaust, 21-inch alloy wheels and a lowered ride-height as well as a Lime Green body colour and satin graphite detailing on the front grilles, headlights, door mirrors, side window surrounds, rear signature blade and bonnet louvres.

XK-R75 Goodwood LE (2010)

The name 'Jaguar' first appeared in September 1935 as a model name on an SS 2½-litre sports saloon.

Unveiled at the 2010 Goodwood Festival of Speed, the 'XK-R75 Goodwood LE' was a limited production (75 units, 20 RHD and 55 LHD) version of the XKR commemorating the company's 75th anniversary.

The car featured an upgraded engine together with an upgraded torque converter to handle the additional torque produced by the engine. The cars also had upgraded suspension and an aerodynamic body pack. The cars had a top speed of 300 km/h.

To ensure that the XK-R75 remained stable at that speed a revised aerodynamic body pack with a front splitter, side sills extensions, a rear diffuser and larger rear spoiler were fitted to increase balance and reduce lift.



At the time, the Special Edition 2009 "XK-RS" 4.2 litre Jaguar was the fastest production XK built, reaching an electronically limited top speed of 174mph (280kph) – 19mph (30kph) faster than the 2009 XKR. The RS badge first appeared on this special edition XK.



The XKR 'Goodwood Special' was a prototype designed to allow Jaguar's engineering team to extend performance boundaries. Fitted with 21-inch wheels and a lowered ride-height. The XKR had a one-off lime green paint scheme with satin graphite detailing.



The 2010 "XK-R75 Goodwood LE" version was built to commemorate Jaguar's 75th anniversary. The cars were tuned and calibrated in partnership with the RSR ("Rocketsports Racing") engineering team that developed the all conquering American Trans-Am XK. The 75 cars were finished in Stratus Grey exterior paint with an optional graphics pack.

Celebrating 20 Years of The XK/XKR (cont.)



2010 marked the 75th anniversary of the Jaguar name. For the US market, a limited edition “XKR175” was built to celebrate the anniversary. With a top speed of 175mph, the cars were limited to just 175 cars for the US but a further 15 were built for Canada.

The XK-R75’s was also fitted with a computerised Active Differential Control (ADC) to reduce steering sensitivity at very high speeds, further improving stability and driver control. The XK-R75 was tuned and calibrated in partnership with the RSR (Rocketsports Racing) engineering team that developed the all-conquering Trans-Am Jaguar XK.

XKR175 (2010)

Similar to the XK-R75, this version was built for the North American market and built to commemorate the company’s 75th anniversary. The car had a top speed of 175 mph with a planned production run of 175 units. A total of 175 cars were exported to the US, as well as another 15 to Canada.

The cars were fitted with 20-inch Kasuga ten-spoke alloy wheels and were only available in Ultimate Black exterior and the interior finished in all black that included Warm Charcoal soft grain leather, Jet headliner and Piano Black veneer. Each car had a unique door sill tread plates identifying the car as ‘1 of 175’.

XK E50 (2011)

Also known as the ‘XK-R Heritage Edition’ and the ‘XK E-Type Anniversary Edition’, the model was commissioned to commemorate the 50th anniversary of the E-Type.

Unveiled in 2011, the car featured special Black Cherry Colour along with a black bonnet and 19-inch Tamana heritage alloy wheels with red Jaguar badging.

Other exterior features include chrome trim on the front grille, wing mirrors, air intakes and window surrounds. The interior featured unique upholstery in Ivory and Charcoal leather along with a special “Jaguar Heritage” logo on the headrest, and aluminium inserts in “Engine Spin” finish.

The XK E50 cars have an additional “E50” badge on the left side of the boot lid, just below the standard “XK” badge.

XK and XKR Poltrona Frau (2011)

The Poltrona Frau was a special trim level on the XK and the XKR with Poltrona Frau leather upholstery in “scraffito” finish that including the door panels, headliner, seats and dashboard.



The 2011 “XK E-Type Anniversary Edition” (XK E50) or ‘XKR Heritage Edition’ was a limited production variant of the XK built to commemorate the 50th anniversary of the E-Type.



2011 Salsa Red XKR Poltrona Frau Limited Edition Coupe. One of only 16 exported to the US.

Celebrating 20 Years of The XK/XKR (cont.)



2013 "XKR-S GT" was a 300km/hour up-rated version of XKR-S coupé with a worldwide production of 45 units. The GT included a host of upgrades including a wider front track, stiffer suspension, carbon ceramic brakes and a reduction in kerbweight.



The 2014 "XK Signature Edition" was a more luxury oriented XK model with a luxurious interior fitted with soft-grain leather luxury seats, smooth canvas Suedecloth headliner, figured ebony veneers, Bright Metal sport pedals and a fancier set of wheels.



To mark the end of the XK's production, Jaguar unveiled the "XK Final Fifty Edition". Based on the XKR, only 25 coupes and 25 convertibles were built and sold exclusively to the US market. Externally identifiable by the louvered hood borrowed from the XKR-S GT.

The edition was offered in salsa red, navy blue or truffle brown with aluminium or walnut wood trim along with heated sports seats, a 525-watt Bowers and Wilkins sound system, unique sill plates, stainless-steel pedals, choice of two 20-inch wheels, six special interior colours and four soft top colours (for the convertible).

[XKR-S GT \(2013\)](#)

The "XKR-S GT" was a limited-edition version of XKR-S coupé with a worldwide production of 45 units (30 units in US/ Canada and 10 units in the UK).

The GT included a host of upgrades over the standard XKR-S including a wider front track, stiffer suspension with bespoke dampers, carbon ceramic brakes, 145kg of downforce and a reduction in kerb-weight. J

The Jaguar XKR-S GT was only available in Polaris White with unique graphics and Jaguar R-S GT script on its louvred bonnet. It was unveiled by Jaguar in 2013 at the New York International Auto Show, followed by the 2013 Goodwood Festival of Speed.

[Special Edition- XK Signature \(2014\)](#)

The "XK Signature" was a more luxurious version of the XK using the V8 engine tuned to 400hp. The non-supercharged cars were still capable of 155mph.

The cars were available with either 20-inch Kalimnos or Takoba alloy wheels and were fitted with diamond quilted leather upholstery, canvas suede cloth headlining, figured ebony veneers, leather seat in Ivory or Charcoal, reversing camera, metal sports pedals and a six-speed ZF automatic gearbox with steering wheel-mounted paddles.

[XK-R Dynamic R \(MY2015\)](#)

The "XK-R Dynamic R" was a 'run out' version of the XKR with the Black Dynamic Pack.

It included stiffer suspension, a 10 mm ride height drop and body-kit extensions from the Speed Pack. A Performance Active Exhaust and Bright Metal sport pedals were also fitted as standard equipment.

Celebrating 20 Years of The XK/XKR (cont.)



(Left to Right): The first production XK (X150); The very last XK (X150) built; and the penultimate XK that was the last customer car built.

Final Fifty (MY 2015)

Jaguar announced a special limited edition to mark the end of the XK production. 50 were sold, all in the US.

The Final Fifty was based on the XKR with a Dynamic Pack. The exterior is identifiable by an extra-louvered hood inspired by the XKR-S GT, “Vortex” 20-inch wheels, a rear wing, side sill extensions, and a rear diffuser.

The Final Fifty cars were split evenly in 25 coupe and 25 convertible body styles and all cars were fitted with a commemorative plaque signed by the then Jaguar’s chief designer Ian Callum. They were fitted with sport a special badge on the centre console and an

inscribed doorsill tread-plate identifying them as limited-edition models.

Production Ends (2014)

On the 24th July 2014, the very last X150 was built and was handed over to its new custodian - Jaguar Heritage (JH).

In a special ceremony at the end of the line, the car was handed over by Castle Bromwich Operations Director, Nicolas Guibert, to Mike Beasley, Vice-Chairman of the Jaguar Daimler Heritage Trust who received the car on behalf of the Trust for long-term safekeeping. It was registered with the special number JH14 XKR.

The final car was finished in Italian Racing Red with Warm Charcoal seats

and fascia with red stitching. It is also fitted with a 174 mph speed limiter, Carbon Fibre Engine Cover and Adaptive Front Lighting.

Awards

The XK (X150) won the Top Gear magazine “GT of the Year” and “Car of the Year” awards in 2006.

The XK was also awarded the Engineering and Technology Award at the Prince Michael International Road Safety Awards in London. ■

[**WATCH VIDEO**](#)

X150 - Gorgeous Was Born That Way



David Brewer, 2010 Black XK (X150) 5.0 Litre V8 Coupé

Members Car: Christine & Chris - XKR-S

Having owned several XK's and XKR's from the early 90's we purchased our XKR-S in 2013.

The car was the Australian press release car and had done spirited laps at Phillip Island. It was then brought to Adelaide by Marc Gammage, Jaguar Australia product engineer, and driven by Sammy Stephens in the Adelaide rally with the plate XKRS.

An internet search reveals many photos of the car. It is one of only 8 in Australia.

We purchased the car immediately after that rally and proceeded to do many Targa tarmac rallies with the support of Jaguar Australia, achieving 2nd position in the Targa Australian rally championship for 2013/14 in class (TSD).

Christopher was the driver and Christine the navigator. The car was known as the BBC or big black cat. In due course the car was retired and replaced by an F-Type R but remains an all-time favourite and part of our family.

Quite a special car.

Regards
Christine and Chris



Members Car: Christine & Chris - XKR-S (cont.)



Presentation photograph with Christine & Chris receiving their trophies for 2nd position in the Targa Australian Rally Championship for 2013/14 in class (TSD) in their Jaguar XKR-S.

Members Car: Phil Prior - XKR

I used to say to my wife, "If ever I am left on my own with a legal driver's license the car I would buy for myself is the XKR X150". This comment was rather mute as neither of us considered it a like outcome in the near future.

However, 12 months ago on a visit to Richmond's Classic and Prestige Cars I walked into the showroom and sitting in the middle of the floor was this magnificent Jaguar XKR X150 convertible in metallic green with a magnolia interior, and only 36,000 kms on the clock.

Just the car, the colour combination, the price, I would order if buying new. The stars had aligned, so what could any sane man do but negotiate a purchase on the spot. Turns out the car had just hit the showroom floor that morning, so it was a case of the early bird gets the worm. (Sorry to those who have since told me they were in line in the event I changed my mind).

However, with price negotiated and deposit paid it was subject to a serious test. Could I fit Sue's walker and or wheelchair in the boot?

A return inspection was arranged with Sue in tow and the walker was squeezed into the boot (without too much effort). this was ample proof that this purchase was in fact meant to be!

Twelve months later, now with 40.000 kms travelled, I love the car, its performance its comfort, with rather useless rear seats, that nevertheless provide a sense of extra space in the cabin which I enjoy compared with the F Type. I am a happy man!

Philip Prior



Members Car: Phil Prior - XKR (cont.)



Celebrities And Their XK's



Britiny Spears with her 'new' Jaguar XKR



UK tennis star Andy Murray arriving at Wimbledon in his 'new' convertible Jaguar XKR



American Singer-Songwriter Lana Del Rey returns with her 2013 Jaguar XK convertible after it was stolen by an obsessed fan.

Celebrities And Their XK's



Pamela Anderson's bespoke Jaguar XK with 20" chrome wheels. I wonder how she manages to keep the white interior remotely clean.



