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SEPTEMBER 2026



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Club Torque - President's Report For September 2026

The past twelve months since becoming President seem to have gone by quickly, I guess because there is so much happening each month. I have enjoyed meeting so many of our members in person and welcoming new people to the Club. An example was the last Vic Park Pit Stop where it was great to spend time with those who attended.

It was good at the last General Meeting to have another beautiful car on display in The Stable Room at The Junction and to hear more about Mark Dunlop's background. Mark is an example of a Club member who after a period of living interstate has returned to membership of the Club again and has taken on the role of Compact Register Secretary.

At our August Executive meeting I acknowledged the enormous contribution that two retiring committee members, being Peter Holland and Phil Prior, have made to the running of the Club. They both demonstrated by their contributions, actions and ever professional manner

within the management of the Club, their dedication to the Club and the Jaguar marque.

The AGM is upon us, and I am grateful to have received a couple of nominations so far. However, we have four Executive vacancies, Vice President, Secretary, Treasurer and additional Committee Member, to fill and I urge anyone contemplating nominating to do so and approach any member of Exec for more information. Nominations close at the commencement of the AGM on 1st September.

At the October General meeting we will hold the brief training session, run by SAPOL, so that we can expand the number of members trained in Traffic Marshalling, and allow those who have volunteered in this role for years to have a well-earned respite if they choose.

Warm regards
Moira Lugg
President



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Front Cover:

Rob Loffler, 1968 Olive Green 420G Auto. (Background changed in Adobe Photoshop).

Rear Cover:

Jaguar TCS Racing - Formula E Teams 2025/26 World Champions.



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

Calling For Nominations For AGM

This year's AGM is now only a few days away All members are encouraged to attend as this is an important meeting with the election of Club Officers for the next two years.

Nominations are called for:

- Vice-President
- Secretary
- Treasurer

d. Committee Member (not a job specific position).

The nomination form should be handed to or posted to the Secretary prior up to the start of the AGM. (See page 58).

So please, come along and have your say.

Executive

Membership Renewals

NOTICE

JDCSA Membership renewals - **OVERDUE NOW**

Please renew now! (If you have not yet done so).

Log book renewals - **OVERDUE NOW**

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

For further information please contact Peter Thomas on 0438 861 922 or logbookofficer@jdcса.tidymail.co

Events Calendar 2026

SEPT

OCT

NOV

TUESDAY 1st SEPTEMBER 2026	JDCSA Annual General Meeting at the 'The Junction', 470 Anzac Highway. The meeting starts at 7.30pm with meals available from 6:00pm. More details & register via TidyHq JDCSA Annual General Meeting
WEDNESDAY 9th SEPTEMBER 2026	XJ, MkX, 420G Register Meeting : 6.00pm - 8.30pm Come and join our monthly meeting. Meet at the Bartley Hotel. More details & register via TidyHq XJ, MkX, 420G Sept Register Meeting
THURSDAY 17th SEPTEMBER	Jaguar Ladies Register Lunch. 12.30pm - 3.30pm The next lunch will be at the Alma Tavern, Norwood. Please book by the 16th September. If you need assistance with this please call Tricia Clarke, Register Secretary - 0422 128 066 More details & register via TidyHq Jaguar Ladies Register Lunch
THURSDAY 17th SEPTEMBER	E, F & GT Register Run & Lunch: 10.00am - 3.00pm A run to the Totness Inn Hotel, Mt Pleasant for lunch with a coffee on our way at Lobethal. More details & register via TidyHq E, F & GT Sept Register Run & Lunch
SUNDAY 20th SEPTEMBER	XJ, MkX, 420G Register - Eden Valley Scenic Drive & Lunch: 8.30am- 5.00pm Meet at Krispy Kreme Bolivar Services. Travel to Angaston, Sedan, Cambrai, Mt. Pleasant and Eden Valley. A 100km run! Lunch at noon at the renovated Eden Valley Hotel, for \$35 per head (payable on registration). More details & register via TidyHq Eden Valley Scenic Drive
THURSDAY 24th SEPTEMBER 2026	Multivalve Register Dinner & Meeting: 6.00pm - 9.00pm All members are invited to attend our Register meeting at The Kensi. Hotel, 6:00pm for dinner, followed by the meeting at 7:30pm. Please add the date to your calendar.
FRIDAY 25 SEPT - MONDAY 5th OCT	SCCSA 2026 Vintage Grand Prix Carnival The 2026 Vintage Grand Prix Carnival hosts a series of events incorporating the popular Vintage Collingrove Hillclimb. www.sportingcarclub.com.au
TUESDAY 6th OCTOBER 2026	JDCSA General & Meeting at the 'The Junction', 470 Anzac Highway. The meeting starts at 7.30pm with meals available from 6:00pm. More details will be provided closer to the event. Please add the date to your calendar.
SUNDAY 11th OCTOBER 2026	Compact Register Barossa Valley Run: 9.15am - 3.00pm 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. More details & register via TidyHq Compact Register Barossa Valley Run
TUESDAY 13-17th OCTOBER 2026	XK 7, 8 & 9 Register Border Run Hamilton: This event is being organised by the Victorian Register. More details closer to the event.
WEDNESDAY 14th OCTOBER 2026	XJ, MkX, 420G Register Meeting : 6.00pm - 8.30pm Come and join our monthly meeting. Meet at the Bartley Hotel. More details via email and TidyHQ closer to event. Please mark the date in your diary.
THURSDAY 15th OCTOBER 2026	XJ, MkX, 420G Register Lunch Run: 10.30am - 3.00pm Join us for a beautiful drive down to Strathalbyn and on to Ashbourne for lunch at The Greenman Inn. More details & register via TidyHq Lunch run to the Greenman Inn
SUNDAY 18th OCTOBER 2026	Bay To Birdwood: Registrations Open Now! (Closing 31st August) This year they are welcoming all historic vehicles manufactured from the early 1900s through to 31 December 1996. https://baytobirdwood.history.sa.gov.au/
SUNDAY OCTOBER 25th	SA JAG DAY - Wigley Reserve, Glenelg: 10am to 2.30pm Enjoy a magnificent display of 150+ Jaguar and Daimler cars ranging in ages from the mid 1930s to present day. CATS and CANS Food Drive is on again! (See advert page 6)
TUESDAY 27th OCTOBER 2026	JDCSA November General & Meeting at the 'The Junction', 470 Anzac Highway. The meeting starts at 7.30pm with meals available from 6:00pm. Date moved due to clash with Melbourne Cup. Please add the date to your calendar.
NOVEMBER 6th - 9th 2026	SS, Mk IV & Mk V Border Run to Corryong Victoria The event has been organised by Nik Cirakovic, Secretary, SS, MkIV & MkV Register, Jaguar Car Club of Victoria. Please contact Graham on 0490 074 671 for more details.
THURSDAY 19th NOVEMBER 2026	Jaguar Ladies Register More details will be provided closer to the event. Please add the date to your calendar. Tricia Clarke, Register Secretary - 0422 128 066
SUNDAY 22nd NOVEMBER 2026	Compact Register - Christmas Lunch: 11.00am - 3.00pm Christmas Lunch get together at David Bicknell's Clayton Bay. More details & register via TidyHq Compact Register - Christmas Lunch
SUNDAY 29th NOVEMBER 2026	XK 7 8 & 9 Register Mystery Christmas Lunch: 11.00am - 3.00pm Hi all, we will be parking our cars in a central (secure) location & taken by bus to a Christmas Lunch venue. More details closer to event. Please mark the date in your diary.

VALE: BARBARA MAYMAN (12/11/1934 - 8/8/2026)

Barbara and her husband Bill joined the club in 1973 and were deeply involved in club activities for many years. Barbara was awarded 50-year membership badges and certificates, and was also honoured as a Life Member of the JDCSA.

Bill held several Committee positions, including serving as Spare Parts Coordinator for many years — a role in which he was ably supported by Barbara.

Barbara passed away on 8 August, and her private funeral service was held on Thursday 20 August in the main chapel of Alfred James Funeral Homes, South Plympton.

Loved and loving mother and mother-in-law of Julie, Steve & Melissa, Deanne & Alex.

Cherished and adored Grandma of Laura, Alyce, Chris, Anthony, Kirsty, and their partners.

Loved Great-Grandma of Patrick, Isla, Stanley and Augustus.

The Club has extended its condolences to Bill and the family on their loss. As two of our longest-serving members — both Life Members whose contributions shaped the JDCSA over decades — Barbara and Bill stand among the pillars of our club's history. Their commitment, generosity, and steady involvement helped build the strong, welcoming community we enjoy today.

Barbara's passing is felt deeply across the Club, and we honour her legacy with gratitude and respect.

Steve Weeks- Welfare Officer



VALE: NORMAN HEANEY (15/10/1934 - 9/7/2026)



Norm joined our club in 2018 and, together with his wife Jocelyn, enjoyed participating in selected club runs with their 1953 Mark VII, including the *Bay to Birdwood*. They also owned a 2011 six-cylinder XF.

Norm passed away on 9 July, and his funeral service was held on Friday 24 July in the main chapel of Berry's Funeral Home, Norwood.

Beloved husband of Jocelyn, father of Chris, David, Mark, Peter, Simon and Jonathan (dec.).

Much-loved Grandpa to fourteen Grandchildren and seventeen Great-Grandchildren.

His son Simon has since joined the club and will continue to bring his father's Jaguars on future runs — a fitting tribute to Norman's enthusiasm and enduring love of the marque.

**Steve Weeks
Welfare Officer**

VALE: DAVID COCKER (25/3/1951 - 26/8/2026)

We are saddened to share the news that we have lost another member, David Cocker. David was a regular attendee at Club events and general meetings, and was fondly known as one of the "Mannum boys".

David joined the Club in 2018 and owned several Jaguars over the years, including a 2000 XKR (X100) 4.0-litre supercharged V8 convertible. A photo of his XKR appears in the April 2026/27 Club Calendar.

A date for David's funeral has not yet been set, and it is possible that there may be no formal service, with a celebration of life to be arranged instead. At this stage, no further details are available.

The Club extends its condolences to David's family at this difficult time.

Steve Weeks - Welfare Officer



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at the Bay



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A New Chapter for an S-Type Jaguar - by Allan Marshall

I inherited a **1965 S-Type Jaguar**, but unfortunately I haven't been able to drive her yet. The automatic transmission wasn't working when I received the car, and despite searching for a replacement gearbox, I've had no luck so far. At the moment, the transmission only works in reverse, so any help or advice would be greatly appreciated.

I live near Beachport in South Australia, where we run a native wildlife rescue service that keeps us very busy. We also operate our own business, *Beachport Spraying Service*, specialising in insect, weed, and rodent control. We've been working in the spraying industry for 22 years.

Over the years I've owned mainly Holden EHs — though I sold them off

long ago — but I've always loved old cars and always will. My hope is to get the Jaguar running properly so I can join in club events and get-togethers.

Allan Marshall

Editor, I offered Allan some suggestions regarding his auto problems. If anyone has a good DG box they don't need, let me know, and I will pass it on to Allan.



