



# CLASSIC MARQUE

## JULY 2026



**FEATURE: JAGUAR 420 / DAIMLER SOVEREIGN (1966-2026)**

THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA

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### 2013 Jaguar XKR Speed Pack 5L V8 S/C

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SNJ050                      43,299 km                      **\$84,990**



### 2018 Jaguar XE S 3L V6 Supercharged

Very low kilometre, one owner 2018 Jaguar XE S 3L V6 Supercharged petrol having only travelled 27,872km. Very well maintained, the car comes with service history, owner manuals and spare key. Features F-Type's epic Supercharged V6.

SNJ03S                      27,872 km                      **\$44,990**



### 2018 Jaguar F-Pace 20D Prestige

2018 Jaguar F-PACE 20d Prestige with service history, owner manuals and spare key. The Fuji White duco and Jet leather both present in first class condition and the car performs exceptionally well. Sporting road behaviour with SUV flexibility.

SNJ020                      154,025 km                      **\$21,990**



### 2006 Jaguar S-Type 3L V6 Luxury

Compiled in 2007 this low kilometre 3L Luxury has only travelled 96,171 km. Very well maintained by its 2 previous owners with full service history including log book various owner manuals and spare key. Excellent condition, any test welcome.

SNJ030                      96,171 km                      **\$17,990**

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# Club Torque - President's Report For July 2026

Last General Meeting members discussed around their tables what types of topics they preferred for the guest speaker spot. There was clearly a view that there be a mix of car and non-car related topics.

This month therefore we have a member giving the story of one of the more exciting times he has had in the aviation industry. This will be one of hopefully a series of talks getting to know fellow club members which I am coining "Meet the Member". Richard Maclean an aircraft broker within the aviation industry will talk about the time he was delivering an aircraft to the Philippines, only to be intercepted by two Indonesian fighter jets who escorted him to the ground and questioned him about what he was doing in the region.

The Logbook sessions have again been successful, not only as they save members and the Club postage costs but it has provided the opportunity to see and meet members in person, and also for those attending the chance for some informal catch up.

For those of you who have not renewed your logbooks yet there is another session at the July General Meeting. Remember the Club is required to advise

the Department of Infrastructure and Transport of any logbooks that are not renewed.

I am looking forward to catching up with members on Sunday morning at our second attendance at the Vic Park Pit Stop coffee and cars event. Look for details under Events on the website of where we will park as a group, as you can come along at any time between 8:00 am and 10 am.

It is Club anniversary month and our Annual Awards presentation lunch is being held on Saturday 25th July at 12 noon at the Glenelg Golf Club. This is the occasion where we recognise the achievements of members with 10, 20-, 30-, 40- and 50-year membership certificates being awarded and recognise those who have made significant contributions to the Club. I hope to see many of you there and bookings are still open.

Warm regards  
Moira Lugg  
President



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### Front Cover:

*Andrew & Milly Costi, 1967 Black 420 manual saloon*

### Back Cover:

*David & Margaret Bicknell, 1967 Old English White Jaguar 420*



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

## **JDCSA Membership renewals - DUE NOW**

**You should have received an email or letter asking you to renew your financial Membership. Please renew now!**

**(If you have not yet done so).**

## **Log book renewals - DUE NOW**

**(If you have not yet done so).**



**Please mail your Logbook(s) to JDCSA, PO Box 6020, Halifax St, Adelaide, 5000.**

**(Including A Stamped, Self-Addressed Envelope).**

**For further information please call Peter Thomas on 0438 861 922 or [logbookofficer@jdcsa.tidymail.co](mailto:logbookofficer@jdcsa.tidymail.co)**

# Events Calendar 2026

JULY

AUGUST

SEPT

OCT

<b>TUESDAY 7th JULY 2026</b>	<b>JDCSA General &amp; LOGBOOK Meeting at the ‘The Junction’, 470 Anzac Highway.</b> The meeting starts at 7.30pm with meals available from 6:00pm. Guest speaker Richard Maclean, aircraft broker in the aviation industry. <b>Last LOGBOOK event. Please register via TidyHq</b> <a href="#">JDCSA July General Meeting</a>
<b>WEDNESDAY 15th JULY 2026</b>	<b>XJ, MkX, 420G Register Meeting : 6.00pm - 8.30pm</b> Come and join our monthly meeting. Meet at the Bartley Hotel. <b>More details &amp; register via TidyHq</b> <a href="#">XJ, MkX, 420G Register July Meeting</a>
<b>THURSDAY 16th JULY 2026</b>	<b>Jaguar Ladies Register: Visit to Cummins House &amp; Lunch.</b> Visit to Cummins House at Novar Gardens, an important State Heritage built in the 1850's. Tour and Devonshire Tea and then to the Morphet Arms Hotel, Glengowrie for a light lunch. <b>More details &amp; register via TidyHq</b> <a href="#">Visit to Cummins House &amp; Lunch</a>
<b>THURSDAY 23rd JULY 2026</b>	<b>Multivalve Register Dinner &amp; Meeting: 6.00pm - 9.00pm</b> All members are invited to attend our Register meeting at The Kensi. Hotel, 6:00pm for dinner, followed by the meeting at 7:30pm. Please add the date to your calendar.
<b>SATURDAY 25th JULY 2026</b>	<b>Annual Presentation Lunch: 12:00 noon - 4:00pm (Bookings close 17th JULY)</b> Members and their partners are invited to attend the annual presentation lunch, to be held at the Glenelg Golf Club, James Melrose Road, Novar Gardens. A complimentary drink on arrival will be followed by a two-course meal. Dietary requirements to be advised when booking. The ground floor level is easily accessible for all. Dress Code: Smart/casual (no jeans/joggers). <b>Ticket price is \$65.00. Please register via TidyHq</b> <a href="#">Annual Presentation Lunch 2026</a>
<b>TUESDAY 4th AUGUST 2026</b>	<b>JDCSA General Meeting at the ‘The Junction’, 470 Anzac Highway.</b> The meeting starts at 7.30pm with meals available from 6:00pm. More details will be provided closer to the event. Please add the date to your calendar.
<b>WEDNESDAY 12th AUGUST 2026</b>	<b>XJ, MkX, 420G Register Meeting : 6.00pm - 8.30pm</b> Come and join our monthly meeting. Meet at the Bartley Hotel. More details via email and TidyHQ closer to event. Please mark the date in your diary.
<b>THURSDAY 13th AUGUST 2026</b>	<b>Compact Register Southern Tour: 10.00am - 3.00pm</b> We will meet at the Visitor Centre, McLaren Vale for Coffee and then to Aqua Blue Restaurant, Normanville via the Myponga Reservoir. More details via email and TidyHQ closer to event. Please mark the date in your diary.
<b>FRIDAY 21st AUGUST 2026</b>	<b>XK 7 8 &amp; 9 Register morning Tea &amp; Lunch Run: 10.00am - 3.00pm</b> Meeting at John & Maria Cribb's property for morning tea & a brief meeting before embarking on a tour of the area before arriving at the Totness Inn, Mount Pleasant for lunch. We will be joined by a number of other car clubs. More details closer to the event. <b>More details &amp; register via TidyHq</b> <a href="#">XK 7 8 &amp; 9 Register Run</a>
<b>TUESDAY 1st SEPTEMBER 2026</b>	<b>JDCSA Annual General Meeting at the ‘The Junction’, 470 Anzac Highway.</b> The meeting starts at 7.30pm with meals available from 6:00pm. More details will be provided closer to the event. Please add the date to your calendar.
<b>WEDNESDAY 9th SEPTEMBER 2026</b>	<b>XJ, MkX, 420G Register Meeting : 6.00pm - 8.30pm</b> Come and join our monthly meeting. Meet at the Bartley Hotel. More details via email and TidyHQ closer to event. Please mark the date in your diary.
<b>THURSDAY 24th SEPTEMBER 2026</b>	<b>Multivalve Register Dinner &amp; Meeting: 6.00pm - 9.00pm</b> All members are invited to attend our Register meeting at The Kensi. Hotel, 6:00pm for dinner, followed by the meeting at 7:30pm. Please add the date to your calendar.
<b>TUESDAY 6th OCTOBER 2026</b>	<b>JDCSA Annual General &amp; Meeting at the ‘The Junction’, 470 Anzac Highway.</b> The meeting starts at 7.30pm with meals available from 6:00pm. More details will be provided closer to the event. Please add the date to your calendar.
<b>SUNDAY 11th OCTOBER 2026</b>	<b>Compact Register Barossa Valley Run: 9.15am - 3.00pm</b> Meet at Adelaide Entertainment Centre. Travel to Barossa Valley Tanunda, Choc Factory - Coffee stop & Browse. Run through Barossa Valley with Lunch at Artisans of Barossa Valley. <b>More details &amp; register via TidyHq</b> <a href="#">Compact Register Barossa Valley Run</a>
<b>TUESDAY 13-17th OCTOBER 2026</b>	<b>XK 7, 8 &amp; 9 Register Border Run Hamilton:</b> This event is being organised by the Victorian Register. More details closer to the event.
<b>SUNDAY 18th OCTOBER 2026</b>	<b>Bay To Birdwood: Registrations Open Soon!</b> This year they are welcoming all historic vehicles manufactured from the early 1900s through to 31 December 1996. Details closer to the event. <a href="https://baytobirdwood.history.sa.gov.au/">https://baytobirdwood.history.sa.gov.au/</a>
<b>SUNDAY OCTOBER 25th</b>	<b>SA JAG DAY - Wigley Reserve, Glenelg: 10am to 2.30pm</b> Enjoy a magnificent display of 150+ Jaguar and Daimler cars ranging in ages from the mid 1930s to present day. All models, any condition welcome. CATS and CANS Food Drive is on again! More details will be provided closer to the event. Please add the date to your calendar.

# Left-Hand Drive & Club Registration

## Navigating the Rules for Your Jaguar

For many of our members, classic motoring isn't always right-hand drive. Left Hand Drive (LHD) vehicles form a unique and valued part of our club community.

However, navigating the intersection of South Australia's Road Traffic Act (Vehicle Standards), the Motor Vehicles Act, and the Conditional Registration Scheme can feel daunting. To keep your vehicle legal and to protect our standing as an approved club, here is a guide to the LHD rules, exemptions, and strict conditional registration mandates. This guide is not intended to be a definitive list of requirements but an overview and members should undertake their own research in relation to the Act, Regulations and other requirements relating to their LHD vehicle.

### The Baseline: The Right-Hand Rule

Under the South Australian Road Traffic Act, all motor vehicles driven on public roads must technically be right-hand drive. A vehicle is legally right-hand drive if at least one steering control is to the right of its longitudinal centre line.

To bypass this for an LHD vehicle, you must apply for and secure an official Left-Hand Drive Exemption from the Department for Infrastructure and Transport (DIT) before it can turn a wheel legally.

### Qualifying for an Unrestricted LHD Exemption

To legally register and drive your LHD vehicle on SA roads without undergoing a costly right-hand drive conversion, it must meet specific criteria:

- **The 25-Year Rule:** The vehicle must be 25 years of age or older as of January 1st of its year of manufacture.
- **Import Compliance:** It must have been legally imported under the relevant Commonwealth Road vehicle standard pathways (such as the Rarity or Personal Effects pathways).

## Technical Safety Requirements (LHD Checklist)

An LHD exemption is not a free pass to ignore SA vehicle standards. Because you are sitting on the left side of the cabin, the state enforces modifications to ensure your safety and the visibility of oncoming traffic:

- **Headlights:** Your headlights must be fitted with a dipping device that deflects the beam downwards or downwards and to the left. Standard LHD factory lights dip to the right, which will blind oncoming SA drivers.
- **Mirrors:** You must have at least two side mirrors fitted to eliminate the distinct blind spots inherent to LHD vehicles.
- **Indicators & Reflectors:** Rear-facing red reflectors must be mounted on both sides. Front indicators must be white or yellow, and rear indicators must be yellow (unless your car was manufactured before 1973, which may permit red rear indicators).
- **Modern Safety (Post-1986):** If your LHD vehicle was manufactured on or after 1/01/1986, it must feature Emergency Locking Retractor (ELR) lap-sash seatbelts for front and rear outboard positions, front head restraints, and child restraint anchorages.

Normally a "VIN" sticker is provided which will be attached to your car.

### Golden Rules of Conditional Registration

Once your LHD vehicle is exempted, placing it on the Conditional Registration Scheme via the Jaguar Drivers Club of South Australia ties you to strict operational mandates under the official Code of Practice:

- **The 90-Day Limit:** You are permitted to drive the vehicle for a maximum of 90 days in any single 1-year registration period.
- **The 30 June Membership Deadline:** Your annual JDCSA club membership lapses on the 30th of June each calendar year. If you fail to renew your club membership, or if you renew but fail to have your Logbook

stamped and updated by a club Logbook Authorised Person by June 30th, your car automatically becomes unregistered and uninsured. Severe financial penalties apply for driving an un-stamped vehicle past this date.

- **Logbook Entries:** You must fill out your official club logbook using a pen before starting your journey for the day. You must record the day, month, year, a description of the journey, and sign it. You can complete multiple trips in a single day under one entry, but forgetting to log it before driving carries an immediate \$750+ fine.
- **Commercial Restrictions:** Your conditionally registered vehicle cannot be driven for a fee, hire, or financial reward (this includes paid weddings, commercial photo shoots, or formal hire).
- **Carry the Exemption:** By law, the driver must carry the physical LHD Exemption Certificate inside the vehicle at all times while operating it on public roads. If you are pulled over, law enforcement will ask to see it alongside your valid, signed logbook.
- **Logbook Longevity:** You must obtain a new logbook every 3 years, and the registration is non-transferable if you sell the vehicle.

Your LHD Exemption number should be recorded in your logbook.

### Ready to Roll?

If you are adding an LHD vehicle to your stable, your initial step is booking an identity inspection via Service SA to verify the VIN and import paperwork, followed by submitting your exemption application online through your mySAGOV account.

Keep your club memberships current, your headlight dips verified, and your logbooks signed. Let's keep these beautiful vehicles safely and legally on the road!

Tim White

## NEW MEMBERS

### NOTICE BOARD

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

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

◇ There were no new members for June

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

- ◇ Ellis & Margaret Considine: 2001 S-Type 3.8L Sedan
- ◇ Daniel & Sylviane Thiebaud: 2001 V8 S-Type Sedan

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

Daphne Charman  
Membership Secretary

# Membership Milestones 2025

The following 51 members achieved significant milestones in 2026, and we congratulate them. Certificates & badges will be forwarded to members unable to attend the 52nd dinner. Congratulations to the following, and previous members, who have achieved these milestones.

## 50 Years

Takis Ganiaris  
Barry Kitts

Ken Hider  
Andrea Hider

## 40 Years

Jeanette McIntosh  
Andrew Byles

## 30 Years

Peggy Davis  
Ron Palmer  
Claire Palmer

Stephen Corbally  
Isobel Corbally  
Mario Siciliano

Adrian Evans

## 20 Years

Michael Boehm  
Alexandra Leeflang  
Stephen Attard  
Peter Beaumont  
Pamela Beaumont

Stephen Thiselton  
Frank Larkin  
Ewan Vickery  
John Stapley  
Denise Stapley

Allan Carthew  
Fleur Carthew  
Trevor Bywater

## 10 Years

Robert Bruce  
Clare Bruce  
John Beevor  
Elizabeth Beevor  
Ron Beevor  
John Murray  
Andrew Moulds  
Paul Harrland  
Gary Monrad

Oggi Stojanovich Monrad  
Richard Dyson-Harvey  
David Moulds  
Robert Paterson  
Maxwell Beacom  
Gina Beacom  
Peter Buck  
Heather Buck  
James Barratt

Bronwyn Veale  
Antony Veale  
Charles Bodman-Rae  
John Eadie  
Yvonne Economou  
Peter Leipus  
Meg Leipus

**JAGUAR DRIVERS CLUB OF SOUTH AUSTRALIA  
ANNUAL PRESENTATION LUNCH**



**GLENELG GOLF COURSE**

**SATURDAY 25th 2026 - 12 noon to 4pm**

**James Melrose Rd, Novar Gardens**

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

**Ticket Price is \$65 pp**

**To Book Please Goto: <https://jdcsa.tidyhq.com/public/schedule/events>**

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

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

**Bookings close: Friday 17/7/2026.**

*For further information or if you would like to make up table of 6 or 10 of your Club friends please contact:*

*Sandra Mack 0421 728 378 or Daphne Charman 0421 482 006*

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## New E-Type Speedster From Italy

Italian restoration and coach-building specialist *Retro Coach-builders* has unveiled its latest creation: a reimagined Jaguar E-Type V12 "Speedster", a machine that blends classic Coventry engineering with bespoke Italian craftsmanship.

*Retro Coach-builders* describes the Speedster as a fusion of the E-Type and its predecessor, the D-Type. The influence of the latter is unmistakable in the cut-down speedster-style windscreen and the dramatic twin headrest cowls that rise behind the cockpit.

