



CLASSIC MARQUE

OCTOBER 2023



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THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA

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SNJ030 83,079 km \$18,990



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Club Torque - President's Report

President's Report October 2023

Hello to all.

When our esteemed Editor reminded me that I had to write a report for the October edition of Classic Marque I wondered what was there to report after only three weeks in the job. As I sat down and stared at the blank screen trying to think of something to say, a few things bubbled to the surface.

Exactly a week after my election Josephine and I headed off with the Multi-Valve Register to Broken Hill. The trip was organised by Peter and Tricia Clarke and I can't recall ever seeing such comprehensive route and activity instructions – an amazing amount of work went into them. The weather was great – warm but not hot – the company was excellent and as far as I know there were no car related issues – other than Jo's XKR not making the trip. Broken Hill and surrounds had a lot more to offer the tourist than one might at first think and Peter and Tricia had just about touched all the bases. A really great trip.

A few days after returning home I chaired my first Executive Committee meeting – via Zoom – and the new committee has set out a full agenda of items to be dealt with in the coming months.

I want to take this opportunity to repeat what I said when elected – if members have matters that they wish the club to address please call or email me.

Next on my schedule was attending the XJ, MK 10 & 420G Register meeting on 20th and before you read this I will have also attended the Compact Register planning meeting and the bi-monthly Multi-Valve Register meeting.

The next big event for the club is Jag Day on 29th October at Civic Park, Modbury and the small sub-committee – chaired by Philip Prior – has matters well in hand. This is always a very big day in the year for the club and I encourage you to all make the effort to attend where I hope to meet as many of you as possible.

There will be no General Meeting in November as the date is also the date of The Melbourne Cup and The Junction is not available on that day. We will be back at The Junction for our December Christmas General Meeting; naturally enough with a Christmas theme and I believe a Quiz.

**Mind how you go.
Michael Pringle**



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Front Cover:

*New member Conrad Van Wyk,
E-Type and Mark II*

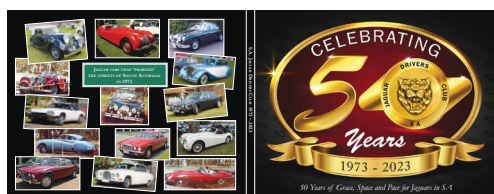
Back Cover:

*Promotional advert for Jaguar 'S' Type
by Colombian fashion photographer
Camilo Rios with model Rebecca
Dearing.*



@sajaguarclub

JDCSA 50 Year Celebration Book



To celebrate JDCSA 50th birthday this year, our club has for the past 18 months been compiling a 50-year Celebration Book - and it's now finished and printed. The book is a Coffee Table style book, A4 in size with landscape orientation. It is full colour. Approximately 110 pages with around 120+ photos.

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

◇ For local members please register your name only. Cost is A\$45.00. Books will be available for pick up at a General Meeting.

◇ For interstate members please record your name, address, email address and mobile number. Cost is A\$59 (\$45+ P&P in Australia).

◇ For any international members please contact me via email for the P&P at your location. The cost will be A\$45+ P&P.

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

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

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

Events Calendar 2023

OCTOBER

NOVEMBER

DECEMBER

TUESDAY 3rd OCTOBER	JDCSA General Meeting. "The Junction", 470 Anzac Highway, Camden Park. Registration through TidyHq is required by 29 Sept if you intend to have a meal prior to the meeting. The meeting starts at 7.30pm with meals from 6.00pm. October General Meeting
WEDNESDAY 11th OCTOBER	XJ, Mk10, 420G Register Meeting: From 6.00pm - 9.00pm. The Bartley Hotel, Bartley Terrace, West Lakes Shore. For more information, please contact Bob Charman. Email: charmanr161@gmail.com .
WEDNESDAY 18th OCTOBER	SS, MkIV & MkV Register Meeting: 7.00pm - 8.30pm. More details will be provided via email and TidyHQ. Can members please advise Brenton if they will be attending the meeting. 0419 345 775
23rd - 25th OCTOBER	XK & Mk 7, 8 & 9 Register Border Run (Strathalbyn) It will be three full days with visits to farms, wineries and private gardens. All welcome. Please register on TidyHQ. XK & Mk 7, 8 & 9 Border Run
TUESDAY 24th OCTOBER	DEADLINE FOR ALL ARTICLES FOR CLASSIC MARQUE (Inc. Classified Adverts). Thank you. Editor: Graham Franklin M: 0490074671 Email: editor.jdcsa@mail.tidyhq.com .
THURSDAY 26th OCTOBER	E, F & GT Register meeting. 7.30pm - 9.30pm Members can see the progress of Alan Baker's D-Type build, which is nearing completion. Numbers limited to 30, so please register early. E, F & GT Meeting at AB's
SUNDAY 29th OCTOBER	SA JAG DAY - 10.00 am - 3.00 pm. Civic Park Modbury, 995 North East Road, Modbury SA More details on back page and via TidyHQ. SA JAG Day 2023
	<u>NO NOVEMBER GENERAL MEETING (Venue Unavailable)</u>
3rd - 5th NOVEMBER	SS, MkIV & MkV Register Border Run to Mt Gambier with Victorian Car Club. Details have been provided to Register Members via email. For more information, please contact Brenton on 0419 345 775
FRIDAY 3rd NOVEMBER (Sporting Car Club)	'Climb to the Eagle 2023'. 7.00am - 4.00pm Starts from Victoria Park. Off to Eagle on the Hill, then Hahndorf then Lunch at Victor Harbor Convention Centre. Telephone: 08 8373 4899. Climb to the Eagle 2023.
WEDNESDAY 8th NOVEMBER	XJ, Mk10, 420G Register Meeting: From 6.00pm - 9.00pm. AUCTION NIGHT The Bartley Hotel, Bartley Terrace, West Lakes Shore. For more information, please contact Bob Charman. Email: charmanr161@gmail.com .
WEDNESDAY 15th NOVEMBER	SS, MkIV & MkV Register Meeting: 7.00pm - 8.30pm. More details will be provided via email and TidyHQ. Can members please advise Brenton if they will be attending the meeting. 0419 345 775
THURSDAY 16th NOVEMBER	Jaguar Ladies Christmas Lunch. We will be having our end of year Christmas lunch at the Adelaide Oval. Venue booked. More details will be provided via emails and TidyHQ. Please keep the date free.
SUNDAY 19th NOVEMBER	Shannons QMT Yankalilla Classic Motor Show. 9.00am - 2.30pm Yankalilla Showgrounds. Registration of Classic car and 1 x Adult - \$15.00. Public Entry - \$5.00 For more information and registration please goto: Yankalilla Classic Motor Show
FRIDAY 24th NOVEMBER	Multivalve Register Christmas Lunch Run More details will be provided closer to the event. Please keep the date free.
SATURDAY 2nd DECEMBER	XJ, Mk10, 420G Christmas Dinner & Show: From 5.30pm - 11.00pm. Join us at the Glenelg Golf Club, James Melrose Rd, Novar Gardens. SA. Cost is \$65.00 per person (drinks not included) and tickets are limited to 110. For more information, please contact Bob Charman. Email: charmanr161@gmail.com . All welcome. Please register on TidyHQ. XJ, Mk10, 420G Christmas Dinner
TUESDAY 5th DECEMBER	JDCSA Christmas General Meeting. "The Junction", Anzac Highway, Camden Park. There will be a brief meeting and then some Christmas entertainment. Starts at 7.30pm with meals from 6:00pm. PLEASE PUT THE DATE IN YOUR CALENDAR
THURSDAY 7th DECEMBER	XK & Marks 7, 8 & 9 Register Christmas Lunch. From 11:00am - 4:00pm Christmas Lunch this year is at Steve & Celia Schubert's property. It will be a fully catered sit down event, cost being \$25 per person. More details will be provided via emails and TidyHQ.

Club Torque - Editor's Column

The President's Report was written prior to news regarding the loss of two very well known and loved members, so on Michael's behalf, the Club offers our sincere condolences for the loss of both Gordon and Julia, two beautiful people who will be greatly missed.

This month's Classic Marque is not as lengthy as past issues but is still jammed packed with stories thanks to new members Mel Dennett and Conrad Van Wyk, existing members as well as Register Secretaries. Thank you all very much.

We don't normally promote used cars for sale, but the bargain of the century would have to be Peter Beaumont's rare and low milage supercharged V6 XE S. A steal at \$49,000. I would buy it if we had room in our garage. Also, Dave Burton's lovely 4.2 litre Mark II is for sale at a very reasonable \$38,000. (See page 41).

For members thinking of buying a new Jaguar, the end of the F-Type has been postponed. It was expected that production would finish this year but Jaguar has officially confirmed it won't be until June 2024. Meanwhile anyone

wanting to get themselves one of the final internal combustion engined Jaguars, they will be heartened to know that the XE and XF production lines are running again.

For a bit of fun there is a story about a Florida man who intentionally set his ex-girlfriends Jaguar on fire, and also a link to a video about thieves who evaded L.A. police in a stolen Jaguar F-Type.

Hope to see you at S.A. Jaguar Day.

Cheers

Vale - Gordon Brown

Sadly, we have lost another great member of our club – Gordon Brown.

I can talk personally about Gordon, because we have been friends since we first met in January of 1964, when we were refrigeration apprentices together with The Public Buildings Department. When I met Gordon, he had a 2.5 litre Riley, but after about a year he bought a Jaguar 2.4 Mark 1 from Para Motors on West Terrace. (He was always disappointed that the Riley was faster).

That started Gordon's long term love affair with Jaguars and he had several Mark 2's and a Mark 7, which he drove to and from Woomera when he was working there at the time. He started his own commissioning business and operated in a few states, but when he

returned to Adelaide, he found himself a nice Mark 2, 3.8 manual overdrive and later an XK8 convertible, both of which he still has.

A number of years ago Gordon contracted bowel cancer, which spread through his body and he has spent the last month or so in St Andrews hospital. Fortunately, he was able to return home the day before he passed. Gordon is survived by his wife Jeanette and daughters Nerissa and Jodie.

For those of you who knew Gordon, there will be a memorial afternoon tea to celebrate his life at the SA Badminton Association, 42 Rutland Ave, Lockleys on **Tuesday, 3rd of October from 1pm**. His daughters (Jodie & Nerrisa) have extended a welcome to his Jaguar Club

friends. Gordon himself organised this and expressed a wish to see as many Jaguars there as possible.

*Steve Weeks
JDCA Welfare Officer*



*Gordon & Jeanette Brown, Mk II 3.8 manual.
Photo taken on a club run to Tarlee.*

Vale - Julia Harrland

Dear members,

Sadly, I must convey to members of the E, F & GT Register and Club, friend and member, Julia Harrland passed away on the morning of Wednesday, 26th September.

Julia's husband, Paul has advised there will be a celebration of Julia's life at a future date.

On behalf of the E, F & GT Register I send Paul and family sincere condolences for the loss of Julia, a bright and beautiful woman greatly missed.

Suzanne Jarvis

*For and on behalf of the E, F & GT Register,
Jaguar Drivers Club of South Australia.*

Dear members, Paul would like members to receive the following message: -

Some weeks ago, Julia decided to donate her body to medicine and, rather than have a conventional funeral, she wanted her family and friends to gather at the home she loved.

*I hope you can come to this celebration on **Sunday, 8th October** at 15 Laurel Road, Stirling and wander through our house and garden, drink in hand, remembering Julia's life in a casual, relaxing way. Come any time from 2:00pm and bring a small plate of light food if you wish. I will have ample drinks on hand. I expect it to continue until about 6:00pm, but who knows!*

You can park on one side of our street or at St Catherine's School on Ayers Hill Road. Please come if you can. Children are welcome.

Paul



Membership Milestones

The following members have achieved significant milestones, and we congratulate them all. For those members that were unable to attend the 50th dinner, certificates and badges have been forwarded on. Congratulations once again!

50 Years

Peter Holland
Ros Holland
Bruce Fletcher
Anne Fletcher
Steve Weeks
Val Weeks

David Seidel
Carol Seidel
Chris Holland
Nalda Holland
Julian Lugg
Moira Lugg

Des Brown
Bill Mayman
Barbara Mayman
Dave Burton
Sally Burton
David Arnold

Malcolm Adamson
Onslow Billingham
Wendy Billingham
Chris Waldock
Christine Kirby
Alan Hearse

40 Years

Les Burgess
Peter Goodale

Darren Fechner
Ray Smithers

30 Years

Stan Grafton
Sally Grafton
Ian Stefanoff

Paul Kuhlmann
Gaby Kuhlmann
Ian Stefanoff

Peter Clarke
Tricia Clarke
Kerry Williams

Warren Stewart
Geoffrey Thomas
Margaret Thomas

20 Years

Darryl Leyton
Fay Leyton
Clarrie Seidel
Essie Seidel
Rod Behenna
Di Behenna

Steven Lawlor
Janette Lawlor
Mark Hogan
Ossie Petrucco
Rayeena Petrucco
Aaron Smith

Alan Davis
Lorraine Davis
Bruce Brooks
Janet Brooks
Michael O'Hara
Lesley O'Hara

Alan Irving
Ruth Irving
Geoffrey Bishop

10 Years

Roger Frinsdorf
Janet Frinsdorf
Noel Second
Sheryl Second
Simon Jungfer
Ulrich Bierbaum
Christine Bierbaum
Randell Dixon
John Messent

Aileen Messent
Roger White
Christine White
Peter Thomas
Suzanne Jarvis
Richard Nitschke
James Komaromi
Arcadia Komaromi
Gordon (James) Brown

Jeanette Brown
Chris Stacey
Denise Stacey
Stephan Schubert
Cecilia Schubert
Steven Savage
Geoffrey Gough
Lynda Gough
Bryon Swanbury

Sam Shahin
Robert Beaumont
Sue Beaumont
Paul Baxter

New Life Member, President & Vice President



Wellknown club member Geoff Mockford was awarded Life Memberships at the 2023 AGM. Geoff has been a member for 27 years and for over 20 years he has been Historic Vehicle Inspector and Technical Officer for the club. For many years he has helped countless members with technical advice and problem-solving as well as providing his home and workshop for club meetings and club events, and has written multiple technical articles (more than 50) for Classic Marque. Geoff is well respected within the club and Interstate and has endeared himself to the broad cross-section of members. Congratulations Geoff.

(R/H Photo). Please meet our new President, Michael Pringle and Vice President Graeme Moore.



New Members

NOTICE BOARD

The following applications for membership have been lodged with the Membership Secretary and are listed in accordance with clause 6 (B-C) of the Constitution. If there are no objections, membership will be ratified one month from this October, 2023 magazine:

◇ Michael Nicholls: 1968 Daimler 250 V8 Sedan.

The following applications listed in the August, 2023 Classic Marque magazine has been accepted:

◇ Peter & Jackie Muhlhausler: 1967 Daimler Sovereign 4.2L Sedan.

◇ Sandra & Paul Lampard: 2003 Jaguar X-Type 2.1L V6 Sedan.

◇ Martyn Bates & Julie Turnbull: 1998 Jaguar XK8 4L Coupe.

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

This may be the last Classic Marque you receive!

Membership Renewals and Log Book Renewals are **OVERDUE**

Records show that some members have not renewed club membership for the 2023/2024 financial year.

If you decided not to rejoin the JDCSA, we are very sorry that we have lost you as a member.

It would be appreciated if you could let us know so we can stop sending you correspondence.

If on the other hand, you intend to remain a member of the club and have simply overlooked renewal of your subscription, please contact our membership secretary, Daphne Charman as soon as possible to renew your membership. Daphne can be contacted via email: membership@jdcsa.com.au.

