



CLASSIC MARQUE

AUGUST 2023



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THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA

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Australian delivered example presents in Cotswold Blue with Grey interior trim just as it left the factory and original matching numbers engine. Early Mk 2 with desirable early features such as soft recessed sun visors.

SNJO24 86,944* mi **\$39,990**



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Rare 3.8 litre featuring the E-Type's version of Jaguar's XK in-line six. Unrestored, the body presents very well as does the all the bright work. Inside the seats have recently been re-trimmed and a new carpet set installed.

SNJO42 34,386* mi **\$29,990**

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Club Torque - President's Column

President's Report July 2023

I don't know about you but I have to say that I am definitely over this winter spell. It just seems to be coming in continual waves of cold and wet. Living on the Hills Face Zone I am allowed to have what the Council classify: Controlled Burn to reduce the hazard of bushfire in the Hills Face Zone. Restrictions significantly reduce the time period when the burn is allowed to be conducted. This year I applied in the middle of May for a two months permit and due to the wet, finally managed to burn some of the build-up in mid July, just before the permit expired.

Another down-side due to weather has been with projects, that is car projects in particular. In discussion with club members, I have noticed a definite decline in progressing projects over the last few months, the cold being sighted as a contributing reason.

Listening to a radio interview with a commercial pilot I picked-up on a comment made about the amount of jet fuel consumed by the current fleet of aircraft. Apparently, it takes 98 ton of A1 Jet fuel to fly from Sydney to Denver a distance of 14,100Km which equates to 673.7 Ltr/100Km. This makes the modern internal combustion car engine averaging around 6 -7 Lt/100Km on a long-distance trip, pretty darn efficient wouldn't you think? Considering the number of aircraft in the air at any given period, I would think that this was a major contributor to air pollution.

Our Event calendar remains busy with much happening between now and the end of this year. This is a good sign

our club is functioning well with good attendance at each event. Since I last wrote I have attended the XJ Mk 10, 420g Register meeting at the Bartley Hotel and SS, MkIV & MkV Register meeting held at the Caledonian Hotel Nth Adelaide. Planning for the SS, MkIV & MkV Border Run to Mt Gambier is well advanced.

If you are planning to travel by car to the National Jaguar Rally to be held in Tasmania next year, I believe Car Ferry bookings for the period are filling fast. This is to be expected as the timing for the Rally clashes with the East Coast Autumn school holidays.

By the time you receive this edition of Classic Marque we will be in full recovery mode following a fantastic evening at our Club's 50th Anniversary Dinner.

The next big event on the Marque Calendar will be Jag Day at Civic Park Modbury on Sunday 29th October. It is therefore time to start thinking about the Clubs "Annual Charity Event". This year we will repeat the very successful format of our "CATS and CANS" day from previous years where we were able to gather together approximately 2000 non-perishable food and other essential items for distribution by the Salvation Army through their food distribution program.

And that's my lot for now.

Safe Motoring
Fred Butcher



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Front Cover:

*JDCSA 50th Anniversary Dinner,
Norm & Morna Atkinson, 1973
Maroon XJ6 (Series 2) with
background picture of former Patron
Noel & Ali Roscrow with their SS100.*

Back Cover:

*JDCSA 50th Anniversary Dinner,
Peter & Carmel Leaf-Milham, 1973
Signal Red E-Type (Series 3) V12.*



@sajaguarclub

NOTICE

Membership Renewals and Log Book Renewals are **DUE NOW**

By now you should have received an email or letter asking you to renew your financial Membership with JDCSA.

Once you have done this, your Logbook can be updated for another year. Please mail your Logbook(s) to JDCSA, PO Box 6020, Halifax St, Adelaide, 5000, **Including A Stamped, Self-Addressed Envelope.**

From 1 JULY you must not drive your car until your Logbook has been updated for 2023/2024. Failure to comply could result in significant fines.

For further information please call Bob Charman on 0421 482 007

**** Log Books can also be updated at the August General Meeting****

Events Calendar 2023

AUGUST

SEPTEMBER

OCT

NOV

DEC

TUESDAY 1st AUGUST	JDCSA General Meeting. "The Junction", 470 Anzac Highway, Camden Park. Registration through TidyHq was required 28th July if you intended to have a meal prior to the meeting. The meeting starts at 7.30pm with meals from 6:00pm. <i>JDCSA August General Meeting</i>
WEDNESDAY 9th AUGUST	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 16th AUGUST	SS, MkIV & MkV Register Meeting: 7.00pm - 8.30pm. The next meeting will be at Margaret Evans place. Can members please advise Brenton if they will be attending the meeting. 0419 345 775
WEDNESDAY 16th AUGUST	E, F & GT Register Meeting: 7.30 pm - 9.30 pm. Members are invited to attend a meeting to be held at Classic & Sports Car Boutique, the business of Register member, Geoff Mockford, at 126 Sydenham Road, Norwood. Registration is required via TidyHQ. <i>E, F & GT August Meeting</i>
THURSDAY 17th AUGUST	XK & Mk 7 8 & 9 Register Mystery Run. 9.00am - 3.00pm A breakfast & lunch mystery run through the Adelaide hills with the Rover & Riley Clubs. All welcome. Please register on TidyHQ. <i>Register Mystery Run</i>
TUESDAY 5th SEPTEMBER	JDCSA AGM. "The Junction", 470 Anzac Highway, Camden Park. Registration through TidyHq is required by 1st Sept. if you intend to have a meal prior to the meeting. The meeting starts at 7.30pm with meals from 6:00pm. <i>JDCSA AGM September 2023</i>
12th - 16th SEPTEMBER	Multivalve Run to Broken Hill - Fully booked Any questions, please contact Tricia or Peter Clarke: Mobile: 0422 128 066 or 0403 327 299 Email: xkr1@optusnet.com.au <i>Broken Hill Run</i>
Date to be Advised	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 20th SEPTEMBER	SS, MkIV & MkV Register Meeting: 7.00pm - 8.30pm. More details will be provided closer to the event. Can members please advise Brenton if they will be attending the meeting. 0419 345 775
THURSDAY 21st SEPTEMBER	Jaguar Ladies Social Group Lunch. We will be visiting the Jurlique Farm at Mount Barker and then Mount Barker Hotel for lunch. More details will be provided closer to the event. Please keep the date Free.
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. More details will be provided closer to the event. All welcome. Please register on TidyHQ. <i>XK & Mk 7, 8 & 9 Border Run</i>
SUNDAY 29th OCTOBER	SA JAG DAY - 10.00 am - 3.00 pm. Civic Park Modbury, 995 North East Road, Modbury SA More details via TidyHQ. <i>SA JAG Day 2023.</i>
3rd - 5th NOVEMBER	SS, MkIV & MkV Register Border Run to Mt Gambier Details will be provided closer to the event. For more information, please contact Brenton on 0419 345 775
THURSDAY 16th NOVEMBER	Jaguar Ladies Christmas Lunch. We will be having our end of year Christmas lunch at the Adelaide Oval. More details will be provided closer to the event. Please keep the 16th November free.
THURSDAY 23rd 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. <i>XJ, Mk10, 420G Christmas Dinner</i>

50th Anniversary Dinner: What a great night. Unfortunately, editorial time frames limit comment to just a few words and photos. Full coverage will appear in next month's Classic Marque.

Feedback to the executive from a number of the 204 people that attended said that it was overwhelmingly a resounding success. Thank you to the organising committee and those that supported this very special occasion.

August Classic Marque: This month's edition was undoubtedly the hardest to put together, given that there were no articles from club members and no July club events held prior to the dinner.

Instead, I have had to lean on interstate members and fellow editors for help. I have included reports on the National Rally that were written for the Victorian and NSW magazines. It is good to read something from a different perspective.

Jaguar Magazine: As you will read below, Jaguar Magazine is on hold due to serious illnesses in the family. Since becoming Editor, Les Hughes has been of tremendous help to me with significant support and access to articles from his Magazine. For members who don't know Les, there is a brief story on him that provides some background as to how the Jaguar Magazine came about.

More Good News from Jaguar. **If you only read one story, make sure you go to page 11.** It's looking more and more that Ralf Speth has had more to do with Jaguars current woes than Thierry Bolloré; and that Thierry's 'Reimagine' strategy could well prove to have been the right way forward for Jaguar.

Auctions: I enjoy looking at auction results and watching the generation shift as younger demographic enter the Classic car market, skewing prices and demand

structures. As individuals get older, we are seeing more prize-winning cars coming onto the market. In a number of cases these cars belong to collectors, not hard-core car enthusiasts. These collectors have sent their cars to specialist restorers, clearly paid a huge price, hardly driven them and are now either about to wear a huge financial loss, or hope that some other collector will come out of the woodwork, happy to buy and park the car as it is too precious to drive. As you troll through the overseas auction results and Carsales adverts (included), you will see what I mean.

This month's Q&A is 50-year club and life member Malcolm Adamson. Malcolm doesn't fit the mould above as he continues after 50 years to continually drive and display his Jaguars.

Cheers!

Jaguar Magazine On Hold

Unfortunately, after 39 years, edition 215 will be the final Jaguar Magazine for some time. The publication has been edited, designed and published by the same husband and wife team, Les and Bronwen Hughes since 1984. Unfortunately, and completely unexpectedly, they have suffered serious illnesses within the family which will take time to recover from, so they are pulling the plug for the time being.

They have not renewed subscriptions or taken on new ones, but when things change, they may do that.

Bronwen and Les want to thank all of their readers, and especially those who have been with them from the start.

"The ride has been amazing and we have experienced the Bathurst TWR XJ-S from the pits, taken over 300 readers on Jaguar Magazine Tours to Europe and the US, and covered Le Mans on the spot from the pits in 1987; '88 (victory), '89, '90 (victory?) '91, '93, '96 and '99.

We made many friends at Jaguar when it was a more intimate company, including Sir John Egan, Jim Randle, John Crawford, Michael Quinn, Andrew Whyte, Roger and Penny Woodley and the legendary Lofty England.

We also got to meet and know most of the hard-working 1950's Jaguar racing mechanics - Ron Gaudion in particular.

The above is not an epitaph, but at this moment I am not sure what the future of

Hughes Graphics & Designs PL is, but be patient and hopefully there will be more from us, and Jaguar will recover".

Les Hughes

Editor- The JDCSA wish Les & Bronwen Hughes all the best for the future. It was very sad to hear about the serious illnesses within their family and we all hope they get through this with a good outcome. Les & Bronwen are well known to many members of our Club, especially those of us who were around in the early days of the JDCSA. Our prayers are with them.

Jaguar Ladies Social Group

On Thursday 20th July we visited the David Roche AM, Foundation Museum at Fermoy House, Melbourne Street, North Adelaide, followed by lunch at the Lion Hotel. Twenty-five ladies attended the tour and or lunch. What a lovely day and what an amazing exhibition.

David spent almost 60 years collecting exquisite furniture, ceramics, metal ware, clocks and paintings from the eighteenth and nineteenth century. Many pieces, collectors around the world would love to own, including Royalty.

We were also lucky enough to view the interesting Arthur Boyd collection of artworks. As an aside, our tour guide informed us that David did in fact own a Mk 2 in the 60's. Proves his impeccable taste.

This Museum is well worth a visit if you haven't been. Several ladies said they were coming back with friends.

Our next event is Thursday 21st September. We will be visiting the Jurlique Farm at Mount Barker and the

Mount Barker Hotel for lunch after. Invites for this will be emailed to Jaguar Ladies and published on Tidyhq in coming weeks.

Regards
Tricia Clarke
0422 128 066 or
triciaclarke_1@hotmail.com

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Club Notices

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 August, 2023 magazine:

- ◇ Peter & Jackie Muhlhauser: 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

The following application listed in the June, 2023 Classic Marque magazine have been accepted:

- ◇ Peter & Rosslyn Richardson: 1997 Jaguar XJ83.2L Sedan
- ◇ Damon Drummond & Barrie & Joylene Magain: 1962 Jaguar Mk II 3.8L Sedan
- ◇ Clive Bolton: 1997 Jaguar XK8 4L Coupe
- ◇ Albert (Jim) McBride: 2006 Jaguar XK8 4.2L Convertible
- ◇ Christopher Hunt: Jaguar Mark I Sedan
- ◇ Dean McCarthy & Jessica Beale: 1994 Jaguar XJ 4.2L Sovereign Sedan

I particularly ask that Register Secretaries and current members make these new members welcome at meetings and functions.

Daphne Charman
Membership Secretary

Tony Human Funeral (6th July 2023)



On Thursday 6th July this year our friend and Jaguar Member Tony Human was laid to rest, after suffering a fairly long illness, ending with dialysis 3 times a week for the past 6 months or so.

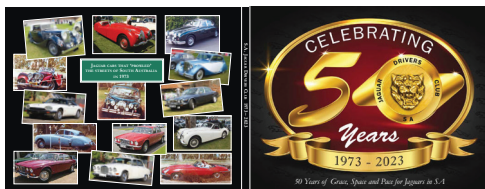
It was pleasing to see many Jaguar Members turn up to give Tony a good send off and celebrate his life in doing so. The Jaguar banner was pinned to the coffin for the service as requested by Tony's wife Gabriella and the 50th Anniversary book was also placed on the coffin and donated to Gabriella at the end of the service from the club.

Gabriella asked me to say a few words on behalf of the JDCSA, and it was an honour to do so. Tony was quite an exceptional man, what with his long Chiropractic Business, Sailing proficiency, and lately his caravanning all around Australia as well as attended many meetings of various kinds in our club before his illness.

He and his raucous laugh will be sadly missed.

Peter Buck,
Multivalve Register Secretary,
JDCSA.

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. 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.

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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

JDCSA 50th Anniversary Dinner (29/7/23)

There will be details of the event and more photos in the September Magazine



JDCSA 50th Anniversary Dinner



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Jaguar Won't Be The 'British BMW' Anymore.

CEO Adrian Mardell and JLR chief creative officer Gerry McGovern have provided investors with an update on Jaguar; and McGovern made some scathing remarks about Jaguar's outgoing brand strategy as it pivots to becoming a more exclusive marque.

"What we won't worry about is being loved by everybody, because that's the kiss of death," Gerry McGovern told investors at a conference, warning this is a recipe for "mediocrity". "That's what's put Jaguar where it is today, with no equity whatsoever."

Jaguar had long been a two-model brand, but in the 2000s it was expanded to include more affordable X-Type and S-Type models, neither of which ended up meeting sales targets.

That didn't stop Jaguar from having a crack once again at higher-volume segments with XE and XF successors for these models, plus the E-Pace and F-Pace SUV.

But Jaguar wants to return to a smaller, more prestigious line-up, with McGovern specifically referencing the sales days of the 1990s. "This brand was incredibly successful in North America 25 years ago before we took the compromises and the decisions we made," he said.

"A lower-volume, higher-price is absolutely the right position for Jaguar today.

Jaguar has been tight-lipped with details on its planned renaissance, but it has confirmed it will launch a four-door grand tourer in 2025 with a range of around 700km [Adelaide to Melbourne] with a starting price in the UK of £100,000 (A\$189,000).



The speculative rendering by CarScoops are not endorsed by or related to Jaguar.

It will be followed by two additional vehicles, with the trio to use a purpose-built platform called the JEA (Jaguar Electric Architecture).

The cars are still being developed, but don't expect them necessarily to conform to existing market sectors.

Autocar in an interview with McGovern asked if Jaguar will still be a sports car maker? "Yes, definitely."

The company will feature breathtaking designs. **"When Jaguars appear for the first time, they need to have that jaw-dropping moment: 'Wow, Jesus, what's that?'"** McGovern said.

"I don't think I've had any failures with Land Rover and I didn't feel like having a failure with Jaguar," he added.

Jaguars will be "absolutely modern and relevant". Their desirability will be created through sophistication of proportion, surface and form, not

embellishment and lots of extraneous lines (which McGovern calls "Zorro design"). **Lowness is a Jaguar design value that could well be put to use in some cars, and some are likely to keep their long bonnets.**

"There's a movement among EV designers to extend the cabin and shorten the bonnet, because you can," says McGovern. "But we're not convinced that's the right look for Jaguar. It doesn't deliver the exuberance we want."

More information is to be provided later this year with all of Jaguar's current models expected to be discontinued without replacement by 2025; though the I-Pace has potential to continue on as JLR's contract with Magna, which builds the crossover in Austria, doesn't end until 2027. ■

Editor: Information for this story sourced from AutoCar and Car Scoops.



Jaguars incredibly successful two model range in the 1990s



Ralf Speth's range in 2018. Eight models wont be happening again!