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 September 2026 Classic Marque magazine:

- ◇ Barry & Marlene Pearson: 2006 S-Type 3L Sedan
- ◇ Mark & Karen Haggart: 1999 Jaguar XJ8 3.2L Sedan
- ◇ Simon Heaney: TBA
- ◇ Brett Sandercock: 2000 Jaguar XKR 4L Coupe
- ◇ Richard Bromhead & Wendy Maynard:
 - 1994 Jaguar X300 3.2L Sedan
- ◇ Toby Gilbert & Niamh Devlin:
 - 1993 Jaguar XJ-S 4L Convertible

- ◇ Phillip Westbury & Kerry Green:
 - 1988 Jaguar XJ40 4.2L Sedan

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

- ◇ Alan & Violetta Hollyfield: 1950 XK120 3.4L Roadster
- ◇ Nicholas & Lara Harry: 1997 Lexus ES300 Sedan
- ◇ Jason & Nicole Shannon: 1968 Mark II 3.8L 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

XK140 Rebuild (Part 1) - Ian & Tanya Young

Editor: In March 2026 Ian & Tanya Young provided a members story for Classic Marque. It included the fact that they had purchased Rob Smith's XK140 and had commenced a rebuild. Here is an update.

XK140 Brake Upgrade

I know some people will be horrified by what I'm doing to my XK140, but my goal is simple: I want to be able to drive the car safely in modern traffic.

To achieve this, I enlisted the help of Eric from *Hoppers Stoppers Custom Brake Upgrades* — and he certainly delivered. He designed an impressive kit featuring **grooved, ventilated front discs** paired with **Falcon front calipers**. As you can see in the photos, it's a snug fit, but it looks fantastic. Viewed through the wire wheels, it doesn't look out of place at all.

I've also fitted a **one-inch twin master cylinder**, which adds an extra layer of safety by providing redundancy in the brake circuits.

Eric already had a disc-brake kit for steel-wheel Mk VII models, but when faced with the XK140 wire-wheel version, he had to redesign the entire setup from scratch.



The Ex Rob Smith XK140 which Ian now owns and is rebuilding.

When I first began researching brake upgrades, I considered the solid-disc conversion from Coventry Auto Parts, priced at £1700 (plus, plus). They were out of stock, so I started looking for an Australian option. Troy Umlauf recommended Hoppers Stoppers. I called and left a message, and although they suggested emailing for

more detailed information — not my preferred method — I sent an email. To my surprise, I received an immediate and very helpful reply.

Eric continued to communicate efficiently throughout the process. He was extremely knowledgeable, generous with his advice, and I couldn't



XK140 Rebuild (Part 1) - Ian & Tanya Young (cont)

recommend Hoppers Stoppers highly enough. I'm still a little way off actually road-testing the brakes, but I'm confident they'll perform exactly as expected.

A couple of other acknowledgements:

Jason from Trans-Steer Glynde who completely rebuilt the differential, which now features a limited-slip centre — an excellent job.

And a special thanks to *Geoff and the team at Classic Autos Norwood* for their extensive knowledge, assistance, spare parts, and supplying a 4.2 E-Type engine to give the XK140 some extra push. Their help has been invaluable.

More updates to come.

Ian & Tanya Young

Editor: Thank you very much for the informative update. Cannot wait for the next instalment.



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Inside the Car That Dares to Redefine Jaguar

A Cabin That Breaks with the Past

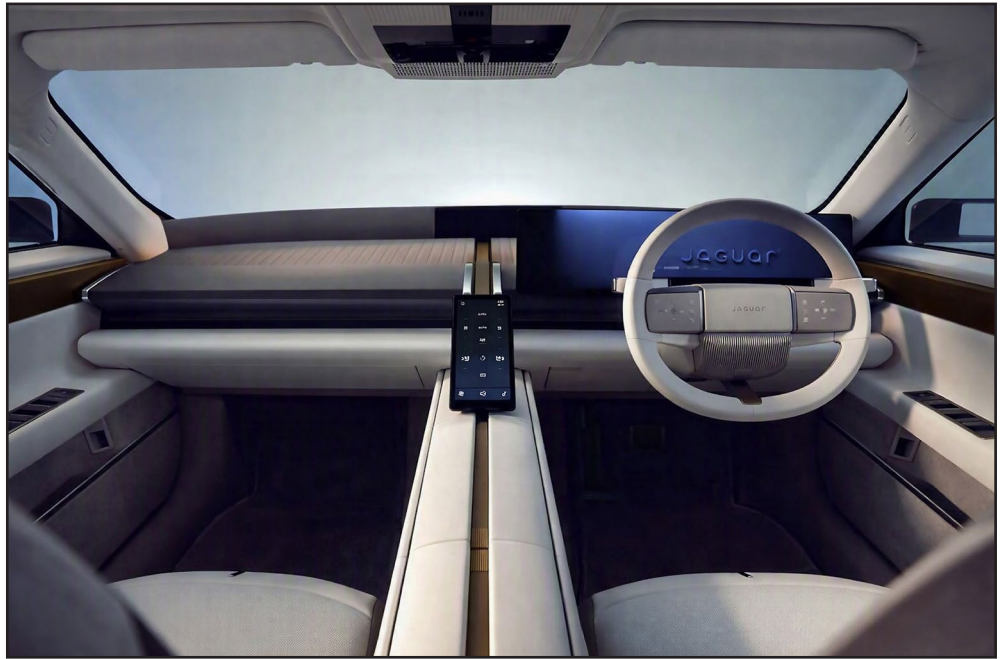
Jaguar's reinvention has never been quiet, but the unveiling of the Type 01's interior has triggered the loudest debate yet. As the brand edges toward the full October reveal of its all electric grand tourer, the cabin has become the lightning rod for both admiration and outrage — and that reaction, in many ways, proves Jaguar's point.

What's clear is that the Type 01's interior is a clean break from everything before. Gone is the English drawing room warmth that once defined Jaguar cabins. In its place sits an interior that feels architectural, monolithic and deliberately modern.

A New Architectural Language

Horizontal lines dominate the space, not just across the dashboard but along the full length of the car. A long, straight centre spine bisects the cabin, creating four distinct seating "pods." Jaguar calls it reductive design; critics have called it everything from "two planks of wood" to "business class pods on wheels."

Seen in person, the cabin's proportions and materials tell a different story. The spine is not crude timber but a sculptural element with brass inlays, forming the backbone of the car's architecture. The minimalist seats give a GT driving position that is both cossetting and confidence inspiring. Overhead, a narrow glass roof stretches far rearward, adding light to a controlled environment.



The low seating position provides a GT (Grand Tourer) driving experience.

Technology Without the Overload

Technology is present but not overwhelming. A large driver's display sits ahead of the steering wheel, while a smaller touchscreen handles climate and media. The bold two spoke wheel uses haptic controls, and the rear view mirror is replaced by a camera display.

It's unconventional yet refreshingly restrained in an era of dashboard screens. Jaguar has designed an interior first and a collection of devices second.

The Social-Media Backlash

The restraint has, unsurprisingly, become a flashpoint online. The lack of physical

buttons and a conventional rear window has drawn criticism. Colours, materials, even the steering wheel have been targets. Much of the commentary centres on one theme: this is not the Jaguar people remember.

But Jaguar has no intention of recreating the past. The Type 01 is not meant to compete head to head with the German premium establishment. It is meant to sit above it — higher prices, lower volumes, and a focus on cars that feel genuinely special.

That ambition demands an interior that is memorable, not merely competent. And the Type 01's cabin is nothing if not memorable.

Why Boldness Matters

The backlash, then, is almost a sign of success. Reinvention is always controversial, and Jaguar has chosen to reinvent itself completely. **Those who have sat inside describe an experience photographs cannot convey** — the way the architecture wraps around you, the clarity of the digital mirror, the sense of space created by the central spine, and the quiet confidence of a design that imitates nothing else.

In a world where luxury car interiors increasingly look interchangeable, Jaguar has chosen to be distinctive. The Type 01 cabin may divide opinion, but it undeniably sets Jaguar apart — and for a brand determined to chart a new course, that may be exactly the point. ■

Editor: Information for this story sourced from "Jaguar Media", "The Independent", "EVO" and "Car & Driver".

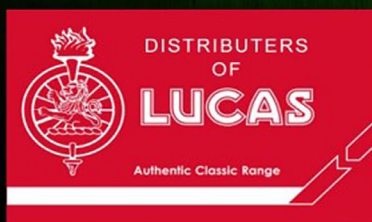


The Jaguar Type 01 features minimalist seats front and rear, a strong brass-trimmed centre spine, a long panoramic glass roof and no rear window. (Jaguar media).

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UK: The Truth Behind the “Runaway I-PACE”

Fraud, Fantasy and a £70,000 Jaguar

When Classic Marque first reported in April 2024 that eight police cars were used to box in and stop a supposedly out-of-control Jaguar I-PACE, readers were left with one lingering question: **why would a driver invent such an extraordinary tale, knowing the car would inevitably be forensically examined?**

The answer has finally emerged — and it is even more astonishing than the original claim.

A ‘Frighteningly Stupid’ Plan

Nathan Owen, 33, has been jailed for more than four years after a court found he fabricated the entire “brake failure” incident in a desperate attempt to escape his car finance obligations. The debt-ridden owner dialled 999 and claimed his £70,000 electric Jaguar had “gone crazy” on the motorway and would not slow down, prompting a major police response across Merseyside on 6 March 2024.

In reality, Owen had been **stationary in a car park** when he dialled 999.

Just five minutes earlier, he had phoned a loan company seeking to borrow more money on top of the £3,000 he already owed. When refused, he launched into what the judge later described as a “frighteningly stupid” scheme.

Thirty-One Collisions and 38 Miles of Chaos

Police dash-cam footage released after sentencing shows officers attempting to box in the I-PACE as it travelled along

the M58, M57 and M62 at speeds up to 86 mph. Owen collided with a police vehicle **31 times** during the 38-mile ordeal.

Throughout his 35-minute call to emergency services, he insisted the Jaguar was “stuck at 70mph” and that he was “shaking” as the car “wouldn’t stop”.

The forensic examination later revealed the truth: **Owen never attempted to brake at all.**

The vehicle finally came to a halt only when its battery charge was exhausted. As it slowed, the dash-cam footage clearly showed the brake lights illuminate — proving the system was functioning normally.

No I-PACE Fault Found: But Major Damage Done to Jaguar

Jaguar Land Rover provided technical support to investigators, confirming there was **no defect** with the vehicle. The company later stated that the false allegations generated **180 pieces of adverse media coverage**, forcing JLR to spend an additional **£50 million** on marketing to counter the reputational damage.

A spokesperson said:

“JLR provided technical support to assist the police investigation, which found no evidence of any vehicle-related defect contributing to the incident. We would like to thank the authorities for their work investigating this case.”



Sentencing and Aftermath

Owen pleaded guilty to dangerous driving and two counts of fraud. He was sentenced at Liverpool Crown Court to **51 months in custody** and banned from driving for **five years** after his release.