Hollywood actress Mila Kunis poses with her Jaguar XKR-S

Racing XKs: Apex Motorsports - XKR GT3

Background: British GT3 Championship

This championship is a sports car racing series based in the UK. GT3 cars differ from GT1 and GT2 race cars by using more low-cost engineering and design elements in their development. Rules include extensive performance balancing and handicap weights to make the cars artificially more equal.

Manufacturers provide a ready-to-race car to a customer and the teams are then limited in what they can alter from production specs.

FIA GT3 European Championship

The GT3 class mirrored that of the British GT Championship. It was launched in 2006 and ceased in 2012 giving way to one-make series such as the Ferrari Challenge and Porsche Supercup.

Apex Motorsports

Apex Motorsport, was a successful British auto racing team founded in 1996 by former racing driver Richard Lloyd

In 2006 Lloyd, along with racing driver and entrepreneur Harry Handkammer, approached Jaguar Cars to develop a Group GT3 sportscar program built around the new aluminium bodied supercharged 4.2L Jaguar XKR (X150).

Apex and Jaguar agreed to build cars for the team as well as cars to be sold to customers to justify the cost of the program.



Between 2007 & 2009, Apex Motorsport were a factory approved entrant into the FIA GT3 European Sports Car series with the Jaguar XKR-S. Four cars were built, each one an evolution and improvement of its predecessor. The first car now resides in the Jaguar Heritage Museum.

XKR Modifications

The modifications undertaken by Jaguar and Apex above the standard XKR were too many to list here.

Suffice to say the cars underwent extensive wind tunnel testing to redesign front and rear aerodynamics. The 510 bhp engines were dry-sumped with a remote oil tank and fitted with a six-speed sequential gearbox mounted at the rear of the car for improved weight distribution. Front and rear suspensions were purpose built and fitted with 18 x 11-inch wheels, larger discs and brake calipers and inboard airjacks.

From a distance the race cars looked like a standard XKRS. You could have bought one new for £400,000.

2007 season

Apex Motorsport first raced two cars late in the 2007 season for the International FIA GT3 European Championship and British GT Championship. The team was becoming competitive and the cars looked to be potential winners.

It was felt that all that was needed was more development over the winter break.

2008 Season - Tragedy

While developing the Jaguars in March 2008, Lloyd and team member Christopher Allarton, along with racing driver David Leslie were en route to France for testing when their aircraft crashed and the three, plus two pilots, were killed.

Despite the loss for the team, they continued their FIA GT3 campaign in 2008, racing three cars with good qualifying and good finishes.

2009 Season

The team pushed with further development of the cars however the project came to an early close in 2009 after no cars had been sold to customers and the team was dissolved.

Despite a huge amount of work by the team, without their mentor, Richard Lloyd, the team was reportedly destroyed, both emotionally and physically. Jaguar enthusiast and sponsor, Stuart Scott, bought the first car which now resides in the Jaguar Heritage Museum. The other three cars were bought by privateers and are now seen in historic racing and club events in the UK. ■



In 2008 the team was involved in an air disaster on the way to a test at Paul Ricard which sadly claimed the lives of all 5 on board, including the team founder Richard Lloyd.

Racing XKs: Circuits des 24 Heures du Mans 2010

In 2010, with Jaguar celebrating its 75th anniversary, Jaguar were keen to promote the Marque. There was probably no better way to do this than to return to its spiritual racing home at Le Mans where it had won the race 7 times before.

Following his team's domination of the American Trans-Am series during the 2000's, in 2009 Paul Gentilozzi in partnership with Jaguar Cars Ltd founded "RSR Racing".

The aim was to build and race the Jaguar XKR in the GT2 class at the Le Mans 24 hour race as well as the American Le Mans Series. To comply with the Group 2 regulations, the XKR had to run without a supercharger.

American Le Mans Series (ALMS)

The American Le Mans Series composed of Le Mans Prototypes (LMP) racing cars and Grand Tourer (GT) race cars such as Lamborghini, Ferrari, Porsche, BMW, Chevrolet, Ford and Jaguar.

The RSR XKRS first raced in September 2009 in what was the last race of the 2009 season. With over 100 cars competing, competition was fierce. The car looked spectacular and it was a promising start.

The first race for 2010 was the classic Sebring 12-hour race. Unfortunately, the car retired early with overheating problems. In its second race at Long Beach, they struck problems with a sticking accelerator and in its third race at the six-hour Laguna Seca race in May, the XKRS was troubled by a faulty alternator belt and subsequent flat battery which cost them several laps.



The #81 RSR Jaguar XKRS driven by 7 times Trans-Am champion Paul Gentilozzi of the United States during practice for the 78th running of the Le Mans 24 hours race at the Circuits des 24 Heures du Mans on June 9, 2010 in Le Mans, France.

Le Mans 2010

In hindsight the lone XKRS should never have raced at Le Mans in 2010. History had shown that to win, even a class at Le Mans, a team needs multiple cars and lots of development time. Jaguar's win in 1957 came with no less than 5 cars.

With Le Mans in June, the team only had a week after the May Laguna Seca race to prepare the almost new racing car and send it to France. There was no time to improve reliability and performance.

In 2010 there were a total of 85 entries but only 55 cars were accepted to start. So, on a positive note, the fact that the Jaguar even qualified to compete in the 24 hour race was not insignificant.

The team struggled all weekend sorting out a series of problems including a blown clutch which significantly limited vital practice time.

Qualifying was much the same. The highest qualifying GT2 car was a Ferrari F430 in 36th place. The XKRS qualified 15th in its class putting it at the rear of the field for the start of the 24 hour race.

A Lola Le Mans Prototype LMP1 retired after one lap followed by the lone Jaguar. The XK was plagued by electronic issues (voltage spikes) that fried the ECU. The Jaguar officially completed 4 laps.

Car Manufactures like early results and when they don't happen, the dollars don't hang around for long. What Paul Gentilozzi needed was a lot more money and a lot more cars. It never happened.

2011

There was no support for the 2011 Le Mans 24 hour race, and so there was no entry for 2011.

RSR continued to race in the American Le Mans Series (ALMS) with 2 cars. Regulations restricting engine air intake robbed close to 100 bhp, making the cars uncompetitive. The cars competed in all 9 races, but with the Jaguar Program ending after the last race in 2011, the XKR GT2's went into retirement. ■



The #81 RSR Jaguar XKRS at Le Mans 24 hours race in 2010. The car started the race, many didn't, but lack of development cost them any hope or chance of a class win.

[WATCH VIDEO](#)

VIDEO: Jaguar RSR XKR GT2 at Long Beach

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

William Archibald Scott Brown, known as "Archie", born 13 May 1927, was a British Formula One and sports car racing driver from Scotland who had a prodigious racing ability despite only having one hand.

As a result of German Measles during his mother's pregnancy, he was born with severe disablement to his legs (with his feet twisted almost backwards) and without the fingers of his right hand. Tremendous determination, 22 operations over a two-year period, and months spent in plaster meant that he was able to walk, although he never grew over 5'0" tall.

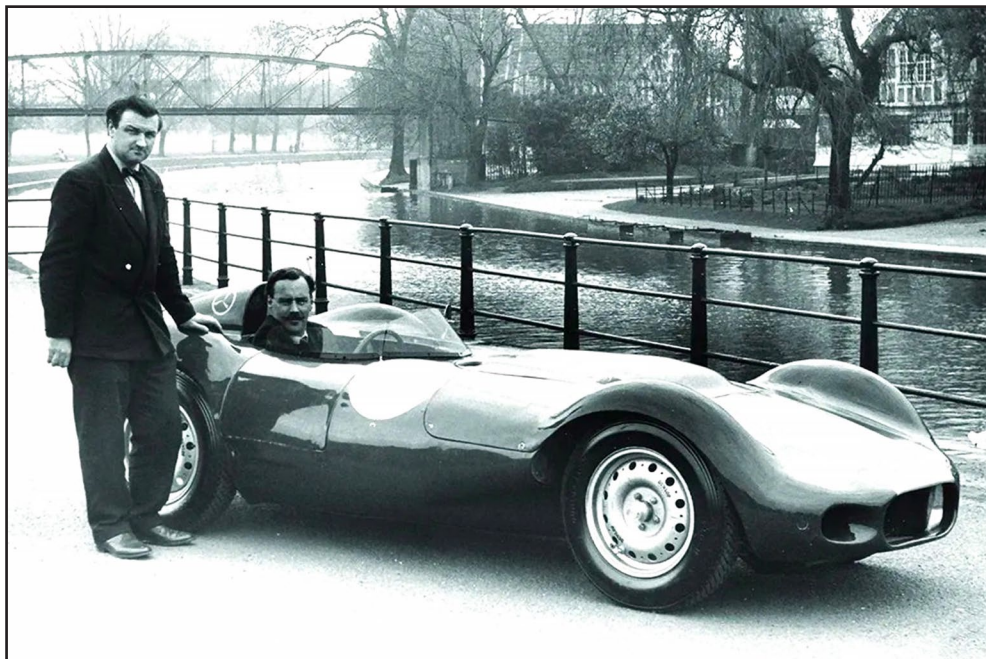
He became known as motorsport's first disabled hero and battled considerable adversity (including having his licence revoked) to participate in, and win, some of the most prestigious races of his day. After being discovered and championed by Brian Lister, he enjoyed great success racing Lister Cars, winning the British Empire Trophy in 1957. In his short career, he scored a total of 71 race victories, 15 of which came from international competition. He participated in one Formula One World Championship Grand Prix on 14 July 1956.

Archie took up motor sport early in life after his father built him a small car to aid his mobility. His first competitive race was in 1951, in his own MG roadster, bought using a small legacy.

Death: Scott Brown was fatally injured on 18 May 1958 during a sports car race at Spa-Francorchamps, driving a Lister Knobbly and duelling for the lead with Masten Gregory driving an Ecurie Ecosse Lister Jaguar. Battling hard, they swapped the lead between them, inches apart. The competition was so fierce that Scott Brown dented his car's nose on the rear of the Ecosse car on lap three. With Scott Brown leading on lap six, they arrived at Blanchimont, then in the Clubhouse bend (where Richard Seaman had died in 1939), found the track slick

with rain; the right-hand front wheel of the Lister hit a road sign, snapping the track rod and causing a disastrous accident. Scott Brown died in hospital at Heusy the following day, less than a week after his 31st birthday.

An annual hill climb race is held in his honour at the Shelsley Walsh Hill Climb. His story is a testament to overcoming adversity and achieving success in a sport traditionally dominated by able-bodied drivers. ■



Brian Lister with his driver Archie Scott Brown (sitting in the Jaguar powered Lister Knobbly) at Cambridge, England.

On the 7th of May 1960, an XK150 won its class in the Dutch “Tulip Rally”.

The XK150 was not as a successful competition car as its immediate two predecessors, yet the car did see some action with the best coming at the 1960 Tulip Rally in the hands of successful rally driver Eric Haddon and his Austrian navigator, Charles Vivian.

Eric bought an XK150 3.4 S (WLO 7) in early 1959, entering it in that year's Monte Carlo rally, although he didn't finish. In 1960, he and Vivian entered the car into the Tulip Rally.

Although the Tulip Rally was organised in the Netherlands and started from Noordwijk on the Dutch coast, most of that year's 3,700km route went through Belgium and France, before returning to Holland after reaching Monaco.

Even without any works backing, Haddon was a fine driver, as demonstrated by his ascent of the six-mile Mont Ventoux hill climb near Avignon, France. Thanks to his smooth consistency, he kept to the required average speed of 60-64km/h, which meant that he and Vivian picked up maximum bonus points. This helped the pair to gain their outstanding tenth place finish overall, and class victory, beating the previous year's winner, Donald Morley, in an Austin Healey 3000.