Also, if you are financial and have not updated your logbook(s), please mail it/them to JDCSA, PO Box 6020, Halifax St, Adelaide, 5000, **including a Stamped, Self-Addressed Envelope**.

Even if your car is off the road, the logbook still needs to be updated each year (or cancelled).

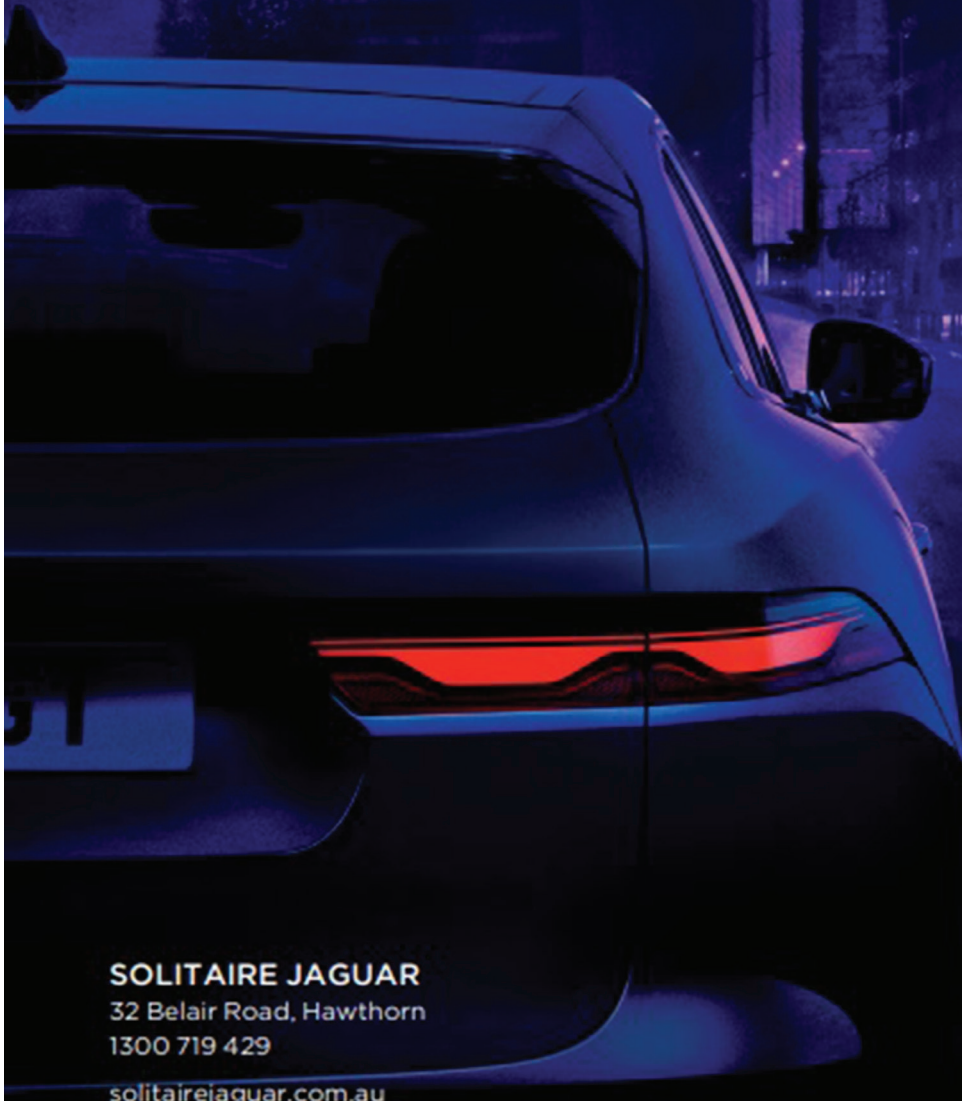
For further information please call Bob Charman on 0421 482 007

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JAGUAR

F-PACE



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New Member - Mel Dennett

The story of my XJ (X300) is really a story about my Dad, as I inherited the car from him when he passed away due to cancer, nearly a year ago.

My Dad, Mel, was very much an old fashioned, hard-working bloke. His career took him from the Royal Navy to the Lancashire Police. We emigrated to Australia in 1970 where he had a career in Australian Federal Police and Medicare before establishing himself in a couple of successful small business ventures prior to retirement. Despite reasonable success financially, he was always a worker, not prone to lavish expenditure and although generous with Mum and his kids he was always reticent to indulge himself on anything except good quality tools.

First Encounter

For as long as I can remember he had always admired the Jaguar marque. As a kid we would watch 'Minder' and Dad would, without fail, comment on the fact that Arthur Dailey's XJ (ok, I know technically it is a Daimler Sovereign) was a very nice motor. Similarly, he would admire the lovely Jaguar Mk II driven by Inspector Morse. As I grew older, and we would chat about cars, and in his understated way, he would say, "I wouldn't mind getting an old XJ one day."

When I married, and as I was raised with admiration for the marque, my one stipulation about the ceremony was that the bridal car was to be a Jaguar Mk IV, much to Dad's approval.

I came to understand that to Dad the XJ was the car of the working bloke made good; it was a statement about success, good taste and a touch of class. Despite the fact he was doing quite well however, he never bought one, perhaps because he was foremost a family man and never felt entirely comfortable spending money on a luxury that was exclusively for himself.

Many years passed, Dad retired, and I spent a lot of time away due to my own Navy career, but when we would get together for a beer and chat about cars he would still speak wistfully of "maybe buying an old XJ".

Time to Realise a Dream

One day when Dad was close to seventy and I, close to fifty, and I was home on leave, we met for a counter lunch at the Birkenhead pub. When the subject of cars arose, as it often did, Dad commented on how much he might like to own a Jag, but this time I said "Dad, why don't you buy one? Don't wait until we have to hire one as a hearse! You have the money and you've earned a bit of luxury."

Dad looked dubious, and a little taken aback by this, but I whipped out my phone and started scrolling through cars for sale. My eye was caught by an exceedingly handsome,



dark metallic green XJ for a very reasonable price. I messaged the owner and made an appointment to inspect the car, giving them Dad's details.

Presented with this *fait-accomplis*, Dad agreed to go see the car during the week. Later I called him and we chatted about the car, he obviously liked it but said he was a bit unsure about it and would I come with him on the weekend to tell him what I thought. So I went to inspect the car.

The owner was a JDCSA member (sadly I can't remember their name) and was very friendly. Dad was clearly enjoying talking about the car and I got the chance to drive it around Flagstaff hill, where it performed flawlessly, certainly showing off its best advantage on the winding hills on a beautiful sunny day. After the test drive I told Dad that I thought it was a beautiful car to drive. Dad immediately told the owner that he would buy it at the agreed price. He then went to his car and pulled a fat envelope full of cash and presented it to a very surprised owner. I remember assuring the vendor that Dad was definitely not a drug dealer and all was above board as we went inside to count out quite a large pile of cash.

Clearly Dad has always had every intention of buying the car but I loved that he had wanted me along to take part in the purchase of his dream car.

Teething Problems

The old girl had not been without its faults. It had a habit of running the battery flat whilst parked for more than a few days. It also does an odd thing where the central locking does a weird dance where it locks and unlocks

all the doors four times before securing the car; the driver's side door shuts with an odd clunk that hints at minor accident damage; the paint is far from unblemished, and prior to some quite pricey repairs, the car would regularly refuse to start for no apparent reason.

Dad made some minor alterations himself. He removed the chatty-looking plastic cup holder from the central console and replaced the tatty leather gear shifter with a beautiful glossy wooden one that he sculpted himself.

The XJ was not meant to be a show car, it is Dad's Jag. He always enjoyed driving it; the brand-new X-Trail which was their main car scarcely left the driveway once the Jag was running reliably. He loved to chat to other enthusiasts who might admire the car in a carpark.

He joined the JDCSA but sadly as Mum's health failed never got the opportunity to involve himself much in club activities. I can say with certainty that the ownership of the car lived up to Dad's expectations and I am very happy that he realised his dream of ownership for the few years until he passed away.

When he was terminally ill, he told me that he wanted me to look after it and so I will, thinking of him every time I take it for a drive.

Mel Dennett

Editor: Thank you Mel for sharing your story. It was quite a journey and it is difficult compacting a lifetime into a few words. Hope we can catch up sometime at a club meeting or event.

New Member - Conrad Van Wyk

A brief introduction to the Van Wyk family.

Living with classic cars has been the norm for me since I can remember, because of my father being a proper enthusiast and collector of British classic sport cars. Although we have toured them and enjoyed attending club events, I believe my father and I find the biggest enjoyment and fulfilment in taking on 'the project' – the restoration of a classic Jaguar.

The First Classic Car

I remember negotiating with my parents to get a classic car as a "first car" which ended up being a little Austin Healey Sprite which I restored for my final high school year and still own today.

During my young adult years, I've already started with restoration as an official hobby: after completing University, I started restoring my B7 Austin-Healey 3000. My then girlfriend and now wife, Carmina, used to come visit me over weekends only to spend some time in the garage with me, to share in making progress on the Healey. She always showed much appreciation for my work and enjoyed the satisfaction that each project's achieved milestones brought me. I am very grateful for her involvement and love sharing each little detail with her as I go along.

Involving the Children.

We have been married for 7 years now and have two beautiful boys (aged 5.5 and 3 years old). I often think of them as our next generation of classic car enthusiasts and I try to involve them in being part of the happenings in the workshop. I remember loading my eldest son in the passenger seat of a Jaguar E-Type that I prepared to take for a test drive, but when I started up the mighty 3.8L XK engine, he got such a fright and started crying. After some consolation and warning him of the loud start up to be expected, we enjoyed a first drive together and I will always remember how he experienced that thrilling drive!

Another fond memory was the time when I was busy rebuilding the ash wooden frame of my Morgan Plus 8 and the boys were very keen to be involved. I always gave them each a piece of timber and wood files for them to believe that they are participating in making the pieces that makes out the body frame. After each



Conrad & Carmina's two boys. Their eldest Juan and his younger brother Dandr  with a XK120 Coupe Conrad finished for a client, December last year.



View of Conrad's workshop with a line up of clients' E-Types.



Conrad's dark blue 3.8 litre Mark II, with a custom designed interior.

New Member - Conrad Van Wyk (cont)

working session, I made their sculpture crafts disappear and made them believe that their pieces of timber have been added and made part of the car. To have seen the fulfilment I've felt on their little faces is something I will always cherish.

Jaguar Restorations

Over the last 10 years I have professionally restored a number of Jaguars and enjoyed each project's extreme and detailed challenges. I proud myself in the extent of work I take on which includes the body work, paint preparation and paint work, building the engines and restoring the suspensions. I also enjoy restoring each small component in the engine bay and interior location; do the electrical wiring and rebuilding the carburettors. I have done all the interiors myself and recently started to learn sewing to be able to do the seat covers as well.

The Jaguar E-Type is how it all started and since the first one that I completed for a customer, I have been commissioned quite a few more, for either full restoration - from basket cases to general maintenance and up keeping.

The one XK120 Coupe I have restored was a totally different experience because of the extent of damage caused to the project car over the years leading up to the restoration.

I would also say with the SS100 project and the XK models taken on, one has to plan much further ahead to source the required parts to make continuous progress on the projects. In some instances, I've had to buy second hand parts to restore just because we like to obtain the original parts for the SS100 instead of utilizing reproduced new items.

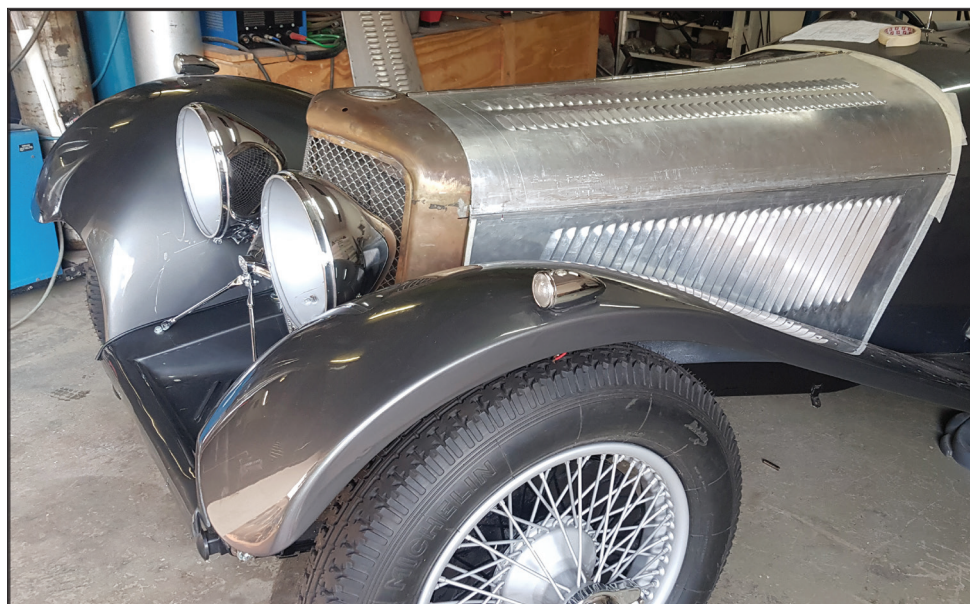
Project C-Type

One project that will always be special to me is the Jaguar C-Type project I was involved with along with my father. During the early months of 2021, he imported an aluminium C-Type body made in the UK. At the time he was not able to supply the manufacturer with a rolling chassis, so he ordered a body made on a jig.

When the body shell was delivered the process started to reverse engineer the chassis frame, using the original C-Type suspension parts and drive train, matching



Replica SS100: Progress of new wood frame and aluminium body work. (Built for a client).



Replica SS100: Fitment of a new aluminium bonnet manufactured by Conrad.



Conrad's Bj7 Austin Healey 3000 that he completed in 2013.

New Member - Conrad Van Wyk (cont)

it to the body. In the process I had the chance to take measurements and capture details of the body to one day produce my own aluminium body for the chassis I made for my dream C-Type recreation. Although I will not be able to build the exact copy of the Le Mans winning C-Type as my father has done, I would like to build a nice road going C-Type to drive to club events.

The other two Jaguar cars I own is a Dark Blue 3.8L MK2 and a project Series 1 E-Type roadster. The dream of owning a Mk2 started off when we started our family. I always fancied the luxury of the Mk2 Sedan and with "grace, space and pace" what more do you need? The E type project has also commenced and the main objective for now is to get each component cleaned and restored, and get the body to have at least primer paint before we need to bubble wrap it all and immigrate across the ocean!

Move to Australia

With that said we, like many other young South African families, have been granted the opportunity to relocate to Australia. An application process that took us more than 4 years, has finally realized and we will be leaving our roots and loved ones to start our next big life adventure in Australia. South Australia will be our anchor point and although we have not been there, we have learned about the beauty and extraordinary that the State has to offer. We are especially fond of the Adelaide Hills region and we are truly excited to soon explore our options to live there. I am sure that once the classic cars also arrive to join us, that they will enjoy the drives through the lush green rolling hills and vineyards that the region boasts about. It has been our ideal to strive and work towards – we are really looking forward!

We joined the Jaguar Drivers Club of South Australia believing that the club will offer us the social networking opportunities and a sense of family and friends with similar interests. We thank the committee and members for the warm welcome and will remain excited to be sharing our passion for the classic Jaguars with fellow club members very soon!