The case closes the chapter on one of the most bizarre motoring stories of recent years — a fabricated emergency that shut motorways, damaged police vehicles, and briefly cast doubt on the integrity of Jaguar’s EV technology.

What began as a sensational claim has ended as a cautionary tale: a reminder that even the most dramatic allegations can unravel under forensic scrutiny. ■

Editor: Information for this story sourced from "DailyMail" AU Edition.

UK: Jaguar F-Pace Rated Dealer Auction’s “Best Buy”

The **Jaguar F-Pace** has been named **“Dealer Auction’s” Best Buy** for the second consecutive quarter, reflecting its strong trade pricing, reliable margins and rapid speed-to-sale.

Market data from Q2 shows dealers acting decisively in a stabilising used-car environment, with premium SUVs like the F-Pace continuing to attract high buyer engagement.

Dealer Auction reported more than 15 million stock alerts sent to buyers during the quarter, with the F-Pace consistently ranking among the most in-demand vehicles.

Its repeat win highlights the model’s enduring desirability and commercial strength in the UK used-car market.

In a separate story **“CarsCounsel”** assess the best Jaguar F-Pace model years are **2021 through to 2024**, featuring a major facelift and significantly improved infotainment. Buyers should approach the 2017 through 2020 models carefully due to early cooling system and electrical vulnerabilities.

Rankings are comparative, as no aging luxury SUV is entirely flawless. Proper maintenance history, immediate repair of fluid leaks, and a thorough pre-

purchase inspection remain essential for any used vehicle.

Editor: Information sourced from the “Bodyshop Magazine” and “CarsCounsel”. ■



F-Pace Drive 2023 car of the year - “Best Luxury SUV Under \$150K”.

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SA Jag Day

25th October 2026

More information coming soon!

Calling for volunteers to assist with SA Jag Day 25th October 2026.

If you can help with any of the following

- Vehicle Marshalling
- Putting Goody bags together
- Helping source prizes
- Morning Set up
- Afternoon Pack up



If you are willing to help out, please email me on di.adamson1@gmail.com

and I will set up a meeting for everyone involved.

Don't hesitate to call Di Adamson on 0407862758 with any questions

Why McGovern Left JLR + The Controversy That Followed

Jaguar's Ex-Design Boss Defends The Rebrand

Departure After 24 Years

Professor Gerry McGovern OBE, born in Coventry in 1956, spent nearly a quarter-century shaping the design direction of Jaguar Land Rover, ultimately serving as Chief Creative Officer. He left the company at the end of last year — a departure that generated more speculation than clarity.

Reports circulated that McGovern had been escorted from the building, only to return months later to leave on amicable terms. He dismisses the rumours as inaccurate.

"The reality was in the formal announcement," he told Autocar. "I decided to move on and try other things. I'd been at JLR for 24 years... but there's a point where you start wondering how long you can go on."

He emphasises that the decision had been under discussion for some time and that he harbours no resentment.

"I still love those brands. You can't just walk away."

Reinventing Jaguar: The Type 00 Project

A Brand in Need of Reinvention

McGovern is frank about Jaguar's condition when the Type 00 project began.

"Most people hadn't realised that Jaguar needed to be reinvented. The company was a failure... nobody was buying cars."

Seventeen full-size proposals were developed before the final Type 00 concept emerged. But McGovern stresses that a prestige brand requires more than a striking car — it needs a clear identity. That belief led directly to the controversial communications campaign that followed.

The 'Copy Nothing' Campaign and Global Backlash.

The Androgynous Casting & Cultural Misfire.

Jaguar's 2024 "Copy Nothing" campaign — featuring an eclectic cast in bold styling and no car in sight — was intended to signal that Jaguar would be "a copy of nothing." Instead, it ignited a cultural firestorm.

The video was condemned by high-profile figures including Donald Trump and Elon Musk, who labelled it "woke." Online commentary went further, declaring the rebrand had "killed Jaguar."

McGovern insists the message was misunderstood.

"It was taken out of context. What we were trying to say is that Jaguar had to be unique, a copy of nothing."

He admits he didn't even know what "wokeism" meant at the time. The campaign became entangled in a broader cultural debate, particularly in the US, and JLR quickly realised the communications were being misinterpreted. Planned follow-up material — already produced — was pulled and never released.



McGovern: "I'm definitely going to do more cars"

Unexpected Visibility

Despite the backlash, McGovern notes that Jaguar became "the most talked-about brand in the world for four months," after years of near silence.

"On that basis, you'd say it was a massive success."

The controversy cooled once the public saw the Type 00 itself. With hindsight, McGovern now calls the episode "slightly amusing," though it was anything but at the time.

Design Choices & Misinterpretations

The Pink Concept

Another flashpoint was the Type 00's bright pink paintwork, which critics again labelled "woke." McGovern says the colour choice was simply inspired by Miami, where the car was unveiled.

"Think Miami, think Florida, flamingos, art deco, pastel colours."

From Type 00 to Type 01: The Future Jaguar

Despite the turbulence, Jaguar pressed ahead. The production car — now named **Type 01** — retains the concept's design language, shifts from two doors to four, and is expected to deliver around 1,000 hp. Lightly disguised prototypes are already testing publicly.

What Comes Next for McGovern

After half a century in car design, McGovern is not slowing down.

"I want to do new stuff... I've had a lot of approaches. I'm very particular about what I want, and who I work with. But I'm definitely going to do more cars. They're in my blood." ■

Editor: Information for this story sourced from "Autocar" and CarScoops



Gerry McGovern is now Chief Creative Advisor behind Norton Motorcycle's rebrand



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Jaguar 2025/26 Formula E Teams' World Champions



Second title secured after a decisive season-finale in London.

Jaguar TCS Racing have won the 2025/2026 ABB FIA Formula E Teams' World Championship for the second time, sealing the title at the London double-header. The result also completes a dominant GEN3 era for Jaguar powertrains, with Jaguar and customer team Envision Racing claiming three of the four Teams' Championships.

London ePrix – Round 16 (15 August)

- **António Félix da Costa** delivered a superb drive, climbing from seventh on the grid to finish third. Da Costa's race was defined by decisive early overtakes and a strong final stint following his PITBOOST stop, securing the final step on the podium
- **Mitch Evans** crossed the line in eighth after an ill-timed Full Course Yellow halted his charge toward a potential podium, dropping him from first to third in the Drivers' standings.

London ePrix – Round 17 (16 August)

- **Mitch Evans** closed out his decade with Jaguar TCS Racing with a determined fourth-place finish. Despite his efforts, he narrowly missed out on the Drivers' Championship, finishing third overall on 160 points — nine behind Porsche's Pascal Wehrlein.
- **Da Costa** was classified P15 after battling for a podium in the opening stages before slipping down the order late in the race. He concluded the season sixth in the Drivers' standings.

- **Evans** departs Jaguar as the most successful driver in the team's history, with 16 wins — also the most of any driver in Formula E to date.

A Decade of Progress and a New Era Ahead

Technology proven on-track by Jaguar TCS Racing has directly informed development of the Jaguar Type 01, the new luxury four-door GT set to be revealed in October. With the Teams' Championship secured and both drivers finishing inside the top six, Jaguar ends the GEN3 era at the forefront of electric racing innovation.

What's Next: The 2026–27 Formula E World Championship.

The thirteenth season of Formula E will bring the most significant technical overhaul in the championship's history

as the Gen3 Evo package is replaced by the **Gen4** car, described as a “quantum leap” in electric racing technology.

Key Gen4 advancements include:

- **Peak Power Output:** A 71% increase over the previous generation.
- **All-Wheel Drive:** Unparalleled grip and torque vectoring.
- **Two Downforce Configurations:** Optimising handling and cornering.
- **Enhanced Regenerative Braking:**
- **Technology:** Allows manufacturers to test EV technologies transferable to road cars.

The 21 race season starts in **December 2026** and concludes in **July 2027**.

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



The Jaguar GEN4 showcases the dramatic pace of technical innovation in Formula E

Multivalve Register Lunchtime Run (20th August)

Eleven cars gathered at the Marion Hotel on what began as a sunny winter's day, and it was a pleasure to welcome members from almost every Register.

The Cats looked magnificent in the morning light as we set off for our first stop, the Karkoo Nursery at Oakbank, travelling via Flagstaff Hill, Stirling, Bridgewater and Balhannah.

At the Nursery we were joined by Robert & Robyn Welch, Ron & Claire Palmer, and several of the Mannum

contingent — Roly, Don, Joan and Bronte — whose long trip was much appreciated.

Karkoo seems to grow every time we visit, now offering an impressive spread of plants, pots, garden art, clothing, antiques and gifts. As usual, browsing time disappeared far too quickly before we had to continue the run.

An hour later, with some members carrying new purchases, we headed off on the second leg via Littlehampton,

Mount Barker, Macclesfield and Meadows, finishing at The Alma in Willunga for lunch. Geoff and Valerie Clayton, along with Jim and Arcadia Komaromi, joined us there.

This section of the run included an unexpected encounter with the South Australian Police, who had set up a "booze bus" just before Mount Barker. Several of our cars were pulled in — perhaps simply because they looked so good in the sunshine — but all drivers passed the breathalyser without issue. One member joked that it was fortunate the testing happened before lunch rather than afterwards.

We received a warm welcome at The Alma, and meals arrived promptly. During lunch the skies clouded over, and light rain accompanied many of us on the drive home, though it did nothing to dampen the enjoyment of the day.

A fabulous outing, shared with great company and plenty of laughs. I look forward to the next one.

Peter Buck
Multivalve Register Secretary



Multivalve Register Lunchtime Run (20th August)



Compact Register SOUTHERN TOUR

Thursday 13 August 2026

A mid week event seemed to be the way to go for a change. So plans were made for a simple trip to the Fleurieu Peninsula.

The Visitors Centre at McLaren Vale is always a great spot to meet up for coffee and cake before we head south in convoy.

Travelling via the Myponga Reservoir provided a great spot for a photo shoot before driving down and over the dam wall on our way to Carrickalinga and on to Normanville. We essentially had this interesting road to ourselves to enjoy.

Our destination was the Lady Bay Restaurant, at the Lady Bay Resort. With an outlook over the golf course.

A nice drive, reasonable weather, 9 Jaguars and 18 members adds up to a pleasant outing.

As Register Secretary I was able to announce this was my last Hoorah as Register Secretary and was pleased to formally hand over that responsibility to Mark Dunlop who will take the reigns as of September.

Philip Prior



E, F & GT Register – Paint Repair Shop & Dinner (August)

The Register was invited to visit AKG Auto Restoration & Paint Repair on Oaklands Road, Somerton Park.

With more than 25 years' experience in automotive paint and panel refinishing, the team specialises in classic car restoration with a strong emphasis on quality, precision and authenticity. Their passion for returning vintage vehicles to their former glory is evident, and their services range from full restorations to resprays, rust repairs and welding, paint correction and polishing, ceramic coatings, satin-black bonnet stripes, detail work, body repairs, small jobs and insurance work.

Our host, Adrian Groombridge, walked us through the workshop and the projects currently underway. These included a Series 1 E-Type in for minor work and a complete closed-door respray, as well as the D-Type panels belonging to Alan Baker, which were in the midst of being painted.