Yet, compared to the C- and D-Type's five Le Mans victories and the XK 120's many successes on the Alpine Rally, Haddon's class win is a mere footnote in Jaguar's history. It was proof, though, that despite the XK 150's size and weight, it could still be transformed into a fine competition car. ■



Eric Haddon (left) and Charles Vivian in their Jaguar XK 150 S after winning their class in the 1960 Tulip Rally.

"Keeping Jaguar Memories Alive" - On this Day (May)

On the 14 May 2014 Jaguar announced it would build six new Lightweight E-Types to complete an original run that was never finished.

The company had initially planned to produce 18 of these special cars between 1963 and 1964, but only 12 were actually made before the program was shelved.

The six missing cars were left in limbo, until Jaguar's Special Vehicle Operations (SVO) division picked up the thread half a century later.

The new cars, using the unused chassis codes, were hand built to exactly the same specification as the originals. Availability was prioritised for established collectors of Jaguars, with a focus on those who have an interest in historic race cars. The prototype "Car Zero" was shown at Pebble Beach in August 2014.

Jaguar's continuation of the E-Type Lightweight were originally priced at over £1.2 million pounds (Au\$2.3). While one would have assumed the cars

would be a hugely desirable collector's car, that hasn't been the case with at least two of the six cars selling substantially below the original cost. ■



In August 2025, this 1963 E-Type Lightweight Continuation, the first of 6 examples built and showing less than 850 miles, sold at auction for US\$637,500 (Au\$1,220,000).

Mike Hawthorn wins Silverstone race in a Mark 7, May 1955.

Although better remembered today for winning the tragic 1955 Le Mans in a D-Type, Mike Hawthorn still enjoyed plenty of success in other variety of cars. One of these was Jaguar's large saloon, the Mark VII.

Coming only a few weeks after winning that year's Sebring 12 hours with a D-type, the 26-year-old was entered into the saloon car race that was part of the prestigious Daily Trophy International Trophy meeting in May.

His car (LWK 343) was something of an old trooper. An early example, it had already been used for a variety of races and rallies as well as by Norman Dewis for testing. "We beefed up the rear springs," he said in Paul Skilleter's biography of him, Norman Dewis of Jaguar, "fitted stiffer roll bars and you could go into corners and through it about. Although it was a big brute, we really got it set up right." This was certainly proved at the May 1955 Silverstone meeting.

And so, with a driver as talented as Hawthorn behind the wheel, it was unbeatable and soon set the lap record and never lost the lead.

The victory was perhaps a consolation for the sports car race earlier in the day when due to the top hose of his D-type coming loose, Hawthorn finished in a disappointing fourth.

Taking the saloon car race in a Mark VII was still a fine victory, though, and once again proved Jaguar was right to sign the British driver. Yet his greatest victory for the team was still to come. ■



◇ ***9 May 1988 - News release announcing that Jaguar and TWR were setting up a new Joint Venture company (JaguarSport Ltd) to develop and manufacture high performance and sporting derivatives of Jaguar cars.***

◇ ***Announcement that Jaguar would take 100% ownership of both JaguarSport Ltd and XJ220 Ltd from May 1994.***

In 1988 Jaguar and TWR joined forces to create JaguarSport that made production versions of the XJS and XJ40 to create the XJR-S and XJR. JaguarSport was also instrumental in getting the XJ220 into production, and the Jaguar powered XJR-15.

JaguarSports lasted until the early Nineties when Walkinshaw unsuccessfully tried to copyright the shape of the DB7 that TWR was developing for Aston Martin, despite the car starting life as the Jaguar XJ41 project. It caused Ford to cut ties with the once racing partner. ■

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

“Lofty” England, passed away on May 30th 1995, aged 83.

Lofty began his automotive career as an apprentice with Daimler in the late 1920s and early 1930s before turning to racing. While working at Alvis, England declared war on Germany. He spent time servicing Rolls-Royce aircraft engines before eventually becoming a bomber pilot and instructor.

Soon after his release from service in 1945 he joined Jaguar Cars. There he would lead the racing team to five Le Mans victories in the 1950s. His successes didn't stop there, as he eventually climbed the corporate ladder to succeed Jaguar Cars founder William Lyons as CEO in 1972.

With increasing industrial tensions and centralised decision making within British Leyland, Lofty felt that his position was untenable and, aged 63, he retired in 1974. During his time at Jaguar, Lofty was probably second only to Sir William Lyons himself in determining the corporate direction and public image of Jaguar Cars. Following his retirement, although he had no direct involvement with the company, Lofty was a great supporter of Jaguar until the end. ■



1973 Lofty England in XJ13 at Silverstone



The winning car of Walker (middle) and Whitehead (left)

The first C-Type was finished in mid-May of 1951 and broke cover at the Le Mans 24 Hours a few weeks later.

Officially dubbed XK120-C, the resultant C-Type, was Jaguar's first ever purpose-built racing car. It used uprated running gear from the standard XK120 and a new lightweight chassis that was draped with a pared down aluminium body designed to efficiently cut through the air.

As a result of its lightweight chassis, skimpy bodywork and stripped-out interior, the C-Type weighed in around 235kg lighter than an alloy-bodied XK120 (965kg compared to 1200kg). Top speed went from 125mph to 145mph.

Three cars were completed in the nick of time, after which they were driven from Coventry to Le Mans accompanied by a lorry filled with spares. They were raced by Leslie Johnson/Clemente Biondetti (XJC-001). Stirling Moss/Jack Fairman (XJC-002) and Peter Walker & Peter Whitehead (XJC-003) who won the race by 9 laps. ■

Lyons wins his only car race at Donington Park in May 1938.

Although as a younger man (Sir) William Lyons had often competed on motorbikes, even in his later years he had little experience in racing cars.

An exception came in 1938 when he, together with the company's engineering director, William Heynes, plus an S.S. distributor and friend of Lyons, Sammy Newsome, took part in a 'trade race' at the S.S. Car Club meeting at Donington Park near Derby in May using identical S.S. 100s. This rare image of that day shows a pensive Lyons nearest the camera with Newsome in the middle and Heynes at the far end wearing a flying helmet.

Lyons not only crossed the finishing line first but set the fastest lap of any other SS 100 drivers. He also holds the rare record of not only winning the first race he entered, but the last one to. ■



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

May 1954 saw the official opening of the MIRA's (Motor Industry Research Association) banked circuit.

It's one thing to design beautiful fast cars, but they also need to be durable and safe. It's a fact that the handling and ride qualities of one's Jaguar, plus its refinement and many of its safety features, owe a lot to the facilities provided by the Motor Industry Research Association's test centre in Warwickshire, UK. This is true for all the company's products since the late 1940s right up to the present day.

Only from the air can one appreciate the sheer scale of the 850-acre proving ground. To drive around each of the 25 facilities you travel over 100km, which is why MIRA is widely regarded as the benchmark vehicle development facility worldwide. Each part of the proving ground has its own role to play.

At one time Sir William Lyons was President of MIRA and Jaguar still maintains a dedicated facility there. ■



May 1954 saw the official opening of the MIRA's banked circuit.



On the 17th May 1996, the one-off Daimler Corsica was unveiled at a dinner, hosted by the then Chairman Nick Scheele, to celebrate 100 years of the Daimler.

The project was handed over to Special Vehicle Operations (SVO) who were given just eight weeks to design and build the car. Using an X300 Chassis, 150mm was taken out from the middle. To compensate for no roof, the car was strengthened using big pipes stuffed up the sills. Still unsure about its strength for road use, it was decided not to install an engine.

The car was fitted with an automatic folding hood, unique interior trim, and finished in Peppermint Green, just in time for the Daimler Centenary event.

The Corsica was turned over to the JDHT for preservation, but in 2006 it was decided to finish the car. Eighteen months later, thanks to the Jaguar Enthusiasts' Club (JEC) and David Marks Garages, the car was completed. The car is now retired from on-road duties but taken to events where it is still on display and is as popular as ever. ■

On the 22 May 1957 the new Jaguar XK 150 Drophead Coupe and Fixed Head coupe were announced in its home market, replacing the XK 140 versions.

The XK150 bore a family resemblance to the XK120 and XK140 but was radically revised. Most visibly, a one-piece windscreen replaced the split screen, and the wing line carried higher and more streamlined at the doors. The widened bonnet opened down to the wings, and on the coupés the windscreen frame was moved forward 4 inches (102 mm) to make passenger access easier.

The roadster without full weather equipment was launched as the XK150 OTS (open two-seater) in 1958. Minimal rear seats were fitted in the coupés. The OTS was fitted for the first time with wind-up windows in taller high-silled doors, but retained the very simple folding roof.

Production ended in October 1960 with 9,382 vehicles, including 2,265 Open two-seater, 4,445 Fixed head coupés and 2,672 drop head coupés. ■



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2025 Paul Skilleter Award: Julia Parkes (JDCWA)

Each year, the Paul Skilleter Journalistic Award recognises the best unpaid article or photograph published in the magazine of any affiliated Australian Jaguar Car Club.

For 2025, the award goes to Julia Parkes of Western Australia for her heartfelt story "My Dad's Jag", which we are pleased to reprint here.

Established in 1999, the award has previously been won by several JDCSA members, including Steve Weeks and Tony Bishop. (Some photographs from Julia's original story are not reproduced here.)



Julia Parkes receiving the Paul Skilleter award from Terry McGrath (President JDCWA).

Hi, Julia Parkes, a JCCWA South West member, here. I would love to share a bio of the Jaguars my Dad, Roy Schultz, owned.

My Mum and Dad met in England during WW2 at a Red Cross ball held for G.I.s serving in the United Kingdom during the war.

Dad, who was born in California, developed a great passion for all things British (except for the weather) and I'm sure that is when his love of Jaguars was born.

Mum and Dad were married in England during the war and when the war ended, they moved to California. They moved back and forth between England and California a few times over the next couple of decades.

The first Jaguar that I am aware of was a Mark VII they owned when living in California. They decided to bring the Mark VII back to England with them in 1962 and drove it all the way from LA to NY. Sadly, it broke down and they couldn't get parts in time for their departure back to the UK.



Whilst living in the UK Dad purchased a beautiful Mark I and when they decided to immigrate to Western Australia in 1964, they brought the Mark I with them, this time a successful import!



Dad had the car repainted in metallic silver-grey, his favourite colour.

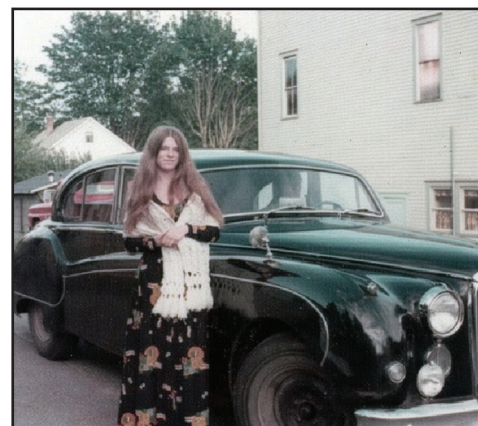


Another beautiful silver-grey Jaguar joined the fold ... the amazing XK140.

You can probably start to see a pattern emerging now and in 1968 the family moved back to the USA, this time they settled in Washington State, but due to circumstances they had to leave the cars behind.