The process begins with a donor E-Type V12 Series 3. From that foundation, the possibilities become almost limitless. Customers can choose to retain and refurbish the original 5.3-litre engine or upgrade to a later 6.0-litre unit — or even commission a high-displacement 7.0-litre version together with a 5 or 6 speed manual transmission. They can also specify any paint or interior colour, opt for lightweight aluminium body panels, delete the bumperettes, or add competition-inspired touches such as a hood scoop or additional cooling vents.



*With a donor E-Type S3 + Au\$800k you can have this D-Type inspired Italian "Speedster"*

The example chosen for the company's launch is relatively restrained: a clean, uncluttered body paired with a tan leather interior and engine-turned dashboard trim. But Retro is adamant that no two cars will ever be alike, thanks to the breadth of available customisation.

Of course, exclusivity comes at a price. The Speedster starts at €498,000 — around AU\$818,000 — placing it well

beyond the cost of any current Jaguar, and likely even above the forthcoming Type 01 electric flagship. Yet what buyers receive in return is something exceptionally rare: a hand-built, open-top, manual-gearbox V12 sports car in an era when such machines have all but disappeared. ■

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

## The Embezzlement Case That Rocked Scottish Politics

In January 2024 *Classic Marque* published a story regarding the purchase of a new Jaguar by the former Scottish first minister Nicola Sturgeon's husband Peter Murrell amid a probe into the Scottish National Party's (SNP) funding and finances.

At the time the police launched an investigation into the SNP's finances, including allegations of fraud and misuse of funds. Murrell is alleged to have purchased the *I-Pace SUV* from a dealership in Edinburgh and subsequently sold it.

Both Ms Sturgeon and Mr Murrell were arrested and questioned by officers, before being released without charge, pending further investigation.

Thirty months later, Peter Murrell was sentenced on Tuesday 23 June to **five years and three months in prison** after he admitted to buying a luxury range of items (including the jaguar) with the Scottish National Party's money.

But the theft in total of more than 400,000 pounds, or over AU\$750,000, from the Scottish National Party over 12 years has created the biggest scandal to hit the country's politics in decades.

That is because the perpetrator, Peter Murrell, was not just the party's chief executive but was the husband of Nicola Sturgeon, the party's former leader and ex-Scottish first minister, once seen as one of Britain's most formidable political figures. Nicola has continued to deny any knowledge of her estranged husband's crimes.

In 2019 Peter purchased a new *Jaguar I-Pace*, paying £57,000, or more than AU\$108,000, in two transactions from the S.N.P.

account. In 2021 he sold the vehicle and received £47,378.76, or more than AU\$90,000, into his personal bank account.

What drove Mr. Murrell to plunge his party into crisis remains a mystery. He arrived in court on Tuesday wearing a dark suit and tie alongside two police officers who unlocked his handcuffs before he sat down. He showed no emotion on hearing his sentence and was handcuffed again and led from the dock. ■

*Editor: Information for this story sourced from the "New York Times".*



*The I-Pace SUV, seen on Nicola's driveway, was subsequently found to be purchased by Peter Murrell with Scottish National Party funds.*

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# New Jaguar Type 01 to Be Revealed in October

Jaguar is preparing for its most significant product launch in a generation, confirming that its polarising all-electric four-door GT — the Jaguar Type 01 — is finally ready for its full unveiling.

JLR chief commercial officer Leonard Hoornik told attendees at the company's 2026 Investor Day that **the Type 01 will be revealed in October in New York**, promising it will be done "in a very special way".

Hoornik was visibly enthusiastic about the new model, describing it as "really, really fantastic" and noting that early scepticism around Jaguar's rebrand has "turned around into a positive". He called Jaguar "an engineering marvel", emphasising the company's determination to make the Type 01 "the most innovative car ever".

The model's name was announced last month at the Monaco Formula E event, where Jaguar ran prototypes in a striking red-and-white livery that offered a slightly clearer look at the car's unconventional surfacing.

Jaguar also released an image of the Type 01 badge, explaining that the name appears within the strikethrough motif at the base of the windscreen, framed by bold linear graphics.

As for the "very special" New York reveal, Jaguar is keeping its plans tightly under wraps. One can't help wondering, though, whether the United States — a market still hesitant in its embrace of electric vehicles — is the ideal stage for such a pivotal launch. ■

*Editor: Information for this story sourced from "AutoExpress".*



## Ian Callum Designs Luxury Hotel Suite

London's **Taj 51 Buckingham Gate Suites & Residences** now boasts its own 'Jaguar Suite'.

Designed by Ian Callum — Jaguar's director of design until mid-2018, right up to the point the marque stopped being the Jaguar we knew: seven-time Le Mans winner, proud owner of the 'growler' trademark, and automotive outfitter to Inspector Morse, Arthur Daley, Mrs Thatcher and the Kray twins. Callum did his best to steer the brand into the modern era, gifting it two of the prettiest production cars of the 21st century so far: the F-Type Coupé and the fourth-generation XJ.

It turns out he's rather handy at interior design as well. Taj's 170 sqm, two-bedroom Jaguar Suite is filled with Jaguar-inspired artworks, framed black-and-white photography, enamel badges, and bookcases lined with weighty tomes on the company's sporting and cultural heritage — ninety years of elegant craftsmanship distilled into one residence.

But it's the bespoke touches that catch the eye: the sitting room's gas fireplace, rendered in glass and steel, which Callum sketched to resemble something aerodynamic — perhaps even a convertible hard-top in spirit.

After dinner guests return to find an assortment of cakes decorated with an E-Type and the C-X75 (the one a villain hurled around Rome in Spectre).

Taj Hotels is part of the Tata Group, India's largest conglomerate — hence the unabashed Jaguar affection. The Jaguar Suite itself was reportedly a favourite of the late chairman Ratan Tata, and is the London residence of choice for prime minister Narendra Modi.

**The nightly rate for the Jaguar Suite is £6,950 (about AU\$13,250).** ■

*Editor: Information for this story sourced from "Country Life Newsletter".*



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# The XJ220 If It Were Created In 2026, Not 1992



**Former Jaguar designer Ian Callum has revealed the first images of a reborn XJ220.**

For now, it's a design study, but the language coming from Callum Design suggests a genuine appetite to make it real. What's immediately striking is how deliberately it breaks from modern Jaguar's current design direction—first seen in the Type 00 concept and later in the Type 01 production car.

With only a single image to work from, details are limited, yet the car makes an instant impression. If you're expecting

the impossibly long, stretched profile of the original XJ220, you won't find it here. The overhangs have been dramatically shortened, giving the car a stance more reminiscent of Ford's GT40. Deep cuts and even deeper vents carve into the bodywork, while the wheel arches swell over the tyres with a muscularity that nods to the C2 Corvette.

It's not simply a collage of familiar shapes, though echoes of Callum's past work are unmistakable. The A-pillar and roofline carry a hint of Aston Martin DB9, while the overall gesture still respects the spirit of the original XJ220.

Callum describes the project as “a contemporary interpretation of one of the most iconic supercars ever made,” adding that it “preserves the unmistakable silhouette of the original while redefining every surface, detail and proportion through a modern lens.”

And if you want one, Callum Design seems more than willing to explore how to make that happen. ■

*Editor: Information from "CarBuzz".*

## TASL Adds Military Upgrades To Jaguar Land Rover Vehicles

The Economic Times (India) recently reported that *Tata Advanced Systems (TASL)* is developing military grade enhancements for JLR vehicles, including Jaguar, though the article stops short of detailing exactly what those upgrades involve. That lack of specificity is typical of defence sector statements, where sensitive capabilities can't be publicly disclosed.

What the report does mention—“navigation aids” and “optronics”—is telling. In defence terminology, these aren't simple sat nav units or camera packs but highly sophisticated systems: hardened GPS and inertial navigation for use in GPS denied environments, encrypted communications, thermal imaging sensors, night vision optics and other battlefield proven electronics.

It's a reminder that modern military technology often sits several steps ahead of anything in civilian engineering.

For Jaguar enthusiasts, it's fascinating to see the marque's platforms being considered for such specialised “invisible” technology.

Throughout its history, Jaguar has always found itself in interesting places — from

Le Mans to the Royal armoured version of the XJ — and this latest development simply adds another unexpected chapter to the story. ■

*Editor: Information sourced from the "Economic Times India" (English Edition).*



*Tata Advanced Systems Limited (TASL) is an Indian aerospace and defence company specialising in military and advanced defence technologies.*



## Interview

## Q and A Ken & Andrea Hider

**50 Year Members  
(No. 347)**

**Questions: Graham Franklin**

**You joined the club 20th May 1976. Congratulations on your 50-year membership. What do you remember in particular about those early days of the club?**

We just had a lot of fun – met a lot of people. Motorkhanas were always a big hit. Drove a mini when we first joined and went on an economy run and lost!

**So, what have you been up to over the past 50 years?**

Well, we've been working of course – Ken in the floor laying business and Andrea in the medical field. We lived at Bridgewater, then Carey Gully, Tranmere & now in our own oasis at Riverton (contradictory) but we've a huge block for our Deerhounds and Wolfhound to run. Speaking of Deerhounds, we have had about 12 so they were a big part of our lives.

Ken worked in Jaguar repair shops and also worked for John Briggs on his sports sedans. We were also in the pits in Adelaide for the Grand Prix for Zakspeed.

We went noodling in Coober Pedy but didn't make much money. We've been to a lot of live theatre, Adelaide Symphony Orchestra and had some wonderful meals at fine restaurants (in particular, Valetta Porcini in Mylor).

**What was your first car?**

We've had a lot of cars: Holdens, Minis (Cooper S & 850, Mini Cooper S with sliding windows – very rare). This particular car was stolen, stripped & burnt which broke our hearts! Jaguars came after the Minis.

**Can you remember your first encounter with a Jaguar?**

Ken was walking home from school and saw the local doctors E-type in the garage.



*Ken Hider's 1996 British Racing Green 4.0 L supercharged AJ16 XJR (X306)*

# Interview - Ken & Andrea Hider (cont)

Andrea's first encounter. Andrea was on a date (we were not together at the time) and was picked up in a Mark V which she thought was embarrassing (it was HUGE!)

## What cars do you currently own?

We currently own 2 X300s – an XJR from Sydney and an XJ Sport which was a local car that had one lady owner and was a demo car from Solitaire. Oh, and the 3.8 Mark II which came from Queensland.

## Have you done any special or interstate trips in your Jaguars?

We've only managed three trips to Melbourne concours and one to Mildura National Concours

## How did the Jaguar go?

Well, the Mark II needed petrol so we stopped at Bordertown – Ken went to the toilet and I was asleep while the 'gentleman' put UNLEADED petrol in the car. We did not notice until it started missing and that was the end of it.

Another time we had a dodgy fan belt and the mechanic in the family bought a replacement in case it was needed. We stopped on the side of the road and he took the fan belt off, tossed it in the long grass and found out the replacement was too small. There was a group of us desperately trying to find the old fan belt in the long grass.

## What car restorations have you undertaken or arranged to be done on your car(s)

The XJ sport has been repainted over the years – all different areas for different reasons. Scratch marks, accident when someone had to hit the car when it was parked in Kent Town. He was caught. Then a lump of timber hit the car in the same spot the driver had dented. Then a patient at Andrea's work backed into it. It was 3 accidents over a space of 5 months.

The Mark II had been completely restored – woodwork all over the dining room table, all the chrome re-chromed, repainted Pillar Box red with wire wheels. Ken also put in a manual with overdrive synchronised gearbox and Bob Jane's 4.1 litre bored and stroked motor. He also put in triple carbs, braided stainless steel brake lines, 4 spot ventilated front & rear brakes – Matich 450 formula 5000 from John Briggs' race car. A 160-mph speedometer. (ALL FOR SALE!)



*Andrea Hider's 1997 British Racing Green XJ X300 Sports*

## Have you been a member of any other car club?

But there are no other car clubs!??

## Your fondest memories of owning a Jaguar or Classic car?

Ah yes, motorkhanas with no brakes in the E-Type. Having the hood rise in the roadster when the clips undid themselves and Andrea having to lean over the windscreen to hold the bonnet down (couldn't have it scrape on the road).

Driving an XJ with the sunroof open and a Deerhound smelling the fresh air with his head out the sunroof.

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

The E-Type roadster – Chassis Number 17.

## Any funny motoring or club experiences?

SOME NOT SO FUNNY

- Ken put an S-Type front end in the Mark II and when Andrea was driving down Greenhill Road in the hills (just after overtaking) she felt something was wrong and the bolts had sheared, so no steering). No way was she going to leave the car there on one of the curves but managed to 'drive' it down to the Feathers. When we went to put it on a trailer,

Ken could not steer it at all and we noticed someone had put a note on it wanting to buy it.

- Andrea went to the drive-in with 3 dogs in the E-Type (not deerhounds!) The ticket seller nearly fell down but she just looked at him, bought a ticket and drove over the humps which promptly dislodged the exhaust. She had to wait until it had cooled down (after the movie) to reconnect it.
- Andrea was driving the Mark II in the city and when she stopped at the lights the passenger in the car in the next lane rolled down the window and asked if the car had a phone number.
- On our way back from a Concours in Melbourne in the bright red Mark II, Ken drove into a little street and we wondered why nobody gave way and suddenly realised it was a mall.
- We went through the Ash Wednesday bushfires. We were fine but Andrea was driving the Mark II which on the Monday before had its brakes jam on her. Ken came to the rescue and said all you have to do is rock it. So, driving up Montecute Road on the way to Carey Gully during the fires, she pulled over (some strange man was following). She stopped

## Interview - Ken & Andrea Hider (cont)

the car and when she went to move it and the brakes had jammed and she asked the strange man to rock it (but not too hard as it might go over the edge). He said to leave the car but she wouldn't. He did push until the brakes unjammed but then disappeared after that.

- Andrea thought she would get a sun tan while driving the roadster so was wearing a bikini. She realised she needed petrol & after filling up with petrol, the car would not start. No mobile phones in those days but a dear truckie stopped to help and actually fixed the car.
- Ken was picking Andrea up from work at Fletcher Jones and did not realise one of the tail lights was out but the police kindly advised him. This was in the V12 and for some reason they wanted the bonnet up. They noticed a manual fog horn (which Andrea had given Ken as a joke as the car horn did not work) next to the driver's seat and became suspicious. They asked Ken to toot the horn and of course it didn't work. So, with a defect on the

car, Ken rigged up the fog horn under the car behind the front tyre and off we went at 6.00 am in the middle of a very foggy winter to the Stirling police station. I said to Ken to check the horn before we got the police to come out to take the defect off and it didn't work. We went back home & found that the tyres had sprayed mud into the horn. The next time, Ken squeezed the fog horn into the only space he could (under the bonnet). We did the trip to Stirling another morning and finally got the defect notice off the car.

- Back in the good old days when number plates were being changed (i.e. the green/gold number plates), Andrea was frustrated that the rectangular rear number plate was too long for the square number plate recess so she went to the Registrar of Motor Vehicles and explained the problem. She asked if they could adjust the plate to fit the recess and they actually did.
- With our first Mark II, registration 22043, Ken wanted to keep the number. The car was previously

owned by Mr. Albert A. Buck of Parkside who was deceased. Ken went to the Registration office and asked if he could keep the plate but the young lass behind the counter said it had to be an alpha-numeral plate unless the last owner could sign the re-registration form. Ken explained he had passed away. She went to see her supervisor and a long time later they came back, presented Ken with the registration form and said "please sign here Mr. Buck"!

### Anything else you would like to add?

We have owned a lot of Jaguars. Two Mark II's; two Series 1 E-Types; Series 1 XJ12; Series II XJ 5.3 litre V12; 3.6 litre XJ40; Mark VII; 3.8 S-Type manual overdrive; X300 sport and X300 XJR.

We have enjoyed numerous friendships which have lasted all these years – something which is very special to us.

**A fascinating story. Thank you very much Ken & Andrea for your story and the time you spent putting it together.** ■



*Andrea's X300 Sports on the left and Kens XJ6R on the right.*

# Compact Register Visit to Richmonds



## The JDCA Compact Register Visit to Richmonds Prestige and Classic Cars—Tues 23rd June 2026

It is always fun to catch up with the latest at Richmonds, Adelaide.

20 club members enjoyed drooling over cars that we will never own, some we would love to own and others we are very happy for others to enjoy.

Many thanks again to Andy Morgan (Manager) who generously opened up the facility for our visit.

Initially it was a matter of simply wandering around the show room and admiring the beautiful machines for sale. Mostly on consignment.

Andy spoke about the business, its success and even with international sales. A walk around the rear workshop facilities that plays a very important part of the business ensuring the cars are in top condition and presented in an immaculate manner.

A good casual evening was enjoyed by all.

*Philip Prior (Compact Register Secretary)*



# Port Broughton Show 'n 'Shine

The days leading up to Saturday 30th May saw a lot of rain, this was a concern as the forecast said it was to continue, and there we were about to leave to attend a Show 'n 'Shine.

Nevertheless, as we drove into the carpark at the Shell OTR there were a number of Jaguars in a line albeit covered in rain drops.

Krispy Kreme at Burton proved to be a good start point with good coffee and snacks featuring of course a range of dazzling donuts.