After a lively round of questions and technical discussion, Bruce presented the partners with a copy of the JDCSA 50-year book as a gesture of appreciation for their hospitality.

Members were provided with a brief update of news from the club executive. I stood down from my executive position to allow members to elect a candidate of their choice.

I was re-elected unopposed.

We then regrouped at the Marion Hotel in Mitchell Park for dinner. The venue was packed — impressive for a Thursday night — and many of us had difficulty finding a carpark. Fortunately, Bruce had booked a table, and despite the crowd, the meal service was efficient and the beer pleasantly cold.

It was an enjoyable evening for all who attended. A big thank-you to Alan Baker for helping to organise the visit.

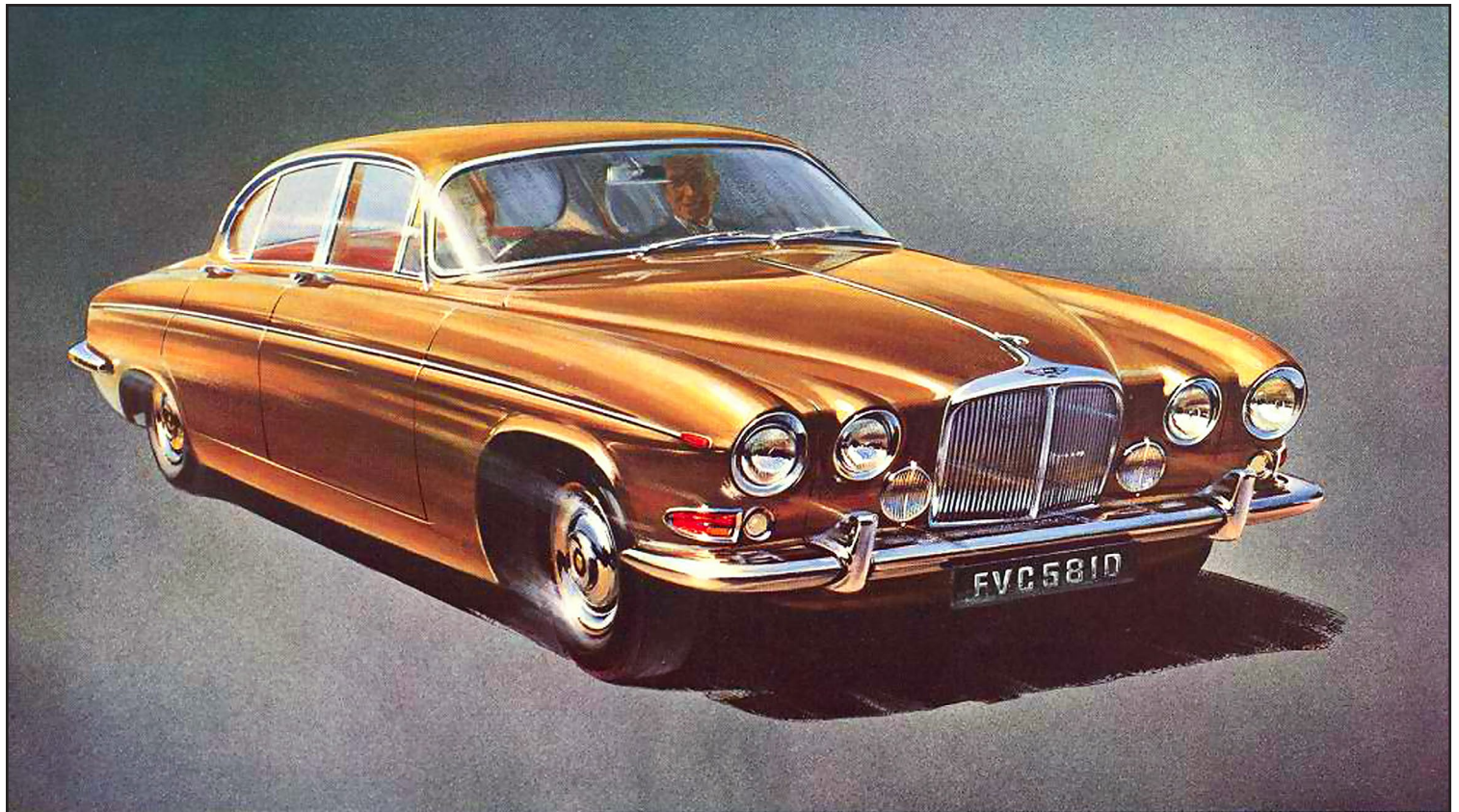
Bruce Davis

Mobile: +61 (0)400 872 438

Email: davisbj007@gmail.com



Celebrating 60 Years of The 420G



THE JAGUAR 420 'G'

a 4.2 litre luxury saloon with every conceivable refinement



In its time the Mark X and 420G were the most advanced of all British saloons and very definitely one of the most impressive. Despite this however, Paul Skilleter in his book 'Jaguar Saloon Cars' noted that "....the Mark X was never Sir William Lyons favourite, but the type's undoubted merits are now being recognised by the enthusiast and collector."

Celebrating 60 Years of The 420G

The Jaguar Mark TEN, later renamed the Jaguar 420G succeeded the Mark IX as Jaguar's top saloon model. Despite outstanding driveability, the Mark X/420G never hit the spot with collectors.

420G

Despite press acclaim from both sides of the Atlantic, the Mark X did not sell as well as expected. Early cars had different teething troubles. Matters were improved with the 4.2 litre version introduced in 1964, with improvements to the power steering, brakes and transmission. Electric windows were now available as an option.

The final version was the 420G of 1966, which had a side chrome trim strip, new radiator grille and wheel trims, and was often seen in two-tone colour schemes.

Interior changes included perforations in the central sections of the leather seats, padded dashboard sections for safety and the introduction of air conditioning as an option.

A limousine variant was available with a fixed, one-piece seat back topped with a sliding glass partition. This replaced the separate chairs of standard cars.

Engine

Combined with the 4.2 litre, triple carburettor engine as fitted to the E-type, it gave Jaguar's flagship a top speed of 130 mph with capable handling.

Reviews

Magazines at the time praised the car and noted that the main impression on taking the wheel of the 420G was its impressively quiet running allied to tremendous performance.

Test drives by various magazines noted that the big car rode very comfortably and handled with almost sports car stability through fast bends, and on wet roads the tenacious road-clinging was exceptional.

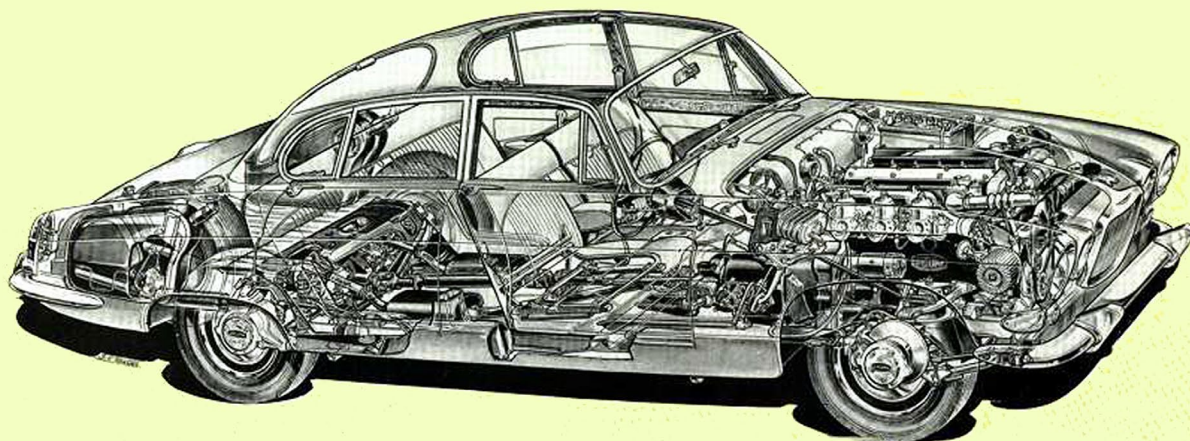
Value for Money

In the luxury car market, the 420G was competitively priced at less than half the price of the contemporary Rolls-Royce Silver Cloud.

Production

The rarest now is the 420G as only 5,763 were built compared to 18,519 Mark Xs. The Mark X/420G was the top-of-the-range saloon car for a decade, however the increasing production of the smaller XJ6 resulted in the 420G being run out of production in 1971. ■

SALIENT FEATURES OF THE 420G



- | | | |
|--|---|--|
| <ul style="list-style-type: none">• All steel body of Jaguar patented monocoque construction for maximum Strength and rigidity,• Full five-seater body, lavishly equipped, superbly finished, and comprehensively instrumented. New instrument panel styling features use of protective padded surrounds.• New chrome-plated 'flashes' on body side.• New design of radiator grille enhances the already imposing front end styling,• New design of front seats provides high degree of lateral support without loss of ease of entry and egress.• 27 cubic feet luggage space (excluding space for spare wheel, etc.).• High efficiency heating and ventilating system providing high air-flow—hot or cold—with variable selection for temperature, volume and direction. | <ul style="list-style-type: none">• Advanced design of Jaguar XK engine with capacity of 4.2 litres developing 265 B.H.P. and 283 lbs/ft torque, to give outstanding acceleration and flexibility throughout the speed range.• Engine cooling system incorporates a robust tube and fin radiator block for maximum reliability and high efficiency. Fluid drive speed control fan and improved of water pump for more efficient air and water circulation and reduced fan power absorption.• A.C., electrical system incorporates alternator to give increased current supply over a wide range of engine speeds, particularly during low speed city driving. Pre-engaged type starter motor to facilitate starting in extremely low temperatures.• Independent suspension on all four wheels. | <ul style="list-style-type: none">• Improved exhaust system to further reduce noise level. Aluminised silencers reduce corrosion and greatly prolong silencer life.• Choice of Jaguar designed and manufactured all synchromesh manual gearbox (with or without overdrive) or Borg Warner Model 8 automatic transmission.• Servo-assisted disc brakes on all four wheels give great power and light pedal pressures for maximum braking efficiency,• Marles 'Varamatic' variable ratio power steering, developed in conjunction with Jaguar engineers, gives normal ratio with small steering movement and higher ratio towards full lock. 2.5 turns from lock to lock. ■ |
|--|---|--|

Celebrating 60 Years of The 420G



This press release photograph helped launch the 420G in North America. Note the whitewall tyres that were almost mandatory on US export Jaguars. Alas even the Americans found the 420G rather too large and rotund.

The 'G' seemingly stood for 'Grand' and certainly the 420G was an imposing car, both at speed on the motorway and on opening its doors — the interior was quite phenomenally roomy. The model was announced in October 1966 and was an upgrade of the 4.2-litre Mk X that two years before had replaced the original 3.8-litre version. This had first been seen back in 1961.

The original Mk X had a bad start; it was a large and complex car. While the engine and drive train were basically well proven, much else was new and various teething problems made themselves known during the first years of production. The 4.2-litre car was considerably improved and the 420G represented a further upgrade; but neither it nor any of the Mk X family could match the Mk VII of the early 1950s in terms of annual volumes.