Conrad Van Wyk



One of two C-Type chassis made by Conrad by reverse engineering. Conrad built one for himself and the other for his father..



Conrad's father's tool room copy C-Type, a project he was extensively involved with.



Conrad and Carmina, enjoying a life with classic cars!

New Member - Conrad Van Wyk (cont)



Replica SS100: Engine & gearbox assembly being fitted to the car.



Detailed mapping of his father's aluminium C-Type. Soon Conrad will be building his own.



Conrad's Morgan Plus 8 for which he had to rebuild the oak wood frame and aluminium body work due to fire damage.



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U.S.A. - Jaguar Signs With Tesla to Adopt EV Charging Standard

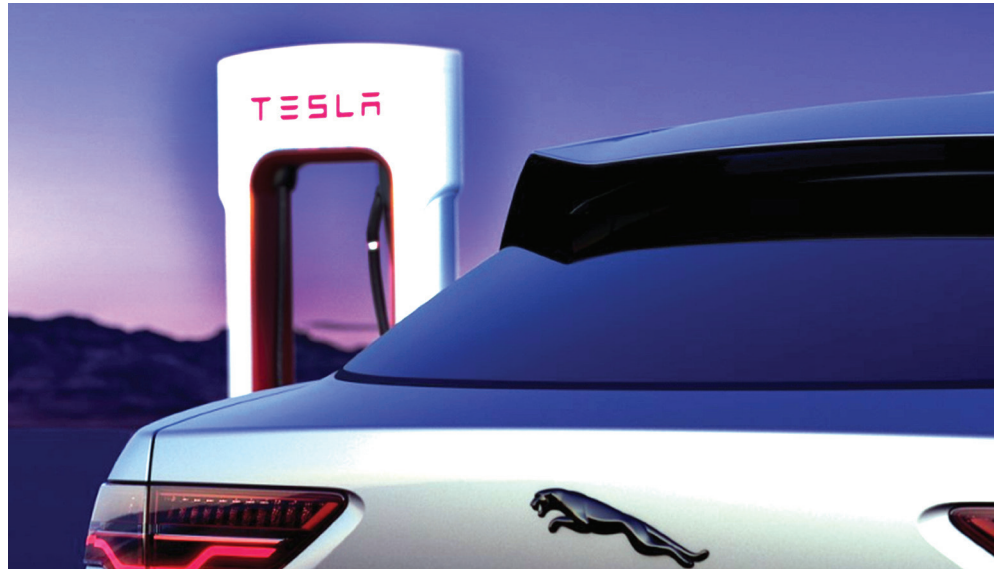
Snapshot.

- ◇ Jaguar has signed a ground breaking agreement with Tesla to provide access to 12,000+ Superchargers for its current and future customers using the North American Charging Standard (NACS) connector.
- ◇ The next generation luxury electric Jaguars, launching in 2025, will incorporate the NACS connector without the need for an adapter in the USA, Canada and Mexico.
- ◇ Jaguar will adopt the NACS connector on vehicles and home chargers and source and supply adapters from Tesla for I-PACE drivers once available.
- ◇ Agreement is part of the strategy to deliver a global EV ecosystem supporting Jaguar's transformation into an all-electric modern luxury brand.

Jaguar's EVs are designed to optimize charging rates on Tesla's V3 and V4 Superchargers, although the latter has not yet launched in the North American region.

However, the new V4, which launched in Europe earlier this year, will likely come to North America soon and will enable drivers to have access to the fastest charging speeds for whichever Superchargers they have access to.

Mark Camilleri, Jaguar's Director of Electrification Services, said:



"JLR is dedicated to helping our clients make the switch to electric vehicles and to our commitment to net zero carbon emissions by 2039. Today's announcement is an important step as we deliver an outstanding charging experience for our all-electric Jaguar clients. Whilst most charging takes place at home, when away from home, our clients want access to fast, reliable, and convenient chargers. Tesla has created a charging network across the globe that delivers this, and we are delighted to be working with them to provide access for Jaguar clients. This agreement will enable Jaguar drivers with NACS-equipped vehicles in the USA, Canada, and Mexico to use Superchargers without an adapter."

Jaguar joins a large group of automakers that have already chosen to adopt the NACS charging standard, including Ford, General Motors, Aptera, Rivian, Honda, Fisker, Nissan, Mercedes-Benz, Polestar, Volvo, and charging companies like Blink and ChargePoint.

Tesla chose to open access to the NACS to help other automakers have access to its expansive Supercharger Network and encourage more consumers to switch to EVs. It should also help Tesla gain additional streams of revenue. ■

Editor: Information for this story sourced from Jaguar Media and Teslarati.

U.K. - Jaguar Supports Large EV Charging Hubs

Jaguar has supported the opening of one of Europe's largest electric vehicle charging hubs that is located close to several of its manufacturing facilities.

Opened by the Chancellor of the Exchequer, The Rt Hon Jeremy Hunt MP, the hub located at the National Exhibition Centre (NEC) in Birmingham, will contain 180 charging points that consist of 16 rapid 300kW DC chargers serving 30 bays and 150 7kW AC charging points. The facility is powered by renewable energy sources including a solar panel canopy.

Managing Director Rawdon Glover, said: "At Jaguar we are moving closer to becoming an all-electric car company and a leader in the provision of client centred solutions that enable convenient and fast charging. We are therefore pleased to work with 'The EV Network' on a project that

will significantly improve electric vehicle public charging availability at the heart of the Midlands motorway network and close to several of our facilities."

The NEC hub is available in addition to over 500,000 chargers across UK and

Europe that can be accessed through the Jaguar Charging app. ■

Editor: Information for this story sourced from Jaguar Media.



A fleet of 32 Jaguar I-PACEs were simultaneously used at the NEC facility to test the infrastructure in terms of power distribution, rapid charging and vehicle connection.



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JLR Parent Company To Build Battery Gigafactory In UK

Tata Group, India's largest conglomerate and owner of JLR, has confirmed that it will base its future EV battery gigafactory in the United Kingdom.

Tata said it would invest over £4.0 billion pounds to build a 40-gigawatt-hour (GWh) battery cell plant in the UK – its first such factory outside of India.

The investment will deliver electric mobility and renewable energy storage solutions for customers in UK and Europe, the company added.

Tata Motors and Jaguar Land Rover (JLR) will be the main customers of the new cell plant, which is expected to create up to 4,000 jobs.

The facility will start production in 2026 and will have an initial output of 40 GWh of cells annually. The factory is expected to meet almost half of UK's battery production needs by 2030.

While the UK Gov. declined to provide details about the financial support it had promised TATA, Energy minister Grant Shapps told the BBC that the support



Tata gigafactory in India. The battery plant in the UK will be its first outside of India.

package was “large” but would not directly reach 1 billion pounds.

Tata's new site in Somerset is set to be the UK's second gigafactory, joining the Envision plant in Sunderland that supplies Japanese carmaker Nissan.

But Britain still remains behind many European nations, with more than 30 EV battery gigafactories planned or under construction across the EU including 14 in Germany. ■

Information for this story from “Inside EVs.”

Princess Anne Visits Halewood Plant to Mark 60th Anniversary

Princess Anne travelled to the JLR Halewood production plant in Liverpool to mark the 60th anniversary of car manufacturing at the site.

The Halewood plant was originally opened by Ford on 2 October 1963, to build the then small-saloon Ford Anglia. The Halewood plant was also used for assembling the Ford Corsair from 1964.

In March 2008, Ford finalized a deal to sell Jaguar and Land Rover to Tata Motors, part of the Indian-based Tata Group, one of the world's largest manufacturers of commercial vehicles.

Princess Anne was given an “exclusive insight” into JLR's ongoing plans to switch to building only electric vehicles at the plant and the work underway to achieve it, the company said.

Her visit took place less than 24 hours after Mr Sunak watered down his green policy designed to help the UK reach net zero carbon emissions by 2050. Mr Sunak said the ban on the sale of new petrol and diesel cars will be delayed from 2030 to 2035.

A spokesman for JLR said its plans have not changed after Mr Sunak's announcement and it is “moving forward” and preparing targets.

Trevor Leeks, JLR Halewood operations director, told assembled guests: “We look forward to an exciting new chapter as the plant progresses at pace to an all-electric future, building the next generation of vehicles as we deliver our ‘Reimagine Strategy’ and our ambition to be the world's leading modern luxury car manufacturer.” ■

Information for this story from the Independent Newspaper.



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U.S.A. - Stolen Jaguar F-Type Evades Police

Grand theft auto suspect ditches stolen Jaguar F-Type under bridge and evades police.

When police backed off of a high-speed pursuit, the suspect found a spot where he could escape the long arm of the law.

A fleeing stolen car suspect evaded police in Los Angeles with one simple trick: they ditched the car under a bridge where pursuing helicopters couldn't see or follow. Police still haven't announced any arrests related to the incident.

Police and news helicopters caught the vast majority of the chase in question as it happened. Video shows the Jaguar speeding in excess of 120 mph (193 km/h) down the 10 Freeway in Pomona, California with CHP nowhere in sight.

According to CBS News, officers called off the ground pursuit in the interest of public safety. Some police departments employ such a strategy in an effort to get the driver to slow down. Others employ almost the exact opposite strategy. In this case, it played into the suspect's hands as they continued to speed only putting more distance between them and the authorities.

While air units were able to track the Jaguar F-Type via air, they weren't



Click to watch a high speed chase through Los Angeles in a stolen F-Type evades police.

especially close to the car on the ground. That allowed the driver to go wherever they wanted. They managed to slip in and out of traffic throughout Los Angeles without hitting a single car.

When the driver slipped under a large overpass of the 110 Freeway they got out of the car, left it rolling, and escaped capture. The car rolled into a van at very slow speeds and then continued as it was likely still in gear. It actually drove on its own over more than a block.

As police finally closed in they attempted to open the door and stop the car but failed to do so before it hit a pole. The responding officer appeared genuinely

frustrated, slamming the door shut after failing to capture the suspect or save the car from damage. Thankfully, it appears that nobody was hurt.

It's almost as if the driver was aware where the helicopter was as they ditched the Jaguar in the perfect spot to evade the camera. Since the incident, neither the CHP nor Riverside Police Department have announced any arrests related to the theft.

To watch the high-speed chase goto: <https://youtu.be/zBQQpDJNNdw>

Information for this story from CarScoops

U.S.A. - Florida Man Arrested for Setting Ex's Jaguar On Fire

The Miami-Dade Police Department arrested Melvin Alain Cintron, a 37-year-old Hollywood, Florida, man, for intentionally setting a car on fire.

The car in question, a Jaguar XE, reportedly belonged to his now ex-girlfriend. Also, the ex-girlfriend is apparently his cousin. So that's probably going to make any future family reunions at least a little awkward. Then again, it is Florida, so it's also entirely possible they won't be the only ex-cousin-lovers at those reunions.

Cameras caught Cintron setting the car on fire in front of a house near North Miami. Police learned the Jaguar belonged to his girlfriend/cousin but were only recently able to interview her for her side of the story. She apparently had good reason to keep quiet and get out of the relationship.

She reportedly told police that she initially lied because she was afraid Cintron would retaliate, and he made her use speakerphone whenever she spoke with law enforcement. Cintron reportedly also regularly carried a fully automatic weapon that "he referred to as the gun's 't---s,' due to the two round drums on the sides of the magazine." We're going to assume the original word was "titties," but you never know.

The girlfriend also told police that Cintron recently stole her purse, which contained \$1,200 in cash, along with a few other things, and abandoned her at Miami's Bayside Marketplace. Once police were able to obtain a warrant, they arrested him and charged him with second-degree arson and third-degree grand theft. He is currently being held on a \$12,500 bond. ■

Editor: Information for this story sourced from JALOPNIK



An XE similar to the one the accused is charged with setting on fire.

THE JAGUAR DRIVERS CLUB OF SOUTH AUSTRALIA
PRESENTS

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Interview

Q & A

Robin Turner

Member No. 34

Questions: Graham Franklin

Answers: Robin Turner

You are a foundation member, number 34. You were there at the inaugural meeting of the club. Do you remember much of the early days regarding the formation of the club?

Yes, it was very exciting. Most of us had modest means, and we stretched ourselves to buy a Jaguar. There was lots of youthful enthusiasm with the bulk of the members predominately in their 20s. There was also pleasing social interaction outside of club meetings and events. We were able to help each other with our car issues and technical advice. And it was all good fun!

Being Club publicity officer in the early eighties was very enjoyable.

One 'event' that still remains strong in my memory was the political sacking of Police Commissioner Harold Salisbury, Patron of our club. Members organised a huge rally in Victoria Square in support of our Patron and his decision not to resign (as Police Commissioner). I was personally embarrassed in the way he was treated and am sure the Royal Commission into his sacking resulted in an early demise in his health. Harold returned to London and I wrote to Mrs Salisbury on news of his death. *

You let your membership lapse at one stage?

Active membership was retained until the late eighties - early nineties until pressure of work and other priorities took over. However, my passion never changed, and like many other members, the Club welcomed me back as circumstances changed.



Robin's first set of wheels!

Interview - Robin Turner (cont)

Do you remember your first car?

Yes, it was a green 1949 Austin A40. The engine was worn out. Our driveway was on a steep incline and the only way to get up the hill was to put the car in reverse. It had leather seats with the springs sticking out and whenever we parked, we put a drip tray under the car and poured the oil back into the engine.

Can you remember your first encounter with a Jaguar?

As a young kid with a crystal set during the 50's, I used to listen to the BBC (via the ABC) and remember the broadcasts from Le Mans about Jaguar's successes and the winning years of the D-Type. A Jaguar was the car to have.

Your first Jaguar?

It was a 3.4 litre Mark 2 auto. It wasn't the best example and it cost \$1,000 in 1973. It was white and we painted it gun-metal grey. We eventually sold it to fellow member Grant Murdock.

Do you recall the Jaguars you own or have owned?

We bought a 3.4 S-Type. It was glorious. Burgundy 4-speed manual with overdrive, wire wheels and power steering. It was an Australian delivered car and a particularly nice example. We do regret selling it but "had" to have an XJ6.

The XJ6 was a Series 1 English import. It was a nice car but suffered from rust problems. After that we owned a number of Jaguars. One was a Mark IV, but it was too much work for us to restore and we sold it to another enthusiast. We also enjoyed a black Mark V, a V12 E-Type convertible and a very early V12 XJ-S. There was also a Series 3 XJ6, blue with bone trim, and an XJ X300 as well as an XKR convertible. Currently we own a V8 F-Type roadster.

Your fondest memories of Club events?

They go back to the early days of the club. The economy runs were always professionally organised. There was no cribbing allowed, filling and sealing of tanks was carefully scrutinised and vehicles were weighed. On one of these runs around the Fleurieu Peninsula, Barbara and I were in the 3.4 litre manual S-Type, and determined to do well, we coasted whenever possible and did everything we could to conserve fuel. We ended up winning the trophy for best fuel economy in our class. Economy runs were serious competitive events, up there with the Concour events and Motorkhana's, and we were very happy for the win.



Robin & Barbara Turner's (Ex) Maroon XJ-C Series 2 Coupe.



Robin & Barbara Turner's (Ex) 1973 Primrose V12 E-Type S3 manual convertible.



Robin & Barbara Turner's (Ex), 1992 XJS (Facelift) 4.0 litre AJ6.



Interview - Robin Turner (cont)

Have you been a member of any other Clubs?

- The Sporting Car Club
- Bentley Drivers Club
- First Boys Tuesday
- Sports Car Drivers SA

Of all the vehicles you have owned, and you could only have one returned, which car would you choose?