Just before 11:00 am which was our start time I gave out the run sheets and provisions to sustain us for our one hour drive to our lunch stop in Balaklava.

Guess what, rain all the way, the coffee was welcome as was the hot pies and pasties, all in all a pleasant lunch stop.

Back on the road for the next leg to Port Broughton for our overnight stay. At this point, with rain still falling, I had this worrying thought that the Show 'n 'Shine might be cancelled, nevertheless we pushed on following the route through Bute.

If the weather had been better, I would have scheduled a stop to see the Bute silo art.

Still wintry conditions on arrival in Port Broughton, then off to accommodation. The plan then to gather in the hotel for a 7:00 pm dinner.

The food and service were very good, we had some fun with a question sheet and some prizes over dinner.

Would you believe, we woke on Sunday morning to delightful sunshine after a great breakfast at the Beachside Café,

then the cars gathered at the motel for photos taken by our intrepid magazine editor Graham.

We travelled in convoy to the show, the organisation was good, and we parked on the sea front on well looked after grass.

The range of cars on display covered a good variety, the food trailer did a great trade as people walked the concourse to take in over 100 cars.

A great location, a beautiful day, a good display, it does not get much better than that.

At last year's event a Jaguar E- Type took the prize, our club did not come away with a trophy this time, but there's always next year.

Trev Norley



*The start at Krispy Kreme*



## Port Broughton Show 'n' Shine (cont)



*We lined up the cars and travelled in convoy to the 'Show & Shine'*



*Bob and Daphne Charman, 1970 Regency Red 420G 4.2 litre*



*Trevor Norley, 1980 Olde English White Series 3 XJ6*

# Port Broughton Show 'n 'Shine (cont)



*Steven & Janette Lawlor, 1973 Series 1 4.2 litre XJ6*



*David & Angela Nicklin, 2000 Silver XJ X308 Saloon*



*Fred Butcher, 1962 Red Daimler SP250 V8 Roadster*



*David & Margaret Bicknell, 2003 Green X-Type*



*Nigel & Mandy Stevens, 1977 Daimler XJ Coupe*



*Evan Spartarlis, 1997 Sapphire Blue 3.2 litre XJ X300*

# Port Broughton Show 'n 'Shine (cont)



# *We did it Again . . .*

It was a chilly Sunday morning 28<sup>th</sup> June, when once again 23 Jaguars graced the lawns at Victoria Park for the monthly, Vic Park Pit Stop (Cars and Coffee). It was great to see the line up including, XKs, Mk7, E Types, Mk2s, 420, XJS, Daimler SP250, XJs, XJC, XJ40 and XE.

The interest and appreciation in our cars was great and the overall atmosphere very rewarding. Other members are encouraged to join us next time we attend as a club. Check TidyHQ for details. The event is usually held on the 4<sup>th</sup> Sunday of each month. Check the Vic Park Pit Stop web page for confirmation.

## *See you next time!*

Philip Prior



# "Pit Stop" Cars & Coffee (cont)



# How to Take Great Car Photos



## How to Take Great Car Photos for the Club Calendar or your Private Collection

If any members are considering taking photos for publication for next year's calendar, the following article provides some useful tips for obtaining a better shot. Timing, preparation and a bit of creativity will help to obtain that great shot even if it is just for a personal collection.

One key consideration for calendar publication is to ensure that the file size of the photograph is 4MB - 10MB with an image resolution of approximately 2400 x 3000 pixels. Avoid social media files: use the original, high resolution photo file, as files from Facebook or WhatsApp are compressed and lower quality.

Whilst most people use their mobile phones for photography, most devices have advanced features and it would be helpful to familiarise yourself with its capabilities.

Here are some simple tips to help you get the best possible shot.

### Know What Makes Your Car Special

Every car has a story! Whether it's performance, unique styling, or originality, think about what makes your vehicle stand out and make that the focus of your photos.

### Light Is Everything

The biggest mistake? Shooting in the middle of the day. Harsh sunlight creates strong shadows and dulls colours.

Instead, aim for:

- Early morning
- Overcast days
- Late afternoon or sunset

That softer light will make your paintwork pop and give your photos a more professional look.

### Watch Those Reflections

Cars are basically mirrors on wheels. Pay attention to what's reflecting in the paint — buildings, trees, even a reflection of yourself can ruin a shot. Try to shoot in open areas or change your angle to keep reflections clean and simple.

### Keep the Background Clean

A great car photo can be ruined by a messy background. Avoid:

- Bins, poles, people and powerlines
- Other cars
- Busy streets

### Simple is best — the focus should always be your car.

A clean car equals better photos. It sounds obvious, but it matters:

- Wash and dry the exterior
- Clean the wheels
- Tidy the interior

A spotless car will always photograph better.

### Get Inspiration and Ideas

Search online for: eg "stunning photos of Jaguars". Save, copy, or rephotograph excellent printed magazine photos for future reference.

### Change Your Angles

Don't just stand there and shoot at eye level. Move around and experiment:

- Low angles for a tougher, more aggressive look
- Higher angles for something different
- Three-quarter views to show off shape and lines

### Mix It Up

For a strong calendar entry, variety helps:

- Wide shots showing the car in its setting
- Close-ups of badges, wheels, and details
- Interior shots

It all adds interest and tells a better story.

### Add a Sense of Motion

You can make your photos more dynamic by:

- Taking rolling shots (safely!)

- Try panning shots (sharp car, blurred background)

Even parked cars can look dynamic with the right composition.

### Gear Helps — But It's Not Everything

You don't need fancy equipment. What matters more is:

- Steady shots (use two hands to keep your camera steady or use a tripod if needed)
- Understanding light
- Trying different settings

### Good technique beats expensive gear every time.

Try Something Different: Night Shots. Night photography can produce some standout images:

- Use a tripod
- Try long exposures
- Experiment with light painting using a torch

It's easier than you think and looks fantastic.

### Don't Skip Editing

A quick edit can make a big difference:

- Adjust brightness and contrast
- Fix colour balance
- Remove small distractions

Think of it as the finishing touch.

### Plan Ahead

Take photos well before they are required. It takes time to find suitable locations, prepare the car and wait for ideal weather conditions. The results may not be as good as you had hoped so having sufficient time enables you to retake more photos if needed.

### Final Word

The best photos come from good light, a clean car and a bit of effort. Take your time, try different ideas, and don't be afraid to experiment. Think about it as if you are selling your car and you want the best possible result and price.

If you are not confident, ask a family member, friend, club member or colleague to assist.

You might be surprised just how good your shots can turn out.

*Editor: Thank you to Peter Thomas and Tim White and for the above article.*

# Chaotic Chinese E-Prix Brings Mixed Fortunes For Jaguar

Round 11 of the ABB FIA Formula E World Championship delivered high drama in Sanya, where Jaguar TCS Racing endured one of its most turbulent races of the season, yet still emerged with its championship campaign strengthened.

## Sanya ePrix (China): Round 11 (20 June)

Mitch Evans lined up third on the grid, with António Félix da Costa starting from 12th. Evans immediately showed front-running pace, clocking the fastest lap on lap two and positioning himself as a contender for the lead.

But the race took a sudden turn on lap 19 when contact between Evans and another driver triggered a yellow flag that rapidly escalated into a full race stoppage. Evans' car suffered heavy damage to the rear tyres and wishbone, leaving the Jaguar crew facing an immense repair challenge under strict time pressure. Despite their efforts, Evans was forced to rejoin from the pit lane a lap down and later retired.

Da Costa resumed the race in P10, with the team switching strategy to maximise his energy advantage. On the restart he delivered one of the standout drives of the season. Deploying Attack Mode with precision, he carved through the field and seized the race lead by lap 24, pulling out a gap of more than two seconds. Even after receiving



*From red-flag controversies to intense on-track battles, China delivered plenty of action and further shook up the championship picture. Mitch Evans (Jaguar), continues to lead the Formula E Drivers' championship.*

a controversial five-second penalty for contact, he continued to fight at the front, trading positions with the leading pack through successive phases of the race.

After 37 laps, Da Costa crossed the line in second place, but the post-race application of the penalty dropped him to fourth — a decision the team viewed with disappointment given the quality of his recovery drive.

Despite the setbacks, Jaguar TCS Racing extended its lead in the Teams'

World Championship to 30 points. Mitch Evans remains atop the Drivers' standings with 128 points, while Da Costa sits sixth on 92.

## What's Next

Jaguar Racing now turns its focus to the Shanghai E-Prix on 4–5 July, where Rounds 12 and 13 will continue the momentum of the 2025/26 campaign. ■

*Editor: Information for this story sourced from Formula E Website and Jaguar Racing.*

## Formula E Releases Landmark 2026-2027 Calendar

**Formula E released its 2026–27 calendar on 23 June, confirming a record 21-race season — the longest in championship history and the first of the new GEN4 era.**

The campaign opens with a nighttime double-header in Jeddah on 18–19 December before moving through an expanded Americas leg: Mexico City in January, inaugural races in Austin (6 February) and Miami (20 February), and São Paulo in March.

The championship then heads to Asia for the Sanya E-Prix, followed by a strengthened European run featuring double-headers in Berlin, Monaco and London — now hosted at Brands Hatch. June adds two more major events: the debut Zandvoort E-Prix and a new double-header in Madrid. The season concludes with an Asia-Pacific finale in Shanghai (10–11 July) and Tokyo (24–25 July).

Three new venues join the calendar — Circuit of the Americas, Circuit Zandvoort and Brands Hatch — while Madrid expands to a double-header.

## Technical Regulations

The new Formula E GEN4 car will be the largest, heaviest and most powerful car in the series history. It will deliver a maximum of 600kW (804bhp) of power, compared to Gen3's maximum of 350kW (470bhp). Its battery capacity will also be increased by 43%, with drivers now allowed to deploy a maximum of 55kWh throughout a race.

The all-wheel drive that was previously only active during the race start and the attack mode phases will now be active at all times, a first in FIA-sanctioned single-seater motorsport. The cars will also be fitted with an active differential, traction control and anti-lock braking systems.

The new car will also have two different aerodynamic configurations, a high-downforce package and a low-downforce package.

## New Formats

Double-header weekends now feature two distinct formats: E-Prix Unleashed, a 30-minute sprint with high-downforce aero and no pit stops, and the traditional E-Prix, a 45-minute race with a mandatory stop and low-downforce setup.

Introduced to showcase the full, unrestricted power of the GEN4 car, this new approach delivers a completely different, fast-paced racing style. The complementing formats will offer fans a highly entertaining mix of tactical, strategic racing and pure, high-speed performance drama across a single weekend.

*Editor: Information sourced from "Formula E Website" and "PRI" (Performance Racing Industry 2026).*



THE NEW JAGUAR

420



*1967 Jaguar promotional photograph that was also used in their official brochures.*

# Celebrating 60 Years of the Jaguar 420/Daimler Sovereign

The Jaguar 420 and its Daimler Sovereign equivalent were introduced at the October 1966 at the London Motor Show and produced for two years.

## Design

One can trace the history of the 420 all the way back to the 2.4 saloon. The Mark I led to the Mark II in 1959, with the 'S' Type arriving in 1963.

Despite clear styling differences, all shared the same wheelbase (2,727 mm - 107.5 in).

To clarify the differences that defined each model variant, the Mark II added a larger engine, wider rear track, larger rear window and restyled doors to the Mark I, while also standardising features that were previously optional.

The 'S' Type added independent rear suspension and a longer boot, twin fuel tanks and a re-styled front end to the Mark II. During production, the manual gearbox was upgraded, too.

To all these improvements, the 420 added some of its own - enough to warrant its own model designation.

In styling terms, the 420/Sovereign was essentially an 'S' Type with that car's curvaceous nose made much more linear, the better to match its rear styling (which was not altered).

Contouring around its four lamps was relatively subtle, with small peaks over each, and its flat frontage sloped forward slightly. The square grille with central divider matched that of the 420G.

The low-set fog lamps of the Mark 2 and 'S' Type were replaced by a pair of inner headlamps at the same level as the main lights. The inner lamps were lit on main beam only.

Dummy horn grilles were added below each inner headlamp to break up what would otherwise have been a large expanse of flat metal on either side of the radiator grille.

The tops of the front wheel arches were flattened to match the squarer lines of the nose. The slimline bumpers dispensed with the centre dip which had characterised the bumpers of the Mark 2 and S-Type. All this was done to improve the car's aesthetic balance compared with the 'S' Type and to create a family resemblance to the Mark X/420G.



*Evan Spartalis, 1968 Old English White Jaguar 420 (4.2 Litre)*

No attempt was made to give the 420/Sovereign the same front-hinged bonnet as the Mark X/420G and it retained a rear-hinged bonnet of similar dimensions to those of the 'S' Type.

## Interior

Changes to the 'S' Type's interior to create the 420/Sovereign were driven mainly by safety considerations, with the wood cappings on the doors and dashboard replaced with padded Rexine and a wooden garnish rail on the tops of the door linings.

The clock was relocated from the tachometer to the centre of the dashboard top rail, where it was powered by its own battery. The 'S' Type's pull-out map tray below the central instrument panel was not carried over although the 420 retained the same central console and under-dash parcel tray. The seats of the 420 were of slightly different proportions from the 'S' Type, although they appeared very similar.

## Engine

The 4.2-litre XK engine of the 420/Sovereign was fitted with the straight port cylinder head and 3/8-inch lift cams. Even with only two SU carburettors instead of three, the six still produced 245hp (182kW) in the 420 and was more powerful than any factory Mark II or 'S' Type and could easily deliver a 125mph (200km/h) top speed.

## Power Steering

A novel mechanical feature that the 420/Sovereign shared with the 420G was Marles Varamatic power steering, which was offered as an option on the 420 but was standard on the Sovereign.

Built by Adwest Engineering Co Ltd of Reading, England, it was a "cam and roller" system in which the non-constant pitch of the cam resulted in a variable steering ratio, with the lowest gearing being at the straight ahead, rising rapidly to either lock.

The rise in gearing (equivalent to a drop in ratio from 21.6:1 to 13:1) occurred almost entirely within the first half turn of the steering wheel from the straight-ahead position. The effect was to give very light and relaxed steering at the straight ahead, with quick reaction when cornering. There was no adjustment in the behaviour of the steering in reaction to road speed. A very few of the last 'S' Types were similarly equipped.

## Mechanical

Other mechanical refinements the 420/Sovereign had over the S-Type included:

- Replacement of the Borg Warner Type 35 automatic transmission with the stronger Model 8.
- Negative earthing (the S-Type was positive earth).

# Celebrating 60 Years of the Jaguar 420/Daimler Sovereign

- A more efficient cross-flow radiator in place of the S-Type's smaller vertical flow type.
- A dual-line hydraulic braking system replacing the S-Type's single line system.
- Twin 2-inch HD8 SU carburetors (cf. the S-Type's twin 1.75-inch HD6 SUs).
- Brake discs featuring a peripheral cast-iron anti-squeal ring.
- A Holset "Torquatrol" viscous coupled engine cooling fan.
- A pre-engaged starter instead of a Bendix pinion.
- An alternator rather than the S-Type's dynamo.

## Performance

A Motor (UK) road test in May 1967 reported that for a combination of speed, comfort and safety the 420 is as good as any in the world, regardless of cost.

A North American perspective was provided by Road & Track, whose December 1967 report concluded:

*Jaguar's big seller in the U.S. remains the E-type sports cars, but the 420 sedan offers just as unique a combination of qualities in its own field. For a reasonable basic price of \$5900, Jaguar offers brisk performance, outstanding braking, excellent handling and ride, quality finish, and luxury in*



*The seats of the 420 were of slightly different proportions from the 'S' Type, although they appeared very similar. Daimlers were fitted with higher grade leather seat centre sections.*

*abundance, all in an automobile that's easy to manoeuvre in today's maddening traffic.*

A road test by Wheels (Australia) in August 1967 enthused:

*While they can continue to build and sell cars as good as this, there is hope for the man who cares about his motoring.*

## Daimler Sovereign

Whereas the Daimler 2½-litre V8 released in 1962 differed from the Jaguar Mark 2 in having a genuine Daimler engine, only the Sovereign's badging and aspects of interior trim differentiated it from the 420.

The market perception of the two marques Daimler and Jaguar, which the material differences between them sought to foster, was that the Daimler represented luxury motoring for the discerning and more mature gentleman whereas the Jaguar was a sporting saloon aimed at a somewhat younger clientele.

In the Daimler model range, the Sovereign filled a gap between the 2½-litre V8 and the larger and more conservatively styled 4½-litre Majestic Major. Prices in the UK of the basic 420 and Sovereign, as quoted in the Motor magazine of October 1966 were:

- Manual o/d: Jaguar £1615, Daimler £1724
- Automatic: Jaguar £1678, Daimler £1787

In return for the ≈6.5 % difference in price, the Daimler purchaser obtained only a few substantive advantages but would have considered the cachet of the Daimler badge to be well worth the extra money; indeed, the Daimler name attracted buyers who disliked the Jaguar's racier image.