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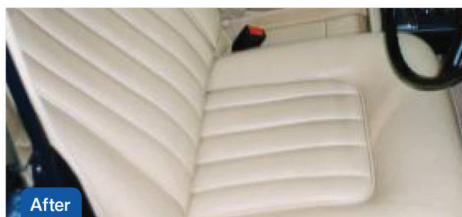
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Disaster Avoided After Mk1 Wheel Bounces Into Crowd

The annual Goodwood Festival of Speed is no stranger to crashes and incidents, but this year's unfortunately may have gotten the crowd a little too close to the action.

During the hill-climb event, video coverage of a 1959 Jaguar Mk1 sedan shows the vehicle suddenly losing a wheel, which goes bouncing into the attending crowd.

Driven by Grant Williams, the run had begun with a burnout and some drifting through the opening couple of corners, as has been seen so many times before along the famous hill climb. But approaching Goodwood House, the rear

left wheel somehow detached itself from the car, barrelling past it at some speed before bouncing onto the hay barriers and into a group of spectators.

At least two people were struck by the stray wheel, but thankfully there were no serious injuries although at least one person in the crowd was loaded into an ambulance.

Cases of wheels exiting the track have been a common source of bystander casualties throughout the history of motorsport. Loose wheels continue to be a problem in 2023, with this year's Indianapolis 500 narrowly avoiding its own disaster when a racer's

wheel bounced out of the track, and destroyed a spectator's car. The danger of loose wheels has led to tethers being mandatory in many top-level racing series, such as Formula 1.

This isn't the first ill-fated run at the Goodwood Hillclimb this year either, as Hyundai suffered the embarrassment of its high-tech RN22e prototype crashing violently. That too resulted in no injuries, but this year's event was another one to remember, but for the wrong reasons. ■

Editor: Information for this story sourced from BBC Top Gear.



Generation Shift Creating Jaguar Mark II Bargains

UK *Classic Car Magazine* has noted the high number of Mk 2 no sales at auctions over recent months in what they believe is a generation shift. They conclude that the Mk 2 may be a "Boomer's" classic, but there is now a younger demographic skewing price and demand structures.

They commented in particular that Mk 2 models with automatic transmissions, 2.4 and 3.4 litre engines were not achieving reserve. But even original 3.8 litre manual overdrive Mk2s are not currently the flavour of the month.

Other commentators note the classic car market is experiencing a shift in ownership as younger generations become interested in classic cars and older enthusiasts become a shrinking part of the population. According to Hagerty (UK), individuals that make up Generation X and Millennials have surpassed Pre-Boomers and Baby Boomers as the largest share of those interested in classic car ownership. These younger buyers also have a specific interest in "modern classics".

So what's trending? At the moment, the BMW E30, the rotary-powered RX7s, some of the sportier Toyotas like the MR2 and Supra and the Nissan Skyline. Similarly, hot hatches from the '80s, notably the XR2 and the Ford Escort XR3i.

According to Car & Classic's head of editorial, Chris Pollitt, he sees the classic car trend constantly evolving, with followers placing cars from the '80s and '90s as the new generation of sought-after classics.

Australian commentators note that younger owners also prefer classic cars

with some degree of comfort like air-conditioning, cruise control, electric windows and the like. The increasing eligibility for historic registration is also considered a factor. In South Australia that now includes classic cars up to 1998.

However, for those looking for older cars, there may be good buying opportunities and bargains for the next custodians of classic cars like Mk 2s. ■

Editor: Information for this story sourced from UK Classic Car Magazine, WhichCar? Hagerty Insurance UK and Car Scoops.



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I-Pace Recalled in Australia Due To Fire Risk

JLR Australia is recalling 368 examples of the I-Pace EV crossover due to a software issue that may cause smoke or fire to emanate from underneath the vehicle.

This recall affects Jaguar I-Pace models produced between 2017 and 2023.

“Due to a software issue, some vehicles may experience a thermal overload,” said the company in its recall notice.

“If this occurs, vehicle occupants may identify smoke or fire emanating from underneath the vehicle.”

A total of 368 vehicles are affected:

- The VIN list is attached here: [I-Pace Vin List](#)
- The original recall notice is attached here: [I-Pace Recall Notice](#)

If you own an affected vehicle, you should contact your preferred Jaguar dealer to arrange an inspection.

During the visit, the dealer will do an update to the battery energy control module (BECM) that will monitor the high-voltage battery operational status.

This will provide an indication in the event the high-voltage battery exhibits conditions that may lead to thermal overload.

This software is said to “provide an enhanced level of driver warnings” in regard to the high-voltage battery’s condition. In the event the software determines a risk, the battery’s charging capacity will be temporarily limited to 75 per cent.

A warning message will direct you to take your vehicle to a Jaguar dealer for diagnosis. The dealer will then inspect and repair or replace the affected high-voltage battery module/assembly, free of charge. If you have further questions, you can contact the JLR Australia Customer Relations Centre.

Editor: Information for this story sourced from Car Expert Australia.



Autonomous I-Pace Kills Dog In San Francisco

An autonomous Jaguar I-Pace struck and killed a dog while driving in San Francisco in what is believed to be the first reported animal death attributed to a ‘self-driving’ vehicle.

According to the incident report filed with California’s Department of Motor Vehicles, the robotaxi’s autonomous driving systems detected the dog, however neither the vehicle’s on-board systems nor the human ‘safety operator’ in the driver’s seat applied the brakes.

But Waymo, the company that operates the vehicle claims the tragic incident was unavoidable, regardless of whether the brakes had been applied or not.

“The investigation is ongoing, however the initial review confirmed that the system correctly identified the dog which ran out from behind a parked vehicle but was not able to avoid contact,” said a Waymo spokesperson.

The spokesperson also claimed the dog took a “path at a high rate of speed directly towards the vehicle”, leading to the impact.

US websites claim approximately 1.2 million dogs are hit and killed by cars

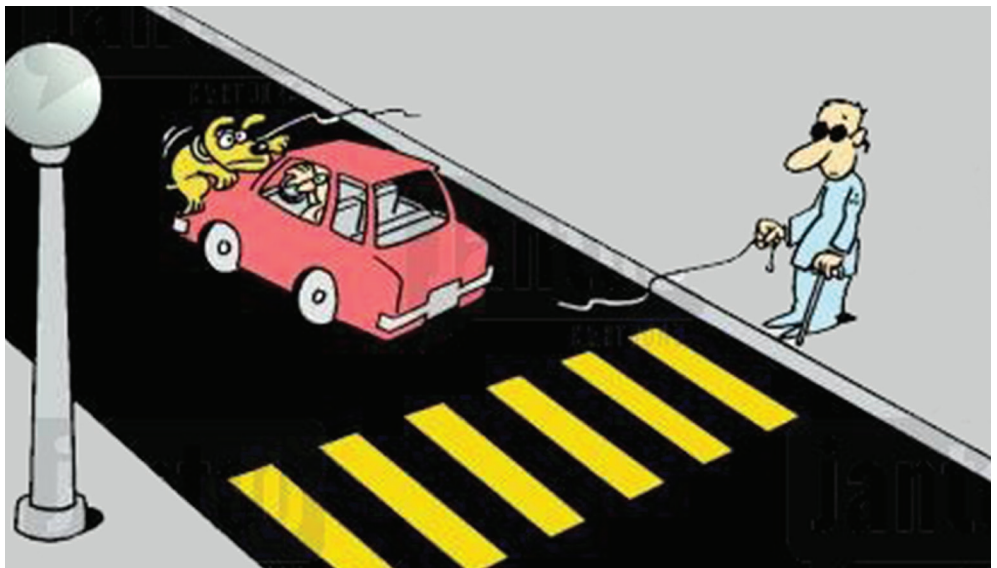
every year in the USA, the equivalent of almost 3,300 a day.

The incident comes five years after the first pedestrian was killed by a self-driving vehicle. In 2018, a woman was fatally struck by an Uber autonomous test vehicle in Tempe, Arizona.

Waymo reported its autonomous vehicles travelled one million miles (1.6 million kilometres) on public roads in California and Arizona between 2015

and 2023. During that eight-year period, the company reported two incidents to the National Highway Traffic Safety Administration’s car crash database, while 18 more crashes had been classified as “minor contact events” – 55 per cent of which were caused by another vehicle hitting a parked Waymo car.

Editor: Information for this story sourced from Drive Australia.





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More Podiums for Jaguar Powered Formula-E Cars

Jaguar powered cars again finished on the podium in both races on the streets of Rome.

Rome Round 13 -Snapshot (15 July)

- ◇ *Jaguar powered cars finished first and second in Rome race 1.*
- ◇ *Nick Cassidy (Envision Jaguar Racing) lies 1st in the drivers' standings while Mitch Evans (Jaguar Racing) lies 3rd.*
- ◇ *Envision is first in the team standings while Jaguar are third.*

Jaguar's Mitch Evans took a sensational victory in the first race of the Rome double-header with Envision Jaguar Racing Nick Cassidy finishing second.

The qualifying session saw Jaguar secure a dominant one-two for the race with Mitch Evans heading his team-mate, Sam Bird.

The start saw the Jaguar duo Bird and Evans battle it out hard as the pair approached the first corner. Bird managed to get the jump on Evans, who then launched multiple attacks for the lead. However, on lap 8, Bird's race turned into a nightmare as the Briton lost the rear of his Jaguar at a fast section of the track with several drivers unable to react in time and collected Bird's Jaguar, resulting in 6 retirees. The race was red-flagged and delayed the race for almost an hour.

After the restart Evans battled for the lead and with four laps to go, Evans got in front and controlled proceedings to snatch his third victory in Rome, with Cassidy finishing a close second resulting in a Jaguar powertrain 1-2 showcasing the competitive performance of the Jaguar I-TYPE 6.



Round 13 - Jaguar qualified 1st and 2nd for the race and took their second ever front row lock-out. The final two races will be held in London 29th & 30th July,

To watch the 15-minute highlights of the race goto: [Rome Formula E Round 14](#)

Rome Round 14 -Snapshot (16 July)

Mitch Evans progressed through to the semi-finals and eventually lined up on the grid in fourth, with Sam in fifth. Nick Cassidy lined up in second place.

From the start Nick Cassidy, Mitch Evans and Sam Bird hung on to their starting position, however on Lap 2, Cassidy was eager to overtake the race leader on the outside of Turn 7, but as the pair battled it out, Evans misjudged his braking point and ran into the back of Cassidy. With the pair first unable to get their cars going again, the Safety Car was deployed.

The incident caused significant damage to the car of both Kiwis, meaning that they had to dive into the pits for new front wings. With the safety car leaving the track just after two laps, yesterday's winner Evans had no time to close in on

the pack and retired after just two more laps.

Sam Bird moved up to third following the accident and throughout the rest of the 24-lap race battled with the leader.

While the Jaguar racer appeared to have more pace than the two leading drivers, he was unable to capitalize on them and finished third with Envision Racing driver Buemi finishing in P4 with both drivers earning valuable points for their teams.

To watch the 15-minute highlights of the race goto: [Rome Formula E Round 15.](#)

The last races in the 2023 ABB FIA Formula E World Championship will be held in London with a double-header on 29th and 30th of July ■

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

NEWS FLASH

The final race of the season has just concluded in London with Envision Racing, Jaguar's customer team, taking the Teams' FIA Formula E World Championship just ahead of Jaguar TCS Racing.

Both teams finished well clear of third placed USA team, Avalanche Andretti Formula E.

Jaguar supplied Envision with powertrains for Formula E's Gen3 regulations and Jaguar can be proud of their Jaguar I-Type 6 race car and

powertrains, given that their cars collectively won 8 of the 16 races.

In the Drivers' Championship, British driver Jake Dennis (Avalanche Andretti Formula E) won the title from Kiwi Nick Cassidy (Envision Jaguar Racing) and Kiwi Mitch Evans (Jaguar TCS Racing) who finished just 2 points behind Nick.

Mitch Evans and Nick Cassidy were both unlucky not to win the title given they were clearly the dominate drivers throughout the year with untimely accidents, not of their making, costing either, the ultimate title. ■



London Round 15. Mitch Evans takes another win. He won 4 of the 16 races, but 3 accidents cost him the championship.

Interview - Malcolm Adamson



Interview

Q & A Malcolm Adamson

Member No. 65

Questions: Graham Franklin

Answers: Malcolm Adamson

You joined in the first year of the Club and are member number 65. Do you remember much of the early days regarding the formation of the club?

Before the club was formed, on Sunday mornings I used to drive over in the 1.5 litre Mark IV to Ian Forrester's home in Eden Hills to give the car a run. There were other Jaguar enthusiasts such as Peter & Chris Holland and Phil Smart there. We mainly talked about car issues but there was discussion about forming a Club, and eventually that is what happened

I remember the inaugural meeting of the club in July 2073. I had to see a client in Nuriootpa and I took my 1.5 litre Mk IV and planned to go straight to the Brecknock Hotel from my meeting.



Malcolm's first Jaguar, a 1946 1.5 litre Mk IV Saloon that still belongs with the family.



Malcolms 'S' Type. Photo taken in 2022 at Cowra. The car has done 260,000 miles

Unfortunately, the previous evening our dog died, and although I would have liked to have attended the inaugural meeting, I decided it more important to go home and be with the family. I joined the club just after that first meeting.

If I remember you were quite active in the club in those early days?

When we were establishing the Aims of our club, I pushed to get included as one of the aims, for us to actually get out there with our cars and promote, advance and perpetuate the Jaguar, SS and Daimler Marques to the wider community. We had a Board made up that had about 5 or 6 aims of the club and we used to display it at club events

I was also Club Auditor for a number of years and was always there if the club Treasurer ever needed assistance.

You were also 'Pushrod Secretary' for a number of years?

Yes, the SS Pushrod Register formed in April 1974. This was a wonderful

Interview - Malcolm Adamson (cont)

experience as all members either owned a pushrod car or were interested in them.

Brian Rouse became the first Register Secretary but he took his 2.5 litre SS saloon and moved to Queensland not long after; so, I took over as register Secretary for the next 4 or 5 years.

You would have been involved with the first Border run with the Victorian SS Register?

Yes, the first Border Run was in 1975 at Swan Hill. It was actually arranged by the Victorians so I didn't have much to do with the organisation of that event. There was a large turnout of people and cars. It was a huge success.

What was your first car?

It was a Ford Consol Mark 1. It was my mother's car and I got it for my 21st birthday. I tweaked it up with twin carbies. It went quite well and I had it for at least 5 years

The next car was a Simca Vedette that used a side valve Ford V8 engine. It was a lovely car. I regret selling it.

How did you become interested in Jaguars or classic cars?

I had this vision to own a car from the classic 40s, 50s era from each of the major English manufacturers that built executive cars, namely Jaguar, Rover, Riley and Armstrong Siddeley. It never turned out that way. I had a Rover P6 that I used as a tow car, but I ended up staying with Jaguars.

My first Jaguar was a 1947 Mk IV 1.5 litre purchased in 1966 in fairly poor condition. When it arrived home, there were heated discussions about a divorce if any more cars turned up at home.

How many Jaguars (or classic) cars do you now own or have you owned?

- ◇ In July 1968 I bought an MG Y-type for my wife Judy, but she couldn't fit the bassinet through the back door as it was too narrow. I still have that car.
- ◇ I was a practising accountant and I needed a business car so in 1974, I bought a 1964 Jaguar S-Type from Taylors of Medindie. It had a tow bar, and so I then used it to tow the caravan. I still have the S-Type and it has done 260,000 miles.
- ◇ In July 1976 I was lucky to be in the right place at the right time and was able to buy a 1948 3 1/2 litre drop head coupe in good condition.



Malcolm's 1948 3.5 litre Mk4 drophead that he bought in 1976



Malcolm's 1969 Old English White 420G Auto that he used in the past to tow a caravan.



Malcolm's 2002 Silver XJ8 X308 that he bought in Brisbane and drove it back.

Interview - Malcolm Adamson (cont)

- ◇ Then in 1982 I bought the SS Airline in a package with 2 Morgans. I kept the 1946 Morgan and sold the other. The number plate on the Morgan is 166260 and was originally fitted to my father's car.
- ◇ I also bought a second 1.5 litre Mk IV from Club member Bob Phillips in about 1985. I eventually gave the two children, one 1.5 litre Mk IV each.
- ◇ In the 90s I bought the 420G from a farmer at Tintinara who bought it from another farmer in Kapunda who had owned it from new. I then used the 420G for towing the caravan.
- ◇ In the early 2000s, a client who passed away had a 1967 Rolls Royce Silver Shadow and I ended up buying that. I give it an occasional run.
- ◇ In 2006 I bought a Queensland XJ X308 Sovereign. We flew to Brisbane and drove it back. It had only done 24,000km but is now up to 55,000km. I took it to S.A. Jag day, still with the Queensland number plates on and won a prize. It's a lovely car to drive.
- ◇ Finally, the wife of the owner of Fred Vella Tyres had an X-type that I bought in 2012. That car has now done about 110,000 km.
- ◇ The car I would have liked to have bought was a red S3 E-Type V12 manual. I was offered the car by John Taylor from Taylors of Medindie for \$6,500, but I didn't have any spare cash at the time.