The 420G's best year was 1968, when only 1,653 were produced; that compares with the Mk VII series that was often built at the rate of circa 6,000 a year.

Nevertheless, the 420G — a rare car today — has its own following in those who appreciate its expansive interior, remarkably good handling and a far from sluggish performance.



The 420G in home market guise. It was visually distinguished from the preceding 4.2 Mark X by the chrome waistline, flasher repeater lights, a centre bar to the radiator grille and restyled wheel trims.

Celebrating 60 Years of The 420G



Left: The 420G was nothing if not impressive, including from the rear — and its trunk was voluminous.

Right: Inside the 420G was upgraded with a padded fascia roll with a clock inset into the centre. This photograph also gives some idea of the cars interior width — inches more than the later XJs and only surpassed by the XJ220.



The 420G was offered well into 1970, overlapping the XJ6 by more than a year, by which time two-tone paint options were available. It lived on in essence long after that, its floorpan used in extended form for the Daimler DS 420 limousine.

10 Facts About The Mark X/420G

To celebrate 60 YEARS of the 420G — the following are 10 historical facts about the Mark X/420G.

Fact 1: The Mark X was launched in October 1961 at the Earls Court Motor Show.



Fact 2: The first Mark X running prototype was tested in the Summer of 1960.

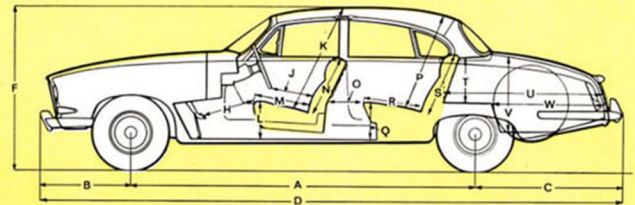


Fact 3: The Mark X was taken on an 8-week development proving test around the Bayonne area of France.

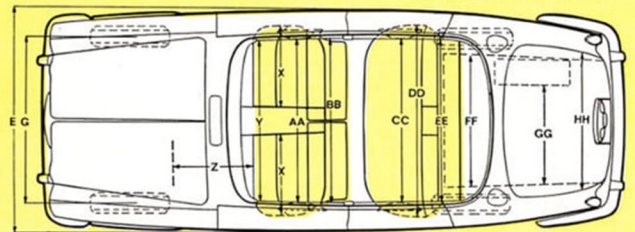


Fact 4: At 6 foot 4 inches, the Mark X was the widest British production car at the time. It held the Jaguar record until it was beaten by 3 inches when the XJ220 was launched.

JAGUAR MARK TEN GENERAL DIMENSIONS



© Jaguar Daimler Heritage Trust



Unless otherwise stated, all dimensions are in inches and centimetres, applicable to a laden car. Note:— Front seat shown in mid position (7" adjustment). Seats in unladen position.

		English	Metric			English	Metric
A	Wheelbase	120	305	S	Squab Height—Rear	23	58
B	Front Overhang	31	79	T	Height above Ledge—Trunk	15	38
C	Rear Overhang	51	130	U	Minimum Depth Trunk	55	140
D	Overall Length	202	510	V	Maximum Height Trunk	26	66
E	Overall Width	76	193	W	Length behind Ledge—Trunk	39	99
F	Overall Height	54	137	X	Seat Width	28	71
G	Track Front	58	147	Y	Windscreen Width	57 1/2	146
H	Pedals to Seat Cushion	19	48	Z	Leg Room	24—30	60—76
J	Steering Wheel to Seat Squab	16	41	AA	Widths between Armrests	57 1/2	146
K	Headroom	38	97	BB	Shoulder Room	58	147
L	Seat Height	13	33	CC	Width between Armrests—Rear	56 1/2	144
M	Seat Depth	19	48	DD	Seat Width Rear	66 1/2	169
N	Squab Height	22	56	EE	Shoulder Room—Rear	57	145
O	Knee Room Rear	10—17	25—43	FF	Maximum Width Trunk	45	114
P	Headroom Rear Seat	34	86	GG	Minimum Width Trunk	34	86
Q	Seat Height—Rear	14	36	HH	Width at Opening Trunk	49 1/2	126
R	Seat Depth—Rear	20	51				

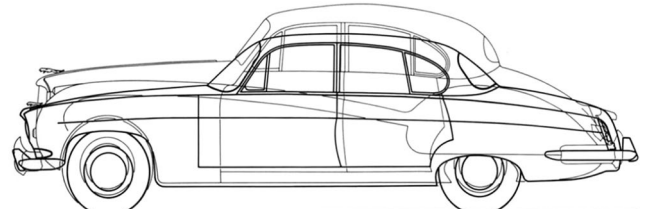
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Fact 5: The Mark X was 8½ inches lower than the previous Mark IX.



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Comparative elevation drawing Mark IX and X

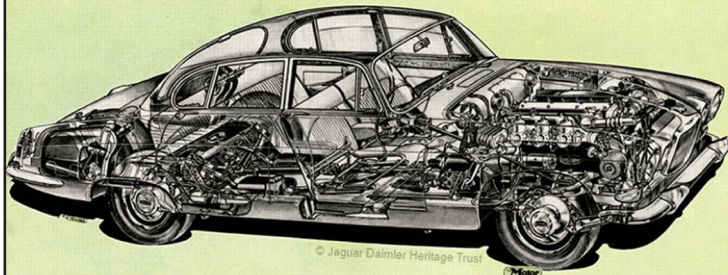


Fact 5

10 Facts About The Mark X/420G

Fact 6: The Mark X was the first monocoque Jaguar saloon with front and rear independent suspension.

SALIENT FEATURES OF THE JAGUAR MARK TEN



© Jaguar Daimler Heritage Trust

- Full five seater — lavishly equipped and superbly finished.
- Independent suspension and disc brakes on all four wheels.
- Power assisted steering as standard equipment.
- 6 cylinder, twin overhead camshaft, Jaguar XK engine.
- Completely new high efficiency heating and ventilating system.
- Completely new body styling in the finest Jaguar tradition.
- All steel body of monocoque construction for maximum strength and rigidity.
- Choice of manual transmission with or without overdrive, or fully automatic transmission.

Fact 7: In 1964 the Mark X received the same 4.2 litre engine as the E-type.



NEW 4.2 LITRE MARK TEN SALOON

joins the famous range of Mark Ten, 'S' model, Mark 2 and 'E' Type Jaguars



NEW ADVANCED XK ENGINE. 4.2 litre, 6 cylinder, twin overhead camshaft, advanced design of new piston, 3 valve per cylinder. Jaguar XK engine, first time winner of Le Mans, gives higher torque for increased acceleration and flexibility.



NEW POWER STEERING. Marlin 'Variable' Bendix power steering, developed in conjunction with Jaguar engineers gives normal ratio at small steering movement, rapidly reducing on lock, ensuring an accuracy of response at high speed, lower before possible, with only 22 mm from lock to lock, finger light pivoting.



NEW AUTOMATIC TRANSMISSION. Six speed, 4.2 litre, 6 cylinder, twin overhead camshaft, advanced design of new piston, 3 valve per cylinder. Jaguar XK engine, first time winner of Le Mans, gives higher torque for increased acceleration and flexibility.



NEW ALL-SYNCHROMESH GEARBOX. Four speed, all synchromesh, smooth, precise, responsive gives smooth and rapid changes. New double-plate spring clutch gives lighter pedal pressure and long life. Overdrive available.



NEW EFFORTLESS BRAKING. New brake servo gives better effect and greater power for the disc brakes on all four wheels. Separate fluid circuits for front and rear.

© Jaguar Daimler Heritage Trust

In response to a world wide demand, Jaguar proudly introduce into the present range a new more powerful model — The New 4.2 litre Mark Ten Saloon. A new 4.2 litre XK engine of advanced design steps up performance to an entirely new level.

Other important technical advancements include New Automatic Transmission, New all synchromesh Manual Gearbox, New Power Steering (exclusive to Jaguar), New effortless braking, New interior heating, New cooling system, Alternator and Power-assisted steering — all of which will further improve this "special kind of motorcar which no other car in the world can offer".

At the same time, all the characteristics which have made the Mark Ten world famous have been retained — all round independent suspension, 4 wheel disc brakes, spacious seating for five, fine leather upholstery, folding armrests, reclining front seats, folding tables, deep pile carpets and a host of traditional Jaguar refinements.

NEW COOLING SYSTEM. A robust tube and the block for reliability and high efficiency, combined with a central circulation, gives added safety in hot climates or at high altitudes. A fluid drive speed control fan and modified water pump improve air and water circulation and reduce fuel power absorption.

NEW ALTERNATOR. Alternator now gives greatly increased current supply over wide range of engine speeds, ensuring adequate current supply — even with air driving — for the extensive electrical service now embodied.



JAGUAR

Grace...Space...Pace



Fact 8: In 1965, a limousine version of the Mark X was introduced with a glass screen privacy division.



Fact 9: At Earls Court in 1966, there was a facelift to the Mark X. Following the nomenclature change in Jaguar models for the 1967 MY, it became the 420G.



Fact 10: A stretched Mark X floorplan was used on the Daimler DS420 Limousine.



420G Restoration by Bob Charman

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

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

A Long-Held Ambition

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

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

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

Despite his love for the car, a single



income, soaring petrol prices and two young children put pressure on the family finances, and so the Jag had to go.

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

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

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

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

The Long Road Back

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

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

Bob is full of praise for the people who reapplied the gleaming burgundy paint. "I went to at least SIX paint shops. I had



420G Restoration by Bob Charman (cont)

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

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

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

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

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

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

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

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

Hot Grilled

In all, Bob bought three cars to provide spares and parts that were missing from his Broken Hill car. "All the seats came out of a donor car, because the frames were better," he says. "As for the grille - I saw one advertised on eBay in England. It was advertised as a 420 grille surround in excellent condition. I bid for it and

was thrilled to get it. It came over within a week, and was immaculate".

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

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

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

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

Final Touches

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

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

Bob & Daphne Charman



Jaguar History - On this Day (September)

On **17 September 1956**, Norman Buckley broke the "One-Hour World Water Speed Record" on Lake Windermere in his motorboat, Miss Windermere III.

Buckley used a hydroplane of his own design, powered by a 3.8-litre Jaguar XK engine — the first time an XK unit had ever been sold to a private customer. Buckley had become friends with Sir William Lyons and Lofty England, who agreed to supply the engine for the attempt.

During the hour-long run Buckley averaged **79.66 mph**, though he later admitted to being disappointed not to have reached the symbolic **80 mph** mark. At one point the wash from a passing launch threatened to jeopardise the entire operation. "I throttled down just before the wash hit me, but even so the boat leaped clear of the water," he said. "Had I not slowed, anything might have happened."

The previous record — **64.03 mph** — had been set by Charles von Mayenburg of Germany. Among those watching from the lakeside was Buckley's close friend and fellow speedboat enthusiast



A 48-year-old solicitor from Manchester broke the "One-Hour World Water Speed Record" in his Jaguar powered hydroplane on Lake Windermere, Cumbria, England, September 1956.