*The introduction of new safety legislation resulted in the traditional all wood cappings on the doors and dashboard being replaced by softer padded Rexine (artificial leather cloth).*

# Celebrating 60 Years of the Jaguar 420/Daimler Sovereign

In total, the Daimler differed from the Jaguar in having:

- A plastic insert on the rear number plate housing bearing the Daimler name. On the 420 the cast number plate housing bore the Jaguar name and, on the Sovereign, this remained beneath the plastic "Daimler" insert.
- Wheel trim centres, horn button, oil filler cap and seat belt clasps carrying the stylised D rather than the title Jaguar, a Jaguar's head ('growler') or no badging at all.
- Ribbed camshaft covers bearing the inscription 'Daimler' rather than the polished alloy covers on the Jaguar.
- All of the 420 extras as standard, including a heated rear window, overdrive on manual transmission cars and power assisted steering.
- A flying D mascot at the forward edge of the bonnet in place of the leaping cat Jaguar mascot ('leaper') above the radiator grille.
- Higher grade Vaumol ventilated leather seat centre sections.

- A fluted radiator grille with stylised D badge in place of the smooth crowned and Jaguar-badged grille.

- Arguably more carefully selected and matched walnut veneer trim.

- Better quality covers for the sun visors.

## Production

In 1967, its first full year of production, the 420/Sovereign easily outsold the other Jaguar saloon models still in production and at a cost of around £200 more than an 'S' Type, effectively ended buyer interest in that model.

Nevertheless, relatively few 420's were made in total due to the fact that the Coventry factory stopped making the Jaguar 420 in 1968, just over two years after production began and with just 10,236 produced. The Daimler Sovereign continued into 1969 and 5,824 were sold.

When the XJ6 was launched in October, 1968, it swept the 'S' Type and 420 aside and would go on to make its own mark in the Jaguar story.

## Summary

Amongst Jaguar's post-war models, the 420 is perhaps the least known. Obscure as it was, the 420 was an important model for Jaguar, serving as a "proof of concept" for the XJ6 that would arrive in 1968.

The almost immediate success of the XJ6 meant that the Jaguar 420 and its Daimler Sovereign equivalent were largely forgotten under appreciated.

However, with only 16,006 built and most poor-quality examples have gone to the recycler, excellent examples are now selling upwards of \$50,000 or more and outpacing the XJ6 that replaced it.

Although the Mk I, Mk II and S-Type are special cars, the fourth and final evolution of Jaguar's post-war compact saloon was clearly the best. ■

*Information for this story from various publications including "Jaguar World" and "Classic & Sports Car".*



Ronald & Ethne Baker, 1968 Sherwood Green Jaguar 420.

## Members Story: Andrew Costi (Mark II Vs 420)

I love cars; all cars regardless of their age, make, model, shape, colour, comfort or lack of it, size, luxury or austerity or indeed any criteria you would like to use when evaluating them.

For me, it's their differences, not their similarities that make them interesting. I've been collecting and playing with cars since I was 16 and have demolished, modified, restored and maintained anything from a 1923 Model T Ford tourer to a 2017 XE 20T Jaguar sedan.

Two of the most interesting cars that we have owned are the Mark 2 automatic and the 420 manual with overdrive, a very recent acquisition from Lou Guthry. While they are very different in many ways, I have enjoyed playing with them and driving them equally.

### Mark II Vs 420

The Mark 2 was a bitsa. It came with very little history and no heritage certificate. It began life as a 1964 with a 3.4 litre motor, 3 speed DG transmission and a standard 3.54:1 differential.

By the time I sold it, the 1964 body was still intact having gone through a full bare metal respray in Old English White (OEW). I don't know what happened to the original 3.4 motor, but a good 3.8



*Andrew & Milly Costi, 1967 Black 420 manual saloon*

from a Mark 9 made its way into the engine bay.

Similarly, I haven't a clue where the DG went, but an excellent Borg Warner Model 65 (BW65) was attached to the motor. The standard 3.54:1 diff went into another project to make room for a 3.54:1 limited slip diff (LSD). Everything else was a mess and underwent a full restoration.

Trim, wood, chrome, wiring loom, lights. The list goes on. When the "Armstrong Power Steering System" became heavier and heavier (not at all age related), an EZ Electric Power Steering (EZ EPS) kit was installed. What an amazing invention! Made parking in tight spaces so easy. The Mark 2 was a tight, fun car on the road and we enjoyed driving it on many club runs and family events.



# Members Story - Andrew Costi (Mark II Vs 420)



## Jaguar 420

The 420 is a totally different concept from the Mark 2. For a start it is, essentially, an original, numbers matching car with a heritage certificate and a full history of owners together with a comprehensive description of work done and by whom since its purchase in 1968.

I say “essentially original” because while the black duco, bumpers and running

gear are original, much of the chrome work has been re-done and all the trim and carpets were replaced in 2009/2010 by Tony Brett, owner number 4.

Tony says, “I decided to rebuild the interior in a style I felt Sir William would have liked had there been no requirement to meet a market price. The interior is all leather, including the dash, parcel tray, door cards, console as well as the tiny panel under the toggle switches”.

Owner number 3, Dennis Sapford, “sensitively” fitted an in-boot air conditioner that still works brilliantly.

We bought the 420 from Lou Guthry in May 2024. I was attracted to it because of its originality, history and particularly as it was a manual with overdrive. As the car was Lou’s personal car for a period of time, I was confident with the purchase and bought it “sight unseen”.

The 420 is an amazingly smooth, comfortable car on the road whether in city driving, through tight curves in the Adelaide Hills or during highway cruising in overdrive. Its longest trip since we bought it was the Compact Border Run to Mildura in September 2024. A thoroughly enjoyable driving experience.

**Andrew Costi**

*Editor: Thank you very much Andrew. Very interesting comparison.*



## Members Story - Peter Mühlhäusler (Daimler Sovereign )

Before deciding to buy my Daimler, my hobby car was a full-size 1962 Buick Electra 1225 (this stands for 225 inches long). Finding a parking space for this beast had become more difficult over the years and the car lacked certain safety features.

Having sold my Buick the plan was to downsize to a Rover 3500 P5B, which at least had a Buick engine. However, after many months searching I was unable to locate anything suitable and I widened my search. In June 2023 I found what I wanted, a fully restored Daimler Sovereign 1967.

Only 2,210 Daimler Sovereigns were produced in 1967 and, I understand, only a small proportion were manuals with overdrive. I am not sure how many of them are still in existence.



*Peters 1962 Buick Electra 1225*



# Members Story - Peter Mühlhäusler (Daimler Sovereign )

My Daimler (Engine No 7A309608 Chassis No1A30790DN) came with an extensive, but not complete, ownership and service record. It was first registered in Border Town (SA), but spent most of its life in NSW, before returning to SA.

The previous owner, Mr Kenneth Skinner of Galston/NSW bought the car for \$ 6.000 in 2014 and over 10 years had it fully restored professionally, both optically and mechanically, including a repaint, re-trim and a restoration of the 25 pieces of woodwork. I have the receipts and documentation (5 x A4 pages) of all the work that was done. It cost more than the purchase price of the car.

It has been said that keeping an old British luxury car is like having an elderly prima donna for a mistress and this certainly has been the case. On my first trip up the freeway from town to Stirling the Daimler suddenly stalled, which was a very scary experience. Turned out that the fuel filters were clogged up.

I had them fixed by Geoff Mockford. Geoff has been invaluable in helping me get my Daimler near perfect. The old prima donna's reluctance to start was fixed by new fuel pumps and changes to the choke.

Safety was improved by fitting badly needed external mirrors and warning lights as well as new front seatbelts. As the door locks were rather temperamental, I had an immobilizer fitted, just in case.



*Peter & Jackie Muhlhausler, 1967 Daimler Sovereign Manual Saloon.*

I drive my Daimler about once every two weeks but I have not been running it as much as I would like to as I am still in the workforce at the tender age of 79.

For those interested, apart from other academic duties, I am pretty busy working on the revival of South Australia's Aboriginal languages with the Mobile Language Team of Adelaide University and the revival of the language and culture of the descendants of the

mutineers of the Bounty on Norfolk Island.

As I am writing this, I am getting ready for another working trip to Norfolk. They say: Old professors never die-they just lose their faculties. But when I return, I hope to take my Daimler for a long trip.

**Peter Mühlhäusler**

*Editor: Great story. Thank you very much Peter.*



# Jaguar FT Bertone 420 Coupe

By the mid-1960s, Jaguar's design language remained firmly under the influence of Sir William Lyons, whose preference for curvaceous, organic forms defined the marque's identity. Yet across Europe, Italian coachbuilders were reinterpreting British cars through their own stylistic lens. One of the most intriguing results was the **Jaguar FT Coupé** — a sleek, Bertone-bodied grand tourer that recast the Jaguar 420 saloon with unmistakable Italian flair.

The FT Coupé was conceived by Ferruccio Tarchini, Jaguar's importer for Northern Italy. Wanting a more contemporary and stylish offering for his clientele, Tarchini commissioned Carrozzeria Bertone to create a bespoke coupé. The project landed on the desk of a young **Marcello Gandini**, newly arrived at Bertone after Giorgetto Giugiaro's departure for Ghia.

Gandini approached the assignment with the freshness that would later define his work on the **Lamborghini Miura** and, decades later, the **Citroën BX**. When the FT Coupé debuted at the **1966 Geneva Motor Show**, it stood as a striking departure from Jaguar's traditional design efforts to that point.

Mechanically, the FT Coupé remained faithful to the Jaguar 420, retaining its 4.2-litre inline-six and four-speed manual gearbox. The bodywork, however, was entirely new. A slim grille and quad headlamps nodded to Jaguar's identity but were executed with Italian restraint. Clean lines and a tall greenhouse gave the side profile a sense of modernity and spaciousness — any resemblance to Frua's S-type interpretations was purely coincidental. The rear was particularly distinctive: a high tail with subtle curves that hinted at Gandini's future work and



*In March 1966, the FT Bertone 420 Coupe was finished and its presentation in Geneva was undertaken by Sir William Lyons himself, accompanied by Tarchini.*

foreshadowed elements later seen in the 1971 Fiat 130 Coupé.

Inside, the FT Coupé blended British craftsmanship with Italian sensibility. Traditional Jaguar cues — Smiths instruments, wood veneer — sat within a more streamlined, modern layout.

The steering wheel carried an FT logo, quietly asserting the car's new identity. Practicality was part of the brief: the cabin seated five, and features such as electric windows and air conditioning underscored Tarchini's vision of a luxurious yet usable grand tourer.

**Only two examples were built.**

**The first**, served as the Geneva show car. At that time, visitors could admire it in a breathtaking Gray glitter paint, it was not a classic metallic, the paint had a rather marble structure.

The interior of the presented car was in breathtaking and the best Red leather.

The car subsequently received dark blue repaint and an interior in beige leather in combination with accessories in light wood at Tarchini's wishes.

**The second car** was assembled from a complete knocked-down Jaguar 420 kit, and was sold to a Spanish aristocrat and later rediscovered in a Jaguar dealership after two decades in storage. Restored in 2015, it retained its original metallic green paint and black leather interior.

Despite the fact that only two cars were built, the FT Coupé left a meaningful imprint within Bertone.

**Jaguar, however, never embraced Gandini's styling.** Sir William Lyons' iron grip over the company's design direction meant external proposals — no matter how compelling — were unlikely to gain traction. As a result, the FT Coupé became an evolutionary dead end for Jaguar, a fascinating glimpse of an alternate design path the company chose not to follow.

Today, the FT Coupé is celebrated among enthusiasts and collectors as a rare and beautiful artefact of 1960s automotive design. Its blend of British engineering and Italian style continues to spark lively discussion, standing as one of Jaguar's most intriguing "might-have-beens." ■

*Editor: Information for this story sourced from "Jaguar Club Czech Republic".*



*The original FT Coupé show car, chassis 1B 78923 DN. It was sold by Bonhams, Oxford, on 7 June 2014 for €59,800 (Au \$99,200).*

# Interested in Buying a Jaguar/Daimler 420?

The following is a collection of Jaguar 420 & Daimler Sovereigns that were for sale during June 2026. The adverts are provided for information only, are not endorsed by our club, and the cars may no longer be available for sale.



1968 420 compact 4-speed manual O/D. Loads of receipts and documented service history. 50,000 km. (NSW). **For sale-\$23,000**



1967 420 compact auto. Immaculate condition inside & out. Extensive work. 87,911km. (NSW). **For sale-\$45,000.**



1968 420 4-speed manual O/D. Extensive work documented by a large folder of invoices. 3,510 miles (SA). **For sale - \$54,900**



1967 420 4-speed manual O/D. Full restoration in 2012. Excellent condition. 30,000 km. (NSW). **For sale-\$42,001**



1968 Daimler Sovereign. Highly original & beautifully maintained. Ex wedding car. 76,000 miles (WA). **For sale - \$49,990**



1967 420 4-speed auto. Excellent condition with air conditioning. 69,500 miles. (Greece). **For sale - €23,800 (Au\$40,000)**

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

## *English rally driver Bobby Parkes died on the 15 July 2009.*

When Ian Appleyard stepped back from competition, it was George “Bobby” Parkes who emerged as Britain’s most consistent performer on the international rally scene. Beginning his career in 1953, he competed extensively across the UK and Europe, campaigning a succession of Jaguars including an XK120, XK140, a 3.4-litre saloon (OKY 450) and later a 3.8 Mark II (SCH 506).

In OKY 450, he entered the 1959 Monte Carlo Rally, earning the Coupe de l’Automobile de Monte Carlo, presented to him by Princess Grace of Monaco, and leading the Jaguar team to victory. The following year he added an Alpine Cup on the 1960 Coupe des Alpes, one of more than 200 awards he accumulated over a long and distinguished career.

Born in 1924, Bobby Parkes was a highly skilful and successful rally driver, and although not as widely recognised as some of Jaguar’s more famous

competition triumphs, his achievements remain an important part of Jaguar’s racing pedigree. He passed away at the age of 85. ■



*Bobby Parkes in his 3.4 litre Mark I during the 1959 Alpine Rally.*



## *Jaguar XJ12 fire tender attends July 1975 British GP.*

Despite a dramatic hailstorm in the closing laps of the 1975 Formula 1 Grand Prix—which sent Scheckter, Hunt and Donohue aquaplaning out of contention—the modified XJ12 fire tender was never called upon for its intended duty.

Had it been needed, however, it was more than capable. The rear seats had been removed to accommodate a 200-litre water tank, with twin 20-metre hoses coiled in the footwells, and the boot packed with cutting equipment and extinguishers.

Jaguar-based fire tenders have been a familiar sight at Silverstone ever since, with later service vehicles including the XJ40, X300 XJR, S-Type R and XE. ■

## *XJ-S wins the Spa 24 Hours in the wet — 28–29 July 1984*

As the most prestigious event on the European Touring Car Championship calendar, the Spa 24 Hours was the race Jaguar wanted above all others—especially after double retirements in both 1982 and 1983. Yet by mid-1984 the big green XJ-S had become the benchmark, having won six of the first eight ETCC rounds.

Even so, Tom Walkinshaw’s pole position was no guarantee of an easy run, with a huge and fiercely competitive field that included 18 BMW 635 CSis, seven Alfa Romeo GTV6s, four Rover Vitesses and just two Jaguars.

Soon after the start the weather deteriorated, catching out several drivers. One of the casualties was the second Jaguar, which skidded off and suffered damage too severe for immediate repair. That left Walkinshaw and his remaining XJ-S to shoulder the challenge alone. Through the night and into the rain-soaked morning, the car’s pace and durability told. By the closing stages the two chasing BMWs were three laps adrift, allowing the Jaguar to ease its way to the chequered flag.

It was Jaguar’s first victory in a 24-hour race since Le Mans in 1957, and its significance was not lost on the team. The success of the ETCC programme helped pave the way for Jaguar’s return to top-level endurance racing—and just four years later, the next 24-hour triumph would indeed come at Le Mans. ■



*Tom Walkinshaw/Win Percy/Hans Heyer on their winning way*

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

***On July 4th 1947, Ian Appleyard and co-driver Peter Musgrave left for the start of the Alpine Rally driving an SS100.***

Although known for his huge rally success driving XK120 (NUB 120) in the 1950s, Ian's first attempt in the Alpine Rally commenced several years earlier.

Appleyard bought a stone-coloured 1938 3.5 litre SS100 (EXT207) in early 1947, and despite the cars age and him having no competition experience, he decided to tackle that year's Alpine Rally.

From Basel in Switzerland to Marseilles, the journey to the French coast was not an easy task on daunting alpine passes that had been washed away by torrential rain, leaving rough roads strewn with large boulders.

On their way to the finish line at Cannes the car reached 100mph during speed

tests and at one stage a tyre exploded causing the car to skid wildly and crash into a ditch. They came home third in their class, a creditable result considering it was Appleyard's debut.

Ian returned the following year in another SS100 (LWN100), and that time he won his class. It was early proof of what the Yorkshireman was capable of achieving. ■



*Famous Jaguar rally driver Ian Appleyard commenced his career in an SS100*

***XJ13 made its public debut 14 July 1973.***

By 1973, Jaguar's motorsport glories were long behind it. When the mid-engined XJ13 had been developed in the mid-Sixties, it had been done in secret.