The 1973 V12 manual convertible. It was Primrose with Black trim and gorgeous chrome wire wheels. We sold it to Dean Wills (WD & HO Wills Tobacconist) in 1986. Goodness knows what happened to it, but we often think of it.

Any memorable motoring or club experience?

Motorkhana's. I remember Phil Smart screaming around in a Jaguar saloon with their baby in a bassinet in the back being tossed around. Wife Christine, other wives and girlfriends WERE NOT IMPRESSED!

Early in club days, Peter Wearing-Smith rolled up to a General Meeting with calf-high boots. John Raynor quipped "here comes Peter Wearing boots". It brought the house down.

Then of course there were all the very congenial parties at Rob Smith's house.

Anything else you would like to add

We have a very special memory from Mallala. I think it was in 1987. It was the release of the XJ (XJ40) and Club members were invited to the Mallala race track for a demonstration of the new car. British Leyland had flown Stirling Moss from the U.K. and he took Barbara and myself for a couple of laps around the circuit. At one stage he dropped two wheels off the track and into the dirt and slammed on the brakes to demonstrate the anti-lock brakes. It was special, something both Barbara and I will always remember.

Your story brings back great memories. Anything else that comes to mind?

Thank you, Graham. Barbara and I would like to pass on our compliments to the JDCSA. It has been a phenomenal success story which is directly attributable to all the dedicated and farsighted committee members over the last 50 years!

Thank you very much Robin.

**Editor: In 1979 Journalist Stewart Cockburn published the best-selling book 'The Salisbury Affair' that covered the controversial sacking of South Australian Police Commissioner, Harold Salisbury (and our then Patron). The book is available from libraries and it recalls details of the more than 10,000 strong protest rally organised by our Club (JDCSA).*



Robin & Barbara Turner's (Ex), XKR Convertible with the Clipsal 500 girls



Robin & Barbara Turner's V8 F-Type roadster.



Stirling Moss and Robin. Stirling took Robin & Barbara for a couple of memorable fast laps around Mallala in the then, new release XJ (XJ40).

2024 National Rally - Tasmania



NATIONAL RALLY 2024

TASSIE TEMPTATION

Celebrating 50 Years of the Jaguar Car Club of Tasmania

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Wrest Point Casino



Strahan Village

SOME OF THE ACTIVITIES



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Saturday Night in the Tasman Room



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National Rally website will open in early October

www.jagtas.org.au

2024 JAGUAR NATIONAL RALLY PROGRAM

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

Friday 12th April
Registration
Welcome BBQ

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

Sunday 14th April
Sporting Event
Baskerville
Alternate Event

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

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

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

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

Friday 19th April
Free to explore
Farewell seafood buffet

Saturday 20th April
Depart Strahan for home
or extra touring

Multivalve Trip to Broken Hill (by Tricia & Peter Clarke)

Editor - I received two written articles on the recent "Multivalve Trip to Broken Hill" and have published both as they are not only both well written but complement each other.

No. 1 - Multi Valve run to Broken Hill Tuesday 12th to Saturday 16th of September.

What a great Register Run, and the weather was just perfect.

Broken Hill, the gateway to the outback, the origins of BHP and the first Australian city to be granted total Heritage status.

Forty Club members met at 9.15 am at Nova Café Gawler for coffee/breakfast and a briefing. A comprehensive Itinerary was handed out leaving no possibility of getting lost around Broken Hill, not being able to find a toilet and not being able to find a defibrillator!! It was soon advised by Andrew Shouksmith, Club member from Naracoorte, that he was a paramedic with a fully stocked first aid kit in his Jaguar. What a relief! The age group on the run ranged from 62 to mid-80's so these things were important.

Off to Peterborough

At 10 am we set off for our lunch spot, The **Cinema Café Peterborough** 2½ hours away. A quirky little café inside the old 1926 Capital Theatre. Lots of old memorabilia and old wares to check out, including a Ford Prefect, a Jeep and several motor bikes.

Next Stop Broken Hill

After a sandwich, a cuppa and a good look around we set off for Broken Hill on the alert for kangaroo carcasses littering the road, the odd emu running around, lizards crossing the road and many wild goats grazing on the sides of the road. Drivers and navigators were on full alert.

We arrived at The Old Willyama Motor Inn around 4.30. A very comfortable Motel which also incorporates the historic 130-year-old Willyama Hotel. It was a central location allowing many of the tourist attractions and dinner locations to be reached on foot. We settled in and met in the Beer Garden for drinks prior to dinner in the Old Willyama. Our routine each evening after taking in the sights, was drinks in the beer garden before a short stroll to the dinner venue.



Peterborough Cinema Cafe - admiring the memorabilia.



Sulphide Street Railway and Historical Museum



Sulphide Street Railway and Historical Museum

Multivalve Trip to Broken Hill (by Tricia & Peter Clarke)

Railway & Historical Museum

On Wednesday morning we toured the **Sulphide Street Railway and Historical Museum**. Our guide provided a fascinating insight into the establishment of Broken Hill and the railways that supported the burgeoning mining industry. The original 1905 station building is most impressive together with many old engines and carriages. We then continued on to the **Silver City Mint & Art Centre, home of The Big Picture**, the largest acrylic painting on canvas which took 2½ years to complete with literally tonnes of paint. It depicts Broken Hill and surrounding areas. Absolutely amazing!!



The Big Picture, the largest acrylic painting on canvas.

Geo Centre Museum

In the afternoon we visited the Geo Centre, an incredible museum of minerals and rocks millions of years old. In special security show cases were a silver tree from the 1880's and a 42 kg silver nugget which is certainly not the largest found. Just stunning! We were advised that in fact, mining was still being carried out 24/7 some 600 metres below us in the centre of Broken Hill and at exactly 6.45 morning and night blasting would occur. This can be felt as a slight rumble of the earth. Good to know it wasn't an earth quake. Unbelievable!



Silverton Hotel lunch

Memorial Monument

From the Geo Centre we took a drive to the Line of Lode Miners Memorial/Monument.

An incredible site paying tribute to all the lost miners from the 1800's onwards. The many hundreds killed whilst working – falling down a shaft, lead poisoning, being run over by equipment, being crushed and the list goes on. Fourteen-year-old lads and onwards. No OH&S or Compo in those days. The poor families!

Veteran and Vintage Car Club

In the late afternoon, we hosted a visit by the members of the BHL Veteran and Vintage Car Club. It was lovely to meet other car enthusiasts, find out more about Broken Hill and enjoy a beverage or two. On completion we went to the Sturt Club for dinner, an easy stroll away.



Silverton Hotel lunch

Multivalve Trip to Broken Hill (by Tricia & Peter Clarke)

Thursday - Day Dream Mine

On Thursday we boarded a Silver City coach and departed for **Day Dream Mine and Silverton**.

Paul the bus driver/tour guide was born and bred in Broken Hill and had been a miner for over 30 years. Did he have some stories to tell! Very entertaining.

The access to the mine is some 12 kilometres of dirt road and is sometimes closed after heavy rain. This is one of the reasons that we were in a bus and not the Jags. An above ground tour and below ground mine tour were on offer. Our guides had been miners and gave us an insight into the incredibly harsh conditions which the miners and their families endured. Real characters!

15 of our group did the underground tour. How brave were they! Just before the entry to the mine there is a sign saying "last point before refund"! Apparently, the Cornish miners were only about 4'6" tall and the access to the mine was even lower, necessitating crouching down almost on the knees. The challenge to do the underground tour is understated – it was very difficult and the fact that most of our members were all over 70, it was commendable that only one decided not to keep going. However, all who did go underground agreed that it was an amazing, memorable and informative experience.

Scones, jam and cream were on offer after the tours for those that were tempted. Delicious!

Silverton Lunch & Museum

We arrived at Silverton for a light lunch at the Silverton Hotel. After a relax and a look around this historical town, which played a part in the **Mad Max** movies and many others, we headed out to the Mundi Mundi Plains lookout where some people in the know claim you can see the curvature of the earth. Many of us had trouble with seeing this. Then we returned to Broken Hill with a wonderful commentary by Paul the driver. That evening after our obligatory drinks in the beer garden we strolled to the Demo Club for dinner.

Friday - Royal Flying Doctor Service

On Friday we drove to the **Royal Flying Doctor Service** for a very interesting and informative tour.



Daydream mine underground tour.



Mad Max Museum at Silverton.



Royal Flying Doctor Service informative tour.

Multivalve Trip to Broken Hill (by Tricia & Peter Clarke)

The RFDS do an incredible job looking after the people in the outback 24/7. The drama series "RFDS" is filmed here and is currently showing on Channel 7, Tuesday evenings.

Next, was morning tea at Bell's 1950's Milk Bar. Built in 1892, the décor is now as it was in 1956. It has rooms behind filled with memorabilia, a real walk down memory lane for us all.

Pro Hart Art Gallery.

From here we drove to the famous **Pro Hart Art Gallery**. And what should be parked in the front under a couple of carports? No less than 3 Rolls Royce's and a Bentley. One Rolls was completely covered in Pro Hart's artwork. A very interesting Gallery. Pro (Kevin) was an amazing man who was a miner in his earlier days, born and bred in Broken Hill and always had a passion for art in all its forms and music.

After lunch and a leisurely afternoon, we drove to the **Living Sculptures**, 20 minutes out of town to view sunset at 5.55pm. What a magical sight. The only thing missing was a glass of bubbles, a wine or a stubby!

Our final dinner was at the infamous **Palace Hotel**, featured in the movie "Priscilla Queen of the Desert". The murals in the foyer of the Hotel are absolutely incredible. A very enjoyable evening. Unfortunately, two up, which is normally on every Friday night at 9 pm was cancelled at the last moment as the hotelier was exhausted from the previous weekend, the Broken Heel Festival. Apparently, Two Up was popular.

Burra for Lunch and Home

Saturday morning, we packed up and headed back to Adelaide via Yunta with a lunch stop at the Royal Exchange Hotel in Burra.

We had a great five days away, appreciated by all, new friendships made and old friendships enjoyed.

A big huge thank you to Heather Buck, who took on the role of Run photographer and had her iPhone 14 at the ready at all times for the amazing photos before you. Great work Heather.

We very much enjoyed putting the run together for the Register and look forward to future runs in the Club.

END

Tricia and Peter Clarke



Pro Hart's Rolls Royces



One of the sandstone sculptures at the Living Desert State Park



The last night's dinner was held at the infamous Palace Hotel. (Photo - Ray & Judy Smithers)

Multivalve Trip to Broken Hill (by Peter Buck)

No. 2 - Multivalve Trip to Broken Hill, 12-16th September 2023, organised by Peter and Tricia Clarke

Morning Tea at Gawler

Forty members and nineteen cars gathered at the Nova Café in Gawler at 9:15am for morning tea. After a short welcome to all and wishing a happy birthday to Robin Turner, I handed over to Peter and Tricia Clarke for a briefing.

Everyone received a detailed 14-page run sheet for the 5-day visit and, before we set off at 10:00am, I thanked Peter and Tricia for the excellent work they had done with the planning and organisation, and presented them with a twin-pack of wine from the Multivalve Register in appreciation.

Our first stop was in Peterborough where we had an enjoyable pre-paid lunch of sandwiches and cake at the Cinema Café (formerly the Capital Theatre). The café is also a museum with a wonderful collection of movie memorabilia – definitely worth a visit and only 20kms off the main highway.

Petrol Stop at Yunta

On the road again, a few members stopped in Yunta for petrol and a “comfort break” and after an easy cruise we arrived at the **Willyama Motor Inn in Broken Hill** in the late afternoon – all within half an hour of each other. After checking in and unpacking, we gathered for a “happy hour” at 6:15pm before dinner in the Motel followed by an early night for all.



'Happy hour' at the Willyama Motor Inn Broken Hill.

Wednesday - A Tour of Broken Hill

The next morning, after breakfast, we met in the car park at 9:40am ready to visit the Railway and Historical Museum, a ten-minute walk away or two-minute drive. We were given an excellent and well-presented introduction and tour of the museum with running commentary by Gary Cherry, a volunteer tour guide. The tonnage of ore and minerals mined in Broken Hill was in the hundreds of thousands (as was the dollar value) and Gary explained that the beryllium used for the moon landing rocket in the 1960s came from Broken Hill.

We then moved on to the Silver City Mint and Art Centre, home of the “Big Picture”, the largest acrylic painting on

canvas in the world, soon to feature in the Guinness Book of Records. The artist, Peter Anderson, took over two years to complete the painting, using nine (yes, nine) tons of paint! It is an epic portrayal of the Broken Hill landscape and a sight to behold. Chris Anderson, Peter's brother, gave us a guided tour of the Centre and then left us to wander at our leisure, following which most of us ended up in the gift shop!

After lunch we headed to the Albert Kirsten Mining and Minerals Museum, where volunteer Mark gave us a talk on the local mining history, including the iconic “Silver Tree”. It is not clear if the tree is the original or a replica that was commissioned by Charles Rasp, and is currently valued at around half a million dollars. In 1883 Charles Rasp pegged the first block on the “broken hill”, which he thought was a mountain of tin. In 1885 the first significant silver deposit was discovered, leading to the formation of the Broken Hill Proprietary Company Limited, (now BHP Billiton) and went on to become the largest mining company in the world. The museum showcases a fascinating number of rocks, minerals and crystals and, of course, has the obligatory gift shop (albeit very small)!

At 3:30pm a few members drove to the Line of Lode Miners Memorial, which overlooks the town and is a memorial to over 700 miners who have died in Broken Hill since the 1800s when the mines began. Their names, ages and cause of death is engraved on the wall and is a sobering reminder of how hard life was, and still is, as a miner.



Bus Tour to the Day Dream Mine and the Silverton historic one-pub mining town.

Multivalve Trip to Broken Hill (by Peter Buck)

We returned to the Motor Inn for an hour's relaxation before "happy hour" and a walk to the Sturt Club for dinner where, to my delight, they served draught Guinness!

A very pleasant day for all.

Dirt Road - No Jaguars Today

Once again, we gathered in the car park in the morning, this time ready to board our coach for the day. First stop was the **Day Dream Mine**. Our driver, Paul, provided us with excellent commentary throughout the day on all aspects of Broken Hill's history. Surprisingly (for me at least) the rugged landscape was quite beautiful. A twelve-kilometre stretch of dirt road led us to the mine where the owner (Kevin) led us on an above ground tour. While most of our party remained "up top" to enjoy tea and scones with jam and cream, several intrepid members took the underground tour, led by guide Bob, descending three levels deep into the mine to view the working conditions of those miners from long ago. Miners worked by candlelight and the mining method was mostly by hammer and tapping holes, then firing them – they did not leave the workings for firings!

From the mine, we moved on to Silverton, a historic one-pub mining town on the edge of the desert, west of Broken Hill and the setting for some of the Mad Max and other iconic Australian films. Although in the 2016 census the population was only 50, Silverton is a popular tourist attraction and features the Mad Max 2 Museum, the John



Bus stop at the Silverton Hotel for lunch. (Dirt roads - no Jaguars).

Dynon Art Gallery, the Silverton Hotel and Heritage Buildings, to name a few.

We enjoyed a pre-paid lunch at the Silverton Hotel and many also purchased a "coldie" to keep the dust down, before roaming the town at leisure for a short while.

Leaving Silverton, Paul drove us to the Mundi Mundi Plains lookout. The vista is famous for the seemingly endless, flat, treeless plains that stretches to the horizon, where it is said you can often clearly make out the curvature of the earth (I obviously didn't have enough Guinness at lunchtime because I couldn't see it, but it was an awesome sight). For fans of the film Mad Max 2, this is where the long chase at the end of the movie was filmed.