I'm sure I remember Dad owning a XK150 (maybe a non-runner) but no pictures remain. He also purchased a Mark IX. I have fond memories of been driven to my Junior High School ball in the Mark IX.



In 1974 ... yup you guessed it, we moved back to Western Australia as he hated the cold weather in Washington State - finally putting his roots back down in beautiful WA, with more Jaguars to follow.

Dad purchased a 1967 420 sometime in the early 1980s which was in need of full restoration. He did much of the bodywork and mechanics himself but

2025 Paul Skilleter Award: Julia Parkes (cont.)



left repainting to the professionals and you can guess the colour - a beautiful metallic silver-grey.

Dad very kindly decided to buy Mum a beautiful Daimler Sovereign X6 Series I, occasionally allowing her to actually drive it!



Dad also owned a number of other British cars over the years including Austin 7, Hillman Minx, Lagonda V12, MG Magnet and an MGB. And when he was living in America a few Yank Tanks too.

His infamous 1939 Lagonda V12 seemed to be cursed. The hand-brake once let go and rolled down the driveway taking out the side of the house and a fair bit of damage to the passenger front guard. Dad sold the car to an Eastern States buyer when we were returning to the USA and apparently it caught on fire during transport. We don't know if it survived.



Dad passed away in 1991 but his legacy lives on in memories of times we spent together and our shared passion of the love of cars.

My first car was a Holden FJ when learning to drive and afterwards I drove a number of practical everyday cars whilst studying and working.

My first Jaguar was a 1968 Daimler Sovereign 420, purchased at about the same time Dad was restoring his 420. I then later inherited my Dad's 420 but sadly had to sell it when I wasn't in a position to maintain it properly.



In 2022, I discovered that she was for sale at a dealership in WA, advertised on Gumtree. A couple of months later, I found it advertised on eBay by Lou Guthry Motors in Melbourne! I contacted Lou Guthry and told them about it being my Dad's old car and they were very keen to get as much history about the car that was available.

They also provided me copies of old receipts in both Dad's and my names. So, it's nice to know that she is still alive and kicking even though no longer in WA.

I've owned an MGB roaster and MGB GT and later a couple of Australian manufactured Ford Capri Convertibles.

My husband and I have just finished the full restoration of a 1970 Ford Capri Essex V6. I wanted to get back into Jaguar ownership again and have always fancied the modern Jaguar S-Type, you may have seen my posts on the JCCWA Facebook page.

In due course, one came up for sale in Dardanup belonging to Gary & Josephene, not too far away from us in Busselton and the rest as you say ... is history. I am now the very happy third owner of this beautiful 2003 Jaguar S-Type 2.5. Such a pleasure to drive. I do love the retro lines of the modern S-Type.

We have been busy fixing a few things that needed attention and eventually she will be getting a full repaint, but for now, I'm just enjoying driving her around the beautiful South-West.



Hope Dad is looking down on me. I'm sure he would be pleased. Just don't tell him it's got Ford engineering in it.

Julia Parkes

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

Cabin Comfort: XKR or XJR

I'm contemplating the purchase of an XKR coupe, but am concerned that although it does have back seats there may not be enough room for our two young children aged two and seven months, together with all the necessary gear for a day out.

Also, what upgrades are available to further boost the performance?

XXXXXXXXXXXXXXXXXXXX

The boot space in an XK8/R is actually quite reasonable, and is claimed to take two sets of golf dubs. Your problem will be fitting the child seats as the back seat of an XK, even without a child seat fitted, is very short in the cushion. This, coupled with minimal legroom, will normally prevent any child sitting comfortably with adequate leg space, especially if the person in the front seat is reasonably tall.

As an alternative, why not consider an XJR saloon which is just as quick? Not only will it seat four in comfort, but with lower average values you should be able to afford a newer model, with a steel lined engine and no Nikasil to worry about.

All of the usual XKR upgrades such as the larger crank pulley, improved induction and free flow exhaust will work just as well on a saloon.

Rattling Series 1 XJ6

I have recently begun to hear a strange rattling sound from behind the back seat of my 1972 XJ6 4.2. I have cleaned the boot out and made sure the spare wheel and toolkit are secured, but nothing has worked as yet. One curious aspect of the problem is that it only seems to occur when the windows are closed and the heater fan is running.

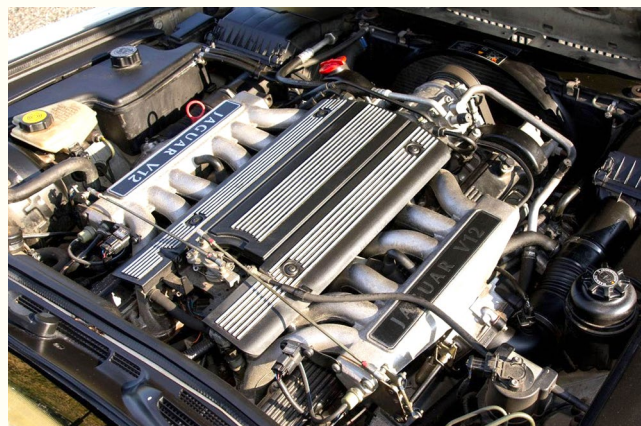
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There is an air extraction vent mounted under the rear parcel shelf which discharges into the low-pressure area at the top of the boot lid recess (visible when the boot lid is open). To prevent exhaust fumes being sucked back into the cabin when the windows are open, a row of foam-covered metal flaps act as a one-way valve, but over time the foam breaks down and the flaps start to clatter and even fall off once the fabric strip, used as a hinge, begins to tear.

DIY repair with new foam and tape is not difficult; in fact, the hardest part is normally separating the tray assembly inside the boot, as once unbolted it often remains stuck fast with semi-hardening sealant.

XJ-S BHP Figures

I live in California and have a 1994 6.0-litre XJ-S, I know that the published horsepower and torque increased from 1994 to 1995 on the V12 engine. My car is a later year 1994, so do I have the 1994 horsepower of 278 or the 1995 horsepower of 308? Also, what added the extra bhp from 1994 to 1995?



Our figures only cover UK market cars, and show the Jaguar 6.0-litre engine at 308 horsepower for its entire XJ-S run. There was, however, an earlier TWR 6.0-litre engine (unrelated) that started at 318bhp before increasing to 338bhp in 1992.

US spec engines can at times be less powerful than those in the UK due to differing emissions legislation, particularly in California, and a change in emissions spec could be the reason for the 1994/5 increase. There was also a change in the exhaust design, which would clearly have some effect on the official outputs.

X-Type Gear Selector Jam

I have a 2002 X-Type 2.0-litre which has done 30,000 miles. The automatic gear selector jams in park following a run and will only release once left to cool down for approximately 30 minutes. This problem seems to occur after about 70 miles when the car is warm — the locking mechanism produces quite a loud click on pressing the brake pedal.

XXXXXXXXXXXXXXXXXXXX

There are normally two common reasons for a gearshift interlock to fail: the switch at the brake pedal or the lock itself. These locks, though audible, should not be excessively noisy, and this could be an indicator as to the cause of problem. Our approach would be to check the switch first, as it is easy to get to, then go for the lock if necessary.

X350 Headlight Condensation

Last year, I had both dipped-beam lamps (Xenon type) replaced on my 2006 X350 Jaguar when they started to dim and go pink in colour. It was not a cheap job - I was told that the front bumper had to be removed. Over the last couple of months, a lot of condensation has built up in both nearside headlights. This week, the replaced bulb suddenly failed due, I suspect, to the presence of moisture.

So, can you advise me if it is really necessary to remove the front bumper to carry out this replacement? Also, what is the best way to dry the lamps out, and how can the problem be prevented?

XXXXXXXXXXXXXXXXXXXX

This problem is relatively common on the XK but rare on an X350, which is little comfort to you. However, the cure may well be simple.

There are small moulded-rubber vent tubes on the back of the light units, which may have been knocked off or fitted upside down — they should all point downwards. That being the case, having rectified them, careful use of a hot-air gun directed through the bulb access covers should dry the units out.

If the problem recurs, it is unfortunately indicative of a fault with the body of the lamp housing, which will necessitate replacement. The bumper requires removal to change both lamps, but it could be partially peeled back to replace just one unit, which is very easy when new, but something of a pain if the fixings are rusty. In your case, the prior removal should ease your passage through the operation.

X-Type Oil Leak

Ever since I replaced the oil in the transfer case in my X-Type, I have had problems with oil coming out and dripping on the exhaust. When I stop at traffic lights, the smoke gets pulled into the car through the climate control — and it smells bad.

I followed the procedure in the Jaguar manual to jack one side of the car up so that the bottom of the sill was 24in off the ground, and then fill the transfer case with oil and put the plug back in. I originally thought I had jacked it too far and overfilled it, so I double-checked the height and drained some oil out.

The oil appears to be coming from the breather vent and out of the half-shaft seal, then draining down. Since the breather is nearly impossible to get to, I just tried to clean it by spraying brake cleaner fluid on it, but that hasn't stopped the flow of oil. Should I drain some more out, or is there a known fault, such as leaking axle seals?

XXXXXXXXXXXXXXXXXXXX

Our specialists never use the technique you have employed, citing too many possibilities for error. Instead, the method they recommend is to fully drain the case and then refill with exactly 500ml of oil. If the transfer box was overfilled with a blocked breather, pressurisation can occur, which would damage the seals necessitating their replacement, and that is only possible by removal of the complete unit — not a job to be envied.

Alternatively, if the breather is operating correctly, it is likely that the oil will find its own level and the problem will cease of its own accord.

Mk 2 Overdrive Issue

My 1962 Mk 2 has a problem with the overdrive after it gets hot, especially in hilly terrain where it cuts out when driving uphill and cuts back in going downhill. But when driving on level road and at constant speed it works fine.

XXXXXXXXXXXXXXXXXXXX

This could be a case of the oil either being too thin, or of insufficient quality to maintain viscosity when hot.

Try an oil change with a good quality SAE 30 oil (that does NOT contain friction modifiers), as well as checking the solenoid adjustment and the electrical circuitry to the overdrive box.

If none of this works, or metal filings come out with the old oil, it's going to mean a professional strip down to check the clutch lining and pump operation.

XK8 Climate Control

I own a 1997 XK8, where the centre panel cabin temperature indicator light does not work, (possibly the bulb) and the A to B trip selector on the dash is stuck in the 'in' position. How do I get in to replace the bulbs and also sort out the trip selector?

XXXXXXXXXXXXXXXXXXXX

To access the climate control illumination, first unclip the J-Gate surround, followed by the trim around the switch panel, then unscrew the climate/audio assembly and pull it out enough to loosen and withdraw the climate panel; the bulbs should then unclip from behind.

To remove the trip switch first drop the lower dash trim panel, followed by the two screws at the lower edge of the veneer panel. This should then unclip and bring with it the switch unit, which can then be unplugged and removed.

S-Type Engine Failure

I have a 2006 S-Type 2.7D, owned from new, with full Jaguar main dealer service history. I recently started the engine without problem and drove two miles, whereupon it suddenly stopped: no bang, no high temperature indicated, no warning lights or messages.

I had it recovered to the dealer I originally purchased it from, and where I have had it regularly serviced ever since. After a few days, the dealer told me that the crankshaft had seized and the quote to replace the engine was twice what the car was worth.

Even with relatively low mileage (59,000 miles) and kept in immaculate condition I doubt if it is worth repairing. What options can you recommend please?