Despite racing driver David Hobbs once reaching 175mph, the project was canned in 1967 due to how long it had taken to be developed. "By that time, it was two years out of date", said Jaguar's

then managing director, Lofty England, years later. -

The car should have made its public debut as part of a 1971 publicity film shot at MIRA for the new E-Type Series 3 but an accident all but destroyed the car.

The car was spotted under a tarpaulin by Ted Loades from Abbey Panels, the Coventry coach-builder which had originally been responsible for shaping the car's aluminium body. Loades made Lofty England an offer.

When the XJ13 was finished in mid-1973, there was only one place suitably grand enough for the racer to make its official public debut: the British Grand Prix at Silverstone on July 14. With the car allowed to do some demonstration laps before the race itself, Lofty himself was behind the wheel. ■



*Lofty England taking the XJ13 for demonstration laps at Silverstone, 14 July 1973*

***The XK60 was unveiled at London Motor Show on the 23rd July 2008, 60 years after the debut of the XK120.***

The XK60 was a special version of the XK (X150) for the UK market and built specifically to commemorate the 60th anniversary of the XK120.

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



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

*Production of the Series 1 XJ12 began in July 1972.*

Introducing a subtly revised grille and Jaguar’s now-famous 5.3-litre V12 engine, matched to the Borg-Warner Model 12 automatic transmission. At its launch, the XJ12 stood alone as the world’s only mass-produced 12-cylinder, four-door saloon, and with a top speed in the region of 225 km/h (140 mph), it earned the distinction of being the fastest genuine four-seater available.

Jaguar also released a Daimler counterpart—the Daimler Double-Six—reviving a prestigious nameplate from the 1920s. In total, 3,228 Series 1 XJ12s were produced, along with 885 Series 1 Daimler Double-Six models. ■



*July 1972 saw commencement of the 5.3 litre XJ12 and Daimler Double Six*



*This Carnival Red 3.2 litre Sports was the last X300 to roll off the line (July 1997)*

*The very last XJ X300 was built on this day, July 2nd 1997.*

Although only produced for a few years, the XJ X300, together with its AJ16 and 6.0 litre V12 engines, have since become one of the most respected cars in Jaguar’s history.

The X300 series represented the result of a £200 million facilities renewal program by Ford. The program introduced state-of-the-art automated body welding robots, and was intended to show the future direction of the British auto industry.

The X300 went on to become one of Jaguar’s most successful models with over 90,000 built. ■

*Friday, 1 July 2005 is etched into Jaguar history as the day the last car ever built at Browns Lane eased off the assembly line.*

For more than half a century — from 1951 to 1998 — this factory had been the beating heart of Jaguar production, and it was here that every generation of the XJ had been crafted since 1968. When the line finally fell silent, it marked the end of an era.

It was only fitting, then, that the final car was an XJ — and not just any XJ, but the most lavish expression of the X350 platform. The long-wheelbase, supercharged Super V8 Portfolio wore a one-off pearlescent Black Cherry finish, complemented by a polished mesh grille, 20-inch alloys, and a cabin trimmed in rich Chestnut leather with matching lambswool over-mats. Even the dashboard was unique, adorned with

hand-finished matt ‘Conker’ wood used exclusively on this car.

That July afternoon, the car — XJ05 JAG — was formally presented by CEO Joe Greenwell to the Jaguar Daimler Heritage Trust. Though destined for a

life as a museum exhibit, it has been lovingly maintained in roadworthy condition by Jaguar’s devoted staff and volunteers, who continue to ensure that Browns Lane’s final masterpiece still breathes. ■



*The last Jaguar ever built at Browns Lane, July 2005*

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



*On 9 July 2009, the new XJ 351 was unveiled.*

*On 9 July 2009, the new XJ 351 was launched.*

It was unveiled at the Saatchi Gallery in London, with Jay Leno and Elle Macpherson unveiling the new car. The event was broadcast live on the Jaguar website. The US model was unveiled later at the 2009 Pebble Beach Concours d'Elegance.

The XJ 351 was designed by a team led by design director Ian Callum. The most radical XJ in history has also turned out to be one of the best with storming performance, surprising agility and exceptional comfort and quality.

Although more than 120,000 X351's were built, limited numbers came to Australia. Of those imports, most were diesel powered 3.0 litre V6 XJ's. V8 engined cars are rare. Jaguar discontinued the XJ X351 in **July 2019** to make way for the new (proposed) flagship electric XJ. ■

*The E-Pace was officially launched on 13 July 2017.*

Jaguar unveiled the E-Pace during a high-profile event at Earls Court, London. Although early design and concept work surfaced around 2014, the production programme required extensive development—covering platform adaptation, engineering integration, and manufacturing coordination—which pushed the on-sale date back by almost three years.

Production was undertaken by Magna Steyr in Graz, Austria, with additional manufacturing commencing in 2018 at Chery Jaguar Land Rover in Changshu, China, to support global demand.

After a seven-year run, the E-Pace was discontinued in late 2024 as Jaguar transitioned toward its new all-electric product strategy. ■



*Actress Sienna Miller at the official launch of the E-Pace in 2017.*



*The very last XK (X150) was handed to the Jaguar Daimler Heritage Trust*

*The final Jaguar XK (X150) left the Castle Bromwich line on this day, 24 July 2014.*

Jaguar's second-generation XK made its debut at the 2005 Frankfurt Motor Show, retaining the 4.2-litre V8 of its predecessor but wrapped in an entirely new, all-aluminium body. The convertible followed in 2006, completing a model line that marked a major design and engineering step forward for the brand.

Styled by Ian Callum, the X150 blended modern proportions with subtle cues from Jaguar's sporting heritage. In 2007 the range expanded with the XKR, powered by a supercharged version of the V8. A significant facelift arrived in 2009, introducing the new 5.0-litre V8, and a second, more restrained update followed in 2011. Jaguar capped the line with the high-performance XKR-S in 2012.

July 2014 with no direct successor—bringing to a close one of Jaguar's most elegant Grand Tourers of the modern era. ■

# European Sojourn & Musee Automobile Reims-Champagne

By Peter and Tricia Clarke

On a visit to Europe where Tricia and I did several river cruises covering Germany, Netherlands and France, we decided to spend the last week in the Champagne province, one hour by fast train east of Paris. We stayed in a hotel in Reims overlooking a plaza and the Notre-Dame Cathedral, larger than THE one in Paris and where the "sacre" of all the kings took place from 1223 to 1825 and back to 816 in the previous Cathedral.



*Notre-Dame Reims at twilight viewed from our hotel room.*

We visited numerous Champagne Houses in Reims and Epernay and did several tours including the underground cellars which cover over 25 kilometres in some of the Houses and of course drank copious amounts of the bubbles. Tricia insisted that we had to visit the main auto museum. Yes, it was her idea, I thought I would have trouble convincing her.

The museum had over 200 vehicles dating back to 1903, bikes, motorcycles, pedal toy cars and model cars. Most of course were French with France playing a significant role in the evolution of the motor vehicle in the early 20th century. There were manufacturers which still exist today but many now consigned to history along with thousands of others worldwide.



*The earliest vehicle currently on display was a Lacroix de Laville from 1903, a single cylinder 3 wheeler with a hair-raising top speed of 32 k/hr.*

Familiar marques such as Renault, Citroen and Peugeot were numerous and included a Simca Aronde which was produced locally by Chrysler at the factory in Keswick which I remember visiting on a school excursion in 1964. Chrysler also assembled the Dodge Phoenix there but the Valiant was built in the new factory at Tonsley by then, using engines imported from America before the engine factory was established in Lonsdale.



*1960 Simca P60 Aronde*



*Two-stroke Trabant*

# European Sojourn & Musee Automobile Reims-Champagne

There were also a few other European and American cars from the 20th century including the 2 stroke Trabant, the peoples' car in the former East Germany. The average worker there had to wait years to purchase one - a feature was the lack of an external fuel flap and with no fuel gauge the owner had to use a dipstick! These smellie vehicles with bodies made from cotton waste and resin were an undesirable consequence of the unification of Germany.



*A line-up of micro cars, once popular in Europe and even today where the city streets are impractical for regular sized vehicles.*



Photo taken in Amsterdam where the bike rules supreme and cars are not the most efficient means of transport for travel within the old city. Pedestrians risk their lives at designated crossings which apparently are only a "suggestion". The micro EV's are a common sight with chargers in the street. They have the advantage that they can be parked nose to curb with 2 to a regular slot.



*The bike, scooter and motorbike collection is an interesting display of the evolution of 2 wheeled transport.*



*Thousands of model cars but we had to hunt to locate any Jaguars.*



# European Sojourn & Musee Automobile Reims-Champagne



1905 Rochet-Schneider with a 6300cc 4-cylinder engine. Top speed 68 km/hr



1908 FN in the foreground and 1908 2-cylinder Renault 1060cc. Top speed 49km/hr



1908 D. F. P. Single cylinder, top speed 45km/hr. 1908 Scar on the right



1914 Renault EK 2-cylinder 1.2 litre Top speed 35km/hr



1908 Scar 2500cc, top speed 80km/hr



1936 Panhard et Levassor Dynamic 2516cc, top speed 135km/hr

# European Sojourn & Musee Automobile Reims-Champagne



1958 Peugeot Radovitch 403 1468cc Top speed 135km/hr



1966 Citroën Ami6 2-cylinder 602cc A contrast with the futuristic DS saloon of 1955!



# European Sojourn & Musee Automobile Reims-Champagne



# European Sojourn & Musee Automobile Reims-Champagne



# 9 Questions About Motor Oil Answered By a Mobil 1 Expert

In a recent episode of the *Never Stop Driving* podcast, Larry Webster chatted with Cliff Salvesen, Mobil 1's Motorsports Technical Advisor. The two discussed everything you've ever wanted to know about the slippery stuff.

## 1. Every 5,000 kilometres?

**Do I really have to change my oil every 5,000 km?**

I'd say it used to be true. I'm going to use the classic engineer's cop out, though, and say, "It depends."

Oil sump size varies from around 7 litres for say a Mark II Jaguar, to around 11 litres for a 6.0 litre V12.

More oil means there's a longer service interval before that oil starts to degrade. I would say on a newer car with a larger sump, you can absolutely go further. If you're running a real high-quality synthetic, you can certainly go 8,000 kms.

## 2. Why do I need to change my oil at all?

**Oil sits on a shelf forever in a plastic container, but then you put it in a car, and suddenly it's dead in a year or some thousands of miles. Why?**

A couple of things are going on here. Over time, your additives get used up. Not the base oil, the slippery part, but you've got detergents, friction modifiers—all of these small molecules that are doing a certain job within the oil and your engine—and as those get used up, you want to replenish them.

You're also getting some foreign contaminants in the oil over time. It's not



just metal. If you look at used oil reports, you'll see some copper and iron buildup, and you'll also get fuel dilution. You get exhaust gas by products either making their way past the rings or coming through the crank case ventilation system, and those foreign contaminants can react with water that you just get in your oil from condensation. Those ingredients come together to form acids. Those acids age the oil, and they can also start to break down seals, bearings, or anything else in the bottom of your oil. So, by changing it once a year, whether you're putting the miles on or not, you're flushing those foreign contaminants out.

## 3. What is oil?

**What exactly is in oil? You pump this stuff out of the ground, and then it goes through some process, and then when we pour in our engines, right?**

I work for Mobil 1 on what we would say is the downstream side. The upstream side is pumping it up out of the ground. We also have a midstream side, which would be refining and turning that crude oil into components and parts that you can actually use.

So, we take those components that come out of the refineries and turn them into fully finished oil, gasoline, diesel, and some of the lighter end products with uses in manufacturing and pharmaceuticals.

First, at a refinery, you basically boil the crude oil to get to other products. You heat it up, and you have a distillation column—those really tall stacks that you see at a refinery. As you heat the crude, you have valves and piping that pull components out at various levels. Down at the base, you're going to have things like heating oils. In the middle, you're going to have gasoline, jet fuel, and kerosene. Then, as you get higher, you'll get some of the solvents or some of the more expensive chemicals in smaller quantities.

**Okay, so in the middle somewhere are different grades of motor oil. Then you take that and we just put it in the car, right?**

No, that's the base oil. I always like to use the example, making a fully formulated oil is kind of building your own vehicle. The base oil is 85% of what goes in the bottle, so that's like the chassis that everything else bolts to. If you were disassembling a car and you take the engine out and take the suspension off, and everything else off, you're just left with a structure. That's like the base



# 9 Questions About Motor Oil Answered By a Mobil 1 Expert

oil and then everything else, including detergents and viscous modifiers, that's what we're "bolting" in.

Those viscous modifiers are what take you from having just like a straight 30-weight oil to a 5W-30, or a 10W-30, or a 0W-40. A higher number means it flows slower than a lower number. If you have a zero-weight oil that's going to pour very easily. If you have a 90-weight oil that's going to pour much thicker.

## 4. What else is in my oil?

**What are detergents? I've heard about those. I'm picturing those commercials with the little scrubbing bubbles.**

Haha, exactly. Detergents clean the previous oil. If you buy a car with 100,000 miles on the odometer, and the person was using a very low-quality oil, you might have some sludge, varnish, or carbon buildup. The detergents can help break that up and clean all of that junk out of your engine.

## 5. How do I know this oil is good oil?

**What is high-quality oil? You go to Autozone, stand in front of the oil wall, and it all looks the same. What are the things that will signal to people that an oil is high quality?**

The biggest giveaway is going to be if it says "synthetic" on the container.

Synthetic means it is a lab-made molecule. It's coming from natural sources, but the difference between a synthetic and a natural oil is that a natural oil is going to kind of average out to like a 30-weight. Picture a bunch of balls in a room or in a ball pit, and you've got small little bouncy balls, you've got basketballs, you've got everything in between. These balls will have an average size, but they're all varying in individual size. This is natural oil. With synthetic, you're basically synthetically chopping or cutting those molecules to make sure that everything is much closer to the same size. All the balls in the pit are closer to the same size.

In the grand scheme of maintenance on a car, when you look at battery prices or tire cost, a synthetic oil is very, very cheap protection for what you're spending. The synthetic option might be an extra five or ten dollars, but I think it's well worth the protection.

## 6. What are those numbers on the bottle?

**Back to the oil aisle in a store. You're standing at the rack and see all these numbers. 10W this or that. What are those?**

We touched on it briefly, so let's use the example 10W 30. The W doesn't mean "weight." It means "winter." That number is saying this is a 10-weight winter oil, and it's a 30-weight regular oil. So, if you look in the owner's manual and that's what it tells you to call for, you look at your oil shelf, you say there's a 10W-30, I'm good to go.

The one thing that's changed with a lot of the older cars from the Fifties or Sixties—old enough to have just straight weight oil recommendations—is that they had different metallurgies and different valve train technology. That's where a lot of people ask about zinc and phosphorus additives (ZDDP).

## 7. What about Zinc?

**I've heard as a rule of thumb that anything built before like 1985, you should be cognizant of the zinc percentage parts per million in the oil you use. Is that true? Why?**

Let's take General Motors, for example. I think it was 1987 when they went to the roller cams. Basically, if you have those older technology engines (pre-1980s), you probably want to use a higher ZDDP oil. That's a case though, where I would search it online, and I would make sure I'm getting the information off of the manufacturer's website.

(Zinc Dialkyldithiophosphate, for long) is an anti-wear additive. It's not the only anti-wear additive out there. We make some oils these days that have zero zinc in them and test them on pushrod V-8

engines and have pretty good results. ZDDP has been around forever. It's well known. It's relatively cheap. It works really well.

Basically, you're looking for an anti-wear component. Those are what we would call a polar molecule. So, they're going to attach to the metal surfaces in your engine and that acts as almost like a sacrificial wear layer where if you get momentary metal to metal contact on your engine bearings, on your piston skirts, or wherever else, the hope is it scrapes away the layer of anti-wear rather than actually damaging your engine or causing any issues. And in a case where you have a flat tappet camshaft with no rollers, you're having kind of that sliding friction without a whole lot of friction reduction.