How many of those cars did you restore?

- ◇ Bruce Fletcher restored the 3.5 litre Mark IV drophead in time for my daughter's wedding. That was 35 years ago. I drive it a lot as you know. Mechanically it is still in very good condition and very reliable and we will be taking it to Mt Gambier in November for the Border Run.
- ◇ The Airline was restored over a long period of time. Bruce did a lot of early work on the chassis, suspension and gearbox. We sent the engine to a specialist in Melbourne who had done work on Ivan Stevens SS100 engine. They had to make a new crankshaft for it. Bruce fitted the engine and Marque Restoration did the bodywork. It was finished just in time for the 2021 SA Jag Day.
- ◇ The S-Type was restored about 15 years ago. Taylors of Medindie did all the mechanical work and Casanova

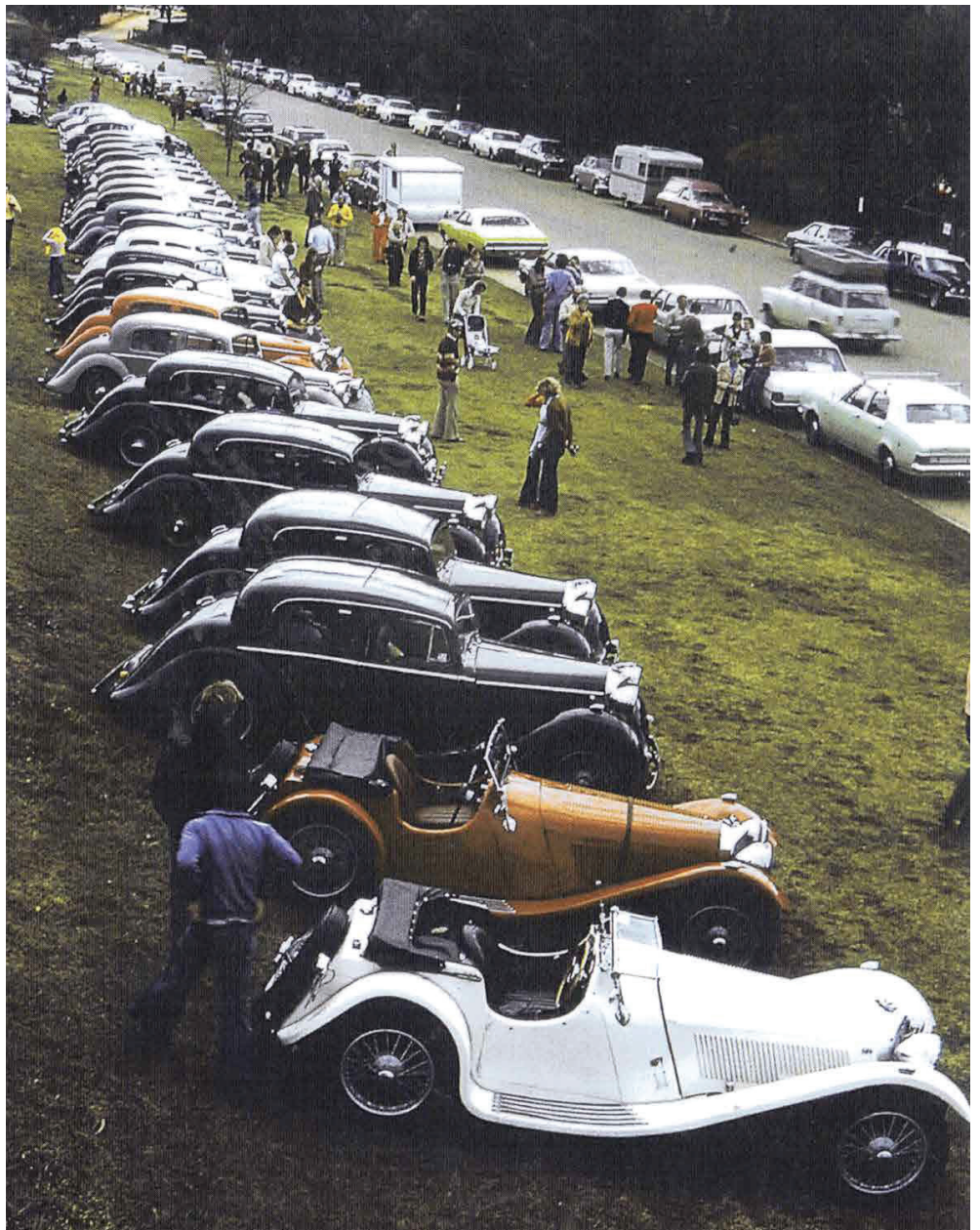
Crash Repairs did all the bodywork. The only problem I had was with the upholsterer who had the car for about 3 years. I still regularly drive it.

You have attended a lot of Border runs and annual car events in Adelaide over time too Malcolm?

- ◇ Border Runs: I have attended every border run from 1975 onwards. There have been almost 50 now - too many to recall.
- ◇ Tri State Runs held every 3 years in NSW: The first one was to Parks in 2004 but I never made it but the 3.5 litre Mk IV drop head was there. Brenton and Mary-Anne drove it over in one day. Although the event is held in NSW it primarily consisted of Queensland, Victorian and South

Australian cars. More recently cars from Canberra have joined us. In 2007 we went to Bathurst; 2010 Wagga Wagga; 2013 Dubbo; 2016 Orange; 2019 Forbes and 2022 Cowra.

- ◇ Kadina, Moonta and Wallaroo Cornish Festival: I have attended most years since 1983.
- ◇ Victor Harbour British Classics Tour: Again, attended most if not all.
- ◇ All British Day: Attended all from 1988.
- ◇ Bay to Birdwood: Only missed one in 1998 due to health issues. It started in 1980 with alternate years up to 1997 when it included classic cars.
- ◇ McLaren Vale Vintage & Classic: Attended all since 2012.



The first 'Pushrod' border run with Victoria in 1975. It is unlikely that we will ever again see this number SS and Jaguar Mk IVs on display. Many have either gone overseas, in the hands of collectors or simply in storage and rarely ever driven.

Interview - Malcolm Adamson (cont)

◇ Jaguar National Rallies held in SA:
Attended all.

Most of these events issue badges, and I have kept them for all those years and mounted them on a series of boards and fixed them on the garage wall.

Of all the Jaguars you have owned, which was your favourite?

I can't really separate the Mk IV drop head or the Airline. Probably the Mk IV because I have owned it for so long. It is a lovely car to drive, either with the hood up or down.

Your fondest memories owning a Jaguar or classic car?

When we went to Broken Hill, I drove up the hill to the sculptures in the Mk IV and club members walking up, hopped on as we went. I had about 11 people and kids in and hanging on for the ride.

Any interesting or special 'Jaguar' experience?

The very first Border Run to Swan Hill in 1975. We went in the first Jaguar we had, the 1.5 litre Mk IV with the two kids. The car over heated and we put the bonnet in the trailer that someone else was towing and kept topping it up with coolant and water.

When we got there, Bruce Fletcher and Keith Bell jumped in and pulled the radiator out, back flushed it and put it back in, in no time. It was my first experience with mate ship within the club. And it wasn't the first and the last time. It has been like that for the last 50 years. Members jumping in to help each other.

A wonderful story Malcolm, anything else you would like to add?

No that's all.

Thank you very much Malcolm.



The Airline chassis and running gear was assembled by Bruce Fletcher



The Airline was completed by Marque Restorations, just in time for 2021 S.A Jag Day.



Broken Hill climb up to the sculptures with a few hitch-hikers.



Malcolm has acquired a few vehicles, not all Jaguars. The most unusual is this 1946 Morgan three-wheeler powered by an in-board Ford Prefect side valve engine. He calls it 'my toy'.

Les Hughes



Early photo of Les Hughes as most of us remember. Hair to go with the era, with a coffee in hand, on a cold foggy Victorian morning.

Editor - The following article was written in 2021 by Bruce McMahon for the magazine Retromotive. It is a succinct story about Les Hughes and provides background as to how the Jaguar Magazine came about. Photographs have been added to the story and provided by long time friend of Les, Heinz Schendzielorz.

Idle Torque

He could've been a detective that bloke Les Hughes. Sleuthing through follow-ups and referrals to dig out scraps of history, uncover fresh angles on interesting cars and owners, incidents and accidents. This bloke loves the hunt, the places it takes him and the people he meets.

Instead, the genial Mr Hughes, working out of a home office in sub-tropical Brisbane, Australia, is arguably the world's foremost authority on Jaguar motor cars. Albeit a long way from the climes of Coventry.

In 1976, the teenager and Mark I Jaguar owner was looking after a club magazine when Jack Bryson, famed Australian importer of the British cars, died. 'Bryson had saved Jaguar. Sir William Lyons rang and said "I'm going to the

wall" and Bryson stumped up for 200 cars, S-Types and Mark Xs. Cash money. And saved Jaguar,' says Les.

'But people were selling Mark V dropheads, claiming they were one of 50 made and all this sort of thing. I thought if I don't write all this stuff down, get it recorded, it's all going to turn into bullshit and go nowhere. So that's how I got going.'

And that's how he remains a sleuth and stickler for the company's history and how, since 1984, has published the Jaguar Magazine for lovers of the leaping cat across the globe. His was the world's first independent retail publication on the marque and the bi-monthly is now past its 200th edition. Still driven solo by Les, co-driven by wife Bronwen.

He'd headed to England to research his 1980 book — "Jaguar Under The Southern Cross" and with 'luck more than anything else it all fell into place'. Doors opened, his new mate Andrew Whyte introduced him to the likes of Lofty England and old mechanics from the 1950s. 'So, I just got swept up in it. Stayed for three years and then came back and started the magazine in 1984.'

Les had been an apprentice lithographic artist, hated the trade, but now appreciated it was a lucky start for him as a Jaguar enthusiast.

The first Jaguar was only 16 pages, but it worked and it grew, prompting Les to give up a snack bar business in inner-city Brisbane and go full-time with his magazine from a home office in the suburbs.

It's now 100 pages, six times a year with some 12,000 copies sold of each issue sold across the world. Les never wanted or made a fortune, but the magazine has afforded him a rich lifestyle.

'The thing I feel most privileged about is the people I've met. The senior Jaguar people. The fact that I went to Le Mans every year they ran the Silk Cut Jaguars.

Some five Jaguar tours that included America, as well. I met Briggs Cunningham through that and Bob Tullius.

'All sort of doors opened, that's what gives us the depth in the magazine. Lucky enough to meet them, photograph them, it gives the magazine some authority.'

Les Hughes (cont)

And Les is gobsmacked at the material that keeps on flowing. He thought there'd be enough yarns for maybe 20 magazines and he's now passed 200.

He admits that he's been desperate at times and owned a couple of machines other than Jaguars (with a soft spot for Isuzu Belletts).

Among proper British cars, there have been a Series 1 XJ-C, first spotted as a factory hack, and a long wheelbase V12 XJ. That XJ saloon and a V12 XJ-C starred on the company's stand at the 1973 London Motor Show. Les discovered them both in Australia.

His favourite? 'The one I'm driving right now, which is a 1997 six-cylinder XJ-R. I've owned it since 2003 and never owned a car this long. I don't want to sell it. I love it, simply adore it.' Les pauses. 'But I'd probably swap it now for a top line XF or something.'

He loves getting into any Jaguar where all feels familiar, feels like you're in a Jaguar and everything is in the right place. He does think exterior styling is a touch commonplace right now needs to

more individual while appreciating the restrictions of modern regulations.

But for Les there remains a tonne of history of this company, its cars and its owners to be recorded.

He's not long uncovered the original XK120, thought by many to have been scrapped but — converted to left-hand-drive by the factory for European high-

speed publicity runs in the late 1940s — found unrestored in the United States.

'That's the original show car from 1948. That's what gets me really excited, finding stuff like that. I'll work until the day I die; I love doing it,' says accidental magazine publisher Les Hughes.

Bruce McMahon -Retromotive



R-L Les Hughes, Ken Oakes and Gerald Kay who used to own the Yellow Money box, ie the Mark 1 now owned by the JCCV (Story on next page).



Photo taken on one of the many trips of the Victorian car club members to South Australia. That's Les in the foreground on his knees with Bill Walsh on the left, Geoff Petherbridge repairing the XK150, and his wife Maureen.

Historical Story About a Very Special Mark 1

The following is a reprint of what is now an historic article that appeared in the 2001 Jaguar Magazine (Edition 97) and reprinted in the recent edition of the JCCV Magazine - Catalog.

JCCV RESCUES THE 'YELLOW MONEY BOX'

Courtesy of
Jaguar Magazine
Edition 97
(Issue 2, 2001)

The ex-Barry Sharp/Gerald Kay 'Mk1' racer is back.

The Jaguar Car Club of Victoria is proud to unveil its racing 'Mk1' Jaguar Sports Sedan, totally restored and resplendent in its original livery of Old English White with Red and Blue racing stripes.

The car was rescued from the threat of the wrecker's yard in 1993 when the JCCV purchased it from Bill Thompson, a long time Sports Sedan racer in Southern NSW.

Originally built in 1969 by Barry Sharp, the 'Mk1', with its Ford 289 ci V8, won the inaugural Australian Sports Sedan Championship in 1970, run that year as a one-race title event at the now defunct

Hume Weir racing circuit near Albury. There were some hot-shot drivers competing in the event including Peter Brock and the Geoghegan brothers.

The car was sold to Bruce Taylor in 1971, and then onto a future JCCV Life Member Gerald Kay in 1972. Already painted yellow, it became well known in Jaguar circles as Gerald's 'Yellow Money Box' due to its propensity to gobble large amounts of cash from Gerald's successful mobile generator business.

Gerald was part of the winning JCCV 6 Hour Relay team in 1973 (an event strongly supported to this day) and also took out a State Championship in the rapid 'old cat'. He was timed at 158 m.p.h. at Phillip Island in 1976 – no mean speed even today!

Another long-time JCCV member, John Watson, took over the 'Mk1' in 1982.

Refreshed and repainted black, the old lady once again went out to battle, competing very successfully at two AGP meetings and three Castrol 500 support races at Sandown during the early 1980's.

After 1985 the car changed hands several more times but was facing the ignoble prospect of dismantling for parts, before being purchased by the JCCV.

The car has been fully restored with paint and body work conducted by Ian Walker of Stud Road Panels. Various Club members have contributed their time and expertise to the project. Special mention must be made of Murray Scoble, Mike Roddy and Geoff Leake.

Ford were approached to refurbish the mechanicals. Don McKay, head of the JCCV Sub-Committee to restore the vehicle, received a phone call from an exasperated Ford man to the effect that the now 302 ci. V8 was mostly worn out and would be very difficult to rebuild. Don replied: "But aren't you Ford Motor Company?" There was a slight pause and back came the welcome news: "Oh, so you want a brand-new engine? No problems!"

With Jaguar's acquisition by Ford, the old hybrid has a new and special significance.

The JCCV is proud to follow the principles laid down by its founders, namely the preservation and restoration of historical Jaguars.

Enjoy this special historic and brutish 'Mk1' Jaguar!



The Yellow Money Box in action



JCCV Mk1 at Winton in 2022

The following is a NSW take on the National Rally kindly reprinted from the NSW JDCA Magazine

A Trip to the 2023 Jaguar National Rally in South Australia and Back

WORDS: DEBRA PALLAS | PICS: VARIOUS

Part One: All Roads Lead to Hahndorf

April 2023 and three XJ-S, 6 voyagers, multiple maps and countless bags of snacks set off for the beautiful German town of Hahndorf in the Adelaide Hills. The occasion the 51st National Jaguar Rally, incorporating the Jaguar Drivers Club of South Australia's 50th Anniversary.

The cars & their voyagers would cover 4,500kms on beautiful country roads, stay in unique accommodation, discover interesting facts of Australian history in small towns, meet wonderful people and eat more delicious, country baked pies than would normally be consumed in a month of Sundays. All in a good cause.

Day One: Coming from different parts of Sydney it was agreed to rendezvous at Sutton Forest before beginning the 495km drive to Bombala, the platypus capital of Australia via the beautiful towns of Bredbo, Nimmitabel and Bibbenluke dotted along the Monaro/Snowy Mountains Highway. Four kms south of Bombala is the Bombala Platypus Reserve where a viewing platform over the river offers a good vantage point for spotting the elusive little creatures. Our accommodation was simple but warm and comfy at Maneroo Motel Bombala cabins. Word of advice, if you are planning to stay at the Imperial Hotel there is no elevator and not all rooms have private bathrooms. It could be a chilly early morning run to the bathroom if your shared facilities are down the hall!