Back to the Motor Inn and a group photo with driver Paul, followed by a little free time before happy hour in the beer garden, followed by dinner at the Demo Club in Argent Street.

Another excellent day!

Friday 15th - RFDS

On Friday morning, we drove to the Royal Flying Doctor Service Visitor Centre, about 7kms from Broken Hill. It was fascinating to learn how it all began, pioneered by the Rev. John Flynn who witnessed the daily struggles of pioneers living in remote areas. From 1917 onwards he founded a series of nursing services in remote locations and in 1928 was instrumental in the formation of the aerial medical service. The rest is history.

The sheer size, scale and cost of running the RFDS today is a testament to Flynn's commitment from the start. \$400million a year is needed to keep the RFDS afloat, of which the Government provides around two-thirds, leaving well over \$100million that is needed by donation or fund raising. A daunting annual task.

Wandering around the hangar after the talk, looking at the older aircraft no longer in service, was very informative and interesting for us "tech" guys and, of course, the gift shop was an attraction as well..! All in all, a great visit.

Bells Milk Bar & Pro Hart Gallery

From the RFDS we drove to the iconic Bells Milk Bar, a step back in time to the 1950s for a "morning tea" of milk shakes, ice cream and desserts! The milk bar has a rich history dating back to 1892 when



The run to Broken hill was limited to 40 people. Photo taken outside the Willyama Motor Inn.

Multivalve Trip to Broken Hill (by Peter Buck)

it started as 'F. Fenton Confectioner'. Les Bell and his wife Mavis inherited the shop in 1953 and added modern ingredients to the old-fashioned recipes. A most enjoyable "smoko" break!

We moved on from there to the Pro Hart Gallery, five minutes away. Pro Hart worked across many forms and we were able to see a wide range of his drawings, paintings, and sculptures, including a magnificent painting of the outback, at least 8 metres long. He had also painted one of his three Rolls Royce cars with outback scenes – a true sight to behold.

Living Desert Sculptures

At this point, lunchtime beckoned followed by free time to wander until 4:45pm when we gathered for a group photo. We then headed off to see the Living Desert Sculptures at sunset (thankfully Heather had some Aerogard in her bag which was gratefully shared as the flies were almost too much to bear). The colours of the sculptures and surrounding scenery at that time of day was just beautiful, and we watched the sun set over the hills and through one or two of the stones.

Farewell Dinner

Dinner that night, our last, was at the Palace Hotel in Broken Hill. The foyer of the hotel was amazing with beautiful murals covering the ceiling and walls. Many favourite scenes from the movie 'Priscilla Queen of the Desert' were filmed throughout the hotel. Sadly "two-up" was not being played that evening.

At the end of the meal, President Michael Pringle thanked Peter and Tricia for an amazing trip.

Saturday - Home Time

Our last morning – after breakfast we packed up the cars and headed off, stopping on the way for morning tea and a "comfort break" at the truck stop in Yunta. We then carried on to Burra for a pre-paid lunch in the Exchange Hotel. Following lunch, a few members had a wander through the town and everyone left for home in their own time.

A most enjoyable and successful five days that we will all remember with a smile.

END

Peter Buck
Multivalve Register
September 2023

(Photographs by Heather Buck)



Finally - some of the Jaguars that braved the long run - with no reported breakdowns!



Each year the Jaguar Magazine presents the 'Andrew Whyte Award' for what is judged as the best article written and published in the Jaguar Magazine. The award for 2022/23 was announced at this years Jaguar National Rally.

The winner was Tony Brett, a long time friend of the Jaguar Magazine over many years.

Les Hughes: "It is a delight therefore to announce that we are presenting our only major award to Tony. It is for his beautifully written and photographed contribution to edition #212 highlighting his exhaustive and often frustrating efforts to find a rare XJ-S in the UK - and import it to his home State. We are happy to report his effort was successful, and he is now fully enjoying his latest Jaguar.

Tony previously owned a Series 2 Short Wheelbase XJ6 which had earlier been the subject of a major fire. He laughed about that, calling it the 'BBQ', and regularly sprinting the car over racing laps at tracks including Queensland Raceway and Lakeside. He is one of those rare people who is always willing to put his hand up to assist where he can.

We are delighted he is the winner of the 2023 award, and know he is the type of Jaguar owner Andrew Whyte liked the most".

FINDING MY AFFORDABLE CLASSIC

Over the past decade or so I have formed an opinion there may be opportunities to source a very special classic Jaguar in the UK or elsewhere and import it to Australia. I recall an executive of the then Jaguar Rover Australia saying that: "If you want to put the kiss of death onto the sales prospect of a car, then import it to Australia with a manual gearbox". I've known for years Australia receives only a small selection of the models, options and kit compared to the choice available overseas. With the relaxation of duty from the fixed 1989 model year rule, to a more sensible 25 year old rolling age

rule in 2017, the model scope increased dramatically.

Naturally, looking in the UK I was concerned about corrosion, had seen some not so good examples and heard of many more horror stories. "Then again, I knew of and experienced a number of UK private imports which were extremely decent, very good condition cars that had the advantage of being unusual in Australia.

In the latter part of 2021, having completed some investigative due diligence, I took the brave step and began the process to acquire a car in the UK and bring it Down Under.

The process requires patience, and an abundance of flexibility from all involved. It is extremely important to establish a sound, trusting rapport with the vendor. "They have more asked of them because they are making an off shore sale.

It is also important to establish a relationship with the foreign country suppliers, as these people will be your eyes and ears on the ground. In particular, establishing a relationship of trust and confidence with a vehicle inspection firm is a vital first step, as is establishing a similar relationship with a company which can provide asbestos certification and perhaps prepare the car for transport.

I received a valuable recommendation from the Jaguar Daimler Heritage Trust, and they also provided guidance on the car itself. All these relationships need to be based on a foundational relationship with a reputable local (Australian) logistics company which is experienced in the process of importing classic cars from the country you are dealing with.

Very few UK advertisements show detailed underside images. "Typically, this is the area that should be of most interest to a foreign potential purchaser. Before arranging a professional inspection, these are expensive (€245 or €275 for wheels off) - have the vendor take extensive pictures of the underside including suspension components, frame, floor pan etc. "They will determine if you have the car inspected or move on. A thorough professional inspection will provide extensive images showing condition and potential issues.

There is definite benefit in discussing specific images and report content with

the person who actually performed the inspection. Frequently in a conversation they will offer information that is not recorded in hard copy. There is a chance they will provide insight into the vendor's characteristics, which will further add to your profile of the vendor. Also, they should be able to help to establish the car's bona fide status.

If you proceed with the deal, at one stage you will be sending a considerable sum of money to a stranger, for something you have never seen, and you will be relying on the vendor and individuals you have never met to perform a considerable number of tasks on your behalf. This is a nervous leap of faith, and the confidence level has to be as high as possible as early as possible.

So, the car has passed muster, you have established its status, agreed on a price, and are in the process of sending funds and organising to transport it to the asbestos certifier, who may also prepare the car for transport.

The next step is to ensure an Australian Vehicle Import Approval (VIA) has been granted. Each privately imported vehicle has its own VIA. These are issued by the Department of Foreign Affairs and Trade (DFAT).

Be very careful if the vehicle has been modified. A standard 'as from the factory' should have no issues. To bring forward departure, it is possible to embark on the voyage to Australia without a VIA being issued, but possession cannot occur without a valid VIA. Be very confident that a VIA will be issued if shipping occurs prior to a VIA being issued. The VIA places the vehicle's VIN onto the Australian register of valid VINs.

Asbestos and air conditioning refrigerant are the next major hurdle. Depending on the manufacturer, a UK manufactured car post-1995 should have no asbestos worries. The UK switched to R134a refrigerant in late 1991, so a build date of 1992 or later means no R 12. If possible, try to ascertain if the system has been recharged since 1992. This is another indication the refrigerant will be R134a.

No matter when the car was built, it is probably good insurance to obtain asbestos certification before shipping, rather than run the risk of incurring delays and complications upon arrival in Australia.

Andrew Whyte Award

Something to consider is the preservation and safety of supporting documentation, spare keys and ancillary equipment. It is recommended the vendor removes all easily removed ancillary equipment, tool kits, covers, manuals and associated documentation, boxes them up and sends them directly to you. The carton can have a notation for customs of 'documentation and samples, of no commercial value'. This will reduce the chance of paying duty or GST. In my case, the only item other than the car to embark onto the ship was the key set used for access and operation.

Passing through quarantine upon entry into Australia can be a nightmare. I took the step to have the car steam cleaned and detailed thoroughly inside before shipping.

However, remember if shipping is via container, the car will need to be totally dry before being locked away.

So, roll on/roll off (RORO) in comparison to container? In my case the decision was taken out of my hands as the price for a 40 foot container rose some €3200 a couple of weeks prior to the expected

shipping date, increasing the shipping costs to over AUD\$4500

At the time RORO was AUD\$3206. As it turns out RORO worked out better. Winter maximum temperatures in the UK were about 50C, and the steam-cleaned car dried out en route in the air conditioning inside the ship.

The voyage schedule for the Hoegh Detroit was from Southampton to Brisbane with stops at Baltimore, Jacksonville, Kingston in Jamaica where cargo sufficient to increase draught by 200mm was loaded in 15 hours, via the Panama Canal, Auckland, Melbourne and Port Kembla before Brisbane.

The previously adhered to voyage schedule collapsed upon entering Australian waters. What was supposed to be 10 days servicing the Australian ports, blew out by 12 days to 22 by the time the ship docked in Brisbane. Amazingly, it seems to take two to three times longer to embark/discharge cargo in Australia than overseas, and at 100% of the ports an appropriate berth seemed to be unavailable upon arrival.

However, the real entertainment and expense began from the moment of unloading. The cost to travel 13,500 miles from Southampton was \$3206: however, the 200 metres from ship to store worked out to \$4.95 per metre.

Then there was the paper shuffling charge for quarantine and declaration processing, \$49 and \$152 respectively. For quarantine, each visit to the inspection station attracts a \$140 fee, then there is the inspection fee (\$165 to \$220) and if there is a cleaning process involved add another \$176.

Despite all attempts to ensure cleanliness before shipping, leaves somehow imbedded themselves in front of the radiator and in the engine bay during the voyage, forcing a clean and revisit to quarantine. Cost of each clean and visit, \$481. I have heard of some imports requiring two visits and, of course, each visit delays clearance.

Once cleared, pick-up was arranged at a cost of \$55. The general public cannot enter the bond store area without certification, so the pick-up was arranged from a nearby freight forwarder, hence the fee.



FINDING MY MODERN CLASSIC

Tony Brett imports a rarity from England

**RARE
XJ-S 'FACELIFT'
4.0 LITRE MANUAL**

Andrew Whyte Award

“The car was driven with trade plates to be prepared for machinery inspection, certification and the attachment of the blue import tag. It is worthwhile noting that upon arrival, the VIA is activated and the car is recorded on the Australian Vehicles Register. Consequently, when insuring, the VIN should be recognised if quoted.

Machinery inspection should be straightforward if a similar model was available in Australia, or the car is standard. Expect more potential issues if there have been modifications.

For registration (Queensland) a Road Worthy Certificate is required. So to register, arm up with the Machinery Certification, the VIA hardcopy, image of the blue tag, bill of sale - showing converted AU dollar purchase price, the RWC, attach custom plates form and the plates if you are using your own plates, personal ID, lots of dollars and visit the local DTMR office. Interestingly enough, the actual vehicle is typically not required, as DTMR seem to believe there are sufficient cross checks because of the number of bodies/people who have already processed/inspected the vehicle.

In my case, the car was physically 120 kilometres away from the DTMR office doing the registration. This is the final hurdle before attaching plates, and bringing the pride and joy home for a careful inspection to verify what has actually been purchased.

Certainly, the process is long, rather slow, and at times a frustratingly expensive experience. There were head shaking moments of disbelief, and short flushes of angst with the bureaucracy. However, the experience was rather uplifting.

I made contact with many thoughtful, helpful people, which helps restore faith in human nature. The uniqueness, quality of condition of the car, and the enjoyment it has already brought far outweighs any negatives. Would I do the process again certainly, if I had the desire, and the right car in the right condition came along. I'd do it in a flash.

The car itself, and why in particular an XJ-S update?

Pondering the future, the momentous decision was made to shrink the fleet down to one toy car. The last toy had to be a little modern, easily worked on by the current crop of modern-day mechanics, have some newer technology but links to yesteryear would have to be strong. It also needed suitable ambience and grace befitting of a more classic Jaguar. Hence XJ-S update versions attracted my attention.

Personal taste counts for much, and for me the big bumper later versions were particularly attractive. The quad headlight US conversion was preferred as were some earlier versions with timber around the instrument dials. The last criteria cut out the Celebration model because they had black plastic replacing the wood in the main. I knew there was

a small number of Getrag manuals made in both Coupé and Convertible, so I had been keeping half an eye out on Auto Trader UK and Car & Classic.

Several had come and gone, but none attracted. Then a private advert for a 1994 XJ-S, 2+2, 4 litre, Getrag manual, Convertible, Kingfisher Blue over Magnolia, with 53,000 miles, four owners and a VIN that decoded correctly, made its appearance.

The pictures indicated very good condition, the text of the advert read 'right', and thoughts were it could make a very interesting car to bring to Australia and own. It was probably relatively rare, and with low miles, and if it had been used regularly, its condition should be close to as new.

It took six weeks to finally decide to phone the owner in UK. The conversation went along the lines:

- * Me: "I could be interested in purchasing your car. I'm from Australia."
- * The vendor: "Yes, it is still for sale, but you realise the car is in the UK."
- * Me: "Yes, I realise it is in the UK, but if you are prepared to work with me, we have ways and means to make it all happen!"

So, events transpired from there.

Certainly, the process was made so much easier by being able to work with the vendor, and have them help me whenever they could. We were both patient and understanding, thus the ducks lined up and the whole deal transpired smoothly.



Andrew Whyte Award

Whilst knowing the car was likely to be rare, the actual build figure surprised. Jaguar Daimler Heritage Trust told me it is one of 34 RHD manual convertibles built, so I know I am unlikely to find another.

It is probably the most rewarding Jaguar I have driven. It does everything effortlessly and just right. The ride is Series 2 XJ6-ish, but the handling is much more responsive, and steering inputs are immediate and proportional.

I was amazed with the silence inside the cabin, and the fact the car is rattle free without any noticeable body flex you might expect from a convertible. The engine has loads of low-down torque, doesn't have to be revved to perform - but can - and is mated to a gearbox that is a silky delight to use, via a progressive clutch that has a definite bite point. It can be driven superbly smoothly if the mood dictates. The view over the long bonnet with such a dominant power bulge and long curves to the headlight clusters is both rewarding and empowering. When driving, working on or looking at the car it never lets you forget it is something special not about to be repeated.

Straight off the wharf it did a Club run of some 500 miles without incident. In the process it was initiated by some sub-tropical torrential rain, thus proving the integrity of the roof and sealing. Upon return it spent ten days mainly on a hoist being what I call 'de-UKised', with all the surface rust sanded, converted, treated and repainted. There was a number of small repairs done at that stage. It was an excellent chance to ensure there was no accident damage, with all the seams appearing as per factory departure.

There were some tiny indents in the boot lid which appeared to have occurred in transit, but these were quickly sorted by a paintless dent repairer. He went over the rest of the car, and removed almost all the metal stretch imperfections caused when the metal is forced to bend onto a frame or onto supports during manufacture.