XXXXXXXXXXXXXXXXXXXX

The 2.7 V6 diesel engine is usually regarded as a very reliable and long-lived unit, hence a major failure at the comparatively low mileage of 59,000 is out of the ordinary. It may be worth canvassing the views of your specialist as to a likely reason for the malfunction.

High oil level may point to fuel contamination, possibly indicative of an engine management fault, which will need to be addressed concurrent with engine replacement to avoid history repeating itself.

Unless you have some plan to keep your car indefinitely, an engine replacement is simply uneconomic. However, as the years pass, truly immaculate S-TYPES displaying low mileage, and hence unworn trim and the like, are getting harder to source, so we suggest that the most cost-effective solution is to obtain a warranted, used engine from a reputable Jaguar wrecker.

XJ-S V8 Transplant

Can you tell me if a later model 4.2 supercharged V8 and its six-speed transmission can be adapted into a six-cylinder 1996 XJS?

XXXXXXXXXXXXXXXXXXXX

While the physical installation of the powertrain is within the ability of a competent enthusiast (after all, the XJ-S engine compartment was designed to house the bulky V12), you may find the electronics more of a challenge. Not only are the engine and gearbox electronically controlled via ECMs, but also these same units are fully integrated with many other functions of the original donor vehicle — such as security and body control modules.

The best way to achieve your desired end result is to acquire a complete donor car and transplant as much of the wiring loom and associated control systems as possible — addressing individual interface problems as they arise. The controller area network (CAN) is the wiring system designed to allow all microcontrollers and devices fitted to the car to communicate with each other. Faults with this network will be the most difficult aspect to get right as the engine and transmission will be looking for signals from such diverse sources as ABS modules and the instrument pack. If these communications cannot be established or simulated correctly, the Restricted Performance or Limp Home modes will activate — hardly conducive to high-performance motoring.

Alternatively, fitting the engine with a programmable aftermarket engine management system, and adapting a transmission control module could well prove to be a simpler solution. The adoption of a manual transmission would avoid the latter problem.

X300 Erratic Idle Speed

My 1995 3.2-litre X300 Sovereign idles at 1,500rpm. It had been adjusted back to 800rpm, but within two days returned to 1,500rpm. It occasionally drops to 1,200rpm or 800rpm for short periods, then returns to 1,500rpm. Air temperature, engine temperature or humidity do not relate to this behaviour. I think it's an unreliable sensor but, if so, which one? Also, where can I get a reasonably priced replacement clock?

XXXXXXXXXXXXXXXXXXXX

Erratic idle speed is a common X300 problem, and in most cases can only be cured with a replacement throttle housing and stepper motor. Cleaning out the old components can temporarily fix things, but it rarely provides a permanent solution.

Please be aware that the replacement components will almost certainly need setting up electronically with an appropriate diagnostic tool, so it's not really a DIY job.

X-Type Heater

My 2.0-litre diesel X-Type has digital temperature control, but I can't get any hot air out of the system. My usual mechanic who is not normally beaten has given up, and I am left with taking the car to the local dealer, but am loath to instigate a round of new part fitting as part of a fault-finding exercise.

XXXXXXXXXXXXXXXXXXXX

Working through the common trouble spots, check first that the coolant level is correct, then trace the heater pipes to and from the bulkhead connections and the control valve, feeling for warmth both going in and to a slightly lesser extent coming back out, when the system is switched to full heat.

Should these checks not isolate the problem, the car will need to be connected to a diagnostic computer which has the ability to read fault codes from the HVAC system.

XJ Series 3 Sunroof Woes

I own a 1985 Series XJ6 Vanden Plas that still runs like new. Each winter, I store it in an unheated warehouse and remove the battery. After re-installing the battery, the sunroof would not respond. It worked before I stored it. I've been pulling all my fuses to check the condition and the surfaces, as well as the fuse holders. I am unable to find a fuse that indicates it serves either the roof switch and/or the motor for the roof. Can you help?

XXXXXXXXXXXXXXXXXXXX

Prolonged exposure to damp conditions can play havoc with a cars electrical system, creating a thin layer of corrosion on the various contacts and causing a multitude of obscure problems. For that reason we would have to recommend that if a car is to be stored over winter it should be done in a dehumidified garage or using a ventilated inflatable enclosure such as the 'Carcoon.'

The sunroof on a Series 3 does not have a fuse, but instead uses a thermal cut-out to protect the circuit from overload, as do the electric windows and these rarely give trouble. Instead, we would suggest you start at the console switch, by swapping over a window switch that is known to work. All of the remaining componentry, including the motor, is located behind a removable trim panel at the back of the boot. The toolkit should include a manual winder for the sunroof which can be used to check that it is not physically seized, though this is unlikely.

X308 - Auto Headlights

My X308 Daimler Super V8 has a headlight problem. When I have the headlight switch set on 'auto', the lights do automatically come on and off as they should depending on ambient light levels, however when the headlights are automatically on, and I then move the left-turn indicator switch, the headlights momentarily turn off before coming back on again. When engaging the right-turn switch they remain on as they should.

It's too big a job and too expensive to replace the total headlight switch for trial-and-error diagnosis.

XXXXXXXXXXXXXXXXXXXX

It certainly sounds to us as if the problem lies in the switch assembly or an associated earth circuit. Unfortunately, in this case the only way to tell would be substitution, even if only to the extent of plugging another stalk into the loom without physically removing the existing one.

All X308s with auto headlights should share the same stalk, and as they don't commonly fail a second-hand one should not be too expensive.

XF 2.7 Diesel Engine Failures

I have owned an XF 2.7 diesel for seven years and I was surprised to read a comment in Jaguar World that failure of the 2.7-litre diesel engine was becoming a common problem. What are these failures and what can be done to avoid.

XXXXXXXXXXXXXXXXXXXX

We spoke with a car wrecker who said they can't get enough good condition 27D engines for customers, so failure appears to be a problem, although mainly with vehicles fitted with a diesel particulate filter (DPF).

An engine re-builder advised us that once the engine is at operating temperature and having met a pre-programmed criteria monitored by the ECU, it will automatically, if required, start a DPF regeneration routine. The cycle takes an average of about 25 kilometres to complete, providing the vehicle maintains a speed of 60kph-plus and, on the XF models, has more than a quarter of a tank off fuel.

They recommend regularly checking the oil level, being sure that the level does not rise above the max mark. This is due to the mixing of fuel with the engine oil. This is particularly a concern during active DPF regeneration, where extra fuel is injected into the exhaust stream to raise the temperature and burn off soot. If some of this unburned fuel seeps past the piston rings and contaminates the engine oil, it can thin the oil, leading to oil dilution.

To mitigate this risk, it is recommended to take longer trips to allow the engine to reach operating temperature and to use synthetic oil that is more resistant to thinning. Regular oil changes and addressing any engine issues promptly can also help maintain the engine's health and prevent oil dilution.

It is also recommended to only use genuine oil filters. The oil filter has a small nipple and O-ring, which is designed to retain oil inside the filter housing when the engine is switched off, as the filter is at the top of the engine. Incorrect fitting and poor-quality filters lead to oil starvation on startup. Some non-genuine oil filters have an inadequate nipple, which ultimately leads to premature engine wear.

END

JDCSA Classified Adverts (1/5)

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

FOR SALE: 1985 XJSC V12 5.3 Litre

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

PRICE: \$32,000

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

Please contact- David Mobbs, Tel 0420 108 420 or email- islandsdanielle@outlook.com



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

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

PRICE \$152,000 ono

Contact: Bruce Davis (Adelaide) – 0400 872 438



FOR SALE: 1966 Daimler 2.5L V8

This is not a Mk 2. It is a Daimler. The Ribbed Grill, 'D' bonnet emblem and 'D' hubcaps included.

- ◇ Original (matching numbers) with factory power steering and under-dash custom fitted air-conditioning.
- ◇ 46,500 miles with only 9,500 miles since the engine was rebuilt in June 2009 by Mike Roddy Motors (Vic).
- ◇ Original Borg-Warner T35 Auto rebuilt in Oct 2010.

- ◇ Original leather and carpet interior.
- ◇ Cooling system overhauled in 2023 (new radiator core/ hoses)
- ◇ Stainless steel twin exhaust and electronic ignition.
- ◇ Electric antenna/digital radio/audio player (with remote).
- ◇ Original tool kit, wheel brace, jack.

PRICE: \$44,000 (Negotiable)

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



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

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

The second hand spares include:

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

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

Please Contact Noel Second: 0417810771



FOR SALE - Jaguar 1977 XJC 4.2 Auto

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

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

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

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

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

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



FOR SALE - Jaguar Mk II 3.8 Manual Overdrive

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

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

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

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

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

PRICE REDUCED: \$9,500 (Negotiable)

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



JDCSA Classified Adverts (3/5)

FOR SALE: 1982 Jaguar XJS-HE-V12

Deceased Estate
XJ-S Tribute Car

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

The car is in Broken Hill

PRICE: Consider Realistic Offers

Please Contact Stephen Podnar: 0420 925 139



Vehicle Identification

Model: *Melbourne, Victoria, Australia*
 Address: *47/499 St Kilda Road*
 Name: *Mark Bourne*
 Tel No: *267 6488*

I certify that these details are correct. That the pre-sale inspection has been completed in accordance with the Jaguar Club Australia and the Free Service Voucher has been authorised.

Should you need to discuss any aspects of Service with your Dealer or Jaguar Club SA, please refer to your dealer for the Vehicle Identification Number. This information is essential to identify the model correctly to manufacturers and any parts required.

Model: *Jaguar XJS HE*
 Reg No: *BOH 214*
 Date: *05/2/2015*
 Date: *09 February 1983*

Selling Dealer's Signature: *[Signature]*



FOR SALE: 1967 4.2 Litre E Type S1 (2+2)

Black in colour with a dark tan interior
Has had extensive mechanical work completed.

PRICE: \$118,000 (ONO)

Please Contact Mark Maxwell: 0418 821 881 or mark@maxwellwines.com.au



Peter Pangaris is downsizing his collection of 17 cars.

FOR SALE: 2008 XF Saloon 4.2 Litre V8 XF Auto

52,200 Kms. 4 new tyres

Rare Black on Black.

On road performance is excellent.

PRICE: \$20,000

Please Contact Peter Panagaris: 0403 328 910



FOR SALE: 1963 2.4 Mk II

14,525 Miles. Auto.

Fitted with twin SU's for better performance.

White with rich Red Leather trim.

PRICE (Reduced): \$22,999

Please Contact Peter Panagaris - 0403 328 910



FOR SALE: 1961 Mk II 3.8 Manual Overdrive

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

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

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

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

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

PRICE (Reduced): \$49,999

Please Contact Peter Panagaris: 0403 328 910



FOR SALE: 1964 Daimler 2.5 V8 saloon

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

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

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

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

PRICE (Reduced): \$29,999

Please Contact Peter Panagaris: 0403 328 910



Ivan Cooke is downsizing his collection of Jaguars

FOR SALE: 1977 Series 2 XJ12 2 5.3 Litre

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

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

Great service history includes:

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

PRICE: \$43,000

**Please Contact Ivan Cooke: Ph 0407 719 203 or
ivan.cooke@bigpond.com**



FOR SALE: 1984 XJ-S HE 5.3 Litre V12

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

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

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

Has an updated ECU

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

This XJ-S is in magnificent condition

PRICE: \$65,000

**Please Contact Ivan Cooke: Ph 0407 719 203 or
ivan.cooke@bigpond.com**



FOR SALE - 2007 XK8 X150

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

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

The engine sounds and feels like new.

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

The interior is in excellent condition.