Day Two: A balmy 5 degrees in Bombala and a lovely misty drive along the Monaro Highway over the border into Victoria on the way to Foster via Cann River, Orbost - where we stopped for morning tea and met the cutest little Flokati rug on four legs! A little black & white miniature Persian sheep, rides everywhere on the back of his owners Harley, what a lovely pair to meet & chat to - then on through Lakes Entrance, Bairnsdale, Sale, Yarram and finally Foster the gateway to Wilsons Promontory National Park, southern most tip of the Australian mainland, a trip of approximately 440kms, arriving in plenty of time for a drive through Yanakie to Tidal River for a spectacular Prom sunset. We stayed in the well located and comfy Prom Country Lodge, good for travellers as it had an excellent restaurant and it was only a few paces back to our bed for the night.

Day Three: 5.30am start this morning to our next destination Mt Gambia 590kms



away. We chose to travel via the Sorrento to Queenscliff ferry avoiding the chaos that is Melbourne, and what a sparkling, sunny, calm sea crossing it was, a real highlight of the trip. The scenery along The Great Ocean Road is spectacular however the crowds didn't thin until we had passed Torquay - site of the Memorial Arch on the Great Ocean Road, then Anglesea, Lorne and Apollo Bay, where we stopped for lunch. The Great Ocean Road was started in 1919 and completed in 1932, all 243kms of it. Back on the road through the Boonah Coastal Reserve we saw the Pole House, an incredible architectural feat.

Next stop was the Twelve Apostles National Park - gosh the lookout was busy! A moving mass of folks all trying to get the perfect selfie with the remaining apostles. Signs warning of unstable cliffs and venomous snakes didn't seem to deter anyone. However a large echidna stopped us all in our tracks as his/her little bottom wiggled and waggled as it foraged for food just off the track - lovely to see. With a stop for fuel it was onward to Mt Gambia via Port Fairy, Heywood, Dartmoor and our destination for the night, Motel Mount Gambia. I still haven't forgiven Lionel Walker for convincing me to go to the pub for dinner and not the lovely little Mexican restaurant. Harrumph!!

Day Four: After a visit to Mt Gambia's cobalt blue *Blue Lake* situated in one of 4 extinct volcanic craters around Mt Gambia we were on our way to Hahndorf, a trip of 410kms, via the vineyards of Penola, Nara-

coorte, and the charming town of Keith where we stopped for lunch to see the *Land Rover on a Pole*, 'a monument erected by the Keith Area development association as a tribute to the pioneering spirit and courage of the men & women who participated in the AMP land development scheme', a scheme which saw locals cultivate what was previously known as the Ninety Mile Desert, around Keith, turning it into arable land. And guess what, they all drove Land Rovers. So now the Truck on a Stick is a tourist attraction. Then it was round the bend at Tailem Bend, over the bridge at Murray Bridge and into the beautiful town of Hahndorf under a glorious canopy of autumn colours to our accommodation for the next 4 days - The Manna, by the Haus Group, right in the heart of Hahndorf. Jostle for a parking spot and head off to Registration for the 51st Jaguar National Rally, held very conveniently just across the road from our excellent accommodation in the "Walnut Room" of the Haus Restaurant.

Time for a quick drink and freshen up, pop on the glad-rags and head back to The Walnut Room for the first formal event of the Rally, the Welcome Cocktail Function. It's always fun catching up with folks you don't see that often from interstate over a glass of bubbles or a beer.

And with that, the Rally began.

Saturday April 15th offered a choice of free time and optional tours, a lovely break after all the driving. Rally attendees had a

JNR Report by Debra Pallas (cont)

choice of three tours. **Option one** – travel by coach to Mt Barker then the Historic Train through the lovely Adelaide hills to the historic town of Strathalbyn with time to explore the antique stores, cafes, motor museums, and lovely shops. **Option two** – visit the world-renowned Monarto Safari Park. **Option Three** – travel by coach through the glorious Adelaide Hills region visiting Green Valley Strawberry Farm, Udder Delights in Verdun where participants could enjoy a cheese platter, sample wine, craft beer and vodka!, Summit Restaurant at Mt Lofty, Melba's Chocolate Factory, and finally Beerenberg Farm!

Our option - drive to the d'Arenberg winery in McLaren Vale, a particular favourite of ours, to see the Salvador Dali exhibition of sculptures and art at the fabulous d'Arenberg Cube. The Cube is the brain child of Chester Osborn, fourth generation family member of the Osborns who purchased the d'Arenberg property, originally named Bundarra, in 1912. The \$15 entry fee to The Cube is well worth it. It was such a treat to see the Dali exhibition and purchase a little piece of memorabilia (love my giant 'Snail & Angel' ring), as well as such an interesting experience over 5 floors of The Cube culminating in wine tasting on the top floor – I'm looking at you Lionel Walker and John Elmgreen! The view over McLaren Vale is spectacular from up there. Next stop Lloyd Brothers Wine & Olive company for a cheese & charcuterie board and a glass or two before heading back to Hahndorf. Beautiful to see acre after acre under golden vine as autumn rules the region. No surprises in the evening – the gents discovered there was an XK dinner on somewhere and departed for points unknown.

Sunday April 16th was Display Day at The National Motor Museum in Birdwood, SA. The celebrated model for the day was the Jaguar XJ Series 2 in all variants including the Daimler Sovereign, Jaguar XJC and Daimler Sovereign Coupe. The S Type also celebrated its 60th Anniversary.

The Presentation Dinner was held that evening at the Adelaide Hills Convention Centre - Dress Code: *The Sexy 70's!* What a ball, so many well decked out folks it was hard to believe they didn't always wear the gear. Special guest speaker Howard Snow regaled us with his interesting work history at Jaguar in the UK and the USA along with personal insights and funny stories of his time working with the big-wigs of Jaguar over the years.

Monday April 17th and the boys went round the bend for the opportunity to participate in the motorsport event 'Stray Cats at the Bend' held at the famous *The Bend Motorsport Park* at Tailem Bend. The rally organisers offered two ways of letting the Jaguars stretch their legs. The first, *Lunch & Laps* gave participants half an hour cruising the

circuit behind a pace car, a great opportunity for those who do not usually participate in race meetings to experience the thrill of driving the only Australian circuit to comply with the latest FIA Grade 2 and FIM Category A standards. The second, *Speed off the Street* gave the more experienced drivers 3 hours of track time with no speed limit. Cars were scrutineered, drivers attended a briefing, helmets were required as was non-flammable clothing, however no race suits were required (shame as the guys look pretty good in their sexy suits!).

For those of us who do not have race fuel in our veins, the rally organisers offered the option of a Murray River Lunch Cruise on The Captain Proud Paddleboat leaving from Murray Bridge. It was a perfect day for sitting on deck and lazily cruising the Mighty Murray. The ladies' powder room proved very popular with everyone as the paddle wheel was right outside the window and offered a closeup of its machinations. We were all very chummy by end of day.

Part Two: All Roads Lead Back Home

Tuesday 18th April and we were headed home with overnight stops in Dunkeld, Bendigo, Beechworth and Tumut.

After a leisurely brekkie the trio set off for Dunkeld a 485km trip via Bordertown, Apsley, Edenhope, Coleraine (with a quick stop to check out Coleraine Classic Cars garage!) and Hamilton arriving into Dunkeld, nestled at the foot of the magnificent Grampians National Park in the golden afternoon glow.

Accommodation chosen in Dunkeld included the Grampians Historic Tobacco Kiln, along with The Old Bakery which has been operating in Dunkeld since 1887 baking sourdough, croissants, baguettes and gourmet pies and now also serving coffee Thursday-Sunday 8.30am-2pm.

Wednesday 19th April and the XJ-S's are cruising the beautiful C216 drive up through the Grampians (Gariwerd) National Park, ances-

I would like to say a personal thank you to the Patron of the SA club Mr Peter Holland and his lovely wife Ros who kindly gave myself and Gael Walker a lift to and from this event, it was greatly appreciated.

Everyone returned to Hahndorf in time for a spruce-up before the Farewell Dinner back at Rally HQ, The Haus Restaurant where Rally Organisers had more surprises up their lederhosen! We were entertained by gentlemen (herren) in lederhosen, suspenders, knee high socks and leather shoes playing the accordion singing and yodelling, accompanied by lovely frau in beautiful traditional dress, the dirndl, who joined in singing while playing the *almglocken* or small, tuned cow bells. It was a wild and noisy night, and a great way to conclude the 51st Jaguar National Rally.

A big, hearty THANK YOU to all involved in the organisation of the Rally, it was fantastic!

tral home of the Djab, Wurrung and Jardwadjali people, passing flocks of emus and kangaroos on the way to Pomonal and Halls Gap. Beautiful country. Lionel took us the 12kms up Mt Difficult Rd to Boroka Lookout where the Grampian Valley and volcanic plains were laid out like green patchwork, beautiful in the misty morning. After the obligatory coffee/hot chocolate/buy a warm scarf back at Halls Gap it's off to Stawell in the Wimmera region of Victoria and home of Australia's oldest and richest short distance race The Stawell Gift. The Gift is run over 120 metres (130 yards or 390 foot) with \$40,000 prizemoney each for the female and male winners. Why 130 yards? It's believed to have originated from the distance between two local pubs in the English town of Sheffield. Far be it from me to question this and ruin a good story. No injuries were recorded when Lionel and Debra tried their hand on the starting blocks of the Stawell Athletic Club.





On through Ararat, Maryborough and Castlemaine to our next stop, the lovely town of Maldon, Australia's First Notable Town classified by the National Trust in 1966. With a resident macaw – cheeky fellow, knew a few choice phrases as well, good coffee and a spectacular lolly shop, Maldon was a great place to stretch the legs. From Maldon it was a short drive into Bendigo and our digs for the night, the historic Hotel Shamrock. Bendigo is rich in arts & culture and a short pre-dinner walk over the rainbow pedestrian crossing out front of the Bendigo Town Hall, past the Conservatory Gardens, through a mural covered lane and past the Australiana exhibition at Bendigo Art Gallery (remember Bubble-O-Bill!) was a delight for the senses.

Thursday 20th April and the route to Beechworth is via the Silo Art Trail at Colbinabbin, quaint antique stores in Rushworth, Winton Motor Raceway, street art and silo art in Benalla, and Glenrowan site of the famous siege and capture of Ned Kelly and his gang in 1880. Have a drink in the Glenrowan Pub, they said, it is full of terrific memorabilia they said. We googled, yes it was open so in search we went. Alas, for no stated reason the pub was closed. Hopes dashed, the local bakery saved the day and we sat in the sun listening to gunfire and fierce shouting as the siege was re-enacted in the Ned Kelly Centre across the road from the bakery, good free entertainment.

After the Beechworth Carriage Motor Inn bungled our bookings and there was no room at the Inn, our hastily acquired accommodation in Beechworth was a one-in-a-million find. The Linaker Art Deco Motel in Mayday Hills, set on wooded grounds in the now decommissioned Beechworth Asylum, known in later years as The Beechworth Hospital for the Insane and Mayday Hills Lunatic Asylum, was an experience in itself. Along with the fabulous Art Deco style, a wonderful character Deano on the front desk, gorgeous grounds to explore and a top quality restaurant, The Linaker Motel was a standout. (And yes - thank you for asking, we were all allowed to leave at the conclusion of our stay (lunatic asylum, hospital for the insane etc etc!)

Friday 21st on the final stretch with the last stop Tumut it was on through Yackandandah, Jagumba, the Old Tallangatta Lookout, Corryong – the final resting place of Jack Riley, said to be the inspiration for the hero in Banjo Patterson's poem The Man from Snowy River, and along the Snowy Mountains Highway to Kian-dra an abandoned gold mining town and the birthplace of Australian skiing, before arriving at The Elms Motor Inn Tumut.

Saturday 22nd April, heading out of Tumut, homeward bound, the voyagers met for a final coffee at Heatherbrae's Pies in Sutton Forest before heading home.

Great trip, great company, great cars – already planning to do it again in Tassie in 2024.

See you sometime, somewhere in the Jags in the great outdoors.

Voyagers - Debra and Tony Pallas, Gael and Lionel Walker, Peter and Andrea Werner



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JDCSA acknowledges the valuable and generous support of Embroidery SA

Jaguar National Rally Report by Geoff Bott

The following is a NSW take on the National Rally kindly reprinted from the NSW JDCA Magazine



Jaguar National Rally

Report by Geoff Bott

Assisted by Graham Franklin (JDCA)

Photos: Bob Alexander | Geoff Bott | Mike Collett | John Elmgreen
Peter Gavan | Bruce Kennedy | Vicki Suprunenko | Peter Werner

I elected to appear with my recently rebuilt XJS Coupe but made the decision to trailer it over and back but use it during the various events that were on the extensive program. Considering the state of the roads with many potholes and washaways on the route that we took, overnighing at Deniliquin, I decided that this had been a good decision. On arrival at Birdwood on Thursday, I unloaded the XJS and left the tow car and trailer at my son's property while we journeyed on to Hahndorf where we were booked in at the motel in the main drag. This was a good decision as we had plenty of parking and a good quality room, whereas the main location a couple of hundred yards down the street had a problem with parking. Heavy traffic in the main street during the day melted away very quickly in the evening, when we ate German sausage and sauerkraut at the pub.

On Friday we checked in at Rally HQ and explored the retail opportunities that largely consisted of fake German shops and a couple of pubs. That night we had a cocktail party at the "Haus" where we got to meet our fellow attendees, of which a substantial number had come from New South Wales with all states represented and

a possible exemption from the Northern Territory. The evening included an introduction from the Rally Director Phil Prior and SA President Fred Butcher, and then an interview with Geoff Mockford from 'Classic & Sports Car Boutique' who sponsored the evening. The get together provided an opportunity to mix casually with old friends from past rallies and make some new friends. Over 200 people attended and made short work of the \$3,000 bar tab and then partied on.

Saturday offered attendees a number of choices. We boarded a bus driven by SA club member Roland Donder, which took us around 5 venues largely centred on eating and drinking opportunities of which we took maximum advantage. A great breakfast at the Green Valley strawberry farm was followed by "Udder Delights" Cheese Factory and then the Summit restaurant at Mt Lofty with panoramic views of Adelaide. Then 'Melba's Chocolate Factory' and a final stop at Beerenberg Farm where all manner of preserves were available in a huge auditorium shop.

Many took the Monarto Safari Park option with the remainder opting for an historic

train trip to the delightful town of Strathalbyn. The day was capped off with a meal of your choice at any of the restaurants in Hahndorf.

Sunday was the big display day at Birdwood National Motor Museum where some 200+ Jaguars turned up and parked on the grass in a very congenial atmosphere with plenty of trees for shade, and of course free entry into the very extensive motor Museum. My daughter and her family met us for lunch in a small restaurant across the road where we had hoped to also meet up with my son. Unfortunately he had contracted Covid and was not able to join us. It seems that the restaurant was not warned of the imminent arrival of hundreds of starving Jaguar folk and was not able to provide a great deal of choice of food, but it was more important for us to catch up with family. Meanwhile, much polishing and primping went on in the display of cars. It was claimed that there were more XJS models than there were E-types in this particular display. There were not too many vehicles made before 1960 unfortunately. No concours was expected at this rally but awards were given as below:



CAR OF THE DAY TROPHY (Traditional JNR Trophy)

Presented to Gordon Saggars (NSW)
for his XK 150S

CELEBRATED MODEL

Best XJ Series 2 (All Variants)
(Non Traditional JNR Trophy)
Presented to Maurie Vickerman -
V12 XJ-C (JCCV)

AGE / DISTANCE TROPHY

Presented to Barras Garrity &
Gwendoline Shaw for their 1973 XJ6
(Series 1). (JCCWA)

PEOPLES CHOICE AWARD

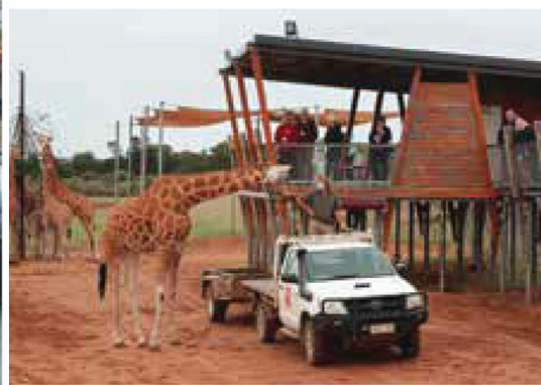
(Non Traditional JNR Trophy)
Presented to David & Angela Rogers -
1950 3.5 Litre Mk V. (JDCA)

JNR Report by Geoff Bott (cont)



That night the presentation dinner was held in the Adelaide Hills Convention Centre just outside of town where the theme was 1970s attire. There was a great view over the parklands out the back from the balcony where we had hors d'oeuvres, then we came inside the very large hall where we were entertained by our hosts, a band and a presentation by Howard Snow, a former senior employee of the Jaguar factory who regaled us with various tales of the shenanigans at the factory and some insights into some of the senior managers and directors of the company.