I feel rather fortunate to be the custodian of this particular Jaguar. I'm looking forward to years of enjoyment and owner satisfaction, believing the build quality will mean long term reliability, and my 'deUKising' will be a corrosion deterrent.

Attempting an overseas purchase and private import appears risky, especially in the middle of COVID, when shipping was appearing to be unreliable, with the UK in the midst of lock-downs and high infection rates and uncertainty in the world generally.

However, if managed the risks diminish. I knew vehicle shipping was still reliable and regular between UK/Europe and Oceania.

I was prepared to wait for UK contractors to recover from COVID or come out of lock-down. I developed a trusting co-operative relationship with the vendor, who was also prepared to be patient with events that were outside of our control. The reward has far exceeded the risks, which are fast becoming a distant memory.

I will happily supply contacts I used on request.

Tony Brett

Editor: Story provided with thanks from Australian Jaguar Magazine and Tony Brett..



UK - 100,000 Swarovski Crystals E-Type

This looks like a Series 1 Jaguar E-Type, blinged out to appeal to the most eccentric and show-off car collector. In true “appearances can be deceiving” style, know that it’s not a real E-Type, but it’s still a functional car. It’s a kiddie car made to order by a miniature car specialist from the UK, and if you’re into sparkly objects on four wheels, it could be yours soon.

The E-Type mini car is known as the Crystal Car because it’s covered in 100,000 crystals, all of them set by hand to create the most alluring ride possible. It’s technically a kiddie car, so in that regard, the effort seems wasted – unless we’re talking about a young driver who happens to have an unbound love for this kind of stuff.

The Crystal Car is also the name of the series of miniature crystal-set cars introduced by specialist Halfscale Cars in 2019, many of which were featured at Harrods. Offered with a variety of powertrains, from gasoline, electric, and the ol’-fashioned pedal power, they could be customized with a range of colors for the crystals and interior fabrics.

Halfscale Cars promised some 50 shades just for the crystals, which you could then match to the interior. Prices varied depending on options and whether you got a gas engine, EV, or pedals.

This particular unit is offered with pedals, so here’s to hoping your kid likes to break a sweat for transportation every now and then. It also features a working horn and working lights. It’s been recognized as one of the Harrods Top 100 items sold in-store, and it’s about to cross the auction block again with RM Sotheby’s at their November London 2023 event.

The estimate is £12,000 -£15,000 without a reserve and not including taxes. That’s approximately A\$23,000-\$28,000 at the current exchange rate for a pedal kiddie car shaped like a classic but dressed in Liberace’s Sunday clothes.

Jokes aside, the craftsmanship of the work is incredible. Halfscale Cars says that only setting the stones – Swarovski Xirus cut crystals – takes about two months of work because it’s done by

hand. The interior is plush velour suede in matching grey, with diamond-quilted panels on either side. There’s a bench-style seat for the young driver to sit on, but it doesn’t seem to be the most comfortable option around.

Though functional, even Halfscale Cars once said these units were “preferred

as stationary objects.” This would make this very sparkly kiddie car the sparkliest oversize paperweight and, because of it, the perfect fit for a lounge outside an eccentric collector’s garage. ■

Information for this story from AutoEvolution



UK - Six-Wheeled Daimler Double Six Pickup Truck

This is by far the weirdest Daimler XJ based model you'll ever see driving around, and it's up for sale.

If you're on the prowl for the quirkiest pickup conversion, brace yourself for "Purple Thunder" – the Daimler Double-Six that will turn more heads than a parade of clowns in a library.

This six-wheeled beast has a two-seater cabin and a sonorous V12 engine under its hood. But wait, there's more! It flaunts a bed that stretches longer than your aunt's Sunday sermon. And guess what? If you're in the UK, you can have it parked right under your driveway.

The bizarre creation is based on a 1981 Daimler Double Six Vanden Plas, which is more or less a rebadged and generously equipped Jaguar XJ Series III with an extended wheelbase. What was once a four-door limo has undergone a dramatic transformation into a two-door single-cab pickup thanks to a bespoke rear end and a considerably shortened cabin.

According to the Catawiki listing, this vehicle stands alone as the sole model of its kind boasting a double rear axle. While six-wheeler conversions have gained some traction lately, it's worth noting that the world doesn't often witness a Jaguar with more than four wheels.

The purple paint with gold graphics and chrome accents adds to its uniqueness, as do the side-mounted exhaust pipes which are said to produce a "unique sound". However, one less appealing aspect is the fuel filler cap protruding from the bodywork, a result of its relocation due to the extensively redesigned rear fenders.

The two-seater interior retains the wood panels on the dashboard and door cards and white leather upholstery. The rear bench has been removed, but the boot is now spacious enough to accommodate plenty of suitcases under the tonneau.

The Daimler ute is powered by a stock 5.3-liter V12 powertrain, which originally produced up to 295 hp (220 kW / 300 PS). According to the current owner, the engine is in good running condition, as are the automatic gearbox, brakes, tyres, and suspension.

The odometer reading of 77,150 miles (124,160 km) indicates infrequent use, which is entirely understandable given the size of this vehicle.

This distinctive creation, which has exchanged hands among 8 different owners over its lifetime, is up for auction at Catawiki and projected to command

a price ranging from Au\$20,000 to Au\$22,500.

So, the question remains: would you make an offer for this uniquely practical Daimler or opt for something less intriguing? ■

Information for this story from CarScoops



DRIVING THE D-TYPE
Rare Lynx replica

JAGUAR WORLD

OCTOBER 2023 THE WORLD'S BEST-SELLING INDEPENDENT JAGUAR MAGAZINE

10 years of the F-Type

Remembering the launch

E-Type survivor

Living with the Series 3

XJ HISTORY
The X358 facelift

S-Type on track

PRE-RELEASE-STORAGE CHECKS | V6 DIESEL SERVICE

The October 2023 edition of Jaguar World includes the following stories:

- ◇ **E-Type Survivor:** It doesn't get more seventies than this beautifully preserved Series 3 with Heather paintwork and an eight-track player.
- ◇ **S-Type on Track:** We help with the shakedown testing of a promising new entrant on the Jaguar racing scene.
- ◇ **D-Type Replica:** Big on detail and tantalisingly close to the real thing, the Lynx replicas now command serious money. We find out just why.
- ◇ **XJ X358 Diesel:** Unearthing a very early example of the X358, with diesel power and a past life as a preproduction press car.
- ◇ **History:** As the writing looms large on the wall for Jaguar's last sports car, we remember the optimism from the F-Type launch a decade ago.
- ◇ **Tech: 4x4 Jaguars:** How Jaguar's all-wheel-drive offering progressed from its X-Type beginnings to the current range.
- ◇ **Living With the Series 3:** An up-together Series 3 XJ can be a delightful prospect, but a down-at-heel example can quickly drain you of funds and enthusiasm. Here's how to stay on the right side.
- ◇ **Workshop - XJ Diesel Service:** Maintenance tasks on the X358 diesel.
- ◇ **Q & A:** XK150 roof motors; X-Type lighting and S-Type air leaks.
- ◇ **Archives: Snapshot from 100 years of Jaguar** (see below). ■



From the archives

Snapshots from 100 years of Jaguar

From The Archives: Snapshot from 100 years of Jaguar

The 1977 season of the European Touring Car series wasn't exactly a glorious one for Jaguar. When they were on song, the Broadspeed-prepared XJCs were on the pace, setting the fastest laps, but the majority of events saw them retire due to mechanical failures.

Here we see them in more optimistic mood lined up on the grid for the second event of the year at the Salzburgring in April.

In the foreground is the 500hp V12 Bell/Rouse car which survives in the JDHT collection today, with the Fitzpatrick/Schenken car on the far side, the BMW CSLs in their striking UFO Jeans livery sitting right behind.

Despite the '77 season being curtailed when British Leyland ran out of patience and budget, the racing XJC would reach its pinnacle for this season, with chunky arches covering 19-inch wheels and even a dry sump engine which would be ready later in the year. The Jaguars would both retire from the Austrian race after hub failures, but there's no denying they look superb.

Classic Jaguar (Oct/Nov 2023)

100% PURE
CLASSIC
JAGUARS

BEST-VALUE E-TYPE?
WHAT YOU NEED TO KNOW
TO BUY THE RIGHT SERIES 3



CLASSIC JAGUAR

XJ SERIES II AT 50



THE STORY OF THE
MOST VARIED ERA OF
XJ PRODUCTION

TECHNICAL

V12 DISTRIBUTOR
UPGRADE & REBUILD



DR450 LIMOUSINE
THE LAST HURRAH



CORSICA DRIVEN
PROTOTYPE ON TOUR



S-TYPE v V8
SIBLINGS COMPARED

PLUS THE XJR-S STORY • CLUB UPDATES
MARKET TRENDS, NEWS AND MORE



The Oct/Nov 2023 edition of Jaguar World includes the following stories:

- ◇ **Cover Story - XJ Series II at 50:** They tell the story of the forgotten Series XJ.
- ◇ **Twin Test:** Is the Daimler V8 the best budget alternative to a Mk II or is the S-Type the better bet?
- ◇ **XJR-S:** How Tom Walkinshaw turned a grand tourer into a supercar.
- ◇ **Daimler DR450:** The story of the last truly independent Daimler limousine.
- ◇ **Storyline:** Fact based fiction. Le Mans updates and C-type aerodynamics.
- ◇ **Paul Walton:** Jaguar's engines over the years have been surprisingly few in number.
- ◇ **Sam Skelton:** How the car world is moving toward a unified and depressing future.
- ◇ **Xclusively Letitia:** Letitia's experience at Supercharged Sunday with the very last manual XJR.
- ◇ **Corsica on Tour:** They borrow the one-off Daimler Corsica convertible from the JDHT.
- ◇ **Workshop - Restoring a V12 Distributor:** Rob Hawkins shows us how to revive your V12 dizzy complete with photographs.
- ◇ **Buying Guide: E-Type Series 3:** What you need to know to buy a great V12.
- ◇ **Jaguar Daimler Heritage Trust Chronicle:** A last minute trip to Le Mans for the JDHT team. ■

MODEL HISTORY
JAGUAR XJ SERIES II



The XJ Series 2 is often forgotten between the original Series 1 and the last, most polished Series 3. As it turns 50, they look back on the era that gave the XJ its most diverse range of all.

Classified Adverts

FOR SALE MARK VII

- ◇ The body has been sand blasted and etched.
- ◇ Owner has done some of the rust repairs as he is a motor body builder by trade.
- ◇ All other panels have also been sand blasted and etched
- ◇ There are many spares.
- ◇ Lots more photos available.

Asking \$10,000 for every thing (or near offer).

**Please contact John Lueders
Email. jhlueders52@gmail.com**



FOR SALE: 2005 S-Type

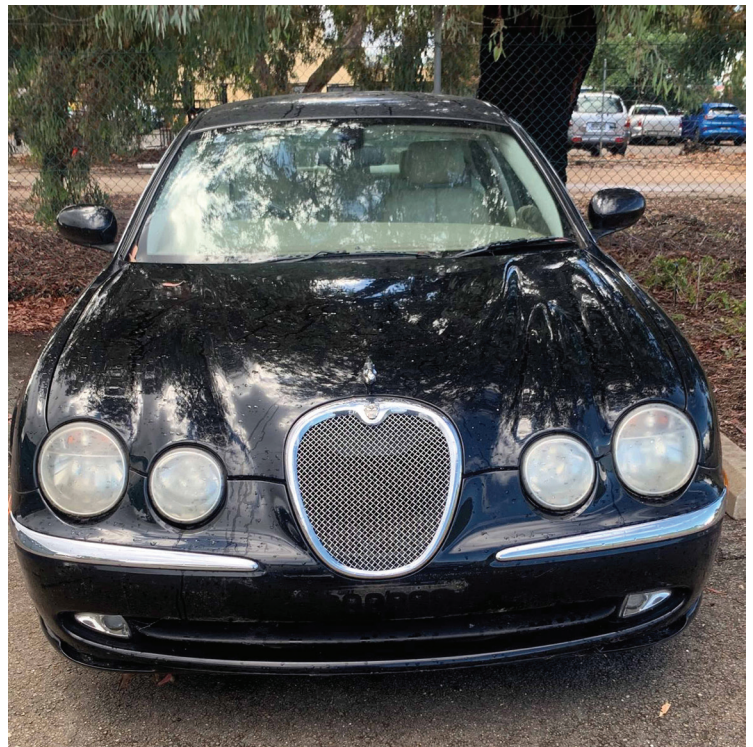
- ◇ The car has some electrical issues.
- ◇ The car is reportedly in great condition.
- ◇ The owner does not have the time to look after the car as he is a carer for his wife.
- ◇ All books & service history (all services by Solitaire).
- ◇ There are issues with - the engine control module; security input; and climate control system. All issues require auto electrician to investigate and repair. (A report from a local mechanic available).
- ◇ Front interior seats & carpets are v/g but the car needs a good clean.
- ◇ The vehicle is currently being stored under cover in Hendon.

Price: Best Offer

All reasonable offers considered.

The contact is an employee of the company owner that is selling the car. Please contact Justine Simpson

**Email: Justine.s@dynek.com
Phone: 08 8268 2033**



Classified Adverts

FOR SALE - 1966 Mk 2 (4.2 litre)

- ◇ 1966 Mk2 manual, fitted with 4.2 litre engine,
- ◇ Toyota Supra 5 speed gearbox,
- ◇ Power steering, and
- ◇ XJ40 front seats.
- ◇ Original 3.4 litre block and original front seats are included.
- ◇ Full history inc UK service records from 1967.

PRICE: \$38,000

CONTACT: Contact Dave Burton 0417566225



FOR SALE - FOR SALE 2016 XE S

- ◇ Rare supercharged 3 litre V6 with 8 speed transmission, in Italian racing red.
- ◇ Showroom display model, fitted with every available option, including sun roof, heads-up display, 20 inch propeller wheels, adaptive suspension etc., the new list price at time of purchase being \$124,881.
- ◇ Travelled only 64,000 Km
- ◇ First registered August 2016 and in immaculate condition.
- ◇ Recently serviced and fitted with a new battery.

Price \$49,000

**Please contact - Peter Beaumont
Phone 0419 004 274
Email pbeaumont@internode.net.au**



XJS Tail Lights (2 sets)

- ◇ All in good order with all the necessary wires and plugs on the back & the chrome.
- ◇ The going rate for them on eBay is around \$25.00.

CONTACT: Patricia Hobson 08 8384 2899

www.classicperformance.com.au



Sunday Morning Cars & Coffee

SUNDAY Morning 'CARS & COFFEE' Themed Events

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

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

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



XK120 CELEBRATING 75 YEARS.

French writer Françoise Sagan, standing beside her XK120 in front of the building where she grew up and lived, Boulevard Malesherbes in Paris. In an interview she made a memorable quote to Time Magazine; "I would rather cry in a Jaguar than on a bus".

Jaguar Ladies Social Group Report (September)

On Thursday 21st September 15 ladies visited Jurlique Farm, a biodynamic farm which has been in the stunning Adelaide Hills for 35 years. We learnt all about their farming practices to produce powerful natural ingredients that go into cosmetics that are sold to 27 countries around the world.

What a revelation, we had no idea what went into Jurlique products.

We all came away with a new respect for their commitment to a natural sustainable product. Amazingly 80% of their product is grown there.

We then had lunch at the Barker Hotel, recently renovated and the meals were beautifully presented.