Donald Campbell, who remarked that the incident with the launch had "cost Britain a record of 80 mph".

Buckley went on to break **five further world water speed records**: one more in Miss Windermere III, and two more in the 1960s in his next self-designed boat, Miss Windermere IV. Over its lifetime the boat was powered by **three different**

Jaguar engines: the original 3.8 from Miss Windermere III, a modified 4.2-litre E-type unit fitted in 1970, and finally a modified D-type engine installed in 1973.

Today the boat, minus its engine, forms part of the **Steamboat Museum** display at Lake Windermere. ■

On **1st September 1956**, American Bobby Unser claimed his first victory in the legendary Pikes Peak Hill Climb, beginning a record-setting run that would eventually total **13 wins**, more than any driver in the event's history.

Among all the machines powered by the **Jaguar XK engine**, none was more distinctive than the single-seater built by

the **Unser family** specifically for Pikes Peak. The hill climb — a gruelling **20km** course with **156** corners and a climb of **1.44km** — had long been an Unser tradition. Bobby's uncle **Louis Unser** dominated the mountain between 1934 and 1953, earning the title *The Old Man of the Mountain*, and Bobby grew up determined to match him.

For Bobby's first attempt in 1955, his father **Jerry Unser** constructed a lightweight single-seater using Ford components and a Dreyer midget body. Instead of the usual American V8, Jerry chose the more agile **Jaguar 3.8-litre XK engine**, then enhanced it with special pistons and redesigned valves — the famed "**Secret Unser Recipe**" — adding an estimated **80–100bhp**. The result was a striking machine painted in red, white and blue, wearing number 58, with a shining chrome grille and four **SU carburettors** poking out the right side.

Jerry initially felt the car was too powerful for 21-year-old Bobby, so Bobby's older brother Louis drove it to third place in 1955. But in **1956**, Bobby finally took the wheel, charging up Pikes Peak in **14 minutes 27 seconds** to secure his first win. He triumphed again in **1958**, recording **13 minutes 47 seconds**, the first run ever completed in under 14 minutes.

Today, the Jaguar-engined car survives in the **Unser Racing Museum**, a vivid reminder of Bobby's early brilliance and the remarkable versatility of the **Jaguar XK engine**. ■



Jaguar History - On this Day (September)



*"Launched on **30 September 1963**, the Jaguar 'S' Type quickly became a favourite of British police forces — combining speed, poise and unmistakable authority."*

The 'S' Type was launched on the **30 Sept. 1963**. The cars were technically a more sophisticated development of the Mark 2, offering buyers a more luxurious alternative without the size and expense of the Mark X.

It used a mid-scale version of the Mark X independent rear suspension to replace the Mark 2's live rear axle and featured longer rear bodywork, among other styling and interior changes. The S-Type was available with either 3.4 or 3.8-litre XK engines.

By the time of the 'S' Type's release in 1963, the Mk 2 remained an unexpectedly strong seller, where as the Mk X was selling less well than hoped, and so Sir William decided to retain all 3 models. The 420 was developed to replace the 'S' Type, but because demand remained for the 'S' Type, all 4 saloon models remained on sale until the arrival of the XJ6 in 1968. ■

The XJ-S was introduced on **10 September 1975**. Developed on the short-wheelbase XJ saloon platform, it was immediately recognisable for its prominent rear buttresses. Early styling input came from Jaguar's aerodynamicist Malcolm Sayer, one of the first automotive designers to apply advanced aerodynamic principles to road cars.

V12-powered production cars were uncommon at the time; only Italian marques such as Lamborghini and Ferrari offered similar engines. Even so, the XJ-S compared favourably with its Italian contemporaries.

Manufactured from 1975 to 1996 in Coupé, Cabriolet and full Convertible forms, the model evolved through three distinct iterations. Total production reached 115,413 units over a span of 20 years and seven months. ■



*The XJ-S made its public debut at the Frankfurt Motor Show on **10 September 1975**. The launch car, OOM 555R, now resides with the Jaguar Daimler Heritage Trust.*



Ralph Broad died **17 Sept 2010** aged 84.

In 1975, Broad got a contract to prepare Jaguar XJ Series II V12 Coupés for entry in the European Touring Car Championship. Despite being well-driven, they were not competitive with the much lighter BMW 3.0L CSL. The best result was a second place at Nürburgring in 1977.

Alas, it was not enough for BL to agree to continue with the project for a further season, although Ralph Broad never changed his opinion that with further development, the car would have been a winner. The Jaguar XJ12C was a sad end to Ralph Broad's otherwise near flawless career in motorsport. ■

Jaguar History - On this Day (September)

On **27 September 2012**, Jaguar unveiled the F-Type convertible at the **Paris Motor Show** — the company's most anticipated launch in a generation.

For Jaguar, it marked a historic moment: the arrival of its first pure two-seater sports car since 1975, a return to the kind of focused, driver-centred machine enthusiasts had been waiting decades to see.

Standing beside the car was Jaguar's Director of Design, Ian Callum, who introduced the F-Type with unmistakable pride. Callum had long dreamed of creating such a car — a vision he'd carried since joining Jaguar in 2000. As he put it, "This is the car we have always wanted to make...it speaks for itself."

With those words, the covers came off, echoing the drama of the E-Type's own debut more than fifty years earlier in 1961. ■



Ian Callum stands alongside his latest creation



The **XJ X350** was unveiled at the Paris Motor Show on **26 September 2002**.

The **all-aluminium X350** was a radical departure for Jaguar, even if it didn't look it. So, Jaguar was keen to show off its high-tech manufacturing process. To do so, the car made its debut completely 'naked'.

This car is an **early pre-production X350** (V8 engine), which was specially finished in polished aluminium to show off the new body material.

Together with a similarly-finished left-hand drive car, it was used for the launch presentation and motor show displays, before it was presented to the **JDHT for preservation**. ■

On **28 September 1994**, Jaguar unveiled the new XJ6 — the **X300** — a car that would revitalise the company. It was the first Jaguar developed under Ford's ownership, and although it evolved from the earlier XJ40, it was far more than a simple facelift.

Not a single exterior body panel was carried over, giving the X300 a fresh, elegant shape that echoed classic Jaguar design cues. Beneath the skin, **major structural revisions** improved strength and refinement, while **almost every inch of the interior** was subtly redesigned to lift comfort, ergonomics and perceived quality.

The engineering changes ran deep. **Suspension, steering and braking systems** were all reworked to deliver a smoother, more composed driving experience. At the heart of the car sat the **new AJ16 engine**, featuring redesigned head and block castings and sharing virtually no components with its predecessor, the AJ6. The result was an engine that was cleaner, stronger and more efficient.

Perhaps the most significant improvement was in build quality. Under Ford's guidance, Jaguar adopted modern manufacturing processes that transformed reliability and consistency.

The X300 quickly earned a reputation for being mechanically robust, well-finished and dependable. The new XJ6 didn't just look good — it performed with grace, handled with confidence, and proved durable in everyday use.

Many examples are still providing excellent service around the world, a testament to the success of Jaguar's reinvention and the enduring strength of the **X300 design**. ■



The new XJ6 (left) with its predecessor, the XJ40. Essentially the car returned the XJ6 to more rounded shapes.

Jaguar History - On this Day (September)

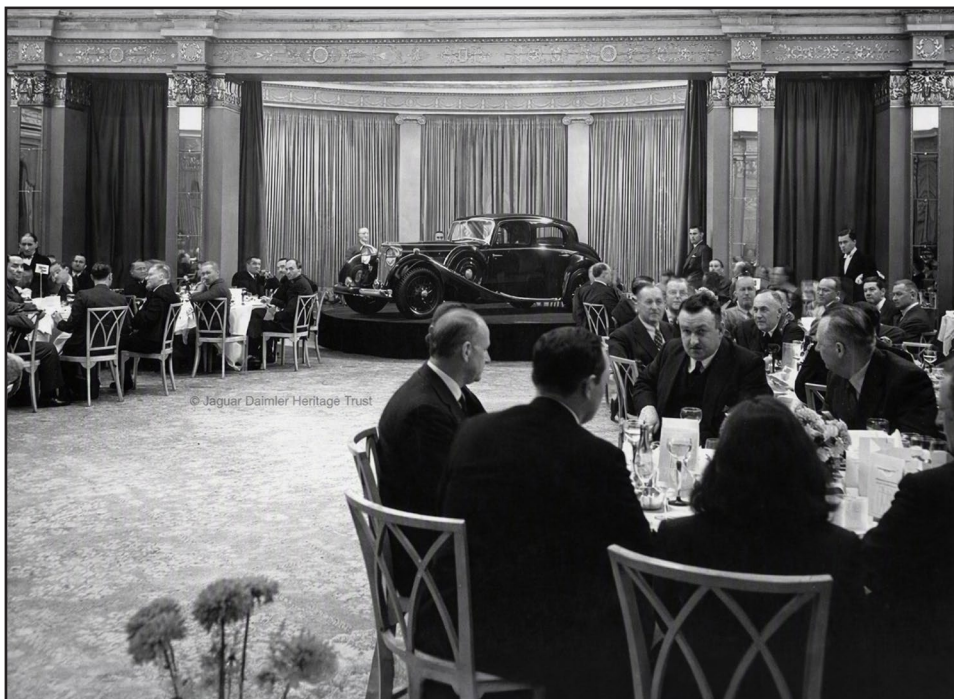
On **21 September 1935**, SS Cars launched two new models at a trade luncheon for dealers and press at London's Mayfair Hotel.

The cars were the **first to use the word "Jaguar" as a model name**.

The cars on display were the SS Jaguar 2½-litre saloon, featuring its 102 bhp six-cylinder Weslake-designed cross-flow OHV cylinder head on a Standard engine, and a similar-looking but scaled-down version using a 1½-litre four-cylinder side-valve engine.

Luncheon guests were invited to guess the UK price of the 2½-litre saloon, and the average of their answers was **£765**. Even in that deflationary period, the actual price of **£395** proved a pleasant surprise for many customers.

The side-valve 1½-litre four-cylinder sold for **£90 less**. ■



*The Mark V Jaguar was launched to the press on the **30th September 1948**. (Jaguar promotional photograph at the time of release),*

The Mark V was introduced to distributors and the press on **30 September 1948**.

It was the first Jaguar with **independent front suspension**, first with **hydraulic brakes** and the last model to use pushrod engines.

The origin of the Mark V name was somewhat mysterious as there had been no Mk I to IV Jaguars and the MK IV designation was only given to its predecessor after the launch of the Mark V. William Lyons explained that their were **five prototypes built** between 1946-1948 before he was satisfied with the result, and the chosen one was the **5th built**. A photograph of the discarded prototypes survives with the Jaguar Daimler Heritage Trust.

The last Mark Vs were built in mid 1951. ■

The 2.4 Litre saloon was announced on **28 September 1955**. (The 3.4 Litre saloon was launched 17 months later). Its designation as Mark 1 was retroactive, following the release of the Mark 2 in 1959.