All coolant hoses have been replaced.

Radiator has been replaced.

The car has the optional 20" wheels.

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

PRICE: \$53,000

**Please Contact Ivan Cooke: Ph 0407 719 203 or
ivan.cooke@bigpond.com**



WEEKEND 'CARS & COFFEE' Themed Events

DATE (monthly)	EVENT NAME + Social Media Link	SUBURB / TOWN - Address (South Australia)	TIME
1 st SUNDAY	Cars & Coffee Blackwood	BLACKWOOD – 386 Shepherds Hill Road	0700-0900
" "	Coffee & Classics	GEPPS CROSS Home HQ – Main North Rd, Gepps Cross	0730-1000
" "	Coffee n Cars in the Vale	McLAREN VALE – 130 Main Road	0800-1030
" "	Cars & Coffee Murray Bridge	MURRAY BRIDGE – Wharf Precinct Car Park, Clark St.	0800-1000
" "	Cars & Coffee Barossa	NURIOOTPA – Bean Addiction, 18-28 Tanunda Road	0800-1030
" "	Hot Rod Haven (Hot Rods & pre-65 customs)	WEST BEACH – Henley Sailing Club, 1 Seaview Road	0800-1030
2 nd SUNDAY	Coffeed Classics & Chrome	ABERFOYLE PARK – Village Shopping Ctr, 142 Hub Drive	0800-0930
" "	Coffee & Cars Riverland	BARMERA – Playspace Lawns, between Dean Drive & Nookamka Tce.	0900-1100
" "	Clare Valley Car n' Coffees	CLARE – Gleeson Street Car Park	from 0900
" "	Iron Horse Cars & Coffee (no Facebook)	GAWLER – Historic Gawler Train Station, Twentythird St, Gawler South	0800-1000
" "	Northside Coffee & Classics	GOLDEN GROVE – The Grove Shopping Ctr, The Golden Way	0800-1030
" "	Cars and Coffee Largs Bay	LARGS BAY – Sailmaster Tavern, Arcadia Ct, North Haven	0700-0900
" "	Cars on the Coast	PORT NOARLUNGA – Beck's Bakehouse	0800-1030
" "	Victor Harbor Classic Cars & Coffee	VICTOR HARBOR – Foreshore Carpark opposite 3 Esplanade	0730-1030
2 nd SATURDAY	Cars & Coffee St. Georges	EDINBURGH – 1/5 Sturton Rd, Edinburgh (Edinburgh Central)	0830-
3 rd SUNDAY	Super Sunday Get Together	ANGLE VALE – Shopping Centre, 121-129 Heaslip Road	0800-1100
" "	Breakfast with the Devils	GREEN FIELDS – Whiteline Transport, 1 Belfree Drive	0800-1000
" "	Chrome in the Valley	HAPPY VALLEY – Valley Central, 50 Kenihans Road	0730-0930
" "	Laura Coffee and Chrome	LAURA – Meryle's Café, 61 Herbert St. (Main St.), Laura	1000-1200
" "	Compass Coffee n Cruise	MT COMPASS – Main Street, BP Service Station	0800-1000
" "	Coffee and Cars (odd months only)	NARACOOORTE – Woolworths Carpark, Robertson Street	from 1000
4 th SATURDAY	Coffee N Chrome (evening event)	MILE END SOUTH – Mile End Home, Railway Terrace	1800-2100
4 th SUNDAY	Cars & Coffee Mt Barker	MT BARKER – Homemaker Ctr / Laratinga Café, 6 Dutton Rd	from 0800
Last SUNDAY	Coffee & Machines at the Hub (back with a new café)	ABERFOYLE PARK – Aberfoyle Hub, Cnr Hub Drive & Sandpiper Cres	0730-0930
" "	Cars & Coffee on the River at Mannum	MANNUM – Ferry Landing	from 0830
" "	Coffee 'n' Cars Mt Gambier (no Facebook)	MT GAMBIER – Soma Espresso Bar, James Street	1000-1200
" "	Coffee, Cars & Country	NORMANVILLE – The Village Green, 81-83 Andrew Ave.	0800-1000
" "	Port Pirie Cars & Coffee	PORT PIRIE – Domino's Car Park, 10 Main Road	from 1000
5 th SUNDAY	Mopars At The Port	PORT ADELAIDE – Plaza Shopping Ctr, Commercial Rd	Meet 9am, Cruise 11am
VARIOUS DATES (see Facebook)	Vic Park Pit Stop Cars & Coffee	VICTORIA PARK – Entry: Wakefield Rd, Adelaide	0730-1000

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

Compiled by Grant Zippel.

Updated: 03/01/2026



The Ahlan Masquerade Ball took place at the Atlantis Hotel in Dubai on May 30 2012. Jaguar were the official car sponsor for this event and provided Jaguar XJ's (X351) to shuttle VIP guests. On display was a 2012 'facelift' XJR (X150). Unknown models.



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

- ◇ **XK8 at 30:** They celebrate three decades of Jaguar's first V8 GT. Jaguar's first new grand tourer in over two decades had to be right. They assess its legacy at thirty.
- ◇ **X351 XJ Vs Tesla Model S:** By offering similar levels of luxuriousness as well as power and torque, the last generation of XJ 3.0D and Tesla Model S are surprisingly similar in concept. Yet with one being powered by a traditional diesel and the other all-electric, they're also equally different. They ask which is better: diesel or electric power?
- ◇ **1995 XJS V12 Facelift.** They visit a repatriated US-spec 6.0 XJS convertible. This late XJS 6.0-litre convertible has a fascinating, globe trotting history. Originally destined for the US, it has since been transformed into one of the finest examples on British soil.
- ◇ **Racing a Mark VII down under.** Chris Logue has spent a lifetime on race tracks; Brands Hatch, Silverstone and Donington Park, to name just a few. Now he's adding international circuits in his adopted country of Australia. They caught up with him at the Rob Roy Hillclimb, just north of Melbourne, piloting his Mark VII Jag.
- ◇ **XK150 Prototype:** This experimental XK150 paved the way for the production version of the fixed-head coupe. Handmade in 1956 but not registered until two years later, and once owned by a famous Le Mans winner Ivor Bueb, the car has enjoyed a remarkable life.
- ◇ **How to buy the best XJ X350 TDVi:** Jaguar's largest diesel of the 2000s has a mixed reputation, but can make an excellent economical cruiser with stories of 40-45mpg, offset by their propensity to spin crankshafts. Here's how to buy one.
- ◇ **Workshop - Servicing a XK X150:** They follow the service of a 2014 XK. They discover a few of the common issues to look for. ■

Finishing Lines: E-Type Takes Its First Race Victory

E-type takes its first racing victory, Oulton Park, 15 April 1961.

Although the E-type had caused a sensation when it was unveiled at the Geneva Motor Show in March 1961, few could have predicted just how quickly the sleek new sports car would prove itself on the track. Weeks later, on April 15, the car was already lining up for its debut event at Oulton Park. And by the afternoon, it would be a race winner.

The example that achieved the honour was a dark green open two-seater registered ECD 400. Far from being a purpose-built racing machine, it was essentially a standard early-production example with only modest preparation and remained remarkably close to road specification. At the wheel was Graham Hill.

Much to the delight of the spectators — many of whom were seeing the E-type for the first time on British soil — the car's balance and acceleration allowed

Hill to pull clear of the opposition to take the chequered flag.

Another E-type had been entered by John Coombs (BUY 1) with another seasoned driver, Roy Salvadori, at the helm. Also running strongly, it eventually finished third. For the E-type to finish first and

third in its debut race was significant. The E-type would soon become one of the most celebrated and legendary cars in the world, a true automotive icon. Yet it was on that spring afternoon at Oulton Park 65 years ago that the model first showed what it was truly capable of. ■



Australia: Lloyds Auction Results (April)

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).



2011 XF 3.0 V6 petrol auto. Engine misfiring, paint fade and general wear for 172,888 kms. (QLD). **Closing bid of \$9,300.**



1985 XJ6 4.2L Auto. Some spots of rust & bubbling, minor paint fade and scratches. 237,126 Kms (QLD). **Sold \$11,000.**



Lego Speed Champions Set 76898. Formula E Panasonic Jaguar Racing Vehicles - 2 off. (QLD). **Sold \$112**



2000 S-Type X200 SE. 4.0 litre AJ-V8 petrol auto. Electric sunroof and leather interior. 225,817km. (QLD). **Sold \$11,000**



1970 420G auto. Factory original condition and supplied with service history. 99,791 miles. (W.A). **Closing bid of \$9,400.**



2008 X Type 2.0 litre petrol 6 speed auto. Minor wear from normal use. 151,314 Kms. (QLD). **Closing bid of \$4,710.**



2009 XJ X350 Sovereign 2.7 Litre Turbo Diesel Automatic. Original condition. 100,553 km (W.A). **Closing bid of \$10,500.**



2018 F-Pace 2.0 Litre Turbo Diesel AWD semi-auto. Meticulously maintained. 116,171 Kms. (NSW). **Sold \$14,300.**

UK Goodwood Members' Auction Results (19th April)



1961 Mark IX Auto Saloon. Exceptional condition. Star of many a concours. 27,509 miles. **Sold £32,200 (Au\$60,600)**



1974 E-Type S3 V12 Commemorative Manual Roadster with a hardtop. 1 of only 50. 10,100 miles. **Sold (Price not disclosed).**



1958 XK150 3.4-Litre Drophead Coupé. Little used in recent years and requires recommissioning. **Sold £47,150 (Au\$88,750)**



1961 E-Type S1 'Flat Floor' Coupé. (Chassis #52). Restored and dry stored since 2015. **Not Sold (£90,000-£130,000)**



1962 Mk II 3.8 Litre 5-speed manual saloon. No-expense-spared restoration. Numerous upgrades. **Sold £23,000 (Au\$43,300)**



1939 SS100 3½-Litre Sports. 1 of 116. Single ownership for 70 years. Extensively restored in 1997. **Sold £218,500 (Au\$411,250)**



1968 340 Auto Sports Saloon. Fitted with 4.2 Litre engine and 4-speed manual. Numerous upgrades. **Sold £19,550 (Au\$36,800)**



1955 XK140 Roadster. The 41st of only 73 RHD cars. Matching numbers. Restored in 1973 and 1997. **Not Sold (£75,000-£85,000)**

UK Goodwood Members' Auction Results (cont.)