## 8. What is classic car motor oil?

**I see the term "classic car" thrown around a lot in motor oil. Would that have that zinc in there, or is that something else entirely?**

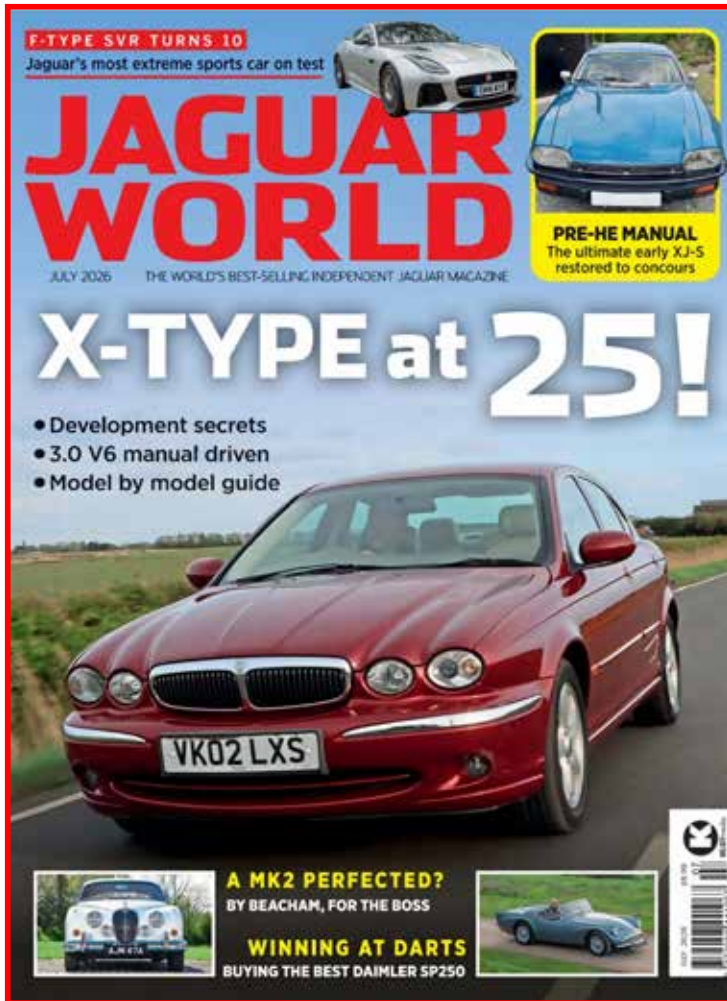
Typically, yes. We introduced classic car oil that says "high zinc" on the bottle, and that comes in a 10W-30, which is probably a little closer to what those cars would've taken for the street back in the day. This Mobil 1 oil is going to have higher anti-wear for those older engines. It's going to have a slight additive pack change for cars that sit for a long period of time.

## 9. Where can people learn more?

Check out our website. [Welcome to Mobil™](#).

END





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

- ◇ **X-TYPE at 25:** Launching a smaller Jaguar at the dawn of the 21st century made sense. But what held back the X-TYPE from achieving greater success – and on its silver jubilee, is it time to view it as an emerging classic?
- ◇ **X300 Vs X308:** The X300 was ultimately a stopgap; a facelift waiting for a new engine. The X308 gave it that engine – but did it make it a better car?
- ◇ **Beacham Mark II:** Restored and subtly upgraded in the early Nineties by a well-known New Zealand based-specialist together with a recent recommission by another closer to home has left this 1963 Mk2 3.8 in a beautiful yet usable condition.
- ◇ **F-Pace SVR at 10:** Arriving a decade ago, the F-Type SVR was the fastest, hardest and most performance-orientated Jaguar since the XJ220. To mark the tenth anniversary of this monumental machine, they take a look at its development before trying a rare example.
- ◇ **XJ-S Manual:** Despite being advertised as in good condition, this 1978 XJ-S was rotten in several areas. The reason it was saved was largely due to it being a rare manual. Now a glowing example, they talk to the man responsible for bringing the car back to life.
- ◇ **Workshop:** They visit a specialist to find out how to restore the engine bay of an XJ X350.
- ◇ **Buying Guide – Daimler SP250:** A comprehensive buying guide to Daimler's V8-powered sports car. Unveiled at the New York Motor Show in 1959 and initially known as the Dart, it was changed to SP250. Under Jaguar's ownership, a series of improvements were made to the SP250, which are now known as A-, B- and C-spec.

## Finishing Lines: Jaguar Takes Fourth Le Mans Victory - June 1956

As Jaguar's fourth victory of the 24 Hours of Le Mans and the D-type's second, the company's 1956 success at this famed race is often overlooked.

And yet not only did Jaguar's dominance consolidate the company's place as the producer of one of the fastest sports racing cars in the world, but the victory also reinforced that the 1955 result was not solely due to Mercedes-Benz withdrawing after the horrific accident that claimed the lives of 84 spectators as well as French driver Pierre Levegh.

Five D-types were entered in 1956; three by Jaguar itself plus one by the Scottish independent team Ecurie Ecosse, and another by the Équipe Nationale Belge outfit. Even against stiff opposition consisting of several Aston Martins and Ferraris, the Browns Lane-entered cars were clearly the ones to beat.

Following a minute's silence to observe the victims of the 1955 crash, the race started in a light drizzle making the track greasy.

The Ecurie Ecosse Jaguar won a full lap ahead of Collins and Moss, while the Belgian entry finished a solid fourth.

The 1956 race is often remembered less for drama and more for its tone — fast,

competitive, but shaped by the shadow of 1955 and a growing awareness of the need for safer motorsport organisation. ■



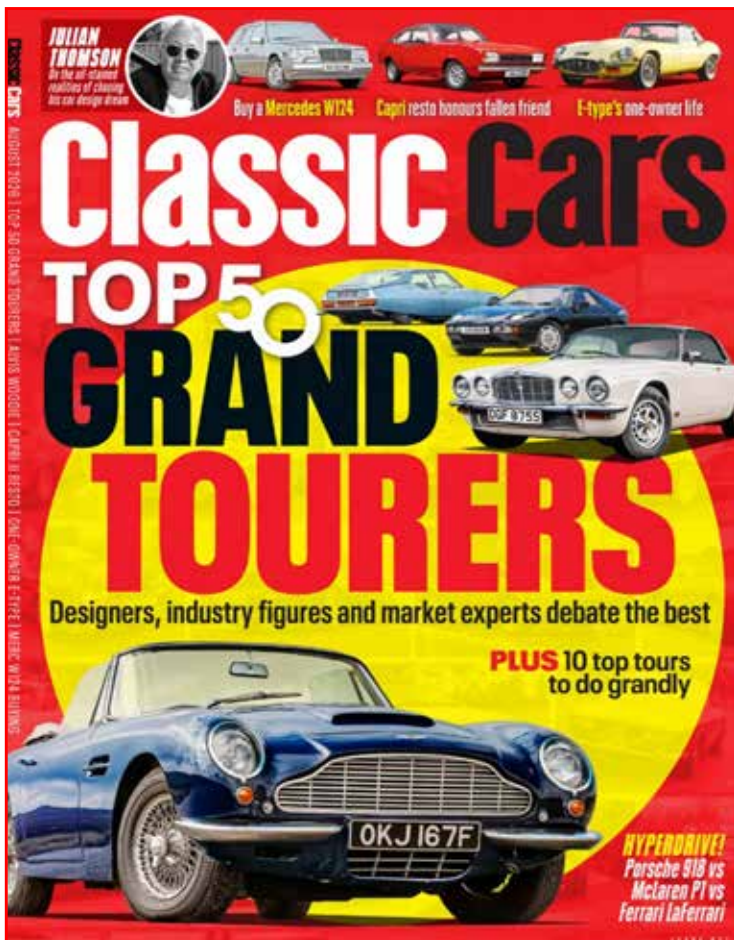


The July 2026 edition of Classics World includes the following feature stories: -

Seven page story about a fully restored Mark II Jaguar that is used to give VIP laps of the racetrack track between events at the Goodwood Revival. They detail the cars long history that has been upgraded along with a lengthy list of extras.



Article highlighting future classics that can now be bought for less than Au\$20,000. Includes XK8 and XKR and XJ6 all the way from a Series 1 to the X350, as well as the modern S-Type's, XE & XF. ■



The July 2026 edition of Classic Cars includes the following feature stories: -

- ◇ **Julian Thomson Automotive Designer:** A story about Julian Thomson who joined Jaguar in 1999 and was elevated to Director of Design for Jaguar in July 2019 when Ian Callum left to start his own design company. The two had worked together at Jaguar for almost two decades. According to his official Jaguar biography, Thomson was instrumental in delivering renaissance in design, which included the XK and XJ as well as the F-Type, XE and XF through to the E-Pace, F-Pace and I-Pace. Julian left his position at Jaguar in 2021 and is now heading up General Motors' European advanced design studio.
- ◇ **One owner Series 3 E-Type.** A seven page life story about an E-Type that survived early life on building sites followed by storm damage to become a prolific show winner - with one owner for its entire 54-year life.
- ◇ **First Time Drive in a Jaguar.** At *The Great British Car Journey* in Derbyshire, visitors can do more than admire the exhibits — they can drive them. One recent guest seized the chance to fulfil a promise he'd made to himself at the age of five: to one day drive a Jaguar. His choice was the Daimler V8 X308, a car whose elegance and quiet authority had captivated him since childhood. For twenty unhurried minutes he enjoyed the grace and refinement that define the marque. A childhood wish had come true.
- ◇ **Top 50 Grand Tourers:** They name the 50 greatest GTs from the 50s to the 80s. They not-surprisingly include the Mark II, E-Type Series 1, XJ-S, XJ12C and the XJ12 (XJ81). ■

## JDCSA Classified Adverts (1/2)

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

### FOR SALE: 1966 DAIMLER 2.5L V8 SALOON

- ◇ Imported to Australia and first registered in 1967.
- ◇ Opulent Silver Blue. Travelled 61,116 miles since new.
- ◇ Original engine & running gear. Engine starts and runs.
- ◇ Vehicle not registered or ready for street running.
- ◇ Maintenance manuals, detailed parts listing and other paperwork provided with vehicle.
- ◇ Owned by current owner for 12 years before which it had been off the road since 1992 in dry storage.

◇ During my ownership, restoration work has been undertaken on the electrical system, engine bay, brakes and exhaust.

◇ New tyres with inner tubes. New parts on hand for heater repairs and sundry items.

**PRICE: \$11,500 (Negotiable)**

**Please contact John – 0418 826 243**



### FOR SALE: 1958 Jaguar Mk1- Unfinished Project

- ◇ 2.4 Litre manual with overdrive
- ◇ Complete vehicle. (Will Not Part Out)
- ◇ Mostly disassembled, all parts available. Has some rust.
- ◇ Ideal for a dedicated restorer looking for a total blank canvas project.
- ◇ Location: Athelstone. (Pickup only).

**PRICE REDUCED: \$3,500 (ONO)**

**Please Contact Brian at 0414 373 441**



## JDCSA Classified Adverts (2/2)

### FOR SALE MARK VII

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

**Asking \$6,000 for every thing (ONO).**

**Please contact John Lueders - 0405 605 566  
Email. [jhlueders52@gmail.com](mailto:jhlueders52@gmail.com)**



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

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

**PRICE: \$118,000 (ONO)**

**Please Contact Mark Maxwell: 0418 821 881 or  
[mark@maxwellwines.com.au](mailto:mark@maxwellwines.com.au)**



# Australia : Burns & Co Auction Results (June)

Burns & Co Muscle, Classic & Collectable car auction results. Buyers premium not incl. (Provided for information only).



VIC

1954 MK VII Saloon Auto. One owner for 42 years. Older restoration. 45,797 miles. (VIC). Sold \$22,250



VIC

1977 XJ6 4.2 Litre Series 2 Auto. Classic red Jaguar in excellent condition. 57,081 Km (VIC). Sold \$8,000



VIC

1970 420G Sedan Auto. Early detailed body, interior & mechanical restoration. 24,759 miles. (Vic). Sold \$23,000



VIC

1985 XJ6 Series 3 4.2 Litre Sovereign Auto. All round a very good usable example. 207,499 Km.. (Vic). Sold \$6,750



VIC

1924 Garford Fire Truck Model W manual. Retired and lovingly kept in collectors hands. (VIC). Sold \$42,000



VIC

1929 Desoto Six 2 Door Manual. Long term owner lovingly maintained and serviced. (VIC). Sold \$18,500

# USA: Barrett-Jackson: Columbus Auction Results

Barrett-Jackson 2026 Columbus Collector Cars and Automobilia (memorabilia) Auction was held at Ohio Expo Center & State Fairgrounds, 25-27 June 2026. (Provided for information only).



1996 XJS 4.0 Litre Convertible with four-speed auto. Power convertible top. 47,167 miles. **Sold \$24,200 (Au \$35,000)**



1997 XK8 4.0L V8 Convertible with five speed auto. One owner. Power soft-top. 66,826 miles. **Sold \$16,500 (Au \$24,000)**



2002 XK8 4.0L V8 garage-kept convertible with five speed auto. Power soft-top. 79,607 miles. **Sold \$7,150 (Au \$10,350)**



1994 XJS 6.0 Litre V12 Convertible with four-speed auto. New power convertible soft-top. **Sold \$9,350 (Au \$13,500)**



1967 E-Type Series 1 (2+2) 4.2 litre Auto Coupe. Owned by same family since new. Repainted in 2026. **Sold \$38,500 (Au \$55,800)**



2014 F-Type 3.0 litre S/C V6 convertible with eight-speed auto. Power soft-top. 47,281 miles. **Sold \$36,300 (Au \$52,600)**

# Australia: Lloyds Auction Results (June)

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



2004 XJ X350 3.5L V8 Auto Sedan. Bodywork consistent with age and mileage. 194,046 km. (QLD). **Closing bid \$8,400.**



2009 XJ X358 Sovereign 2.7 Litre Turbo Diesel Automatic. Original condition. 100,553 km (W.A). **Closing bid \$7,900.**



1950 Mark V 2.5 Litre. Comprehensive restoration required. Matching numbers. 42,609 miles. (QLD). **Closing bid \$5,700.**



1969 E-Type 4.2L (2+2) S2 auto. Matching numbers. Chrome trim/paint show age. 52,082 miles. (QLD). **Closing bid \$57,000.**



1983 XJ-S 5.3 litre V12 auto convertible. Vehicle presents as a well kept example. 87,300km. (W.A). **Closing bid \$11,550.**



1985 XJ6 4.2-litre Series 3 auto. Chrome trim/paint show age. Some minor rust. 237,126 km. (QLD). **Closing bid \$5,350.**

# Australia: Lloyds Auction Results (June)

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



2016 F-Pace Prestige AWD 2.0L turbo diesel SUV. Exterior presents well. Minor cosmetic wear. 109,713km. (WA). **Closing bid \$12,200.**



2012 XKR (X150) 5.0L S/C V8, 6-speed auto. Soft top shows age-appropriate wear. 110,160km. (Qld). **Closing bid \$36,000.**



2002 X-Type 2.0 V6 petrol 5-speed auto. Slight sun damage, suspected gearbox issue. 87,528 Kms (WA). **Closing bid \$440.**



2016 F-Pace 35t First Edition SUV, 3.0L V6 S/C petrol, 8-speed auto AWD. 96,249km. Not Running. (QLD). **Closing bid \$7,000.**



2015 XE S 3.0L S/C V6, 8-Speed Auto. Light stone chipping on bonnet. 84,000 kms. (NSW). **Closing bid \$15,000.**



2013 XF Turbo Diesel 2.2L 4-Cylinder Auto. Overall condition consistent with age. 160,744km (NSW). **Closing bid \$7,300.**

# UK: H & H Auctioneers - Kelham Hall Auction Results

H & H classic, collector and performance motorcar auction, Kelham Hall, Nottinghamshire, UK (17 June 2026)



1989 XJ-S 5.3 litre V12 Atlantic Blue Convertible. Very original well-running example. 67,000 miles. **Sold £6,500 (Au\$12,250)**



1973 E-Type V12 Roadster. 5-speed manual. Extensively restored in 1990s by marque specialists. **Sold £55,125 (Au\$104,000)**



1962 Mark II 3.4 litre manual O/D. Power steering fitted. Retains a high degree of originality. **Sold £17,400 (Au\$32,800)**



1964 S-Type 3.8 litre manual O/D and power steering. Had a 2,271 hour restoration in late 90s. **Sold £20,250 (Au\$38,000)**



1997 XK8 4.0 Coupe. In exemplary condition. Just 12,200 miles from new. Supplied with factory books. **Sold £14,062 (Au\$26,500)**



1987 XJ-S 5.3 litre V12 Coupe. Recent full respray. Offered with a history file. 37,000 original miles. **Sold £3,200 (Au\$6,000)**



1967 E-Type 4.2 Coupe. Ground up restoration in the 1990's. Offered with a large collection of invoices. **Sold £59,344 (Au\$112,000)**



1968 Daimler V8 250. Highly original. Supplied with invoices and records. 91,000 miles. **Closing bid £13,590 (Au\$25,600)**

# UK: H & H Auctioneers - Kelham Hall Auction Results

H & H classic, collector and performance motorcar auction, Kelham Hall, Nottinghamshire, UK (17 June 2026)



1967 Mark II 4.2L fuel injected engine. Extensively restored/ upgraded to a high standard in 2020. **Sold £22,500 (Au\$42,500)**



1950 XK120 3.8L roadster. Painstakingly restored & rebodied to lightweight 'Alloy' specification. **Closing bid £70,000 (Au\$132,000)**



1969 E-Type 4.2 Fixed Head Coupe. Extensively restored in 2003. Offered with in depth history file. **Sold £34,875 (Au\$65,800)**



1984 Daimler Double Six 5.3 Litre V12. Fitted with TWR bodykit, alloy wheels and brake callipers. **Sold £6,975. (Au\$13,150)**



2006 XK (X150) 4.2L V8 convertible. 61,900 miles from new. Comprehensive service history. **Closing bid £8,500 (Au\$16,000)**



1990 XJ-S 5.3L V12 convertible. Former Concours Winner. New mohair hood. Kept garaged. **Sold £11,500 (Au\$21,700)**



1966 E-Type 4.2 Roadster. Ex USA. Back to UK in 2009. Reconfigured for competition use. **Closing bid £14,000 (Au\$26,500)**



1933 Rolls-Royce 20/25 Sports Saloon. Coachwork by William Arnold of Manchester. **Closing bid £20,000 (Au\$38,000)**

# Cars & Coffee

## WEEKEND 'CARS & COFFEE' Themed Events

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

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

Compiled by Grant Zippel.