Our next event is Thursday 16th November at the Adelaide Oval.

An optional tour is planned prior to the lunch and details will be published very soon on Tidyhq.

Tricia Clarke (0422 128 066)
triciaclarke_1@hotmail.com



XK, Mk 7, 8, 9 - Register Minutes (September)

XK, Mk 7, 8, 9 Register



XK120 - celebrating 75 years

Minutes of the XK & Marks 7, 8 & 9 Register Meeting on the 19th of September at the home of Rob & Vicki Loffler.

Before we started the meeting, we were treated to a sumptuous lunch prepared by Vicki, even the boys left the garage to join in.

Present:

Steve Weeks, Rod & Diedre Ide, Rob & Vicki Loffler, Sue Harrison, John & Lindsey Williams, Richard Smith, Malcolm Drewer & Suzanne, Andrew Christopherson (Armstrong Siddeley Club), Evan Spartalis, Fred Butcher.

Apologies:

Ossie & Rayeena Petrucco, Steve & Celia Schubert, Val Weeks, Jullian & Moira Lugg, Carla Smith, Rod & Peggy Davis, Peter & Judy Goodale & Onslow & Wendy Billingham.

Combined Clubs Run:

This event was a great success despite the weather, in all we had about 70 people attend.

Welfare:

- Rod Davis, is now recovering in respite and looks forward to our visits.
- Gordon Brown, who has attended a number of our meetings is currently in hospital with cancer issues.

Border Run:

To date we have about 30 plus members going from both SA & Victoria.

Steve went through the program of events and will be emailing a detailed copy to all.

There are still a few motel rooms available but any rooms that are not booked soon will be taken back by the motel.

Roy Armfield has advised that he may have 8 cars coming over from Victoria.

Graeme Schultz has arranged a Kenny Blake tour, which should be of great interest to many as Kenny was a local from Strathalbyn and was killed while competing in the IOM TT race.

The Registers Christmas Lunch:

Will be on the 7th of December, at the home of Steve & Celia Schubert. It will be a fully catered affair at a cost of \$25 per head, Steve & Celia are also kindly subsidising some of the cost.

Steve will contact Register members to see who is going.

New Business

◇ **Salt Water Classic:**

Rob Loffler talked on the Yorke Peninsula's Saltwater classic and handed out some brochures on the event.

Rob will be competing in his Jaguar powered boat & has also booked a number of rooms at the local caravan park, but please be quick as they will not last long. Please contact Rob for more information.

◇ **Membership list:**

An updated list of Register members is required as the old one is out of date; Steve will arrange to send one out.

Around the Room Car Talk.

- **Malcolm Drewer** – Do not drive an MGB without oil. (Enough said).
- **John Williams** – XK120 is going well, recently drove it up to Bethany in the mid north.
- **Graeme Schultz** - drove the XK120 to the meeting today and may take his replica D Type on the Border Run.
- **Fred Butcher** - Has found out that electronic fuel pumps do not work well on low voltage.
- **Evan Spartalis** - Is hoping to make it home!
- **Andrew Christopherson** - The water pump on his Armstrong Siddeley has failed.
- **Robin Ide** - The Mark 9 is going well.
- **Rob Loffler** - All cars going well, is currently looking for an MGB crankshaft.
- **Steve Weeks** - Has started fitting the XK150's rear window.

Most of the car talk of interest was centred in Rob's large garage, where he currently had his collection of cars, including an MGB that needs a completely new crankshaft (the owner was heard to say "must check the oil more often!")

We then closed the meeting and retired back out to Rob's garage.

A huge thank you to Rob & Vicki for their hospitality in hosting us.

Steve Weeks
Register Secretary



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



Compact Register Report (September)

SS, Mk IV, Mk V Register



Compact Register meet quarterly.

Firstly a big thank you to the 25 members who attended our "Planning Meeting" at 'The Maid of Auckland Hotel' and to those who sent along an apology. We were pleased to also welcome some new members and some members we have not seen for a while.

It was a good positive meeting and I believe we all left believing that the Register is in good health and we have a good year to look forward to in 2024.

◇ Position of Register Secretary 2023/2024

The election of the Register Secretary is a necessary formality at this time each year. We were swamped with nominations for the position but in the end I "Lost" and I am your Register Secretary for the next 12 months or so. I do invite the input and suggestions from any member who wishes to contribute via a phone call or email on any matter relating to the Register or the Club in general.

◇ Combined Runs with XK Register

It was agreed that we continue to join with the XK, Mk7, 8 & 9 Register wherever practical in shared planned events. We will be planning a joint week day run for some time in February, so stay tuned.

◇ Regularity of Register Activities

We discussed the regularity of the Register's activities. It was agreed that we would have a Pub Meal / Meeting on a Wednesday evening at approximately quarterly intervals.

Secondly that we would seek to arrange in between these quarterly meetings an event / outing / run of some description. These will be either mid-week or Sunday events.



Members were reminded to stay in touch via TidyHQ > Events.

Members were also reminded that any member may participate in any event organised by any of the Club Registers as published on TidyHQ. <https://jdcsa.tidyhq.com/public/schedule/events>.

◇ Compact Border Run with JCCV & JDCA

It was raised with the members the suggestion that we conduct a "Compact Border Run" in 2024, seeking to encourage members from Victoria in particular to join us for a 4- day weekend away.

We were delighted that this received an enthusiastic response. Stay tuned for more information and we will be pleased to receive any suggestions in this regard. At this stage we are considering dates for May 2023.

On this subject of Border Runs, Steve Weeks (Register Secretary for the XK, Mk 7, 8 & 9 Register) has asked me to invite any Compact Register member who may wish to participate in their upcoming Border Run in Strathalbyn, or in any part of the program, to contact him directly on 0414 952 416.

The details of this event are found here: <https://jdcsa.tidyhq.com/public/schedule/events/54577-xk-marks-7-8-9-register-border-run-oct-2023>

◇ Club Calendar Events (Remainder of 2023:

1. General Meetings:

The October GM will be October 3 at The Junction Bistro as usual.

Due to Melbourne Cup Day activities at The Junction Bistro there will be no GM held in November.

Our final GM for the year will be a special Christmas Meeting on Tuesday December 5, at 'The Junction Bistro'. A special Christmas Menu will

be offered by the Bistro and a special evening of light fun and activities is planned. REGISTRATION FOR THIS MEETING WILL BE ABSOLUTELY ESSENTIAL!

2. SA Jag Day (Incorporating CATS & CANS):

Sunday 29th October 2023. - This is our clubs most important regular event for the year and even more important as it is our 50th Anniversary year. Of particular relevance to our Register will be the celebration of the 60th Anniversary of the mighty S Type. All S type owners please make the effort to get your car there on the day. A trophy for the Most Desirable S Type on the day will be awarded. <https://jdcsa.tidyhq.com/public/schedule/events/52565-sa-jag-day-2023>

3. Compact Register Christmas Picnic in the Park:

This will be our final meeting for the year. Please check TidyHQ for full details. You will receive a separate invitation once details are finalised.

Finally, on a sad note, many of our members will be aware of the recent passing of our loyal Compact Register member Gordon Brown. Gordon's family have issued a special invitation to a Memorial Wake for Gordon to be held on Tuesday 3rd October, 1.00pm – 4.00pm at The South Australian Badminton Association, 42 Rutland Ave, Lockleys SA 5032. We do hope that some of our members will be available to attend.

Cheers for now!

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

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

XJ, Mk 10 & 420G Register



*1973 XJ Series 1 & 2 celebrating 50 years
They meet the second Wednesday of each month*

Minutes of meeting held at 7.30pm on Wednesday 20th September, at the Bartley Hotel, West Lakes Shore.

Present:

David Bicknell, Walter & Beryl Bullock, Don & Margaret Bursill, Bob & Daphne Charman, Alan & Lorraine Davis, Darryl & Fay Leyton, Louis Marafioti, Gary Monrad & Oggi Stojanovich, David & Angela Nicklin, Trevor Norley, Borys Potiuch, Michael & Jo Pringle, Charlie & Mary Saliba, Geoffrey & Margaret Thomas.

Apologies: Tom & Marj Brindle, Jonathan Harry, Don & Elaine Cardone, Graeme & Betty Moore, Don & Toni Heartfield, Bryan & Ann O'Shaughnessy, Ian & Jenny Rowley, Don & Kathy Tyrrell.

Welfare: Margaret Bicknell is out of Hospital and going well after having a hip operation.

Tonight's Lucky Draw: David Nicklin was tonight's lucky winner.

Previous Minutes: Approved by Jo Orford, seconded Geoff Thomas.

General Business:

1. The 50th anniversary book is now available to purchase online.
2. Next ladies group lunch is on tomorrow at Jurlique in the Adelaide Hills.
3. Jag Day, 29th October at Civic Park.
4. Multi Valve Xmas run November 24th. Details to follow.

5. XJ Mk10 420G run for 2024 is in the planning. Sovereign Hill, and Castlemaine.

6. Our November meeting is AUCTION NIGHT.

7. Our Xmas Dinner and Show has only 18 tickets left for sale.

CAR TALK

David Bicknell: The 420 now has electric ignition. All good.

Walter & Beryl Bullock: Garaged at Warrens. Went well when I drove it 4 months ago.

Don & Margaret Bursill: XJ12 still going very well.

Bob & Daff Charman: Having all the woodwork re-done on the XJ6. First attempt was not good.

Allan Davis: X Type going well. Needs a little work but nothing Lorraine can't do.

Darryl & Fay Leyton: Took Fay for a ride for her Birthday. Got as far as Bridgewater and car stopped. Fay had ride in a tow truck for her Birthday present.

Louis Marafioti: XJ8 had flat battery. Not bad for 9 years old.

Gary Monrad & Oggi Stojanovich: Car off the hoist. Manifold hooked up. All good.

Angela Nicklin: Series 1 waiting for new distributor. XJ8 is in the car park. Beautiful car.

Trevor Norley: Took the X Type to Broken Hill. Put the foot down on the open road, scared the S... out of me.

Borys Potiuch: Blue Jag still work in progress.

Michael & Jo Orford: XKR is back home. Needs pinion seals in the diff.

Charlie & Mary Saliba: All cars going well.

Geoff & Margaret Thomas: Started the XJ 5 weeks ago. Went well, will do it again one day.

Meeting closed 8.10pm.

Our next Register meeting will be at the Bartley Hotel on Wednesday 11th October, 2023. Looking forward to seeing you all there.

**Bob Charman
Register Secretary**



DEAR GOD BLESS THIS CAR

and scare the evil spirits out so that it doesn't break down so often

SS, Mk IV, Mk V - Register Minutes (September)

SS, Mk IV, Mk V Register



Currently meeting the 3rd Wednesday of each month.

Minutes of meeting held at Antony Veale's residence - Wednesday 20th September 2023

Present: Brenton Hobbs, John Lewis, Malcolm Adamson, Ross Rasmus, Bruce Fletcher, Antony Veale, David Rogers, Jack Richardson.

Apologies: Warren Foreman, Ian Sholl, Andrew Hayes, Alan Miller, Greg Castle, Daniel Adamson, Rob Paterson, Des Brown, Graham Franklin, Bob Kretschmer

Guests: Nil

Previous Minutes: The Minutes of 16th August 2023 as issued were accepted as a true record of the meeting.

Correspondence: Nil

Welfare: Bob K has hopefully had his operation.

SS Register 50th anniversary 2024

- Car badges arrived and shown at tonight's meeting.
- A few wineries suggested and to be checked out.
- Bob K is checking out Wineries and has asked for others to help.

SA/VIC Border Run 2023: Mt Gambier.

- The run will be 3-6th November 2023
- At this stage there will be 69 people attending and 33 cars.
- Bruce has located the trophy that Don Evans made for the SA-VIC border run.
- Bruce is losing more hair getting this run together.
- The information centre lost the form Bruce gave them to park in front of the information centre so hopefully this will be sorted in time.

Technical & Parts:

- Bruce is after an air filter for his Mk4. This is not so easy as his is a modified version.
Bruce has lashed out and brought a new set of tyres for the Mk4.
- When modifying the air filters others mentioned they get splashing through the breather now.
- David has taken the Mk5 in to get the brakes fixed and they work perfectly now.

David's Mk5 brakes had one wheel cylinder faulty and 1 drum was oversize. Also, other drums were machined.

- Ross has a rattle in the motor that goes when the revs are high.
This is caused by the chain tensioner, so Ross has replaced tensioner and chain.
- Bob K has supplied Brenton a bonnet catch for the Mk4.
- Ross is still working on the starter motor for the Mk4 1.5.
- Some parts for Mk5 and SS were recently advertised at Evanston Gdns to give away. These have all gone.

General Business:

Jacks Daimler has been sold and on its way to Tassie.

SS Register Meeting Dates:

Next meeting is 18th October at some pub to be worked out yet.

If you can host a meeting for other months, can you please advise Brenton Hobbs.

The meeting closed at 8.45 pm.

Thank you to Antony for hosting this meeting and supplying supper.

Brenton Hobbs
Register Secretary

LEDs for BPF bulbs

Better Car Lighting has developed a range of LEDs to replace the British pre-focus headlight bulbs on most vintage and early classic cars, including numerous Jaguars.

"These produce at least three times as much light as the originals, use less than half as much power and are guaranteed for five years," explains Gil Keane at BCL. "They produce light designed not to give the game away, because the colour is right for early cars, and they have been designed to fit with no other changes being made. There are twin high/low beam versions, plus single beam versions for cars with dipping reflectors, or to go into early spot and fog lights."

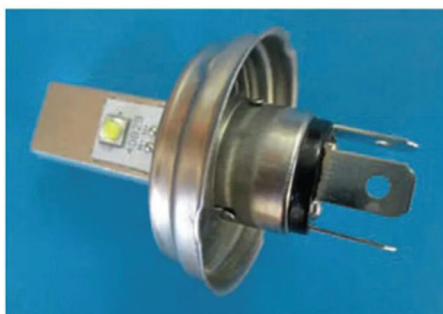
Most Jaguars manufactured up until the late 1960s were originally equipped with British pre-focus bulbs. They were replaced for a short time with sealed beam units before moving on to halogen bulbs.

"Most of the early Jaguars used BA15D (BA15s in the Lucas Pathfinder/Fogranger auxiliary lights), or P36D (P36s in the spots and fogs) or P45t," continues Gil. "The LED upgrades for these are truly transformative. I can do many of these in yellow as well as ivory white, which can be appropriate if the car lives in France or Belgium."

Price: £119.99 inc VAT

Tel: 0121 773 7000

Web: www.bettercarlighting.co.uk



Multivalve - Register Minutes (September)

Multivalve



*Multivalve Register meet bi-monthly.
XJ81 celebrating 30 years: 1993-2023.*

Minutes of Multivalve Register meeting held on Thursday 28th of September 2023 at the Kensington Hotel, Regent Street, Kensington.

Present: Bob and Daphne Charman, Ron and Claire Palmer, Jim and Arcadia Komaromi, David Brewer, Michael Pringle and Jo Orford, Geoff and Margaret Thomas, Peter and Heather Buck, Hugh Cardle, Lesley Clarke, Tom and Marj Brindle, Barry Brown, Mel Dennett, Ron Hepinstall.

Apologies: Geoff and Valerie Clayton, Judy Langdon and Ray Smithers, Peter and Tricia Clarke, Graeme and Betty Moore, Fred Butcher, Steve and Cecilia Schubert, Walter and Beryl Bullock, John Castle, Peter and Ros Holland, Graham Franklin.