1961 Mk II 3.8-Litre FIA competition saloon. Competed successfully in historic racing. Large history file. **Not Sold (£30,000-£40,000)**



1950 XK120 Roadster. LHD (Ex USA). Restored 1995-2005 (bills available). Matching numbers. **Not Sold (£70,000-£80,000)**



1961 Mark II 3.8L (LHD) manual O/D saloon. Comprehensively restored in 2011. Well maintained. **Not Sold (£22,000-£30,000)**



1962 E-Type S1 3.8 5-speed manual coupé. Restored in 1999. Extensive mechanical work/upgrades. **Sold £44,850 (Au\$84,400)**



1973 E-Type S3 manual V12 Roadster. 4,500 miles since complete restoration. Concours winner. **Not Sold (£80,000-£120,000)**



1973 E-Type Series 3 V12 auto roadster. Ex LHD (USA). Imported to UK in 2014. **Not Sold (£50,000-£70,000)**



1947 Mk IV 3½ Litre Saloon. Restored in the USA in the 1980s/90s. Numerous concours appearances. **Sold £46,000 (Au\$86,575)**



1938 Aston Martin 15/98, 2/4 Seater Tourer. Coachwork by Abbey Coachworks. One of only 125 built. **Not Sold (£160,000-£220,000)**

USA: Barrett-Jackson Palm Beach Auction Results (April)



2004 XJR X350. 4.2 litre S/C V-8 auto. Convenience & Comfort packages. 84,305 miles. **Sold \$5,390 (Au\$7,500)**



2002 XJ8 Vanden Plas. 4.0 liter V-8 and five-speed auto. Convenience & Comfort packages. **Sold \$3,300 (Au\$4,600)**



1987 5.3 litre V-12 XJ-S. Features chrome Jaguar wire wheels and Nardi steering wheel. **Withdrawn.**



1997 XK8 4.0 litre V-8 Auto Convertible. Fitted with 17-inch Revolver wheels. **Sold \$9,570 (Au\$13,350)**



2011 XJ X351 supercharged 5.0 litre V-8 petrol engine and six-speed ZF auto long wheelbase. **Sold £7,150 (Au\$9,970)**



2009 XJ X350 Vanden Plas 4.2 litre V-8 engine and six-speed auto. Botanical Green paint and sunroof. **Sold \$12,650 (Au\$17,650)**



2011 XK (X150) 5.0 litre V-8 auto convertible. Power retractable hardtop and sport package. **Sold \$11,000 (Au\$15,350)**



1966 3.8 litre manual O/D S-Type. Concours restoration including engine and mechanical rebuild. **Sold \$13,200 (Au\$18,400)**

USA: Barrett-Jackson Palm Beach Auction Results (cont.)



2003 XK8 4.2 litre V-8 engine convertible. Power retractable hardtop. 53,452 actual miles. **Sold \$15,400 (Au\$21,500)**



1992 XJS 5.3 litre V-12 convertible. Power-operated black convertible soft-top with tonneau cover. **Sold \$8,250 (Au\$11,500)**



2013 XJL X351 AWD Portfolio. Supercharged 3.0 litre V-6 engine and eight-speed ZF auto. 46,469 miles. **Sold \$19,800 (Au\$27,600)**



2012 XF supercharged 5.0 litre V-8 engine and six-speed auto with Convenience & Comfort packages. **Sold \$5,500 (Au\$7,650)**



2017 F-Pace Prestige AWD. S/C 3.0 litre V-6. Panoramic roof and 19-inch wheels. 59,669 miles. **Sold \$13,200 (Au\$18,400)**



2012 XJL X351 Portfolio. S/C 5.0 litre V-8. Panoramic roof and climate-controlled seats. **Sold \$11,000 (Au\$15,300)**



1997 XK8 4.0 litre V-8 Auto Convertible. Blue convertible soft-top with 17-inch Revolver wheels. **Sold \$5,060 (Au\$7,050)**



1954 XK120 Drophead Coupe. Includes a folding soft-top. Underwent comprehensive restoration. **Sold \$69,300 (Au\$96,650)**

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

XJ, Mk 10 & 420G Register



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

Minutes of meeting held at 7.30pm on Wednesday 15th April, at the Bartley Hotel, West Lakes Shore.

Present:

Pete & Heather Buck, Don Bursill, Bob & Daphne Charman, Andrew & Margaret Byles, Don & Elaine Cardone, Richard Chuck, Alan Davis, Don Heartfield, Fay Leyton, Louis Marafioti, Dean McCarthy, Gary Monrad & Oggi Stojanovich Monrad, Graeme & Betty Moore, Paul Moore, David & Angela Nicklin, Trevor Norley, Borys Potiuch, Michael Pringle & Jo Orford, Bryan O'Shaughnessy, Nick Tumicz, Cameron Wilkinson & Olivia Turnbull.

Apologies:

Jeannie De Young, David & Margaret Bicknell, Edward Cox, Don & Kathy Tyrrell, Brendon Rogers, Margaret Thomas, Lorraine Davis.

Previous Minutes:

Acceptance of minutes: proposed & approved by Louis Marafioti, seconded by Alan Davis.

Lucky Square:

Tonight's draw was not held due to cards being not available.

Welfare:

Don Tyrrell and Bob visited Life Member Rob Smith in his retirement village. Pleased to say he is doing OK and wishes to be remembered to all. (See below).

General Business:

1. April 21st Multi Valve lunch run to Mount Compass.
2. Sat July 25th Annual Presentation Dinner at the Glenelg Golf Course.
3. We still have a few 2026 calendars.
4. This year's XJ Mk10 420G Xmas Dinner has changed to a Sunday night because the Glenelg Golf Course itself are holding an event on the Saturday. The date will be Sun 13th December.

5. May 30th Show and Shine run to Pt Broughton.
6. 10th June Register meeting will be a log book evening as well.

Car Talk:

Not held tonight due to Bob's presentation of Big Red's restoration 2008. (See next page).

Meeting Closed at 8.30pm: Members invited to stay for coffee.

Next Meeting:

To be held on Wednesday 13th May, 2026 at the Bartley Tavern, West Lakes Shore. See you all there.

Bob Charman,
XJ Register secretary



Visit To See Rob Smith

On Thursday the 9th April, Don Tyrrell and myself visited our old friend and club life member, Rob Smith.

He is living in a retirement village and enjoying life and still remembers some of the good old days we spent together.

He enjoyed speaking about the Jaguar Drivers Club and about his Jaguars that he still owns.

Interesting is the fact that the Mk 10 that Don still owns, was bought from Rob many years ago.

Rob said he would love to be remembered to all his old friends from the club.

Bob Charman & Don Tyrrell



420G Restoration by Bob Charman

Editor: Reprinted from December 2021 Classic Marque. Journalist Paul Murrell worked with Bob to write the following story that appeared in "Australian Classic Car".

It doesn't take much to ignite the desire to restore an old car, and for Bob Charman and his wife Daphne, it was a television show-called "A Car is Reborn". You'd think she'd have known better. A few years earlier they had seen a Honda Goldwing motorcycle go past and Daphne commented that too would be "nice to do one day". As Bob said later, "You don't say that to an ex-motorcycle cop." The very next day he came home with a BMW motorcycle.

A Long-Held Ambition

Jaguar fans, they say, are born, not made, and so it is with the Charman's. Bob's Jaguar ownership started with an S-Type in the UK "I had it shipped to Australia," he recalls, "but the shipping company lost it". I replaced it with the insurance money and then we went to an XJ6 Series 1. That was around 1977, so the car wasn't very old."

But the 420G was waiting to seduce Bob. "A mate of mine in Broken Hill had a 420G and that was just a lovely old thing".

"I was driving down the road one day and saw a light blue 420G in a car yard. I looked at it, and it was just 'Mickey Mouse'. So, I had a 420G."

Despite his love for the car, a single income, soaring petrol prices and two



young children put pressure on the family finances, and so the Jag had to go.

"We sold it and bought a Toyota Corolla," says Bob. "In hindsight, it was the worst thing I ever did. I'm still trying to find that car. It was registered ROZ 222 (South Australia) and was still on the road until about five years ago, but I can't find it."

Bob's Broken Hill mate, Mick, came to the rescue. "He had a spare car that he had bought cheaply for spares. He did it up and re-upholstered it in vinyl and

gave it to his wife to drive. Then they separated and his wife sold it. He was furious. She sold it to some young kid. Mick finally bought it back and for 17 years it just sat in a shed owned by Paul Zammit, who has been restoring Jaguar motors forever. Of course, the beauty of it being in Broken Hill is that it didn't rust. It looked pretty good in the photos, but it needed a lot of work. It was straight and in very good nick. The only rust was a little bit in the left rear quarter panel behind the wheel arch."

Bob convinced Mick to sell him the tired 420G. He then had Paul Zammit refurbish the motor, and then drove the car back to Adelaide after giving it a quick clean up. Vacuuming out the boot filled four vacuum bags!

The Long Road Back

Bob's plan was always to bring the car back to Adelaide and have it fully restored. His inspiration was that television show and his experiences often replicated those of the show's star, Mark Evans. In fact, some of the decisions were influenced by decisions made on the show.

"Just like him, we went and found a car that we wanted to restore," says Bob. "The time was right; we had the money and we knew what we wanted."

Bob is full of praise for the people who reapplied the gleaming burgundy paint.



420G Restoration by Bob Charman (cont.)

"I went to at least SIX paint shops.

I had quotes of up to \$20,000 and estimates of as much as 12 months. Firstly, I would look at examples of their work, then I'd look at the person. If I didn't like the person, I'd go elsewhere. I finally booked the car into JMR Crash Repairs on Port Road, Cheltenham. All they do is restorations, no crash repairs. Owner John Reid told me It would take one month and it took just slightly less than that. Nothing was too much trouble. I would go in to have little things done that I had missed and he wouldn't even charge for them."

There is a lot of chrome on a 420G and it can be prohibitively expensive to have done. Bob found a gem in Ivor Benicke.

"He does all his work from a shed in Parkside and he was good. "One look at the depth and quality of the chroming and you have to agree. Even better, after Bob had quotes from elsewhere of up to \$1500, Ivor re-chromed the front bumper for \$300 and the rear for \$350.

Another craftsman is Allan Smith of RegencyRoadKilkenny. He is responsible for the immaculate leather trim on the seats, as well as the headlining and dash top. A total of three high-quality hides were used to get a superb result.

The door trims were taken care of elsewhere. Bob had a shot at trimming them himself (once again inspired by his favourite TV show) but the result wasn't what he had hoped for. "They were good

enough for a while, but not up to the standard I wanted".

"The impressions on the trims were a real problem. "Dash Originals" were the only people in Australia who could do it, but they had lost the die, so they wouldn't take it on. I thought about stitching it in, but that wouldn't have looked right.

"I e-mailed the Jaguar Drivers Club in the UK and with-in 10 minutes I had a reply. They told me an advertiser in their club magazine may be able to help. I e-mailed them and once they knew the colour, they got back to me within 20 minutes. "The price was around \$720 for all four doors, including the leather and backing cards. I paid them on a Monday and by Thursday they were here!"

When Bob brought the car back from Broken Hill, there was no woodwork for the back doors. He bought a complete car in the US for spares and used the woodwork from that. Mate Mick had stained the existing timber with a walnut stain, so Bob took the new woodwork to Garth Pennington who stained it to match. Bob says that he plans to have all the woodwork redone at a later date, but at around \$3500, this Job will have to wait.

Hot Grilled

In all, Bob bought three cars to provide spares and parts that were missing from his Broken Hill car. "All the seats came out of a donor car, because the frames were better," he says. "As for the grille - I

saw one advertised on eBay in England. It was advertised as a 420 grille surround in excellent condition. I bid for it and was thrilled to get it. It came over within a week, and was immaculate".

"When I went to reassemble it using flutes from another grille I had, they wouldn't fit. Then the penny dropped. The grille on the 420 looks exactly the same as the one on the 420G but is smaller! Luckily, I had 3 others so it came out all right. Do you know anyone who needs a grille for a 420?"

"I'll have to work out how to sell stuff on eBay, because I have got boxes of spares." However, bidding online isn't always successful. Bob has bid on two separate occasions for the little badge that sits on top of the grille but was outbid both times. "If you want something badly enough," he says, "put in a silly bid right at the end. Even if it's a \$16 part, bid something like \$100 to get it."

One of the great advantages of restoring the 420G is that almost everything is still available new from Jaguar. Before committing to the car, Bob went to the local Adelaide Jaguar dealer and chatted to the spare parts manager. "He told me there is nothing you can't buy new for a 420G. I was able to buy brand new rubbers, clips and all the fiddly bits."