Monday was the day for the sporting types to have some fun at "The Bend". This was my choice and Mike Collett, our club archivist, accompanied me in the XJS to the circuit at Tailem Bend, some 80 km from Hahndorf. The facilities were absolutely first class and made Eastern Creek look 2nd rate. The main circuit itself is 7.7 km long and the straight seemed to go on forever. I know I got up to about 200 km an hour on it but chickened out at the end of the straight as I only had standard tyres and original brake pads. Also, I had no idea where the corners went first time out and what the best lines were so I took the red-and-white rumble strips on the corners as a guide as to



JNR Report by Geoff Bott (cont)

The following is a NSW take on the National Rally kindly reprinted from the NSW JDCA Magazine

where I should be placing the car on the circuit. This was an untimed event and consisted of 2 parts. The first part was under a pace car whereas the 2nd part was unlimited, and you had to wear a helmet. All cars were scrutineered for basic safety. Nobody came to grief that I'm aware of on track.

In the meantime, other members elected to take the Murray River cruise on the "Captain Proud" paddle boat which operated from Murray Bridge. There is no report of mutiny or man overboard so I can only assume this went down well with the participants.

That night we were all treated to a major farewell dinner at The Haus where we were entertained by enthusiastic German style entertainers complete with national dress, bell ringing and lederhosen. This was quite amusing and some of the entertainment may be seen on our Facebook page when my video finally gets loaded up.

Then on Tuesday morning we departed for the post rally tour that took in the delights of McLaren Vale. We met up with the participants at the Range restaurant after sampling the delights at the local bakery then went on to the McLaren Vale motel after visiting a rather





remarkable building that housed a restaurant and Salvador Dali artworks. Most of the group were from interstate, including Garry and Susan Baxter, Mike and Robyn Collett, Toni Anne (our social media wrangler) and others. I particularly coveted the Jaguar Force 7 that was driven by a couple in the next room. The owner did not seem to be interested in a level swap for my XJS unfortunately. A pleasant barbecue meal was had that night adjacent to the motel pool, but no one seemed to be keen enough to jump in although the rain could have had something to do with it.

The schedule for Wednesday consisted of a drive to the old paddle steamer port at Goolwa close to the mouth of the Murray River. Here we climbed onto the Spirit of

the Murray cruise and were treated to a trip through a lock where various seals lazed on the structure, then ventured to inspect the Murray River mouth, various sandhills and the beginning of the Coorong. A basic lunch was provided on the boat as we motored down to the various barrages that block the sea from flowing back up the river. On our return to Goolwa we inspected the paddle steamer moored nearby. An alternative trip was by the cockle train to Victor Harbour. This was pulled by steam train and seems to be well patronized. On our way back we dropped into a rather obscure little winery and vineyard and bought a case of Shiraz for a bargain basement price. This turned out to be an excellent wine. That night we all went to Carmel's Café Bar and Grill located a short

distance away from the motel in the main drag at McLaren Vale. Food was excellent and if noise level was anything to go by, it was very popular with the Jaguar group.

Our final day on Thursday saw us joining the Colletts in their Porsche and we motored down to the Lady Bay Resort for a light lunch. We checked out some of the coastal sights on the way back returning to the motel for yet another meal adjacent to the pool. By now we were very well acquainted with our fellow club members having spent so much time with them. Bhajan and I found this to be very gratifying as normal brief club get-togethers really do not give you a lot of time to get to know others.

Leaving on Friday morning we then commenced the long drag back home via the Hay Plain which took a couple of days and featured yet another convivial meal with some of our friends on the way. I'm pleased to say the trip was entirely uneventful and we are now looking forward to the Tasmanian national meeting in 2024.

I am sure that everyone who attended had a great time and we are very grateful to the JDCSA team for going to so much trouble to organise an excellent event. ■

Jaguar National Rally XJS Road Trip

By Peter Werner

- **Tony and Deb Pallas** - 1978 Restored XJS 5.3I
- **Lionel and Gael Walker** - 1985 Restored XJS 3.6 Manual
- **Peter and Andrea Werner** - 1988 XJS 5.3I

The XJS trio decided to drive to the Adelaide National Rally together in convoy, going the long way, avoiding the main highways.

Meeting at Heatherbrae's Pie Shop at Sutton Forrester on a drizzly morning (there is a lot to like with XJS but wipers aren't one of them). We travelled through Canberra, Cooma and first night was in the timber town of Bombala. The next morning we had a wonderful drive on the Monaro Highway through the Snowy Mountains to Cann River, Sale and stayed the night at Foster on the tip of Wilsons Promontory.

We had an early start to Sorrento to catch the Queenscliff Ferry on what was the perfect morning to cross Port Phillip Bay. We then joined the Great Ocean Road to Warnambool and then Mt Gambier via the surprisingly busy 12 Apostles (where did all those people

come from?). We stayed at the converted mansion Colhurst House which was magnificent. The next morning we looked at the great Blue Lake, so named as it adopts a deep turquoise in summer (supposedly a combination of warmer temperatures affecting calcium carbonate which is then refracted through sunlight) then headed to Hahndorf in the Adelaide Hills to meet other rallyers arriving from all over Australia.

The rally was very well organised with many activities including racing at The Bend, Display Day and a dinner where we were addressed by Howard Snow, a 41 year exec at Jaguar in the UK and USA.

Our trip back went via Bordertown to Dunkeld where we stayed in a converted tobacco kiln on a farm. Next was Bendigo via the Gramplains and then beautiful Beechworth via Shepparton. From Beechworth we left the convoy as a meeting in Sydney beckoned.

All up - 4025 kilometres, 728 litres of fuel and one litre of oil. The three XJS's didn't miss a beat!!! ■



Jaguar National Rally Report by Nicholas Scarf

The following is a Victorian take on the National Rally reprinted from the JCCV Magazine - Catalog

Last month Ciana and I loaded up our 1958 3.4 Mk1 (named Nancy) for its first long distance trip since being registered. The 2023 Jaguar National Rally was hosted by the Jaguar Car Club of South Australia in the Adelaide Hills and was a special event for our South Australian friends who are celebrating their club's 50th birthday this year. It was a bit touch and go as to whether we would make the rally in Nancy, as it was only put on club plates a couple of weeks before we were due to leave, and it had to go in for exhaust repairs right before we left! Nonetheless, we managed to get most of the teething issues sorted before we set off. Unfortunately, Nancy is due for a set of pistons and rings, and I knew she was burning oil. I figured that we'd travel around 1,500 miles all up, so I loaded the boot with five bottles of oil and three bottles of demineralised water. Thankfully, we didn't use all the oil and water, but we got through a fair bit of it!



Peter Vat's Project 7 received a lot of attention



John Aird's Mark IV



Nancy

We decided to break the trip over into two parts. Registrations opened on the Friday and we packed the car on Wednesday so that we could get in and leave straight after work on Thursday. We left Kilmore at around 7 in the evening bound for Ararat. We drove straight down the Hume, along the Ring Road and then up the Western Freeway. Being a Ballarat native, it wasn't the way I'd normally go to get over west, but given the number of kangaroos on the backroads, we felt the freeway was a safer bet. We brimmed the tank with petrol down the road from home and headed off, keeping track of the amount of fuel we'd put in and how many miles were on the odometer. Thankfully 3.4 Mk1s barely even notice modern highway speeds and we sat on 70 miles an hour for most of the trip over to Ararat. We arrived without any trouble and with petrol in the tank. Our positive earth Lucas headlights were completely fine, which was a nice surprise.

Day two started early, with a drop of oil added at Ararat McDonalds. Our next fuel stop was at Horsham. Ciana drove the next leg. Nancy was running perfectly, 70 degrees, 60psi of oil pressure and 60 mph cruising; it's on long trips like this that you realise how wonderful 1950s Jaguars really are! We stopped for lunch at Bordertown before heading straight through to Mt Barker for our third fuel stop- 25 miles to the gallon! We arrived in Hahndorf shortly afterwards to register for the rally. The JDCSA had some great goodies for us in our rally bag, including a bottle of bubbles! Hahndorf is a really pretty town, however it has become much more touristy since I was last there. After registration we headed along some of the windy roads back into Adelaide to set up our room at our accommodation - Ciana's grandparents' house. The roads were quite a lot of fun, even with the Mk1's soft suspension, but the "intermediate speed hold" function that locks the old Borg Warner DG250 in second gear wasn't working, so the car

constantly dropped into top when second would've been ideal. The Dunlop disc brakes gave almost modern performance, even after heavy use. We headed back into Hahndorf in the evening for the informal welcome cocktail evening at the rally hub, The Haus restaurant. It was nice to see some familiar faces from Victoria and New South Wales and meeting some new people too.

The Saturday was a free day for people to spend as they wished. There were a couple of options for activities if people wanted to do something with others on the rally including a heritage railway trip, but we spent the day preparing Nancy for the display day on Sunday and catching up with family. Unfortunately, the weather overnight was very poor; I normally try to keep Nancy in the dry to prevent the Mk1's famous rusting abilities from presenting themselves, so the rain was quite stressful. Thankfully, the car's interior was mostly dry in the morning, however there was water that had gotten in through the back window seal- oh dear!

The Sunday display day at The National Motor Museum was really the highlight of the rally for us. There were no less than three Mk1s at the display day - a rare feat these days! The weather looked dicey to begin with but cleared up quickly. There was also a very impressive spread of XJCs, whose owners were very jubilant with the turnout. It was good to see so many XJC at the rally as this year marks fifty years of the Series II XJ. The XJ-S also enjoyed good number at the display. My favourite car, aside from the Mk1s would have to have been the 1936 SS Airline - how often do you see one of those after all! Ciana also joined in the tradition of many car enthusiasts' spouses - sitting in a fold out chair behind our car whilst reading a good book! Ciana and I scoped out MOVE's competition in the National Motor Museum, and we were very impressed. One of my favourite cars from previous visits, a

JNR Report by Nicholas Scarf (cont)

The following is a Victorian take on the National Rally reprinted from the JCCV Magazine - Catalog



Ken Williams in his XJS



Janet Field and Peter Vat getting into the groove



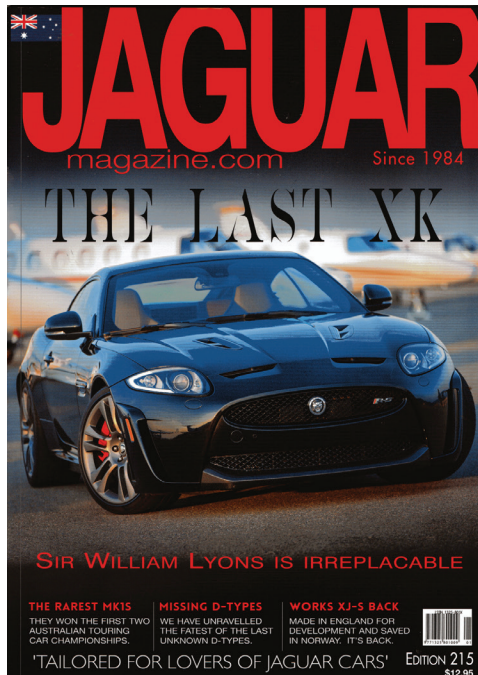
Shirley and Ray Lopez remembering when...

1912 Daimler wasn't on display, but there were a couple of lovely 1920s Rolls Royces and a gorgeous Armstrong Siddeley Sapphire, which went some way to make up for the Daimler's absence. The evening dinner was in Hahndorf, so rather than driving back to Adelaide, Ciana and I took my cousin Alex for a Sunday drive in the Mk1. Alex had joined the rally for the track day at The Bend, but more on that in a second! The Presentation Dinner was held at the Adelaide Hills Convention Centre and was 1970s themed, we didn't dress up, although I remembered after the dinner that I have a fantastic poncho that would've fitted the bill brilliantly. There was a wide array of '70s costumes at the dinner, even Elvis himself showed up. We were on a table with our friends Maureen and Bob Alexander from the Jaguar Drivers Club of Australia. Maureen is the president of the JDCA and her and Bob have recently bought an I-Pace, so we naturally talked at length about their experience with Jaguar's award winning electric car. The main talk of the evening was by former Jaguar employee of 41 years, Howard Snow who now resides in Western Australia. He talked about his various experiences with Jaguar over the years and it was a great privilege to be able to hear from a man heavily involved in Jaguar Cars Ltd. for the second time this year.

The final day of the rally for us was the Monday, but many continued on for the post rally tour. Many of our fellow rally goers went on a Murray River cruise but we went to The Bend to form part of the support crew for my Dad and Uncle Wilson (Alex's dad) who had bought their red Series II XJ12 track car over from Victoria for the day. Alex put his Toyota 86 around the track. There was no way known my beloved Mk1 was going on the track - I'll do that in something I love less one day! It was great to watch so many cars and divers out and having a go, there was a mixture of cars out on the track, from shiny X351 XJs to a lightweight E-Type. Dad

was pleased with how the XJ12 was going a first, but a bad batch of fuel hampered performance at high revs towards the end of the day. The Toyota 86 was surprisingly fast around the track too! The Bend is a brilliant facility, with motel rooms overlooking the track and a selection of amazing vehicles on display in the lobby - it's well worth a visit if you've never been before. After the track day, it was back to Hahndorf for an informal farewell dinner at The Haus. The dinner was a great time to catch up with new and old friends and was complete with authentic Bavarian entertainment which was a lot of fun.

On Tuesday, we bid farewell to Ciana's Nan and Grandpa who had put us up all weekend and headed for home, via Mum and Dad's for a cuppa. It was a long drive, but once again Nancy gave no trouble. All in all, we travelled 1,384 miles and used around 255 litres of petrol averaging somewhere in the region of 24 mpg. Nancy hadn't seen much use in the 20 years before I got her, so she did very well. A few problems became apparent, the most annoying which was a harmonic vibration between 50 and 60 mph that I am pretty certain originates with the -phasing of the prop shaft or the prop-shaft centre bearing. The diff is also whining - so that will need to be rebuilt at some stage, and the engine is using pretty impressive amounts of oil. I'll fix all of these things over the coming years, but Nancy will be treated to light usage in the meantime. I am so proud of the car despite the faults, and a lot of the Mk1's good points shone through - the performance was effortless, the ride quality was extremely impressive for a car that is now 65 years old and what a marvel those disc brakes must have been in 1958! As for the rally itself, well, it was outstanding. Ciana and I have decided to make National Rallies an annual tradition and we're looking to 2024 in Tassie in our manual X-Type. ■



The latest edition of Australian Jaguar Magazine includes the following stories:

◇ **Vale Chris Lever:** The former Jaguar apprentice who ran Jaguars Service Department and moved to Sydney and established “Lever Jaguar”.

◇ **Dealers Host JDCA:** “Alto Jaguar” and “Paramatta Jaguar” played host to members of the Jaguar Drivers Club of Australia (JDCA) at their premises. The two Sydney dealers appreciate the value of club members and invited them into their premises.

◇ **Rare Original Colour Photographs.** Coloured slides taken when Jaguar were at its best. Photographs from various sources and all show D-Type Jaguars at various times and in a number of countries.

◇ **Models of The First Ecurie Ecosse Transporters:** They love the two early Ecurie Ecosse transports, now sadly gone. However, a very clever model maker has reproduced them in the scaled-down form and they see just how he did that.

◇ **Jaguar’s Once Secret XJ-S is Saved:** A Norwegian Jaguar devotee found one of three engineering prototypes built around the XJ-S. It was neglected, but he bought it and has almost finished restoring it. We debut the car. One other is retained by Jaguar.

◇ **The Last XK:** They celebrate the XK model (X100 & X150) which ran from 1996 to 2014 – and focus on the last one – the XK-RS.

◇ **The Factory-Built Ultimate Mk1 Racers:** In 1959 Jaguar built five very special racing Mk1s for their final season. Two remained in the UK, one went to the US and the other two Australia. Today just one provable genuine one survives.

◇ **Solving a D-Type Mystery Dating to 1958:** Three D-types fate uncovered. XKD 503; XKD 521 and XKD 525. They uncovered the fate of all three and Briggs Cunningham is the common denominator.

◇ **Story of 2 Rare Mk IVs for Sale:** A Mk IV drophead (DHC) with a 55 year restoration story and a 1937 1.5 litre SS saloon claimed to be one of the best original examples in the world.

◇ **Sir William Lyons:** An eight-page tribute to an enigma and automotive genius. ■



Edition 215 will be the final Jaguar Magazine for some time. (See story page 5). Les at Browns Lane in 1977 with his E-Type..