Updated: 03/01/2026



Jaguar 420 in a beach side setting with Corinna Hubner, international fashion and commercial model.

# XK 7 8 & 9 Register Meeting - Echunga Plough Cafe

## XK, Mk 7, 8, 9 Register



*XK, Mk 7, 8, 9 Register meet every alternate month or as advised.*

This meeting could have gone very wrong as the Plough Inn became the Plough Café, which was smaller than expected. Also the weather was quite cold and wet, but the owners of the Café were great, the meals were good and I was able to book a room in the Echunga Hall right next door, so all went well.

The other unexpected hiccup was that the Council decided to close the main street for new bitumen, so we were able to be serenaded by the roadworks and take in the fumes, but all went well.

### Minutes of the June 19th meeting

**Apologies:** Rayeena Petrucco, Carla Smith, Lindsey Williams

**Attendees:** Peter & Ros Holland, Julian & Moira Lugg, John & Maria Cribb, Graham Franklin, Fred Butcher, Ossie

& Michael Petrucco, Sue Harrison, Perry Davis, Onslow & Wendy Billingham, Rob & Vicki Loffler, John & Debbie Goddard, Robin & Diedre Ide, John Williams, Peter & Judy Goodale & their daughter Allison, Steve & Val Weeks, Richard Smith.

### Club Business

Steve talked about the following

- The Strategic Plan: is continuing, Moira will speak on this later
- Tim White & Peter Thomas have changed positions; Tim is now Treasurer & Peter will be looking after Logbooks
- Annual Dinner/Presentation: Booking closing soon please book if interested
- Federation Representative – John Goddard has now taken over from Dave Burton as the club's representative at Federation meetings.
- A word from our President: Steve invited Moira to address the meeting, Moira explained how the Executive was pursuing several initiatives as a result of the previous survey. The main points were technical content, attracting younger members to be involved in the club, and preventing date clashes with events. Also soon we will have more information on Regalia.

- General Meetings, quest speakers have given talks on a range of subjects at General Meetings, anyone with ideas on who should be a quest speaker should speak to Moira or any Executive member
- Club Archives - The club has a lot of historical information, Peter Holland, Dave Burton & Graham Franklin are now gathering this together and it will be stored at the club's storage facility.

### Register Business

- Border Run Update, the dates are set (have been emailed to Register Members) and bookings can be made directly with the motel in Hamilton Victoria.
- Register meeting on August 21st morning Tea at the Cribbs with lunch at the Totness Inn, it was decided that this event would be moved to a more central location.
- Christmas Lunch November 29th, this will be to a Christmas Lunch venue with a bus provided & paid for by the Club
- Logbook Days are going well with the new format.

Meeting Closed at 2.15pm.

Steve Weeks  
Register Secretary



## SS, Mk IV, Mk V Register



*The Register meets quarterly or as advised.*

### Minutes of the Meeting — SS, Mark IV & Mark V Register.

Held at Shannons Insurance, 865 South Road, Adelaide Saturday 13 June 2026.

Meeting opened at 1.20 pm

#### Present:

Bruce Fletcher, Graham Franklin, Brenton & Mary-Anne Hobbs, Antony Veale, Rob Paterson, Dion & Alison Jensen, Ross Rasmus and Stan Grafton who had to leave early.

#### Apologies:

Bob & Margaret Kretschmer, Daniel Adamson, David & Angela Rogers, Fred Butcher, Geoffrey Shannon, Peter & Ros Holland and John & Jenny Lewis.

#### Previous Minutes:

The Minutes of the 8th November 2025 as issued were recorded as a true record of the meeting.

#### Correspondence:

Several requests for spare parts were received and referred to appropriate members.

#### Welfare:

A number of members and partners currently have health issues, but no specific details were recorded.

#### Next S.A./Vic. Border Run 2026.

Bob Kretschmer advised he is prepared to organise the next Border Run, to be held on the weekend prior to the 2026 Melbourne Cup. Bruce previously provided Graham with a list of past Border Run locations.

Some members noted that health concerns may limit their ability to attend

future runs. Holding the event close to Adelaide was considered unsuitable for Victorian members, and organising a mid-point event (e.g., Swan Hill) would place a heavy workload on Bob.

Following discussion, it was agreed that Graham would contact Nik Cirakovic to consult with the Victorian members.

*After the meeting, Graham phoned Nik, who confirmed that the Victorian Club is happy to organise the 2026 Border Run (30 October – 2 November). Nik will get back to us regarding details Graham thanked the Victorian Club for their support.*

#### Next Multi-State Border Run 2027

Queensland members expressed a preference not to wait three years for the next multi-state rally. As previously agreed, the next Multi-State Run will therefore be held in 2027 rather than 2028.

#### Technical & Parts:

##### Stan Grafton — Mark IV

Stan left early. As previously noted, he has sold his wedding car business but retained a container of Mark V spare parts.

##### Ross Rasmus — Mark IV

Ross reports a persistent knocking noise from the rear of the car but is not overly concerned as the vehicle is otherwise running well.

##### Bruce Fletcher — Mark IV

Bruce has several Jaguars, all running well, but is looking to downsize.

##### Brenton & Mary-Anne Hobbs — Airline & Mark IV DHC

The Airline recently had a head gasket issue but is now running well. The Mark IV DHC has been out for a run, including the climb to Eagle on the Hill.

##### Antony Veale — Mark V

Recently resolved a carburettor issue; the car is running well. Email address updated.

##### Rob Paterson — Mark IV (1.5 litre)

Rob has had several issues and the car has been at Marque Restorations. A misfire remains. General discussion suggested an ignition issue; leads may

need replacing. Members also noted that brand-new spark plugs can occasionally be faulty.

##### Dion Jensen — Mark II & Mark V restoration

General discussion regarding his Mark V project. Dion is seeking an upholsterer; Horgans Auto Upholstery (Adelaide) was recommended.

#### General Discussion:

Conversation included early SS saloons in Adelaide and the closure of Michael Finnis's car museum in Goolwa. The future of his vehicles — including two Mark V DHCs, a Mark IV and an XK120 — is currently unknown.

#### Upcoming Events:

Members noted that organising events specifically for pushrod cars is becoming increasingly difficult due to the age of both vehicles and drivers.

Where possible, members are encouraged to bring their cars out and participate in broader events such as:

- Bay to Birdwood
- All British Day
- McLaren Vale Vintage Parade
- Old Crocks Run
- Run to The Eagle
- Jag Day (October)

#### Next Event: S.A./Vic. Border Run — 30 October to 2 November 2026

- Location to be advised.

#### Next Register Meeting: SS, Mk IV & V Register Christmas BBQ.

- Saturday 14 November 2026 — from midday. To be held at the home of Bruce & Anne Fletcher 25 Jane Street, Willaston. BBQ provided. Members are asked to bring a small salad. Includes coffee, nibbles, an informal meeting and technical discussion.

#### Meeting Close:

The meeting closed at 3.00 pm, followed by coffee and nibbles. A vote of thanks was extended to Shannons for providing the venue.

**Graham Franklin**  
Register Secretary

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

## XJ, Mk 10 & 420G Register



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

Minutes of meeting held at 7.30pm on Wednesday 10th June, at the Bartley Hotel, West Lakes Shore.

**Present:** Mark & Helen Aldridge, Steve & Debra Attard, David & Margaret Bicknell, Peter & Heather Buck, Fred Butcher, Don & Elaine Cardone, Bob & Daphne Charman, Ed Cox, Alan & Lorraine Davis, Mel Dennett, Graham Franklin, Don Heartfield, Chris Michael, Fay Leyton, Louis Marafioti, Bob Mack, Dean McCarthy, Gary Monrad & Oggi Stojanovich Monrad, Paul Moore, Graeme Moore, Trevor Norley, Michael Pringle, Martin & Genevieve Haese, Trevor Norley, Nick Tumicz, Cameron & Olivia Wilkinson & Gary Temple.

**Apologies:** Margaret Thomas, Jo Orford, Betty Moore, Heather Buck, Ray & Barb Offe, Charlie & Mary Saliba, Borys & Elaine Potiuch, David & Angela Nicklin, Jonathon Harry, John & Claire Evans.

**Previous Minutes:** Acceptance of minutes: proposed and approved by Louis Marafioti, seconded by Alan Davis.

**Welfare:** Ray and Barbara Offe are both having health issues at the moment, so will not be attending any club functions for the time being.

Sandy Mack had a fall in New Zealand and has had an operation to repair 3 broken bones in an ankle and is still using a wheelchair at present.

**Tonights Raffle:** The winner was Trevor Norley.

### General Business:

- July 25th 2026 - Annual Presentation Dinner at the Glenelg Golf Course.
- This year's XJ Mk10 420G Xmas Dinner has changed to a Sunday night because the Glenelg Golf Course itself are holding an event on the Saturday. The date will be Sun 13th December, 2026.
- 13th June, 2026 will be log book day at Shannon's.
- Talked about having night out at Gepettos Italian Restaurant in August. Approx. 30 people signalled they are interested. More to come on this event.

**CAR TALK:** Was substituted for the question - "What first interested you in Jaguar - enough to buy one".

- Mark Aldridge & Helen Hoare:** Been building cars since he was 13 years old. Jaguar had something the others didn't. He has a business called The Car Yard Adelaide and deals in spare parts as well. He has several cars including 2 x S-Types. His Jaguar XJ6 S2 is a daily driver.
- Steve Attard & Deb:** Steve's old VW broke down in Nth Adelaide and a very late model Jaguar pulled up behind and asked if he wanted a push (which he did). Steve said 'I've gotta get one of those' and he did.
- David & Margaret Bicknell:** Saw the Daimler S3 and presented it at SA Jag Day.
- Pete & Heather Buck:** His uncle had a Mk 2 and an E Type. When he retired, he waited until Heather was back in the UK on holiday and he went out and bought an X-Type and joined the club.
- Fred Butcher:** Liked the look of the Daimler SP250 V8 Sports car and had to have one.
- Don Cardone:** Was a cadet car salesman and bought Jaguars over time.
- Bob & Daff Charman:** Before joining the Police Force Bob worked for 6 months at John Martins Arndale. His boss owned a Jaguar Mk1 and he allowed Bob to drive it to the city to do the buying for the store. My first drive of that car was it. The smell of the leather, the walnut dash and the styling of the car was enough. That was 1964 and I've had Jaguars ever since.
- Ed Cox:** Grew up with Grandfather who was a Mercedes mechanic. Met Alice and bought an XJ6 S3 Jaguar.
- Alan & Lorraine Davis:** As a 10-year-old living in a council estate in the UK, his mother's sister's husband was an architect and he visited in a Mk 5 Jaguar. All the kids in the street crowded around. Always wanted one ever since. Bought a 1985 Series 3 then an X-type.
- Mel Dennett:** His Dad always liked Jaguars. In his late 60's, he bought an XJ6 after Mel saw it for sale. Mel has had one ever since.
- Graham Franklin:** He had a 1938 Hillman. He saw a Red SS100 owned by Tony Bishop in the parklands one time and was so impressed he bought a Mark V.
- Don Heartfield:** As a 15-year-old, his neighbour had bought a new Mark II and started Don's interest in the marque. After 50 years went by, Don bought an XJ6 S2 and has not looked back!
- Fay Leyton:** Darryl went looking for a Holden Stateman at Killa Cars and bought a Jaguar XJ6 S3 which he still has under the carport.
- Paul Moore:** He was born in the UK and lived near Coventry. He always hoped he would own a Jaguar car. He retired, met Trevor Norley and went into chauffeuring with a Jaguar XJ6 S3 which was sold to Bob Charman. He still has an X300.
- Bob Mack:** Was newly married and went for a drive in a Jaguar XJ6 which was owned by a mate. When he retired, he bought a 2003 XJ8 350 and loves driving it. The finish is superb.
- Louis Marafioti:** Drove a Jaguar S2 35 years ago, had a 1986 S3 and now has a 1999 XJ8 sedan. All good with Louis.
- Chris Michael:** Has worked in restoration since 1985. Bought a Mark 10 in 1990 and it took 4 years to restore. Now in beautiful condition and he still has it. It is for sale!
- Dean McCarthy:** Lived in London for a few years and bought and sold cars at the rear of the boss's car yard. He was buying Jags at that stage and loved the interiors of the cars.
- Gary & Oggi Monrad:** Gary was brought up on Ford Customline's. Saw an old Series 1 Jaguar car with shark's teeth painted on the sides under a tree. Bought the car and joined the JDCSA through Oggi.
- Trevor Norley:** Worked for Hills Hoist. Saw a Mark IV belonging to Mr. Hill-Ling and a new Mark II belonging to Mr. F Sims. He had a Ford Anglia tourer when he started driving and worked for Sally & Stan Graften doing wedding cars in Mark Vs and XJ6s and now drives Jaguars.
- Michael Pringle:** As a 16-year-old, drove a Daimler Sovereign on "L" plates alongside his grandfather. Remembered going up the M6 when he was about 13 years old and walking in front of the car in the fog!
- Martin & Genevieve Haese:** When he was about 11 or 12 years old, bought a copy of Wheels magazine. Went to Emacord Car Sales. (I think we all knew that car yard!) and they had a lot of Jaguars on the lot. He reads a lot about Jaguars.
- Nick Turmiz:** His mate did maintenance of cars. He had a drive in a Jaguar and bought a S2 then a S3 XJ6 sedan. He now has an X300 and joined the club.
- Cameron Wilkinson & Olivia Turnbull:** It was his grandad's fault! He inherited a Jaguar S2 that was 40 years old from him. He joined the club recently and it is good to see him and Olivia at the XJ Register meeting.
- Graham Moore:** His Dad has English cars and when Graham's kids had left home, he indulged himself and bought a Jaguar XJ6 S1 from Queensland and is now starting to get into its restoration. He has an XJS as well and an XF Sports sedan.
- Garry Temple (a visitor):** Has a 1937 SS100 which he purchased on the recommendation of club member, Mark Aldridge.

Meeting closed at 8.15pm and members invited to stay for coffee.

Next meeting: To be held on Wednesday 10th June, 2026 at the Bartley Tavern, West Lakes Shore. See you all there!

Bob Charman  
Register secretary

# JDCSA June 2026 General Meeting Minutes

**Minutes of the JDCSA General Meeting held on Tuesday, 2nd June 2026 at The Junction, Anzac Highway.**

**The meeting opened at 7:30 PM with Moira welcoming everyone.**

**Apologies:** David & Angela Rogers, Heather Buck, Bruce Davis, Tom & Marj Brindle, Val Weeks, Lesley Clark, Barbara & Ray Offe.

## **New/returning members welcomed:**

- Andrekos Varnava, new member was welcomed. He owns a Daimler Sovereign Series One.
- A long-absent member, Takis Ganiaris, was welcomed back to the general meeting. He is approaching his 50-year membership milestone.
- John Bergbauer will be moving into a new retirement village by the end of the year and as a result, he will have to sell his Jaguar because his new residence lacks space for it. John stated he will remain in touch with the club until his car is sold and affirmed his availability to assist with tasks if needed. The car for sale is a 1960 Jaguar Mark II in very good condition. It has a full history, which includes its initial use as a police car in South Africa before being brought to Australia.
- **Welfare:** Steve Weeks reported on a number of members with health issues. Barbara and Ray Offe are dealing with significant health issues. They are remembered as "stalwarts of the club" with a history of heavy involvement. An offer has been extended to provide them with transportation to club and register events. They passed on their apologies and expressed a strong desire to return to general meetings if their health permits.
- Positive news was shared about Simone Tessari (daughter of Evan Spartalis) that after many years of kidney failure, dialysis, and a previous failed transplant, Simone received a new donor kidney approximately four weeks prior. The new kidney is functioning well, and she feels like a new person. The day of the report (June 2, 2026) was her first day in many years without needing dialysis. The Jaguar Club sent her a gift basket which she appreciated. Steve was thanked for keeping in touch with members.

**Previous Minutes:** No amendments were proposed. It was noted by Tim that a formal mover and seconder are not required for general meetings, only for AGMs.

**Business Arising:** No business was arising from the previous minutes that would not be covered in other reports.

## **President's Report (Moira Lugg).**

- The Secretary position remains vacant,

and members were encouraged to consider the role or recommend someone for it. The role is described as "much easier" now due to new processes. General meetings are recorded, and notes are taken by Julian and the President. Executive meetings are also recorded or held on Zoom, making the minute-taking less onerous. A key benefit of the role is having a position on the executive committee and a say in the club's management.