The Register welcomed potential new member Ron Hepinstall who attended this evening to check the Club out. Hopefully we passed with flying colours and he will join us!

Minutes of previous meeting: Accepted with no matters arising.

Welfare:

1. Michael Pringle advised the group that Julia Harrland has passed away – Paul Harrland is a member of the E, F & GT Register. The Multivalve Register extends sincere condolences to Paul.
2. Gordon Brown passed away last Wednesday after a long illness. A memorial service will be held for him at the Badminton Centre, 42 Rutland Ave., Lockleys, from 1:00-4:00pm on Tuesday 3rd October. Members are being encouraged to attend with their Jaguars.

Club Business:

1. 50th Anniversary books: Selling slowly - an additional book sold this evening.

2. The next General Meeting is on Tuesday 3rd October.
3. Members were advised the November General Meeting has been cancelled as the venue is not available.
4. SA Jag Day is on 29th October, Civic Park, Modbury. A special line up will also be made for other classic cars owned by members of the JDCSA. The event will celebrate the 60th anniversary of the S-type. Members were reminded to bring donations for Cats 'n Cans.
5. Tickets for the XJ Register Christmas concert on December 2nd at the Glenelg Golf Club are selling fast, only 16 tickets remain.
6. Members were asked to think about ideas for guest speakers at the general meetings, any subject matter welcome.
7. Members were reminded to book for events on TidyHQ, particularly if dining is involved, in order to allow venues to cater for numbers.

Register Business:

1. The recent Broken Hill trip was an unqualified success – Peter and Tricia Clarke did an extraordinary job of organising the whole event which was much appreciated.
2. The Christmas lunch run will be held on Friday 24th November. Details will be posted on TidyHQ as soon as they have been finalised.
3. Bob Charman outlined the trip for next year to Ballarat and Castlemaine, possibly in early July – details are being worked out. Watch this space!

Car Talk:

- Jo Orford: XKR still sick, awaiting repair.
- Michael Pringle: The XE has had new tyres.
- Jim Komaromi: S-type has a problem with the fan which runs for about 4 minutes before it stops and was told the EOF was set at a lower value to bring the sensor down. Members advised him to call Charlie Saliba.
- Barry Brown: Has not used his 2010 XF since April as he has been working on his daughter's classic Triumph.
- Ron Palmer: 2014 XF 3-litre supercharged, 88,950kms, did just

over 1,000kms during the Broken Hill trip and got 7.7kms/litre of fuel. The car is going very well.

- Tom Brindle: 1994 XJ40 – still looking for a front spoiler. Members advised him to try an online Jaguar forum for ideas.
- Mel Dennett: 1995 X300, 100,000kms, inherited from his father. Has been driving it every fortnight to work and it goes well. Just one peculiar problem – each time he tries to lock it, it locks four times in succession before stopping. Bob Charman had a similar problem with a car and advised Mel to stand back a little further away from the car before trying the lock – apparently that did the trick for him!
- Ron Hepinstall: 2016 XE, 26,000kms. Having trouble updating the maps and was advised to give up and use Google maps instead.
- Bob Charman: All cars going well.
- Daphne Charman: XF going well.
- Hugh Cardle: 2017 XE, 25,000kms. Had a new battery (weighs 27 kilos), quoted from \$630 to \$350. Bought in Wingfield for \$350 with a 10-year guarantee.
- Geoff Thomas: 1975 XJ6 Series II, currently in the garage as he is unable to drive it due to double vision (Peter advised him to sell one of them but thinks he would sell the wrong one!). In any event it doesn't go out in the rain or at night, so it's happy.
- David Brewer: 2010 5-litre XK, goes out when the sun shines but a couple of weeks ago the information centre was blank – no radio, etc., but after a 3-hour drive and a stop for lunch, it started working again. The recommendation by members was to leave it alone and hope it's now okay.
- Peter Buck: X308 still going like a dream.

Any Other Business:

There was no other business.

Next Meeting Date:

Friday 24th November for the Christmas lunch run – details to follow.

Meeting closed at 8:12pm.

Peter Buck
Register Secretary

Minutes of the JDCSA Inc. 2023 Annual General Meeting

Minutes of the JDCSA Inc. 2023 Annual General Meeting held on Tuesday 5th September 2023, at The Junction, 470 Anzac Highway, Camden Park, SA 5038.

Meeting - Commenced at 8.22 pm.

Chairperson – Fred Butcher

Minute taker – Heather Buck

1. Welcome: The President opened the meeting and welcomed members to the 2023 Annual General Meeting. There were no new members or visitors present.

2. Present: As per TidyHQ registrations and signature sheet held by Club Secretary.

3. Apologies: Mark Walker-Roberts, Roland Donders, David Cocker, Donald Tamblyn, Angela and David Nicklin, Janine Cooke, Bob and Glenys Moylan, Millie Costi, Geoff Thomas, Sue White, Steve and Val Weeks, Paul Moore, Arcadia Komaromi, David Rogers

4. Acceptance of Minutes of the AGM 2022:

The Minutes of the AGM 2022 were accepted as accurate and moved for acceptance by Bob Charman and seconded by Graham Franklin. There was no business arising.

5. Annual Report by President:

The President thanked the committee and all ex officio members for their efforts and support over the past year. The full report was printed in Classic Marque and is available on TidyHQ.

[President's Report 2023](#)

6. Annual Report by Secretary:

The Secretary's report was read out in his absence. The full report is available on TidyHQ.

[AGM-Secretary-Report-2023](#)

7. Annual Report by Treasurer:

The Statement by Independent Assessor and Financial Controls Checklist have been completed as per the Constitution.

The Financial Report has been made available this evening and was moved for acceptance by Peter Clarke and seconded by Alan Bartram. The accounts and Treasurer's full report are available on TidyHQ.

[Treasurer's Report 2023](#)

[EOFY Final Accounts 2023](#)

[Financial Controls Checklist 2023](#)

[Statement by Independent Assessor 2023](#)

8. Annual report by Membership Secretary:

The Membership Secretary presented her report to the meeting. The report is available on TidyHQ.

[Membership Secretary Report 2023](#)

9. Annual Report by Editor:

The Editor presented his report to the meeting. The report is available on TidyHQ.

[Editor's Report 2023](#)

10. ACJC Report

The ACJC report is available on TidyHQ.

[ACJC Report \(Philip Prior\) 2022/23](#)

11. Presentation of Life Member:

Geoff Mockford, member number 3787, was nominated for, and awarded, life membership in accordance with the Constitution and Life Member Policy as follows - he has/had been:

- a. a continuous financial member for 27 years
- b. the Technical Officer for 24 years
- c. a member since 1996 and for over 20 years (from 1999) has been Historic Vehicle Inspector and Technical Officer for the Club
- d. a constant help to members with hard to acquire parts
- e. for many years helping countless members with technical advice and problem-solving
- f. an invaluable asset to the Club when interstate members have had car problems, particularly when hosting National Rallies, mostly at no cost
- g. provided his home and workshop for Club meetings and events
- h. for many years the Chief Concours Judge at the Jaguar National Rallies
- i. written multiple technical articles (more than 50) for the Classic Marque magazine
- j. supported the Club with advertising, sponsorship, trophies and prizes

Geoff is well respected within the Club and interstate and has endeared himself to the broad cross-section of members.

12. Election of Executive Committee:

The Club Patron took the chair to officiate the Executive Committee positions and thanked the outgoing committee members Fred Butcher (President) and Tim White (Vice President).

One nomination for each position has been received and neither were contested. A show of hands for both nominations was unanimous.

Positions for 2023-2024 were therefore declared as follows:

- President – Michael Pringle
- Vice President – Graeme Moore
- Secretary – Steve Weeks
- Treasurer – Heather Buck
- Executive Committee position – Daphne Charman

No nominations were received for the sixth Executive Committee position which will now be decided by the Executive Committee under the casual vacancy rules.

President Michael Pringle thanked former President Fred Butcher for his efforts on behalf of the Club for the past two years, also Tim White and Graham Franklin who are not continuing on the Executive committee, and pledged to maintain the momentum of the Club that has built up over fifty years.

13. Meeting Closed at 9:00 pm.



Minutes - JDCSA September 2023 General Meeting

Minutes of the JDCSA Inc. 2023 September General Meeting held on Tuesday 5th September 2023, at The Junction, 470 Anzac Highway, Camden Park, SA 5038.

Meeting opened at 7:30pm.

Present: As per TidyHQ registrations and signature sheet held by Club Secretary.

Apologies: Mark Walker-Roberts, Roland Donders, David Cocker, Donald Tamblyn, Angela and David Nicklin, Janine Cooke, Bob and Glenys Moylan, Millie Costi, Geoff Thomas, Sue White, Steve and Val Weeks, Paul Moore, Arcadia Komaromi, David Rogers

Minutes of The Last Meeting:

Moved for acceptance by Peter Buck and seconded by Daphne Charman. There was no business arising.

Welfare:

It was noted that Des Brown's wife recently passed away. The Club extends sincere condolences to Des and his family.

SA Jag Day:

Phil Prior confirmed the date as 29th October at Civic Park. Posters available this evening, also letters for sponsorship for Cats 'N Cans. Trevor Norley appointed as head marshal, needs another four marshals for the event. Marshal briefing will begin at 8:30am on the day. S-Types will be celebrated and owners encouraged to attend.

President (Fred Butcher):

The President's report can be read in the Classic Marque.

Vice President (Tim White):

Just over one hundred 50th anniversary books sold.

Secretary (Steve Weeks):

Following a request, a letter has been sent to the Office of Consumer and Business Affairs confirming the Club's information they have on file.

The Rover and Armstrong Siddeley Clubs have thanked the JDCSA for the recent combined run and suggested there should be more events of this type.

Treasurer (Heather Buck): The Club remains in a healthy financial position.

Membership (Daphne Charman): The Club is averaging 3-4 new members per month. There are currently 474 paying members and 792 members in total.

Editor (Graham Franklin):

An issue with the magazine not being received by email from TidyHQ for a few members will be investigated.

Stories have been received this year from nine new members and thanked them for their contribution.

Graham thanked Fred Butcher for his support over the past two years.

Log Books (Bob Charman):

Five members were reported to Transport SA at the end of August. 540 books have now been completed.

Regalia (Graeme & Betty Moore):

No regalia present this evening.

MSCA (Barry Kitts):

The Sporting Car Club have a full race meeting on the 16-17 September at The Bend. Free event. All welcome.

Library (Tom Brindle):

A few books available this evening.

Ladies Group (Tricia Clarke):

Visit planned to Jurlique Farm, Thursday 21st September, ladies are welcome to bring a friend. Register on TidyHQ by 11th September.

REGISTER REPORTS

Multivalve Register (Peter Buck):

Next meeting is on 28th September at The Kensi.

The Broken Hill trip from 12-16th September organised by Peter and Tricia Clarke is now complete.

Compact Register (Phil Prior):

Phil emphasised members must use the new URL for the Club website www.jdcса.webs.com

A meeting has been arranged at the Maid of Auckland on Tuesday September 26th to share ideas and plan for the months ahead.

A request has been received through Facebook for a MkII car for a film in Adelaide. Contact Phil if interested.

XJ Register (Bob Charman):

The next meeting will be held one week later than usual, at the Bartley Hotel on 20th September.

There are only 23 tickets left for the Christmas Show on Saturday 2nd December.

The XJ auction night will be held on Wednesday 8th November.

E, F & GT Register:

Alan Bartram reported a good evening at Geoff Mockford's workshop on the 16th August.

Next meeting is the 26th October at Alan Baker's premises before he launches the D-type.

SS & Pushrod Register (Brenton Hobbs):

Malcolm Adamson reported the next meeting will be listed shortly on TidyHQ. Accommodation for the border run is booked out and the programme is complete.

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

The combined Club run was very successful.

Next meeting is September 13th at Rob and Vicki Loffler's home.

General Business:

- Geoff Mockford gave an overview of a new business he has taken on relating to spare parts for the older classic Jaguars. Details are in the current edition of the Classic Marque.
- Tricia Clarke asked for details of Jaguar runs to be available for organisers to draw on for future events. This was agreed, details in future to be sent to Tim White who will place them in TidyHQ under Storage.

Meeting closed at 8:21pm.

When Fashion & Automotive Collide



As the XE was being rolled out in late 2014, this collaboration with Stella McCartney was unveiled to coincide with Paris Fashion Week and the Paris Motor Show. To our untrained eye, the XE looks as if it's been randomly stamped with a set of faces that might be more at home in an eighties arcade, but according to Vogue – which is probably better qualified to comment – they constitute a “playful, comic book world of superheroes and villains”. Whatever, McCartney got the thumbs-up from Jag design boss Ian Callum, who said he admired her “commitment to elegance, style as well as functionality and performance” – attributes he had tried to express in the car’s design.



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Club Notices

GENERAL MEETING ROSTER 2023/24

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

CLASSIC MARQUE

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

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

JDCSA - Club Directory 2023 -2024

Club Postal Address:

PO Box 6020, Halifax Street, Adelaide SA 5000

Club Web Site / Email

Web: www.jdcса.webs.com

Email: jdcса@mail.tidyhq.com

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

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

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

Your Committee

President: Michael Pringle

Mobile: 0418 311 422

president.jdcса@mail.tidyhq.com

Vice President: Graeme Moore.

Mobile: 0467 066 797

vicepresident.jdcса@mail.tidyhq.com

Treasurer: Heather Buck

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treasurer.jdcса@mail.tidyhq.com

Secretary/Public Officer: Steve Weeks

Mobile: 0414 952 416

secretary.jdcса@mail.tidyhq.com

Membership Secretary: Daphne Charman

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

membership.jdcса@mail.tidyhq.com

Committee Member: Vacant

Register Secretaries/Committee members

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

Brenton Hobbs.

ssregister.jdcса@mail.tidyhq.com

XK & MK 7, 8, 9 - Meet TBA

Steve Weeks: 0414 952 416

xk789register.jdcса@mail.tidyhq.com

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

Phil Prior. Mobile: 0402 670 654.

compactregister.jdcса@mail.tidyhq.com

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

Bob Charman: (08) 8248 4111

xjregister.jdcса@mail.tidyhq.com

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

Vacant:

efgtregister.jdcса@mail.tidyhq.com

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

Peter Buck Mobile: 0421 061 883

multivalveregister.jdcса@mail.tidyhq.com

Club Services/Club Representatives

Club Patron: Peter Holland

Phone: 0408 810 884. E: patron.jdcса@mail.tidyhq.com

Public Officer: Steve Weeks

Mobile: 0414 952 416. E: publicofficer.jdcса@mail.tidyhq.com

Jaguar Ladies Social Group: Tricia Clarke.

Mobile: 0422 128 066. Email: triciacclarke_1@hotmail.com

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Editor/Events Coordinator: Graham Franklin

Mobile: 0490 074 671

Email: editor.jdcса@mail.tidyhq.com.

Australian Council of Jaguar Clubs (ACJC)

Club Representative: Phil Prior. Mobile: 0402 670 654.

acjc.jdcса@mail.tidyhq.com

Marque Sports Car Association (MSCA)

Club Representative: Barry Kitts: 0412 114 109

All British Day

Club Representative: Fred Butcher: 0428 272 863

Technical Officer: Geoff Mockford

Phone: (08) 8332 3366 Mobile: 0438 768 770

Club Registration (For MR334 Application Form)

- Bob Charman: (08) 8248 4111 M: 0421 482 007
- Geoff Mockford: 0438 768 770
- Evan Spartalis: (08) 8362 8116 M: 0408 827 919
- Roger Adamson: 0421 482 007

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