The other advantage is that the 420G is almost identical to the earlier Mark X. Apart from the engine, the only obvious differences are the chrome strip along the sides, the clock in the centre of the dash and a chrome 'G' badge on the bootlid. Bob discovered that the left-hand front door was heavily repaired with filler, so he replaced it with a door from a Mark X.

Final Touches

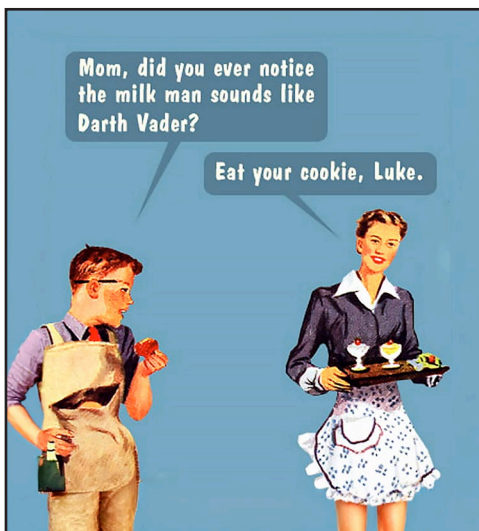
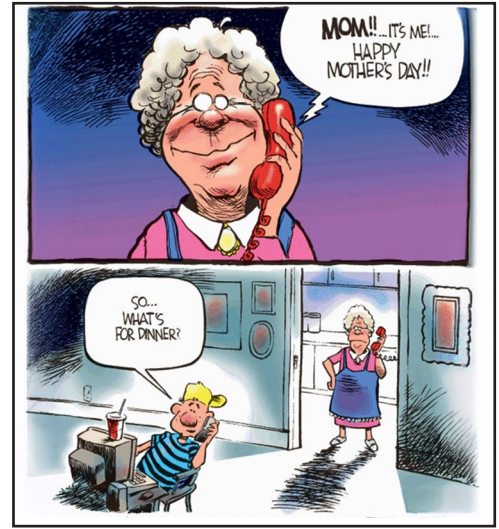
There are only a few more details to attend to on the Charman's Jaguar. Ivor is going to tidy up the engine and a stainless-steel exhaust is yet to be fitted. Despite being so beautifully restored, the car will be well used. Bob and Daphne already have plans for a number of long trips with their beloved Jaguar club. "You can't have a car like this and not drive it," says Bob.

"These days a modern Jaguar could be a Toyota," concludes the proud owner. "But when we drive past in this, even little kids know it's a Jaguar."

Bob & Daphne Charman



Happy Mothers Day



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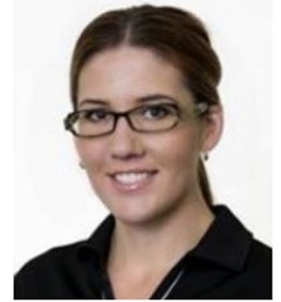


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JDCSA April 2026 General Meeting Minutes

Minutes of the JDCSA General Meeting held on Tuesday, 7th April 2026 at The Junction, Anzac Highway.

1. **Meeting opened** at 7:30 pm with a welcome from President Moira Lugg.

2. **Apologies:** Tim White, Peter & Tricia Clarke, Jonathan & Carolyn Harry, John Goddard, Alan Bartram.

3. **New member:** Alan O'Donnell, and visitors guest speaker Michael Gasking and his sister Jill Powell (visiting from California) and grandson Stirling.

4. **No welfare issues to report.**

5. **Minutes of the 3rd March** meeting were accepted with no amendments, Moved by Barry Kitts and seconded by Bruce Davis.

6. **Business Arising** covered in President's report.

7. **President's Report (Moira):** -

- Booking process for General meeting needs amending as not working as expected.
- Peter Holland has contacted Shannon's regarding the use of their garage for technical workshops. They need 6-8 weeks notice as it is used for storage. They have offered the use of their meeting room and carpark on weekends and can provide sausage sizzle or egg and bacon rolls catering. Their support is greatly appreciated and will be used to trial a coffee and cars type event and for logbook renewal sessions.
- Annual Award presentation lunch on Saturday 25th July preparations are well underway thanks to Daff Charman and bookings already being received on TidyHQ.
- Thanks go to the volunteers to be 2IC's for Register Secretaries to share the load and plan for succession - XJ Graeme Moore, Multi-valve Michael Pringle and Compact Mark Dunlop.
- Thanks go to Di Adamson who has accepted the role of SA Jag Day Coordinator.
- Thanks go also to Peter Thomas who has developed a comprehensive manual for SA Jag Day which will ensure the smooth planning and operation of the day based on past experiences.
- The McLaren Vale Vintage and Classics Event is on Sunday 12th April, with a number of members indicating they have registered. Members not registered can still attend

our designated winery, Hastwell and Lightfoot after the parade.

8. **Vice President's Report** - no report in Tim's absence

9. **Secretary's Report** - two interstate magazines have been put out on tables and will then go to Tom for the library.

10. **Treasurer's Report: Peter Thomas** - nothing to report.

11. **Membership Secretary's Report (Daphne Charman):**

Two new membership applications received to be published next month in Classic Marque. Members anniversary certificates and badges organised for the July awards lunch. Flower centre pieces arranged for the tables.

12. **Editor and Events Coordinator's Report (Graham Franklin):**

High quality photos are needed for the 2027 Calendar, eg no stobie poles, etc in the shot, and when emailing select the largest file size to ensure the maximum photo definition is submitted.

13. **Logbooks Report:** Information about the renewal process and locations out soon.

14. **Regalia Report:** Expect to make a decision at the next Executive meeting.

15. **Federation of Historic Motoring Clubs Rep - Dave Burton/John Goddard:**

Next meeting Saturday 11th April. John Goddard has offered to replace Dave Burton. FHMCSA to be advised of the change

16. **Marque Sports Car Association Rep (Barry Kitts):**

Next meeting - Historic racing at Mallala, on Sat 18th and Sun 19th April, with 120 entries after some interstate withdrawals,

17. **Library Report (Tom Brindle):**

All good with library.

18. **Register Reports**

18.1 **SS/Pushrods (Graham Franklin):**

A day organised for Saturday 13th June at Shannon's, South Road Clarence Gardens with a 10 am - 1:00pm logbook session followed by Register meeting in the afternoon

18.2 **XK, Mk7,8 & 9 (Steve Weeks):**

First meeting for the year held at Strathalbyn was very well attended with morning tea and followed by lunch. June event is a breakfast at a country Irish Hotel. All events are on TidyHQ.

18.3 **Compact (Philip Prior):** Nothing to report

18.4 **XJ, MK10, 420G (Bob Charman):**

Next meeting shifted to 15th April so it is not immediately following the General meeting.

Trevor Norley organising a run to the Pt Broughton Show & Shine after last year's successful event. Sat 30th overnight, ready for display on Sun 31st May. 9 cars attending so far

18.5 **Multi-Valve (Peter Buck):**

Lunch run organised for Thursday 23rd April, meeting at Marion Hotel at 9:45, leaving 10:00 am for one hour drive to morning coffee and cake stop, then another hour's drive to lunch venue.

18.6 **E, F & GT (Bruce Davis):**

Next meeting a visit to Alan Baker's workshop, with his D-Type replica nearly completed.

18.7 **Ladies Social Register (Tricia Clarke):**

Last lunch held at Torrens Arm was well attended and next lunch is Thursday 21st May at the Holdfast Hotel.

19. **No general business and formal meeting closed at 7:58 pm.**

20. **Guest Speaker, Michael Gasking, was introduced by Phil Prior.**

Michael worked on Jack Brabham's Grand Prix winning vehicle, This year marks 60 years since Jack Brabham made history, becoming the first driver to win the Formula 1 Drivers' World Championship in a car of his own construction. The car that Brabham drove to victory that year, the Repco Brabham BT19, also ensured Brabham won the Constructors' World Championship in 1966.

Michael was born in Tasmania, and he took up an apprenticeship as a Fitter and Turner. He went on to win The Apprentice of the Year and also won a scholarship to Repco in Melbourne, where he worked as a valued member of the Repco Brabham Racing Team, working as an engine builder and engine testing.

Thanks to Phil Prior for again arranging the guest speaker

21. **Members then enjoyed further socialising over supper.**

22. **Next meeting Tuesday 5th May at The Junction.**

JDCSA - Club Directory 2025/2026

Club Postal Address:

PO Box 6020, Halifax Street, Adelaide SA 5000

Club Web Site / Email

Web: www.jdcса.com.au

Email: hello@jdcса.tidymail.co

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

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

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

Your Committee

President: Moira Lugg

Mobile: 0407 727 459

president@jdcса.tidymail.co

Vice President: Tim White

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vicepresident@jdcса.tidymail.co

Treasurer: Peter Thomas

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treasurer@jdcса.tidymail.co

Secretary

(Vacant)

Committee Member: Peter Holland

Phone: 0408 810 884

pholland@senet.com.au

Membership Secretary:

Daphne Charman

Phone: (08) 8248 4111

Mobile: 0404 999 200

membership@jdcса.tidymail.co

Register Secretaries/Committee Members

SS, Mk IV, & Mk V - Meet TBA

Graham Franklin: (0490 074 671)

E: ssregister@jdcса.tidymail.co

XK & MK 7, 8, 9 - Meet TBA

Steve Weeks: 0414 952 416

E: xk789register@jdcса.tidymail.co

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

Meet TBA

Phil Prior: 0402 670 654.

E: compactregister@jdcса.tidymail.co

XJ, 420G, & MK X

Meet 2nd Wednesday of each month.

Bob Charman: 0421 482 007

E: xjregister@jdcса.tidymail.co

Multi-Valve

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

Peter Buck: 0421 061 883

E: multivalveregister@jdcса.tidymail.co

Jaguar Ladies Register:

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

Tricia Clarke: 0422 128 066

jaguarladiesregister@jdcса.tidymail.co

E,F & GT Register:

Meet bi-monthly or as advised.

Bruce Davis: 0400 872 438

E: efgtregister@jdcса.tidymail.co

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Graham Franklin

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Email: editor@jdcса.tidymail.co

Librarian: Tom Brindle.

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

Marque Sports Car Association

(MSCA): Club Representative:

Barry Kitts: 0412 114 109

All British Day: -

Club Representative:

Fred Butcher: 0428 272 863

Federation of Historic Motoring Clubs

(FHMCSA): Club Representative:

David Burton Mobile: 0417 566 225

Technical Officer: Geoff Mockford

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Web Master: Phil Prior/Tim White

Phil Prior. Mobile: 0402 670 654.

Tim White. Mobile: 0419 809 021.

webmanager@jdcса.tidymail.co

Logbook Compliance Officer:

- Tim White - Phone: 0419 809 021.

- E: logbookofficer@jdcса.tidymail.co

To obtain MR334 Application Forms

- Geoff Mockford: 0438 768 770

- Evan Spartalis: 0408 827 919

- Roger Adamson: 0421 052 518

- Tim White: 0419 809 021

To Renew or Obtain a Logbook

- Tim White: 0419 809 021

- David Burton: 0417 566 225

- Philip Prior: 0402 670 654

- Peter Holland: 0408 810 884

- Peter Buck: 0421 061 883

- Steve Weeks: 0414 952 416

- Roger Adamson: 0421 052518

- Graham Franklin: 0490 074 671

- Bruce Davis: 0400 872 438



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