ORIGINAL XK140
'50s survivor with family history

JAGUAR WORLD

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

Uprated XJR

How things could have been

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Inside the Jaguar V8

WORKSHOP
X-Type brake service
Classic XJ front subframe

Spirit of '88 | **X350 XJ restoration**

Le Mans XJ-S and F-Pace

118 pages

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

- ◇ **X350 Restoration:** The intriguing story of an XJR which was sold twice, kept coming home and is now better than new.
- ◇ **Updated XJR:** An XJR up-rated with the benefit of inside knowledge by an owner who helped develop the model in the first place.
- ◇ **XK140:** Classic '50s Jaguar emerges from three decades in storage, having been with the same family from new.
- ◇ **Spirit Of '88:** They compare two very different limited editions produced by Jaguar to commemorate its 1988 Le Mans win. In 1988 they released 100 limited edition TWR XJ-S and in 2023 the F-Pace SVR Edition 1988 with just 394 prized examples. The updates are strikingly similar.
- ◇ **XJ-S History:** Charting the story of the restyled XJ-S, from the practical Lynx Everter to the oddball Guy Salmon and the 200mph 7.0 litre Lister.
- ◇ **Tech - AJ V8:** The life and times of the advanced new engine which leapfrogged Jaguar to the top of the class.
- ◇ **Living With the XK8:** The first-generation 'X100' cars offer a tempting combination of modern driving experience and affordability - but they do need looking after these days.
- ◇ **Workshop - X-Type Brake Service:** They run through the basics of changing discs and pads on the front-drive diesel.
- ◇ **Workshop - XJ Subframe:** We discover what's involved in dropping the front suspension from the classic XJ.
- ◇ **Archives: Snapshot from 100 years of Jaguar** (see below). ■



From the archives

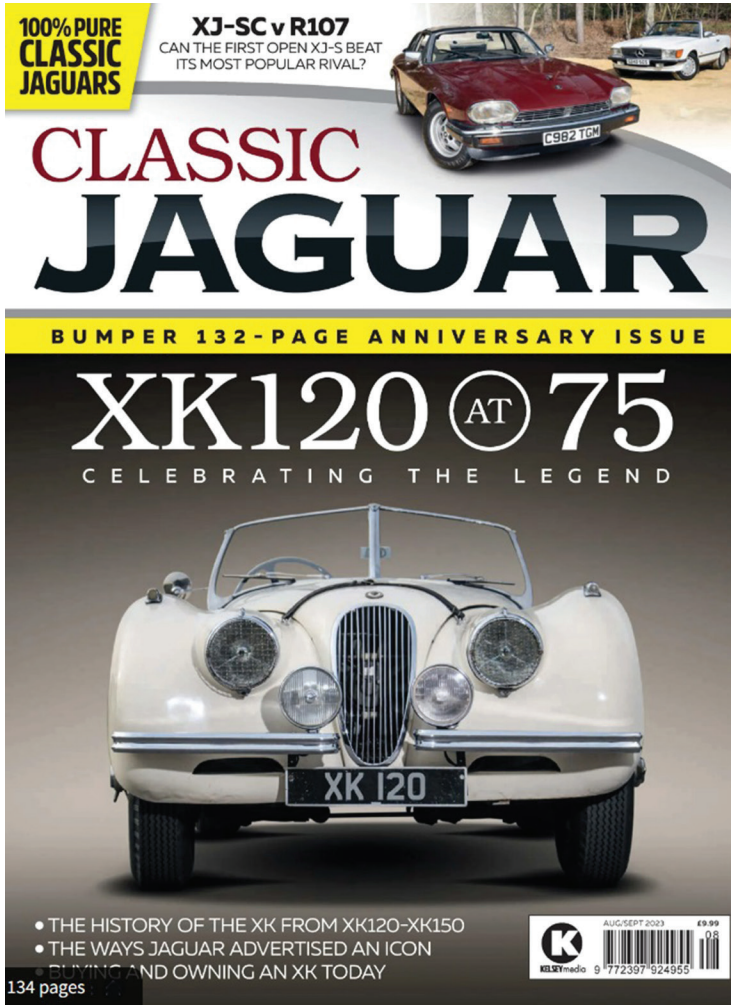
Snapshots from 100 years of Jaguar

We wind back 70 years this month to find a young Stirling Moss at the helm of his Jaguar XK120 — not something in itself particularly unusual, but in this instance, he's driving it out of a brand-new Bristol Superfreighter belonging to Silver City Airways in order to publicise its airborne cross-Channel car ferry service. Running from the newly-built Lydd Ferryfield airport in Kent, the company operated several cross-Channel services and routes into Scotland and the Midlands, the Superfreighter being purpose-built for the cross-Channel route. Able to carry 20 passengers as well as three cars, the Superfreighter was powered by a pair of Bristol's own 2000hp Hercules radial engines which enabled a 164mph cruising speed getting customers to Le Touquet faster than the Channel ferries at similar cost. Silver City would itself be taken over by British United Airways in 1962, while the Superfreighter appears to be extinct, with only a handful of the regular 'short-wheelbase' Freighters in aviation museums and none of them airworthy. It's better news for the XK120 which Moss had to sell in 1954 when he signed on as a Mercedes driver. It survived extensive modifications in the 1970s including an E-Type IRS and 3.8-litre engine, but was restored to standard in the 1990s and survives today.

Classic Jaguar (August/Sept.)

100% PURE CLASSIC JAGUARS

XJ-SC v R107
CAN THE FIRST OPEN XJ-S BEAT ITS MOST POPULAR RIVAL?




CLASSIC JAGUAR

BUMPER 132-PAGE ANNIVERSARY ISSUE

XK120 AT 75


CELEBRATING THE LEGEND



- THE HISTORY OF THE XK FROM XK120-XK150
- THE WAYS JAGUAR ADVERTISED AN ICON
- BUYING AND OWNING AN XK TODAY

134 pages

AUG/SEPT 2023 £9.99



The latest edition of Classic Jaguar includes the following:

- ◇ **Cover Story - 75 Years of the XK (45 page special):**
 - **Buying Guide - XK120:** What you need to know to buy the best.
 - **The XK Factor:** Alan Anderson guides us through the history of the XK120.
 - **Racing Start:** How Jaguar turned the XK120 into a Le Mans Winner.
 - **Second Attempt:** Did its many improvements make the XK140 a better car?
 - **False Start:** The ill-fated XKSS. A road going D-Type that bridged the gap between the XK and E-Types
 - **Last Of The Line:** Was the most sophisticated XK really the best?
 - **Advertising the XK Series:** Paul Cuinness guides us through Jaguar's ads and brochures for the XK.
 - **XK150 On Tour:** They take an XK150 DHC to Cumbria.
- ◇ **Daimler DS420 History:** As the last purpose-built British limousine turns 55 they chart its history.
- ◇ **XJC Road Trip:** Ray Ingman revisits the past as he takes the JDHT XJC to a Coupe gathering.
- ◇ **Twin Test:** They pit the Jaguar XJ-SC 3.6 litre against its fiercest rival; the Mercedes Benz 300SL.
- ◇ **Concours:** They explore the mysterious world of concours judging.
- ◇ **Workshop - Buying A Barn Find:** Here's what you need to know to revive it. ■

THE XK FACTOR

In its 75th year, Alan Anderson looks back at the legendary Jaguar sports car which paved the way for the E-type.

WORDS: ALAN ANDERSON PHOTOGRAPHY: KELSEY ARCHIVE



Future Classics (July) - XK8 vs BMW 480Ci



NEW CHIC AND CHEERFUL **ALFA GT**

ISSUE 29 JULY 2023 £4.50

FUTURE Classics

THE NEW NAME FOR **Bargain CARS**

BMW 840Ci VS JAGUAR XK8

WHICH SHOULD YOU BUY?

DPFs & CATs
FAULTS & FIXES

BUYING GUIDE: AUDI TT MK2 | BARGAIN BUCKET V8: HAVE ONE LAST HURAH!

PORSCHE CAYENNE TURBO
LIVING WITH: LOTUS EXIGE S2

ISSUE 29 JULY 2023
Kelsey Media 9 772753 781017
CAR MECHANICS

of 68 pages

UK magazine "Future Classics" provides advice and information about buying desirable cars that are worth keeping. Cars that one day will become genuine classics.

The latest edition includes a comparison between a Jaguar XK8 and the rare BMW480Ci. Words and Photos by Paul Walton.

VERDICT

I think the BMW is a great car; clever, well-engineered and powerful. I genuinely enjoyed my time behind the wheel. Plus, compared to the more common XK8, the car's relative rarity is appealing too.

But in my opinion the 840Ci can't compete with the Jaguar in terms of design and handling. Admittedly looks are subjective and I'm sure BMW enthusiasts will disagree with me, but I'm not the only one who reckons the X100 rides better. As Motor Sport magazine surmised at the end of a similar comparison in 1996, "The XK8 not only out-performs and out-handles its rival, but outrides it too."

I also find the Jaguar friendlier, more approachable and less stern than the overly Teutonic BMW. If these cars were dogs, the 840Ci would be a large and well-trained German Shepherd while the XK8 would be a big, dopey, loveable Labrador.

So, forget what the data says - the XK8 and 840Ci might appear to be similar on paper but I'd put the Jaguar ahead; something that can't be officially measured: **PERSONALITY.** ■

Editor: To read the full review of the article go to Future Classic Magazine. The magazine is only available electronically via their site or via Pocketmags for Au\$3.17 per issue.

NINETIES NICETIES

Which of these two still good-looking V8-engined coupes from the Oasis era do we prefer; the traditional Jaguar XK8 4.0 or the more contemporary BMW 840Ci?

WORDS AND PHOTOS: PAUL WALTON



X458 BTT | P31 BMW

Sunday Morning Cars & Coffee

SUNDAY Morning 'CARS & COFFEE' Themed Events

DATE	EVENT NAME + <i>Facebook Name/Page Link</i>	SUBURB / TOWN (South Australia)	TIME
1 st SUNDAY	Cars & Coffee Barossa	NURIOOTPA – Bean Addiction, 18-28 Tanunda Road	0800-1030
“ “	Cars & Coffee Blackwood	BLACKWOOD – Montagna Café (Woolworths Car Park)	0800-1000
“ “	Cars & Coffee Murray Bridge	MURRAY BRIDGE – Wharf Precinct Car Park, Clark Street	0800-1000
“ “	Coffee & Classics	GEPPS-X ON HOLD AWAITING NEW LOCATION	0830-1030
“ “	Coffee & Machines	ABERFOYLE PARK – The Hub Cafe, 5/130-150 Hub Drive	0800-1000
“ “	Coffee n Cars in the Vale	McLAREN VALE – 130 Main Road	0800-1030
“ “	Hot Rod Haven (Hot Rods & pre-65 customs)	WEST BEACH – Henley Sailing Club, 1 Seaview Road	0800-1030
2 nd SUNDAY	Cars on the Coast	PORT NOARLUNGA – Beck's Bakehouse	0800-1030
“ “	Victor Harbor Cars & Coffee	VICTOR HARBOR – Corner Hindmarsh & Seaview Roads	0800-1030
“ “	Coffee & Cars Riverland	BERRI – Senior Citizens Carpark, 9/12 Crawford Terrace	0900-1100
“ “	Coffeed Classics & Chrome	ABERFOYLE PARK – Village Shopping Ctr, 142 Hub Drive	0800-1000
“ “	Machines and Caffeine	MT BARKER – Homemaker Ctr / Laratinga Café, 6 Dutton Rd	0800-1000
“ “	Northside Coffee & Classics	GOLDEN GROVE – The Grove Shopping Ctr, The Golden Way	0800-1030
3 rd SUNDAY	Breakfast with the Devils	GREEN FIELDS – Whiteline Transport, 1 Belfree Drive	0730-1030
“ “	Cars And Coffee Hahndorf	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.



XK120 CELEBRATING 75 YEARS.

American actress, singer and sex symbol Mamie Van Doren sitting in her XK 120 roadster. (Born Feb 1931, aged 92)

UK Auction Results - Bonhams Goodwood Festival of Speed (14/7)



A fine 1:8 scale model Jaguar XK 120 by Neville Smith, dated FEB 99. Sold - £1,792 (Au\$3,400).



1956 XK140 Drophead Coupé. Restored 1996-98. Refreshed in 2021. Concours award winner (Est £100k-£120k). Passed in.



1955 XK140 SE Coupé. Ex USA. Full restoration/upgrade in 2017-19 at a cost of £190k. Sold - £109,250 (Au\$209,000).



1971 E-Type S3 V12 Manual Coupé. Totally original. 39,500 miles from new. Kept in a heated garage. (Est. £40k-£50k). Passed in.



1960 XK150 'S' 3.8-Litre Coupé. One of only 115 RHD 3.8 'S' FHC. Comprehensive history file. (Est. £75k-£100k). Passed in.



1963 E-Type S1 3.8-Litre Roadster. Ex French LHD. Restored 2017-2021. Receipts for £140k. (Est. £100k-£125k). Passed in.



Replica 1962 E-Type S1 'Lightweight' FIA Competition Roadster. Road registered no-expense-spared. Sold - £230,000 (Au\$441,000).



Replica 1962 C-Type. Built in 70s. Engine, gearbox, rear axle from a 3.4-litre Mk 2. Road registered. Sold - £44,166.67. (Au\$85,000).

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 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 1985 V12 XJS

- ◇ Unfinished project – engine not yet running.
- ◇ Rebuilt engine -Recon heads, new rings/bearings, etc.
- ◇ New brakes all round.
- ◇ Rebuilt T700 4 speed auto fitted.
- ◇ New torque converter and tail shaft.
- ◇ Factory TWR body kit.
- ◇ New Toyo tyres.

Price \$16,000 ONO
All Reasonable offers considered.

Contact Bob Vermeeren - 0417 872 493 or
Bob.vermeeren@jungheinrich.com.au



Classified Adverts

FOR SALE – Four Near New Wheels and Tyres

I now have a beautiful set of wheels and tyres for sale. Removed from my XJC in favour of a new style and size of wheel and tyre. Will offer them here first before going public. The offset moves the wheel out approximately 10 - 13 mm on standard and fit the standard XJC wheel arches perfectly. The overall diameter of the tyre is approx. 10mm over std. I can provide a Tyre Comparison chart for anyone needing more information. The condition of the wheels is as new with custom centre cap badging with Growler emblem. The tyres have travelled approx. 5000 klms.

- ◇ These wheels are, OX Wheels - OX688,
- ◇ Rim: Machined lip/black, 17x7.5
- ◇ Jaguar Specs: Stud pattern 5x120.65, Centre Bore: 73.8, with an Offset: +25
- ◇ Tyres: Bridgestone Potenza Adrenaline, 225 / 55 / R17, with 95% tread (travelled approx. 5,000 klm).

PRICE: \$1400 Pick up, or I can assist with arranging transport if local..

CONTACT: Philip Prior 0402670654 Email: philipprior@bigpond.com



FOR SALE - 1994 XJ6 SOVEREIGN 4.0L Auto

- ◇ Solent Blue XJ40 in the best colour complete with original books & all service records during my ownership.
- ◇ All mechanical work done by Jeff Mockford of Classic and Sports Car boutique. REG No. S969CUP
- ◇ Last production year and with the bullet proof 4.0L engine. Drives incredibly smooth and with only 178,000 km - still has many more years of pleasure to give.
- ◇ Being a Jaguar enthusiast no expense has been spared and has been used as my daily driver.
- ◇ Mechanical, exterior, interior and chrome all in excellent condition and in my care has had all shockers, brakes, power steering and alternator replaced.
- ◇ All tyres are good and there is no sagging head lining!
- ◇ Reason for sale is that I have bought a later model Jaguar but this model XJ40 is steadily becoming a classic.

Price \$16,950 ono

Call Mario on 0419854450 to discuss.



FOR SALE and GIVE AWAY!

A collection of car grill badges is available as follows.

1. 1 x Official JDCSA Grill Badge (3D) - \$30
2. 2 x Official JDCSA Compact Register Grill Badges (one used and one new) - \$25 ea
3. 1 x Official JDCSA XJ Register Grill Badge - \$25
4. 1 x Official Inaugural Birdwood Classic Grill Badge - \$25
5. 1x McLaren Vale Vintage Classic 2014 – FREE
6. 1x Jaguar S Type Golden Jubilee Celebratory personal pin on badge – FREE

Talk to me . . . You could get lucky!

CONTACT: Philip Prior 0402 670 654



FOR SALE - SA CUSTOM PLATE 'MK2'

White lettering on black background.

Offers above \$5k.

Contact Alex Ross 0434 569 936



Looking at Buying an XK or a C & D Type?

The following is a collection of XKs, C-Type, D-Types that were advertised on Carsales during July. The adverts are provided for information only, are not endorsed by our club, and the cars may no longer be available for sale.