- Moira announced significant changes to the club's financial management systems and a corresponding change in executive roles. The club's database, TidyHQ, will be integrated with the Xero accounting package. This integration is expected to save significant manual work by automating the reconciliation of payments from events (via Stripe) and linking directly to bank accounts. Xero is noted as the most common accounting package for businesses, offering improved functionality over the previous "MYOB".
- As a result of this system change, there has been a restructuring of executive roles following consultation. Peter Thomas has stepped down as Treasurer and assumes the role of Logbook Compliance Officer from Tim White. Moira praised Peter for his excellent documentation and record-keeping skills, exemplified by the manual he created for the previous year's SA JagDay. Tim White will take over the casual vacancy for Treasurer until the term ends in September 2027, as Tim is a registered accountant with experience in the Xero package and is also the club's database administrator, making him uniquely suited for managing the transition to the new integrated system.
- Tim White has already invested many hours transferring the current year's financials into Xero. The new system provides superior reporting capabilities, including: on-demand balance sheets; direct integration with bank accounts, eliminating manual data transfer; reports showing budget vs. actuals with "traffic light" indicators (green/red arrows) for performance tracking.
- This change is expected to make the roles of President and Treasurer significantly easier for future volunteers.
- The executive team has been working on next year's budget and the long-term financial outlook for the club. An analysis conducted by Peter Thomas compared the club's fees with other car clubs across the state which showed the club's annual fee is positioned in the mid-range and the club's joining fee is one of the lowest.
- The club is actively working to engage younger members, termed the "Next Generation Group," as part of strategic

planning, there is a focus on fostering engagement among younger, working-age members. An initial focus group was run with several members to understand their interests and what they want from the club identified key priorities identified as being more technical input, such as assistance with car restoration and a preference for short, easy-to-access events like "Coffee and Cars." The club has attended one "Coffee and Cars" event and is planning to attend another at the end of June 2026. A second newsletter has been sent to the "Next Generation Group" email list to maintain communication flow, with the goal of encouraging self-generation of activities from within the group.

- The Executive is looking to set up an Instagram page, based on feedback that Facebook is used more by the older generation, while younger members prefer Instagram.
- The executive team is also revisiting and updating the club's brochure, which is used for new members. In addition, after David Brewer noted an opportunity to hand out contact information to people interested in the cars at the Coffee and Cars event, the club's business card is being updated to be more general-purpose. The updated card will feature a QR code that links directly to the club's website, providing a modern and efficient way for potential members to learn about the club. This initiative is part of a broader effort to use technology that younger, potential members will identify with.
- A cutlery set including approximately 50-piece settings of knives, forks, spoons, is being added to the club's lockup storage and will be available for any member to use when running a club event, such as a barbecue, to avoid the need for plastic cutlery.

## **Vice President's Report:**

Tim White emphasized the journey over the past few years to make executive roles simpler and less onerous to attract new volunteers. Key technological implementations include:

- **Logbooks:** TidyHQ has simplified the management of approximately 450 logbooks issued annually and helps track renewals, which is critical for compliance and potential audits from the Department of Transport.
- **Secretary:** A recording device called a Plaud Note( P-L-A-U-D) automatically transcribes meetings, making the secretary role significantly easier. Tim notes it is very effective for capturing discussions at executive meetings.
- **Membership:** TidyHQ manages a database of 405 paying members (140 individuals, 26 life, 386 family members), saving an

# JDCSA June 2026 General Meeting Minutes (cont)

estimated 100 volunteer hours per year compared to the previous manual renewal process. TidyHQ also offers a digital membership card feature.

- **Treasurer:** Integration between Xero, TidyHQ, and bank feeds automates the reconciliation of over 350 bank transactions annually. This is particularly useful for processing over 700 complex "Stripe" transactions that arrive in bulk and require careful allocation.

Tim notes the widespread difficulty in recruiting volunteers for not-for-profit committees is a global phenomenon, as people are often tired of meetings after their careers. The executive is working hard behind the scenes to use technology and AI to improve and simplify these essential roles.

## A/G Secretary's Report (Moira Lugg):

- The club received hard-copy glossy magazines from the Queensland and New South Wales clubs, which will be added to the library.
- A program for the Federation of Historic Motoring Clubs' 2026 Motorfest was received. The event series includes various day runs from October 12-23, 2026, leading up to Jag Day and around the Bay to Birdwood weekend. Entries close on October 1, 2026. The program offers good ideas for future club day run events.

**Treasurer's Report:** The club has plenty of money in the bank and is financially stable.

**Membership:** Daphne reported that membership is proceeding as usual, with two or three new members joining each month.

**Editor & Events:** Graham advised that the Classic Marque was sent out over the previous weekend. Members who have not received it by the general meeting should contact Graham. Highlighted articles include new members Eddie Zito and Michael Cartwright, and humorous stories by Steve Weeks & Trevor Norley. The auction section featured notable sales, such as a Golden Fleece oil can selling for \$3,100.

Photos are still needed for the upcoming 2027 calendar. Members are encouraged to submit photos of cars that have not been featured recently. Assistance is available for those who need help taking photos. The layout for next year's calendar will feature larger date boxes to provide more room for writing notes, based on member feedback.

**Logbooks:** The logbook process is busy this time of year but is proceeding well. Sessions are still available for members to get their logbooks updated after renewing their fees.

**Regalia:** The executive will review quotes for regalia at the next meeting. An online ordering process is expected to be announced soon.

**Federation of Historic Motoring Clubs (FHMC):** John Goddard has agreed to take over as the club's representative for the Federation taking over from Dave Burton who has represented the Club for approx. eight years. Dave was thanked for his years of representing the Club.

## Marque Sports Car Association Report:

Barry Kitts reported the next event is Sunday 21st June at Mallala. Moira thanked Barry for providing information on sporting events for the Next Generation newsletter.

## Register Reports

**SS Mark IV & Mark V Register:** Graham noted that an important meeting is scheduled for Saturday afternoon, June 13, 2026. The primary topic will be to discuss the border run with the Victorian club in November.

**XK Register (Steve):** All event information is available in the magazine and on TidyHQ.

**Compact Register (Phil):** The next official event is scheduled as a casual gathering at Richmond's on Tuesday, June 23, 2026, from 7:00 PM to 9:00 PM. It is open to all club members. Andy from Richmond's will provide some input. 15 people are currently registered.

Phil reported that there will be another full Club Event "Vic Park Pit Stop" (Coffee and Cars) on Sunday June 28, from 8:00 AM to 10:00 AM (meet at 7:30 AM).. The group will meet beforehand and drive in together to park as a group. Members should check TidyHQ for specific details.

"Legends" Event (46ers Club): This event is for members born in 1946 (turning 80 in 2026), referred to as the "46ers," though others are welcome. A weekend trip to Clare, tentatively planned for mid-September 2026. Members need to register interest on TidyHQ to be added to the mailing list for event details.

**XJ, Mark Ten, & 420G Register:** Bob reported on a successful run to Port Broughton despite initial weather concerns the day of the event had clear skies. The car show featured "country classic cars" not typically seen locally, including restored vintage Cadillacs. The event was described as a good, different experience, which is valuable for registered secretaries seeking new activity ideas.

A future club outing is being planned for late August or early September to see a talented organ player named Alex performing 1950s-70s music who they saw performing in Hahndorf.

**Multivalve Register:** Peter reported on a 2001 S-type Jaguar is for sale. The car has approximately 100,000 km on the clock. It is being offered "very, very cheaply" and interested parties should contact Peter Buck via phone or email for more details.

## E, F and GT Register:

It was noted that the trip to the aviation museum, reported in Classic Marque, was a great success. Members should watch "Classic Marque" for information on future activities.

## Ladies Register:

Tricia reported the register is successfully engaging female members and encouraged male members to bring their wives to General Meetings. The next outing for the Ladies Register is scheduled for Thursday, July 21st, 2026 and includes a tour of a historic home in Adelaide with scones, jam, and cream, followed by lunch at the Morphet Arms Hotel.

The register has over 110 women on its email list, with regular attendance of around 25 members at its bimonthly luncheons. This engagement helps female members feel more comfortable at larger club events and also keeps five widows active in the club.

## General Business:

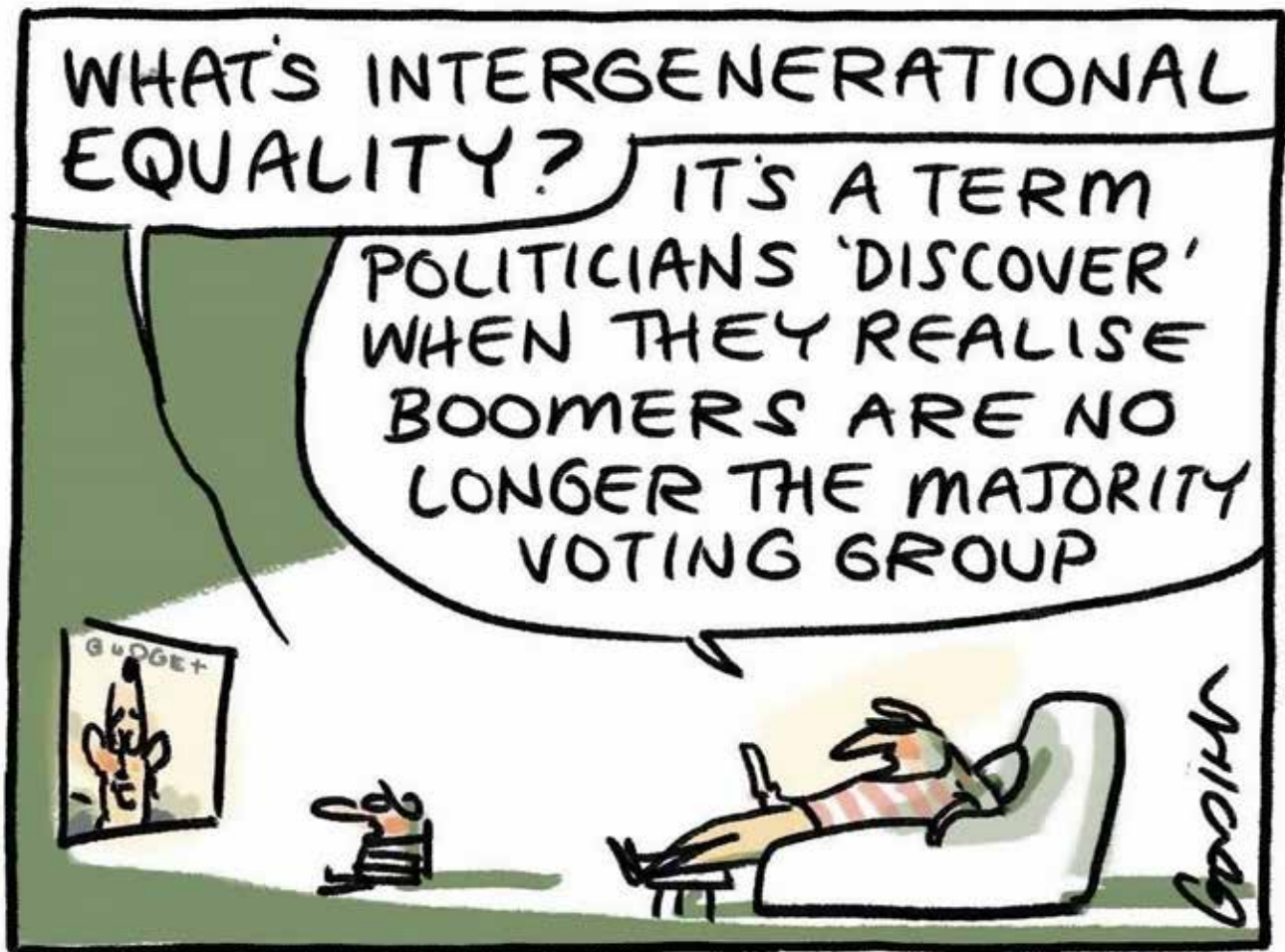
Moira noted the upcoming Monday (June 8, 2026) is the King's Birthday and also SA Volunteers Day and extended her gratitude to all club volunteers on behalf of the club. This includes members of the executive committee as well as numerous others who assist with events behind the scenes.

**The formal meeting was closed at 8:20 pm. Next meeting Tuesday 7th July at The Junction.**

In lieu of a guest speaker, members were then tasked with discussing three key topics in table groups to provide feedback to the executive committee on three topics:

1. **Guest Speakers & Displays:** Solicit suggestions for future guest speakers and display cars, and gauge interest in non-car-related topics.
2. **Next Generation Members:** Discuss reinstating the "Christmas family picnic" to attract and retain younger members and their families. Tables were asked if this is a good idea and if they would attend.
3. **Future Conversation Topics:** Suggest other topics for discussion at future meetings that do not have a guest speaker.

END



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## CLASSIC MARQUE

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

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

# JDCSA - Club Directory 2025/2026

## Club Postal Address:

PO Box 6020, Halifax Street, Adelaide SA 5000

## Club Web Site / Email

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

Email: [hello@jdcса.tidymail.co](mailto:hello@jdcса.tidymail.co)

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

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

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

## Your Committee

### President: Moira Lugg

Mobile: 0407 727 459

[president@jdcса.tidymail.co](mailto:president@jdcса.tidymail.co)

### Vice President: Tim White

Mobile: 0419 809 021

[vicepresident@jdcса.tidymail.co](mailto:vicepresident@jdcса.tidymail.co)

### A/G Treasurer: Tim White

Mobile: 0419 809 021

[treasurer@jdcса.tidymail.co](mailto:treasurer@jdcса.tidymail.co)

### Committee Member: Peter Holland

Phone: 0408 810 884

[pholland@senet.com.au](mailto:pholland@senet.com.au)

### Secretary (Vacant)

### Membership Secretary:

**Daphne Charman**

Phone: (08) 8248 4111

Mobile: 0404 999 200

[membership@jdcса.tidymail.co](mailto:membership@jdcса.tidymail.co)

## Register Secretaries/Committee Members

### SS, Mk IV, & Mk V - Meet TBA

Graham Franklin: (0490 074 671)

E: [ssregister@jdcса.tidymail.co](mailto:ssregister@jdcса.tidymail.co)

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

Steve Weeks: 0414 952 416

E: [xk789register@jdcса.tidymail.co](mailto:xk789register@jdcса.tidymail.co)

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

Phil Prior: 0402 670 654.

E: [compactregister@jdcса.tidymail.co](mailto:compactregister@jdcса.tidymail.co)

### XJ, 420G, & MK X

**Meet 2nd Wednesday of each month.**

Bob Charman: 0421 482 007

E: [xjregister@jdcса.tidymail.co](mailto:xjregister@jdcса.tidymail.co)

### Multi-Valve

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

Peter Buck: 0421 061 883

E: [multivalveregister@jdcса.tidymail.co](mailto:multivalveregister@jdcса.tidymail.co)

### Jaguar Ladies Register:

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

Tricia Clarke: 0422 128 066

[jaguarladiesregister@jdcса.tidymail.co](mailto:jaguarladiesregister@jdcса.tidymail.co)

### E,F & GT Register:

**Meet bi-monthly or as advised.**

Bruce Davis: 0400 872 438

E: [efgtregister@jdcса.tidymail.co](mailto:efgtregister@jdcса.tidymail.co)

## Club Services/Club Representatives

### Editor/Events Coordinator:

Graham Franklin

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### Librarian: Tom Brindle.

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

### Marque Sports Car Association

(MSCA): Club Representative:

Barry Kitts: 0412 114 109

### All British Day: -

Club Representative:

Fred Butcher: 0428 272 863

### Federation of Historic Motoring Clubs

(FHMCSA): Club Representative:

David Burton Mobile: 0417 566 225

### Technical Officer: Geoff Mockford

Phone: (08) 8332 3366. M: 0438 768 770

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Archives: Peter Holland, Dave Burton,  
Graham Franklin

Email: [hello@jdcса.tidymail.co](mailto:hello@jdcса.tidymail.co)

### TidyHQ Administrator: Tim White.

Mobile: 0419 809 021. E: [thqadmin@jdcса.tidymail.co](mailto:thqadmin@jdcса.tidymail.co)

[jdcса.tidymail.co](mailto:thqadmin@jdcса.tidymail.co)

### Web Master: Phil Prior/Tim White

Phil Prior. Mobile: 0402 670 654.

Tim White. Mobile: 0419 809 021.

[webmanager@jdcса.tidymail.co](mailto:webmanager@jdcса.tidymail.co)

### Logbook Compliance Officer:

**Peter Thomas** - Phone: 0438 861 922

E: [logbookofficer@jdcса.tidymail.co](mailto:logbookofficer@jdcса.tidymail.co)

### To obtain MR334 Application Forms

- Geoff Mockford: 0438 768 770
- Evan Spartalis: 0408 827 919
- Roger Adamson: 0421 052 518
- Tim White: 0419 809 021

### To Renew or Obtain a Logbook

- Tim White: 0419 809 021
- David Burton: 0417 566 225
- Philip Prior: 0402 670 654
- Peter Holland: 0408 810 884
- Peter Buck: 0421 061 883
- Steve Weeks: 0414 952 416
- Roger Adamson: 0421 052518
- Graham Franklin: 0490 074 671
- Bruce Davis: 0400 872 438