The 2.4 Litre was the company's first small saloon since the end of its 1½ Litre cars in 1949, and was an immediate success, easily outselling the larger, more expensive Jaguar saloons.

The 3.4 Litre cars were also available as a special equipment version and competed successfully in many rallies, touring car, and saloon car races. Notable drivers including **Stirling Moss**, **Mike Hawthorn** and **Roy Salvadori**.

In Australia, **David McKay** won the 1960 Australian Touring Car Championship at the wheel of a 3.4 Litre "Mark 1" and **Bill Pitt** won the same Championship in 1961 driving a similar car. ■



*The Mark 1 saloon was launched on **28 September 1955**. The 3.4 litre saloon had a successful racing career. Photo - Hell Corner, Bathurst October 1960. Jags from left to right - Ron Hodgson, Bill Pitt, Pete Geoghegan.*

Technical: Jaguar V12 ECU History (1971–1997)

Technical evolution of fuel injection and ignition control systems used on Jaguar V12 engines

Overview

Across twenty six years of production, Jaguar's V12 evolved from carburettors and early analogue electronics into fully integrated digital engine management.

Era 1: Carburettor Period (1971–74)

Fuel System:

- 4 × Zenith Stromberg side draft carburettors (two per bank).
- Used on:
 - ◇ Series 3 E Type V12
 - ◇ Early XJ12 saloons

Ignition:

- Lucas OPUS (Oscillating Pick Up System).

ECU:

- None — mechanical fuelling only.

Notes:

- The earliest V12s relied entirely on mechanical fuelling and analogue ignition.
- Jaguar originally intended EFI (Electronic Fuel Injection) from the start, but the AE Brico system was cancelled late in development, forcing the temporary use of carburettors.
- Cold start behaviour was notoriously poor due to the long overhung intake tracts.

Era 2: First EFI (1975–1980)

Fuel System:

- Lucas/Bosch D-Jetronic
 - Analogue EFI
 - Batch-fired injectors.

Ignition:

- Lucas OPUS (with EFI trigger board).

ECU:

- D-Jetronic ECU
 - Analogue electronics
 - MAP based fuelling
 - Distributor triggered injection pulses.

Notes:

- Batch-fire fuel injection uses multiple injectors firing together in groups ("batches"). Fuel is sprayed even if the intake valve is closed.
- Used on XJ12 Series 2 and early XJS V12 (1975 launch).

Era 3: Digital EFI Begins (1981–1982)

Fuel System:

- Lucas Digital P EFI.

Ignition:

- Lucas OPUS (final years).

ECU:

- 6CU (1981–1982).
 - First digital ECU used on the V12
 - Introduced with the HE engine
 - Internal MAP sensor
 - Throttle potentiometer
 - Batch-fire injection
 - Limited memory and coarse mapping resolution
 - No oxygen-sensor feedback except in some US variants.

Era 4: CEI Ignition & Improved Digital EFI (1983–1988)

Fuel System:

- Lucas Digital P EFI

Ignition:

- Lucas CEI (Constant Energy Ignition).

ECUs:

- 16CU (1983–1987).
 - More memory and finer fuel-map resolution
 - Better transient enrichment (acceleration fuelling)
 - Improved cold-start logic
 - More robust electronics
 - Optional O₂ sensor feedback on US-spec cars
 - Still batch-fire injection.
- 26CU (1988–1992)
 - Improved transient fuelling
 - Optional O₂ sensors (US spec).

Notes:

- CEI provided the stable coil charge energy required for the lean burn HE combustion chamber.
- 6CU = sixth-generation control unit; 16CU = sixteenth-generation control unit (etc). These numbers reflect Lucas's internal development sequence, not Jaguar-specific numbering. Lucas's ECU numbering was global, not Jaguar-specific.

Era 5: Marelli Digital Ignition (1988–1992)

Fuel System:

- Lucas Digital P EFI.

Ignition:

- Marelli Digital Ignition
 - Dual coils (one for each bank)
 - Crank triggered timing
 - Fully mapped ignition

ECUs:

- 26CU
 - Higher resolution mapping
 - Improved cold start and emissions control.

- 36CU - Late Digital P EFI (1990–92)

Role:

- Final and most refined version of the Lucas "Digital P" fuel-only ECU family.

Used on:

- Late XJS HE (pre-6.0-litre)
- Late XJ12 Series III
- Early XJ81 (1993 prototypes)

Key characteristics:

- Higher-resolution fuel maps than 26C
- Improved cold-start and idle stability
- Better transient fuelling (acceleration enrichment)
- Designed to operate alongside Marelli digital ignition
- Still batch-fire injection
- Limited diagnostics compared with later systems.

Significance:

- 36CU represents the peak of the "fuel-only" Digital P architecture before Jaguar moved to fully integrated engine management.

Era 6: Full Engine Management (1993–1996)

Fuel System:

- Lucas/Marelli Integrated EFI

Ignition:

- Marelli Digital

Technical: Jaguar V12 ECU History (1971–1997)(cont)

Fuel injection and ignition control systems used on Jaguar V12 engines (cont)

ECU:

- PECUS (*Production Engine Control Unit System*).
 - Full fuel + ignition + emissions control
 - Adaptive learning
 - Diagnostics + limp home capability
 - Used on XJS 6.0 litre.

Note:

- PECUS marked the moment Jaguar's V12 entered the modern era of integrated digital engine management.

Era 7: Nippondenso EMS (Engine Management System) (1995–1997)

Fuel/Ignition System:

- Nippon Denso distributorless electronic management.

ECU:

- Denso-designed ignition control system.
 - Integrating crankshaft sensing
 - Coil-pack control
 - Mapped ignition timing.
 - Crankshaft-triggered timing
 - Electronic dwell control

Notes:

- The top aluminium cover in the engine's valley was redesigned to house two packs of three coils each, with each coil having two high-tension terminals for a total of twelve. These coilpacks were driven by two Denso ignition modules.
- The V12 crankshaft was changed from a forging to a chill casting, partly to accommodate the new trigger wheel and sensing strategy.
- Used on the 6.0 litre XJ12/X305.

Motorsport: Zytec EMU (Engine Management Unit).

Fuel System:

- Zytec EMU (XJR-S)

Ignition:

- Marelli Digital

ECU:

- Zytec EMU

Role:

- High-performance ECU developed for TWR's XJR-S and other motorsport applications.

Used on:

- JaguarSport XJR-S 6.0-litre V12

Key characteristics:

- Hitachi microcontroller
- Custom ASIC (*Application Specific Integrated Circuit*) timing hardware
- 15 independent hardware timers for high-RPM sequential injection
- True sequential injection at >7000 rpm
- Live tuning + telemetry
- Motorsport-grade ignition and fuelling precision
- Designed for high-output, high-revving V12 applications

Significance:

- Zytec EMU is the most advanced V12 ECU ever fitted to a road-legal Jaguar. It sits outside the production lineage - a motorsport branch with capabilities far beyond PECUS and Nippondenso.

Editor: Information sourced from various sources including "JagWeb" and "Jag-lovers".

Technical Q&A

XJ-S Lucas OPUS Issues

I own an 1981 XJ-S with the Lucas OPUS Mark 2 ignition. Whilst on a run the engine just stopped and I can't find the problem and I am not sure where to start. Can you help.

XXXXXXXXXXXXXXXXXXXX

TROUBLE SHOOTING: For testing the OPUS ignition system, try the following:

1. Pull the lead from coil to distributor out of the distributor and jam it under a fuel pipe so there's a gap of about 1 mm (.04in) between the brass and the nearest engine part.
2. Crank the engine. Do you get fat, blue sparks in the gap? Then the ignition is OK and you need to troubleshoot the fuel injection system. If not, continue:
3. Pull the spade connector off the coil terminal marked (+). Turn the ignition on, then test the power with a spare light bulb between the connector and engine

bare metal (this is better than a voltmeter, because it will reveal a poor contact with insufficient current carrying capacity). Is the lamp bright? Then continue; if there's no voltage, check the ignition switch and all its wiring including the ballast resistor.

4. Touch the connector quickly several times to the terminal. Do you get a spark now? Then the pickup coil in the distributor or its wiring, or (less likely) the amplifier, may be faulty. If there's no spark, turn the ignition off and continue:
5. Get a test lead with alligator clips. Clip one end to bare metal on the engine, pull the tubular connector off the (-) terminal of the coil and clip the other end to that terminal.
6. Repeat test 4. If you get a spark now, the amplifier or its wiring is faulty. If you get no spark, the coil is dead.

(Technical Q&A continued on next page)

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

X300 Cooling Fan Worries

I have owned my 1997 X300 3.2 for a couple of years now. It lovely, but ever since I have had it, the cooling fans run as soon as I switch the ignition. I have replaced the engine temperature sensor, but this has not rectified the issue.

I initially thought it might be due to the air-conditioning being on, however when switched off the fans still run. I would be grateful for any advice to point me in the right direction!

XXXXXXXXXXXXXXXXXXXX

It is in fact quite normal for the X300 cooling fans to run permanently at low speed; the original intention was, as you say, for them to come on with the air-con, but for some reason early in the production run a factory modification bridged out the air-con switch wires — a modification subsequently applied to most of the cars already on the road.

This change only affects low fan speed operation, high-speed running of the fans remains dependent on engine temperature. It is possible to change the wiring back to the original layout with no detriment to the car's cooling abilities.

XJ-S Multiple Maladies

I own an XJ-S 3.6 coupe. Recently, the heater started sending out only cold air. What might be the cause of this sudden failure?

Also, which fuse is the correct one for indicators? The fuse box lid only seems to list one for the hazard lamps.

Please also advise how to remove the rear side window that has the black plastic panel beside it and the lower chrome moulding. I need to remove it so I can repair the wing, which has started to rust under the moulding.

XXXXXXXXXXXXXXXXXXXX

1. The simplest reason for a sudden heater failure is the vacuum operated water valve on the bulkhead seizing shut.

We suggest asking a friend to adjust the temperature between hot and cold, while you visually check whether the operating lever on the valve is moving. If it remains stationary, lift it with a screwdriver to check for freedom. If it moves easily, it is indicative of a vacuum problem, possibly a split or perished rubber pipe, in which case, trace the routing back to the vacuum distribution valve located on the side of the heater box in the passenger compartment.

The fault can also be a flap problem, as even with the water valve open, the three flaps can be in the full cold position blocking airflow through the matrix (early cars) or the two rotary flaps are in the cold position (later cars with pull-for-manual control, such as your car). The rotary flaps have a habit of sticking. Try a hard slap on the side of the heater box with your hand.

2. The indicators should be protected by fuse five in the same box — the hazards are fuse two.
3. To remove the rear side window, place a pair of levers — large blunt flat-blade screwdrivers will suffice — behind the rubber along the outside top surface. Protect the gutter chrome against damage using a thin piece of plywood or several layers of masking tape and then evenly push against it.

The quarter window will prise out easily, leaving the pop rivets securing the lower chrome exposed for drilling out.

To refit the window, coat the edges of the rubber with washing-up liquid, and wrap a piece of cord string around the rubber; place the glass/rubber assembly in the lower flange with the cord inside the car. Exert even pressure on the outside of the glass, then pull one end of the cord inwards to seat the rubber seal on the inside of the body flange.