1958 XK150 3.4 litre FHC. Aircon fitted. 6,976 km. \$124,999 (W.A.)



1958 XK150 3.4 litre drophead coupe. 8000km. \$133,000 (NSW)



1958 XK150 3.8 litre DHC. 5 sp manual. 6,000 km. \$140,000 (NSW)



1958 XK150 3.8 litre (was 3.4) DHC. 77,000 km. \$159,950 (Que)



1956 XK140 FHC. Older restoration. 30,325 km. \$164,950 (Que)



1958 XK150 SE 3.4L auto. Owned for 55 years. \$189,500 (NSW)



1957 XK150 3.4L. 1,479 km since total restoration. \$189,990 (Vic)



1959 XK150 'S' 3.8L 5sp manual. Totally restored. \$199,000 (Vic)

Looking at Buying an XK or a C & D Type?

The following is a collection of XKs , C-Type, D-Types that were advertised on Carsales during July. The adverts are provided for information only, are not endorsed by our club, and the cars may no longer be available for sale.



1984 Tempero (NZ) D-Type 3.8L replica. 3,832 km. \$229,500 (Vic)



1950 XK120. 14,960 km since restoration in 2004. \$255,000 (WA)



1949 XK120 LHD. Older restoration. Alloy body. \$289,000 (NSW)



1958 XK150 manual. 2,242 km since 300k+ upgrade. \$299,777 (Vic)



1955 XK140 MC DHC. 58 km since total restoration. \$299,995 (NSW)



Tempero (NZ) D-Type 4.2L manual O/D. 1,630 km. \$345,000 (Vic)



1959 XK150 'S' 3.4L DHC. 310 miles since upgrade. \$430,000 (Que)



Replica C-Type. Ex Ian Cummins. 1,262 km. \$580,000 (Que)

Goodwood Festival of Speed - Mike Roddy

It has been an amazing week for myself and my son Jordan.

In having the privilege of bringing my beloved '85 Bathurst 1000-winning TWR XJS to be reunited with both of its original winning drivers at this year's Goodwood festival of Speed.

John Goss and Armin Hahne both made the journey with the car and drove it with the kind of aplomb and verve that you could only expect from the legends they are.

Armin hadn't seen the car since winning the race almost 38 years ago and John

had only driven the car once since then (2007 Muscle Car Masters in Sydney), so it was a very special reunion to witness.

To bring the car together with the guys was amazing, but to do it at the greatest racing gathering on earth made it just that little bit cooler.

There's about a million extra people that need to be thanked for making this possible, but none more than Jarrah (including papa Philip), CARS Shipping /Gibson Freight Aus Pty LTD (Dean) and the team at Goodwood Road & Racing.

Thank you all for helping some Jaguar enthusiasts fulfil a dream.

I'm sad to say but its time to fly home and get back to work

Andrew Coles your photographic coverage of our trip has captured just how amazing it truly was; thanks Mate!

Mike Roddy Jaguar



E, F & GT Register



Meet 3rd Thursday of every second month or as advised.

June Register Meeting:

As this is my final issue to members, I would like to begin by thanking Peter Thomas for opening his garage last month for our Register meeting. A foul night of constant rain did not stop around 30 members from enjoying a barbecue dinner in the relative comfort of Peter's extended workshop.

All those in attendance enjoyed another evening of fellowship, something we do well as a like-minded, friendly group. Thank you all for making the effort to attend in such bad weather.

The 50th Anniversary Dinner:

This coming Saturday night will see the culmination of six month's work to bring the dinner to light.

I would like to take this opportunity to thank the dinner committee of Peter Thomas, Peter and Ros Holland, Tricia Clarke, Moria Lugg and Alan Bartram for their generous work. Always a pleasure to work with pleasant company.

JDCSA 50th Celebration Book

To continue the Club's celebration of its 50th anniversary, a coffee table book has been compiled of 110 pages with 120 photographs in full colour, displaying the full history of the JDCSA.

The book has been compiled over the past 18 months by Editor and long-term member, Tim White. If you would like a copy of this special, historical Celebration Book, please register here [JDCSA 50th Celebration Book](#).

E, F & GT Register Meeting, Wednesday, 16th August, 2023:

Members are invited to attend a meeting to be held at Classic & Sports Car Boutique, the business of member,

Geoff Mockford, at 126 Sydenham Road, Norwood, on Wednesday, 16th August.

Situated at Adelaide's oldest remaining service station site, built in 1912 and the former Lotus assembly workshop in the 50's and 60's, Classic & Sports Car Boutique is highly regarded for work with British classic cars, specializing in Jaguar and Triumph vehicles.

Working almost exclusively with British vehicles, Geoff began as a mechanic at age 15 and later worked with Bryson Industries, one of the first international Jaguar dealers.

Geoff's 52 years' experience with Jaguar and classic British sportscars has been rewarded receiving Jaguar International's Australian Service Excellence Award three times.

Chief Mechanic, Steve, a Triumph specialist, has amassed 45 years' experience within the business and is equally passionate about British vehicles.

Geoff will provide an overview of his business and will also demonstrate fitting a rear main crank seal.

Registration is now available on TidyHQ. Please register here [E, F & GT Register meeting, Wednesday, 16th August, 2023](#) [E, F & GT August Meeting](#)

E, F & GT Register Secretary

Please be advised I will be stepping down as Secretary of the E, F & GT Register as of the September, 2023 Annual General Meeting of the JDCSA.

As a result of my resignation, I will no longer have access to TidyHQ to arrange

gatherings as discussed at the last Register meeting. So, I have decided the position is best left open so a member, or members of the Register may take full advantage of the role.

I call on members of the Register to consider applying for this position within the Executive of the JDCSA. A full Register Secretary Management Plan has been written with instructions on the conduct of business required. Handover will also include full and complete support from Peter and myself.

By September of this year, I will have served as Secretary for two years. I consider it is the right time for new ideas and directions for the Register and wholly recommend participation at this level.

I wish to thank each and every member for their support of the meetings and runs organised over this period. I have had a wonderful time getting to know you all and spending time in your company. I especially wish to thank Peter Thomas for his unstinting support of my ideas and his ongoing assistance, most importantly in the writing of the Register Secretary Management Plan.

If interested, please contact me on the details below. I look forward to assisting in this transition.

Suzanne Jarvis
E, F & GT Register Secretary
e: sfj5048@gmail.com
m: 0478 717 775



Compact Register



Meetings as advised via Email & TidyHQ.

I guess we are all feeling a little weary of this long cold wet winter, time for some sunny days I think so we can get out and enjoy a drive in the Jaaagggg!

Last week some of the register members attended the funeral of Milly Costi's father. We were pleased to be able to offer support and condolences personally and on behalf of the Club to Milly and Andrew. It is never an easy time.

Happenings, Events and notices . . .

JDCSA August General Meeting:

Tuesday 1st August, The Junction Bistro, Anzac Hwy Camden Park. Meeting for a

meal at 6.00pm followed by the general meeting at 7.30pm. If you are planning to attend the meal, your registration is essential. Please goto: [JDCSA August General Meeting](#).

XK, Mks 7, 8 & 9 and Compact Register:

On Thursday the 17th August 2023. We are having a combined "Mystery Lunch Run" with the XK, Mk 7, 8 & 9 Register and an invitation to the Rover, Riley & Armstrong Sidley Clubs (& maybe a few more) to join us.

Should be a great day to drive our cars and meet members from other English car Clubs and share our common interest in our cars.

Meeting up at 9.30 to 10.00am for morning coffee at GREEN VALLEY STRAWBERRIES, 686 Woodside Road. Followed by a drive to our mystery lunch destination, with a possible surprise! To register goto: [Register Mystery Run](#)

JDCSA AGM:

To be held on Tuesday 5th September, 2023 at The Junction Bistro, Anzac Hwy Camden Park. Meeting for a meal at 6.00pm followed by the general meeting at 7.30pm and then the AGM. See Classic Marque for full details.

JDCSA Compact Register Meeting:

Tuesday 26th September, 2023. Venue to be confirmed. We will meet to elect the Register Secretary for the next 12 months and chat about the future directions and wishes for the coming year. Stay tuned for more details, venue, time etc.

SA JAG DAY:

Sunday 29th October 2023. Book the date now! We will be celebrating the 60th Anniversary of the Jaguar S Type. It would be great to see a big showing of compacts to celebrate.

50th Anniversary Celebratory Book:

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. To purchase this special book please register below by clicking on the LINK below. Choose how many books you would like when you order and we can accept Visa or Mastercard. [JDCSA 50th Celebration Book](#).

That's all for now drive safely!

Philip Prior

Mob: 0402670654

JDCSA Compact Register Secretary



S.A. Jag Day we will be celebrating the 60th Anniversary of the Jaguar S Type.

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

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 12th July, at the Bartley Hotel, West Lakes Shore.

Present:

Steve Arthur, David Bicknell, John Braams, Tom & Marj Brindle, David & Teresa Bradley, Peter & Heather Buck, Walter & Beryl Bullock, Fred Butcher, Andrew & Margaret Byles, Don & Elaine Cardone, Bob & Daphne Charman, Richard Chuck, Alan & Lorraine Davis, Graham Franklin, Roger Frinsdorf, Don Heartfield, Fay Leyton, Louis Marafioti, Danny Marshall, Gary Monrad & Oggi Stojanovich, Graeme & Betty Moore, David & Angela Nicklin, Bryan O'Shaunessy, Borys Potiuch, Michael & Jo Pringle, Evan Spartalis, Geoff & Margaret Thomas.

Apologies:

Don & Kathy Tyrrell, Tom & Marj Brindle, Darryl Leyton, Jeannie De Young, Sandy Nicholson, Ian & Jenny Rowley, Paul & Janice Moore, Trevor & Raylene Norley.

Tonight's Lucky Draw:

Louis Marafioti was tonight's lucky winner.

Previous Minutes:

Moved by Geoff Thomas and Seconded Gary Monrad.

Welfare:

Bob thanks all those members who enquired about his little operation.

General Business:

- ◇ 50th Anniversary Book. Now available to purchase online.
- ◇ 29th July 50th Anniversary Dinner: Sold out. Looking forward to a great night.

- ◇ Ladies group: Next lunch is on 20th July.
- ◇ Broken Hill Weekend: Sold out.
- ◇ Our November Meeting: Is Auction night. It's time to start looking for those unwanted items around the house.
- ◇ Christmas Dinner & Show: Saturday the 2nd December at the Glenelg Golf Course. Ticket prices have been kept at the same price as last year. \$65 each. Tickets will go on sale on the 31st July.
- ◇ Mark X/420G: We know of a good 420G for sale at \$6000, if anyone is interested. Note. (Vehicle bought on site the next day by register member, Mark Nouihed. After two days at Charlie's, the car goes like a dream).
Two other 420g's will be on the road soon. Mark Aldridge is rebuilding his and Steve Attard is about to get his going again.
- ◇ Jag Day 2023: Civic Park has been booked for the 29th October.
- ◇ Special Note: Tonight, is Daffy's Birthday. Hip Hip Hooray

Car Talk:

- Michael & Jo Orford: 93 XJ40 Needs front skirts with driving lights.
- Fred Butcher: Window seals on XJC. Getting wind noise and adjusting windows to shut properly is difficult.
- Andrew & Margaret Byles: Starting body work on XJC.
- Roger Frinsdorf: Sold the series 1.

- Bob & Daff Charman: Bought XJ from Paul Moore. Lovely car. Sold bronze XJ the next day. New owner works for a car restorer. Signed him up as new member.
- Louis Marafioti: The XJ8 is going like a dream.
- Danny Marshall: Bonnet latch keeps opening.
- Gary Monrad: He looked at the car again.
- Graeme Moore: XJS – the exhaust is just a bit too low. Took it out for a run and the sparks were flying on every bump.
- David & Angela Nicklin: Both cars going well.
- Bryan O'Shaunessy: XJS going very well.
- Borys Potiuch: All cars going well, but not all on the road.
- Michael & Jo Orford: Jo's car is not well under load. Evan suggested to check tyre pressures.
- Other members: Nothing to report

Meeting closed 8.00pm.

Our next Register meeting will be at the Bartley Hotel on Wednesday 9th August, 2023.

Looking forward to seeing you all there.

Bob Charman
Register Secretary



New street art on Morphet Street bridge. At least someone still loves the Coupe

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

SS, Mk IV, Mk V Register



Currently meeting the 3rd Wednesday of each month.

Minutes of Meeting held at the Caledonian Hotel - Wednesday 19th July 2023.

Previous Minutes: The Minutes of 18th June 2023 as issued were accepted as a true record of the meeting.

Present: Brenton Hobbs, Mary-Anne Hobbs, John Lewis, Malcolm Adamson, Ross Rasmus, Jack Richardson, Graham Franklin, Fred Butcher, Des Brown, Bruce Fletcher.

Guests. Nil

Apologies: Warren Foreman, Ian Sholl, Andrew Hayes, Alan Miller, Greg Castle, Daniel Adamson, Bob Kretschmer, Rob Paterson, Antony Veale, David Rogers.

New Member: Nil

Correspondence: Nil

Welfare: Bob K is in Hospital for further tests.

SS 50th ANNIVERSARY

- Car badges have been ordered.
- Winery preferred over a hotel for lunch.

SA/VIC Border Run 2023: Mt Gambier.

- The run will be 3-6th November 2023.
- See Image attached in email for further details.

Technical & Parts:

- Ross R is trying to fix 4 bonnet latches on his Mk4.
- His fingers are getting worn out sticking them where they should not go.
- Bruce has a worn universal joint on his Mk4.
- Brenton has had issues with the spark plugs on his 1.5 Mk4.
- Bruce reported that when working on Malcolms Morgan he had the same issue.

- The spark plugs were new but no spark was going through them.

General Business:

- Car Talk
- 50th Anniversary book shown to members at this meeting.

SS Register Meeting Dates:

Next meeting 16th August at Margaret Evans house.

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

Meeting closed at 9.00 pm.

**Brenton Hobbs
Register Secretary**



Namesake of Jaguar Cars from 1951 - 2005. S.A. cars on the way back from Cowra Tri-State Rally

Multivalve



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

Minutes of meeting held on Thursday 27th of July 2023 at the Kensington Hotel, Regent Street, Kensington.

PRESENT:

Evan Spartalis, Mark Walker-Roberts, Graeme & Betty Moore, Borys & Elaine Potiuch, Judy Langdon & Ray Smithers, Bob & Daphne Charman, Peter & Tricia Clarke, Steve & Cecilia Schubert, Ron & Claire Palmer, Jim Komaromi, David Brewer, Michael Pringle & Jo Orford, Geoff & Margaret Thomas, Walter & Beryl Bullock, Peter & Heather Buck, John Castle

APOLOGIES:

Geoff & Valerie Clayton, Wayne & Bev Buttery, Tom & Marj Brindle, Lesley Clarke, Arcadia Komaromi

MINUTES OF PREVIOUS MEETING:

Accepted with no matters arising.

WELFARE:

- Lesley Clarke's recent knee operation was successful and she is doing well.
- Bev Buttery is recovering well after two heart attacks and a broken leg.

CLUB BUSINESS

1. The 50th Anniversary Dinner this coming Saturday night is sold out.
2. 50th Anniversary books: An additional two books sold this evening.
3. The next ladies group event is Thursday 21st September to the Jurlique Farm at Biggs Flat.
4. Tickets for the XJ Register Christmas Show will be available on TidyHQ on the 30th July.

5. The next General Meeting is on Tuesday 1st August at The Junction on Anzac Highway.
6. Log books can be updated by Bob Charman this evening.

REGISTER BUSINESS

1. The itinerary for the run to Broken Hill is almost complete. Options to pay/register for events/dining are on TidyHQ for participants.

Numbers for the underground mine tour have been confused with the above ground tour and will be checked as soon as registrations are complete.

2. Peter Buck was unanimously voted in as Register Secretary for the coming year.
3. Members were asked for suggestions for the Multivalve Christmas meeting/run which will be on Friday 24th November (changed from Thursday 23rd November).
4. A free raffle was held – winners were Mark Walker-Roberts, Steve Schubert, Bob Charman and Michael Pringle.

CAR TALK

- **Evan Spartalis:** The brakes locked up on his 420 during the Kapunda trip – had to call a tow truck.
- **Mark Walker-Roberts:** Has an X300, very happy with it, always looking for another one.

Mark told the group of a very rare X300 double six for sale. It will be at Evan's on Saturday 29th July if anyone is interested, let Mark or Evan know.

- **Walter Bullock:** XJ40 Sovereign. Nothing to report.
- **Bob Charman:** Has purchased another Series III. All other cars going well.
- **John Castle:** 2003 S-type. Nothing to report.
- **Ray Smithers:** 340 & 2003 X-type. Both going well, nothing to report.
- **Borys Potiuch:** Nothing to report.
- **Graeme Moore:** Nothing to report.

- **Jo Orford/Michael Pringle:** Jo's XKR still has a problem. Going to the mechanic next week with the three options suggested by members – most likely a bearing in the tail shaft.
- **David Brewer:** XK running well, no problems.
- **Jim Komaromi:** S-type, going well.
- **Peter Clarke:** 2014 XKR due for an annual service next month, going well. The Mark II has just had a new interior. E-type going well. Series III XJ sold this evening to a happy buyer in Gawler.
- **Steve Schubert:** The price of fuel has increased since he has been driving the V12 and he has been surprised how wonderful trains are – much cheaper than filling up a V12.
- **Ron Palmer:** 2014 XF 3-litre supercharged, 87,300kms, all going well, lovely car.
- **Geoff Thomas:** 1975 XJ6 Series II, 116,00kms, nothing to report.
- **Peter Buck:** X308 going like a dream. New shock absorbers on order.

ANY OTHER BUSINESS:

There was no other business.

NEXT MEETING DATE

Thursday 28th September, at The Kensi, 6:00pm for a meal, 7:30pm for the meeting.

Meeting closed at 8:15pm.

Peter Buck
Register Secretary



"Apparently the new guy didn't know that you don't park close to Reubens Jaguar"

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

XK, Mk 7, 8, 9 Register



XK120 - celebrating 75 years

Minutes of the XK & Mks 7, 8 & 9 Register Meeting on the 12th July at the home of Peter & Judy Goodale

Present:

Steve Weeks, Onslow & Wendy Billinghamurst, Peter & Judy Goodale, Julian & Moira Lugg, Rod & Diedre Ide, Rob & Vicki Loffler, Peggy Davis, Sue Harrison, John Williams, Peter & Ros Holland.

Apologies:

Ossie & Rayeena Petrucco, Steve & Celia Schubert, Val Weeks.

Welfare:

- Steve spoke of the three club members who have passed away in the last month and that a few members have visited Rob Smith and that he is doing okay.
- Rob informed that Malcolm Drewer is also having some health issues.

Club Business:

Saturday Dinner

The dinner is now sold out.

Onslow is supplying some photos to Suzanne of early XK runs and has also bought a book on cars up to the 1930's for anyone who may be interested in having it.

Border Run:

Moira went through the program with those present. It will be 3 full days of visits to farms, wineries and private gardens. Motel rooms have been booked @ \$159 per room per night.

The event is listed in Tidy HQ and will be open for bookings once all the details

are in place. Most of the venues will be PAYG.

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

Register Secretaries Position

Steve said that he is happy to continue for another year, but asked if there are any, who may like the position.

50th Anniversary Book

Steve had a book on display. Orders can be made directly on Tidy HQ.

Run to Anlaby Homestead

Went very well. Thank you to Moira for organizing the day.

Around the Room Car Talk.

- **Onslow Billinghamurst:** XK150 is going well.
- **Robin Ide:** has been away for 3 nights with members of another car club, the Mark 9 went well, it was a relaxing event & was surprised at what treasures are hidden on country properties.
- **Peter Goodale:** The XK has not been out since the National Rally.
- **Rob Loffler:** Has been busy with the upholstery on the 420G replacing windscreen rubbers, Rob & Vicki are now the proud owners of an XKR.

- **John Williams:** Has just done a run from Burra to Morgan in a 100-year-old ute.

- **Steve Weeks:** Still contemplating fitting the rear windscreen to the XK150

- **Julian Lugg:** Considered it too wet for the 120 to go to Anlaby.

Next Register Meeting:

Rob & Vicki have offered their home for the next Register meeting. Steve will liaise with them to arrange a date.

The meeting closed.

We then enjoyed the afternoon tea provided by Peter & Judy. A huge thank you to them both.

Steve Weeks
Register Secretary



Vintage photo - Jaguar C-Type with pin up girls at Daytona beach 1953

Jaguar XK, Mk 7, 8, 9 Border Run October 23rd - 27th 2023, Strathalbyn SA

All events, admissions, meals etc for this event are PAYG

Accommodation

Accommodation has been reserved at the Strath Motel
4 North Parade, Strathalbyn SA 5255
(08) 8536 3311

info@strathmotel.com.au
<https://strathmotel.com.au/>

Bookings: Open now All rooms a flat rate of \$159
(2 rooms with disabled facilities available)
Be sure to mention **Jag Club** when booking

Monday 23rd October

Book in to your accommodation.

5:00 pm Welcome Drinks in the Beer Garden of a **local hotel** followed by dinner.

Tuesday 24th October

am. A day of short drives:

Breakfast at Finnis, horseradish farm stop, light lunch at a Langhorne Creek winery, further optional cheese, chocolate and wine tasting on return journey to Strathalbyn;

pm. Dinner at **local hotel**

Wednesday 25th October

am. Visit to local Motor Museum and antique shops, light lunch in tea rooms, garden tour and afternoon tea:

pm. Dinner in **local Italian restaurant**

Thursday 26th: picturesque drive to a farmhouse with lots of heritage items on display: alternative option for the morning is a tour of Jurlique beauty products herb and flower farm, lunch in Macclesfield then return to Strathalbyn for a choice of classic car dealership, art trail visiting local artists studios/galleries, walking trail along the Angas River; dinner in local hotel

Friday 27th: check out and farewell for journey home

Sponsored by The Jaguar Drivers Club of SA
Your hosts for the event are:

Steve & Val Weeks Mob: 0414 952 416
Julian & Moira Lugg Mob: 0417 882 930



Something Extra while in SA

Bay to Birdwood Rally

The Sunday before this run commences (Sunday 22nd October) is the famous **Bay to Birdwood Rally** which features over 1500 vehicles manufactured from early 1900s to 1993.

<https://baytobirdwood.history.sa.gov.au/>



SA JAG DAY:

The Sunday following the Border Run (Sunday 29th October) is **SA Jaguar Day**, a public display day of around 150 jaguars, open to the public held at Civic Park, North East Road, Modbury.

<https://jdcsa.tidyhq.com/public/schedule/events/52565-sa-jag-day-2023>

REGISTRATION

Registration for this event is via TidyHQ. If you do not already have an account on TidyHQ, please follow the prompts to set up your account and sign in. Please use the REGISTRATION BUTTON below to Register for this event.

[REGISTRATION HERE](#)

NOTICE OF AGM 2023

Jaguar Drivers Club of South Australia Inc.
NOMINATIONS FOR ANNUAL GENERAL MEETING

The Annual General Meeting is to be held on Tuesday 5th September 2023 at 7.30pm at the Junction, Anzac Highway, Morphettville.

This is the initial call for nominations for the elected positions on the Executive Committee. Nominations received from members will be recorded along with their personal Bio in the August & September Classic Marque.

In accordance with the Constitution the following applies:

Nominations must be:

- a. In writing, on the prescribed form (refer below).
- b. Details of the necessary qualifications and job description for the positions, shall be provided and details of the suitability for the position as part of the nomination form.
- c. Endorsed by a financial member.
- d. Certified by the nominees who must be a financial Member expressing their willingness to accept the position for which they are nominating.
- e. Delivered to the Club by the date fixed for the Annual General Meeting.

Nominations are called for:

- a. President
- b. Vice President
- c. Executive Committee Position (not a job specific position)

When lodging your nomination which, should be handed to or posted to the Secretary up to the start of the AGM, please include the nomination form duly signed and attach a short description of your skills, experience and suitability for the role you are nominating for consistent with the Job Description provided. This information will be made available at the AGM for members.

JDCSA Annual General Meeting Tuesday 5th September 2023

Executive Committee - Nomination Form

As a financial member of the JDCSA we wish to submit the following nomination.

I (nominees name) _____ apply for the position of

President / Vice President / Executive Committee Position (Please delete which is not applicable).

Signed by the Nominee: _____

Dated: _____ / _____ / _____

Seconded by: (Name): _____

Signature of Seconder: _____

Dated: _____ / _____ / _____

My qualifications and experience for this role consistent with the provided job description are as attached:
(Please attach a separate page with the appropriate details)

This form needs to be completed and handed to the club secretary.

For Sale Rare XKSS



Ultra-Rare 1957 Jaguar XKSS is poised to fetch \$14 Million. Chassis XKSS 707, converted in the factory from chassis XKD 564 will be auctioned by RM Sotheby's at its 2023 Monterey Car Week Auction on August 19. Originally painted cream, it is now metallic blue.



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



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Club Notices

GENERAL MEETING ROSTER 2022/23

July	XK, 7, 8, 9 Register
August	E, F, GT Register
September	XJ, Mk 10, 420G
October	Multivalve Register
November	XK, 7, 8, 9 Register

CLASSIC MARQUE

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

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

JDCSA June 2023 General Meeting Minutes

Minutes of the Jaguar Drivers Club of South Australia Inc General Meeting held at The Junction on Tuesday the 4th of July 2023.

Chairperson: Fred Butcher

Meeting commenced at 7.30pm

Apologies: Gordon Brown, Wayne & Bev Buttery, Trevor Elburn, Bob Charman, Moira Lugg, Paul Morse, Gabriella Human.

New Members/Visitors:

Fred welcomed Jim McBride into the club, he has an X150 and Keith Mortimer, a visitor from Victoria.

Welfare:

We have lost 3 long term members this month, Merv Tucker, Ron Foenander & Tony Human. Peter Buck said that Tony Human's funeral is this week.

Previous Minutes:

A correction to the June meeting minutes from Tricia Clarke being that the lunch venue for the upcoming Jaguar Ladies Social group is at the Lion Hotel and not the Wellington Hotel. Otherwise moved for acceptance by Geoff Thomas and seconded by Steve Corbally.

Business Arising:

- 50th Anniversary Book: Tim White advised that the book is now available for sale and copies available tonight.
- 50th Dinner: Suzanne Jarvis informed that all 200 tickets have been sold.

President's Report - Fred Butcher:

The President's report is in Classic marque for all to read. Fred has recently returned from WA helping to remove the periscope assembly from an Oberon Class Submarine.

Vice President's Report:

Tim informed the meeting that Ann - Marie Pijanka is progressing well with the club's new web page.

Secretary's Report:

Steve Weeks advised that we have received an invitation from St Johns offering a free CPR course to members, details are on the desk.

We have also received the Motorfest program from the Federation, including details on the "Southeast Safari" to be held in 2024. Once again details are at

the front desk and Steve will email any interested members with further details.

Treasurer's Report:

Heather Buck advised that she has finished the Annual reconciliations and will now have Angela Rogers (our independent reviewer) review them.

Membership Secretary's Report:

Daphne Charman advised that all is going well. There are no new members to date this month.

Editor's/Events Coordinator Report:

Graham requested stories from members as winter is always a quiet time for club events.

Logbooks:

Bob is currently in hospital but Dave Burton (our previous Logbook secretary) has stepped in to help Daphne Charman process logbooks tonight.

MSCA:

Barry Kitts said that there is a 2-day Sporting Car Club event at The Bend this weekend.

Regalia:

Graeme Moore has a limited range of regalia tonight and has a number of National Rally pens for sale.

Library:

Tom Brindle has a good display of books and DVD's available.

Register Reports.

Please note that all members are welcome to attend Register Events:

◇ **Compact Register:** Phil Prior advised that the Compact Register is joining with the XK 7, 8 & 9 Register for a Breakfast/Lunch run on August the 17th. All are welcome.

◇ **XJ Mk10 420G Register:** Bob Charman is in hospital. Bob and Daphne will be organising the XJ Christmas dinner after the 50th Dinner.

◇ **Jaguar Ladies Social Group:** Tricia advised that there are only 2 places left to view the David Roache collection. Afterwards lunch will be at the Lion Hotel.

◇ **Multi-Valve:** Peter Buck noted that Bev Buttery has had a number of health issues lately, but hopefully is on the mend.

Peter also mentioned that he has booked passage to Tasmania next year and that bookings are limited, so book early if you intend going to the Tassie National Rally. The next Register meeting will be at the Kensington Hotel on the 27th of July.

◇ **E. F & GT:** Suzanne Jarvis advised that the next meeting will be at Geoff Mockford's on the 16th of July.

◇ **SS/Pushrod:** Malcolm Adamson gave a register update for Brenton Hobbs, informing that the recent Register meeting at the home of Dave & Angela Rogers, went well. The next meeting will be at the Caledonian Hotel on the 19th of July.

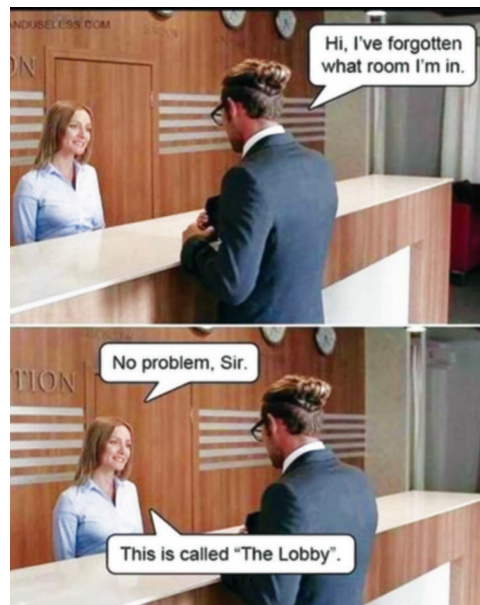
◇ **XK & Marks 7, 8 & 9:** Steve Weeks advised that the next event is the combined breakfast/lunch run with the Compact Register and a number of other car clubs on the 17th of August.

New/General Business:

- Fred commented on the recent run to Anlaby homestead and the history and how well restored it is, he also thanked Moira Lugg for organising the day.
- Peter Clarke said that his brother has a Series 3 XJ for sale for a price yet to be determined.
- The next General Meeting will be on July the 1st of August at The Junction, Anzac Highway.

Meeting Closed at 8.07 pm.

**Steve Weeks
Secretary**



JDCSA - Club Directory 2022 -2023

Club Postal Address:

PO Box 6020, Halifax Street, Adelaide SA 5000

Club Web Site / Email

Web: <http://jdcsa.com.au>

Email: jdcsa@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: Fred Butcher

Mobile: 0428 272 863

Email: fmbutcher@bigpond.com

Vice President: Tim White

Mobile: 0419 809 021

Email: timgwhite1975@gmail.com

Treasurer: Heather Buck

Mobile: 0432 549 086

Email: treasurer@jdcsa.com.au

Secretary/Public Officer: Steve Weeks

Mobile: 0414 952 416

Email: valsteve47@outlook.com

Membership Secretary: Daphne Charman

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

Email: membership@jdcsa.com.au

Editor/Events Coordinator: Graham Franklin

Mobile: 0490 074 671

Email: editor.jdcsa@mail.tidyhq.com

Register Secretaries/Committee members

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

Brenton Hobb. Email: bmhobbs@bigpond.com

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

Steve Weeks: 0414 952 416

Email: valsteve47@outlook.com

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

Phil Prior. Mobile: 0402 670 654.

Email: philipprior@bigpond.com

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

Bob Charman Phone: (08) 8248 4111

Email: charmanr161@gmail.com

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

Suzanne Jarvis. 0478 717 775

Email: jdcsa@mail.tidyhq.com

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

Peter Buck Mobile: 0421 061 883

Email: Peter.buck51@bigpond.com

Club Services/Club Representatives

Club Patron: Mr Peter Holland

Phone: 0408 810 884

Log Books: Bob Charman Phone: (08) 8248 4111

Email: charmanr161@gmail.com

Jaguar Ladies Social Group:

Tricia Clarke. Phone: 0422128066

Email: triciaclarke_1@hotmail.com

Regalia: Graeme & Betty Moore.

Mobile: 0467 066 797.

Email: graemekmoore@bigpond.com

Librarian Tom Brindle

Phone (08) 8387 0051

Web Master: Tom Herraman: Mobile: 0423 214 644

Email: jdcsa@mail.tidyhq.com

TidyHQ Administrator: Tim White.

Mobile: 0419 809 021

Email: casuti3bigpond.com

Australian Council of Jaguar Clubs (ACJC)

Club Representative: **Phil Prior.**

Mobile: 0402 670 654. Email: philipprior@bigpond.com

Federation of Historic Motoring Clubs (FHMC)

Club Representative: **David Burton** Mobile: 0417 566 225

Marque Sports Car Association (MSCA)

Club Representative: **Barry Kitts:** 0412 114 109

All British Day

Club Representative: **Alan Bartram:** 0418 818 950

Technical Officer: Geoff Mockford

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

Club Registration (For MR334 Application Form)

- Geoff Mockford 0438 768 770
- Evan Spartalis (08) 8362 8116 M: 0408 827 919
- Bob Charman (08) 8248 4111 M: 0421 482 007
- Tim White 0419 809 021