420G Flooding Carburettors

I recently bought a 1971 420G auto. It is in remarkable condition and has had a good deal of money spent on it in recent years. My problem is that I cannot stop all three of the carburettors from flooding to varying degrees, I have replaced all of the needle and seat assemblies (even though the old ones looked fine), and reset the float heights but with no success.

XXXXXXXXXXXXXXXXXXXX

Assuming the original fuel pumps are fitted and fuel pressure is correct there are two other possibilities to consider here, the first being a holed float but highly unlikely to affect all three carburettors at once.

The other, and far more likely cause, is that the wrong washers have been used where the banjo bolt secures the overflow pipe to the float bowl. Here the upper washer can be a conventional aluminium or fibre washer, but the lower one, between the pipe assembly and the float bowl lid, must have cut outs to allow airflow. If a plain washer has been used the bowl will pressurise, forcing excess fuel out through the jet. For a temporary fix, remove the lower washers completely, until the correct ones can be sourced.

XK 150 Door Hinge

I have a problem with my 1960 XK 150 DHC on the driver's side with a dropped door on the hinge. New wings were fitted several years ago when the door drop problem was not evident, and the car has since been painted and trimmed. So, I'm looking for a way to replace the hinge and bearing from the inside of the car. The trim panel can be replaced and I have acquired two hinge repair kits.

XXXXXXXXXXXXXXXXXXXX

The basic design is extremely poor. It is essentially two pieces of formed sheet metal — the top and bottom of the hinge — with the hinge arm forming the centre of the sandwich. The hinge pivots on a simple pin welded to the top and bottom of the hinge box. Over time the bolt rips free from the metal and, being just 18-gauge steel, it soon wears.

I have seen instances where the bolt is welded back in place but positioning is critical. Replacing the hinge box alone is all but impossible in-situ, as it is welded to the dash upright supports. The job is usually done when the car is stripped down.

However, we have been told it is possible to drill out the hinge pin and replace with an oversize pin. To do this all-trim panels adjacent to the hinge box must be removed and then you must make a hole in the bottom return of the front wing in approximate alignment of the hinge pin.

By using a long drill bit drill through the pin and then extract the hinge arm. You might have to do some remedial work around the top and bottom of the hinge box. The top hinge box is a little easier to access. When fitting the new hinge pin, make sure it is a snug fit in the arm and then ensure that the top and bottom of the hinge is welded in place to keep the pin secure. After the work, a rubber grommet can be used at the bottom of the wing return to seal the hole.

S-Type Accelerator Delay

I recently acquired a 2006 S-TYPE diesel auto in mint condition and has only covered 15,000 miles.

The twin-turbo diesel goes beautifully, but seems to have a glitch when accelerating from rest, in that there is a delay between applying the accelerator and the car moving off. The dealer says it is OK and the problem may be intermittent. In your experience is this a known problem? If so, what can be done?

XXXXXXXXXXXXXXXXXXXX

This is not a problem we have encountered as yet, and there have been no factory service actions or recalls listed. With the accelerator being electronic rather than cable operated there will be very small a degree of 'lost motion,' but if it is noticeable and obviously detrimental to the cars responsiveness then further investigation would make sense.

There would appear to be at least two possible causes for a problem of this nature: a faulty accelerator pedal assembly, quite common on the S-TYPE, but usually a fault that immediately triggers limp home mode, or, and more likely in our opinion, a low fluid level in the gearbox.

Our advice would be to go back to the dealer and if possible, drive another S-TYPE diesel for comparison. Any noticeable difference between the two cars would therefore give justification for further investigation.

AJ16 Timing Chain Worries

I read in a previous edition of Jaguar World regarding AJ-V8 timing chain tensioner problems. My 1994 XJS 4.0 litre AJ16 does not yet sound like a can of nuts and nails in the mornings even after 92,000 miles. However, I am concerned if the AJ16 has similar issues?

XXXXXXXXXXXXXXXXXXXX

Rest assured, it would be highly unlikely for an AJ 16 to self-destruct in the manner of a V8, as the tensioner does not break up as such, but may instead fail to ratchet out as the chain wears, and so rely solely on oil pressure for chain tension. This will cause an obvious rattle on start-up as it moves to tighten the chain, and if left will eventually allow the chain to jump a tooth on the inlet cam and possibly bend a valve.

It should be stressed that very few AJ16 engines ever get to the chain jumping stage, and on those that do its only because the obvious warning signs have been neglected for an extended period of time. To our knowledge no engine has ever failed instantly, without warning.

X150 Pedestrian Safety System

In the last few days, a fault has occurred on the display of my Jaguar XK 4.2 X150 (2006) saying, "Check pedestrian protection system." Can you please help!

XXXXXXXXXXXXXXXXXXXX

The pedestrian safety system will need the code to be read to narrow down the cause, but possibilities include wiring behind the bumper, a left or right front impact sensor (if these are the guilty party, the improved replacement part requires a new hole to be drilled in the bumper beam) or the strain gauge mounted on the beam. There is a technical bulletin that can be accessed via the internet that covers this topic.

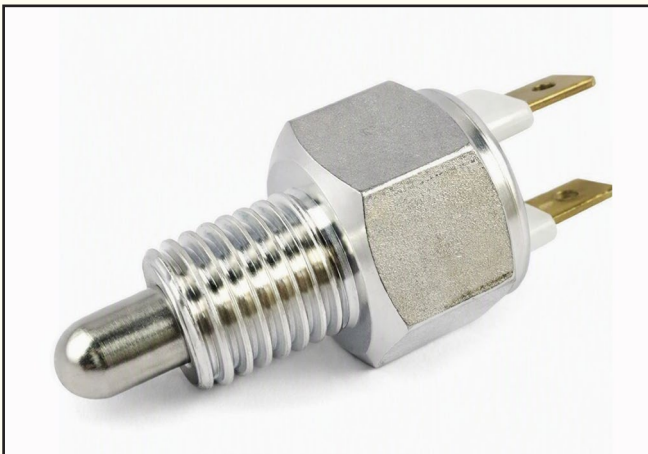
Let There Be (Reverse) Light

I need a new reversing lamp switch for my manual gearbox XJ-S 3.6, but they are not available from either Jaguar or the main spares stockists. Do you know of an equivalent? A Rover SDI is one suggestion I have received.

XXXXXXXXXXXXXXXXXXXX

The XJ-S 3.6 gearbox has virtually nothing in common with the Rover SDI unit. Your gearbox was manufactured by the German company Getrag and is similar to versions fitted to various BMW/Saab's.

As you have discovered, the original switch (Jaguar part number DBC2180) is no longer available, but we have discovered that the part is obtainable under the aftermarket part number Facet 7.6029; putting this into the eBay search engine elicited several alternative suppliers. Try that!



XJ40 Gear Judder

My 1988 XJ6 auto has a judder as it changes gear; I have changed the oil with no improvement. I have found a 1989 XJ6 at a breakers. Can I use parts off the other car without changing everything — gearbox, prop-shaft, differential etc?

XXXXXXXXXXXXXXXXXXXX

It depends whether the car at the breakers is a 2.9/3.6 or a 4.0, as the model change occurred during 1989. The 2.9 and 3.6 cars will be interchangeable in terms of gearbox and prop-shaft, even the rear axle, though the ratio will of course be different. The 4.0 will have the right prop-shaft and differential, but the electronic gearbox itself will be incompatible with your car.

In our experience the 3.6 litre automatics are just about bullet proof, and so we would strongly recommend checking the prop-shaft centre-mount, universal joints and rubber coupling before going anywhere near the gearbox.

XJ40 Air-con Query

I'm planning to change the air-conditioning evaporator on my 1993 XJ6. I have the replacement part and I know it is a truly awful job, but my question is, as my car is a North American model, i.e. left-hand drive, will it still be necessary to remove the steering wheel and air bag assembly?

Also, would you replace the heater matrix at the same time even if it appears fine when inspected?

XXXXXXXXXXXXXXXXXXXX

Never having the need to strip a left-hand drive car we cannot say for certain, but as the dash casing must be removed and the steering column lowered at the very least to achieve this, the extra work to remove the wheel would make little difference. From a safety point of view, we would strongly recommend disabling both airbags at the very least, as on an XJ40 there is no way to electrically isolate the system.

An XJ40 heater matrix is not that hard to get at, but while out anyway, a pressure test would make good sense.

Note: As an alternative there are some excellent sealers on the market for air-conditioning systems which may be worth trying first.

XKR Supercharger Smell

I own a US spec select edition 2006 XKR with 16,000 miles on it. The car is in perfect shape and runs great. However, when I accelerate hard (foot to the floor), there is a smell that comes into the cabin. It's a burning oil or rubber type smell (no, it's not the tyres!). It doesn't occur during normal driving, only under hard acceleration from a stop or at highway speeds when passing.

The service manager at the dealer tells me that the smell is the catalytic converter burning off sulphur and that this is normal. His explanation makes sense, but I am still sceptical. I never experienced any smell with my XK8 when I drove it hard. Is this, in fact, normal?

XXXXXXXXXXXXXXXXXXXX

The smell you have encountered and the conditions under which it occurs seem to be common to all supercharged cars, both XK and XJ. No obvious reason has been found so far, but we would doubt that the cats are involved (though they can give off a rotten egg smell when over fuelled).

It would also be worth checking to see whether a leaking cam cover is dripping oil onto the exhaust.

Modern S-Type Idle Speed

I have a 2000 model S-Type and my problem is that the engines idle speed is varying abruptly, especially when the brake is applied and the transmission is in 'D' mode (i.e. under load), also the engine 'bogs' at speeds above 80km/h and at engine speeds between 1,500 and 2,500rpm.

The reason for this, I suppose, may be a faulty Exhaust Gas Recirculation system (EGR) or a faulty ignition coil. But unfortunately, I can't locate the EGR system components, especially as they are not in the place the service handbook shows them.

XXXXXXXXXXXXXXXXXXXX

The reason you cannot find the EGR components is almost certainly because they are not there, as they were only fitted for a small number of markets where legislation required it.

It is much more likely that your symptoms have been caused by a split breather hose underneath the inlet manifold or a crack in the plastic elbow at the rear of the 'Vee' adjacent to the passenger bulkhead.

S-Type Washer Jet Cover

I own a 2003 Jaguar S-Type SE and have lost the headlamp washer cover. I have a replacement, but cannot see how to get the washer to come forward so that I may fit the new cover. Obviously using the washer would bring the jets out, but they return too quickly for me to fit the cover.

XXXXXXXXXXXXXXXXXXXX

The jet itself is operated purely by water pressure with a spring for retraction. As there are no electrical connections it should be possible to take hold of the jet while extended (have someone else operate them), and hold it out long enough to fit the new cover. Alternatively, access can be gained by removing the headlamp, but that would seem to be a lot of unnecessary work.

X150 Water Leak

My Jaguar XK 4.2 X150 (2006) has water is entering the passenger footwell from above. It seems to be coming out of the air conditioning system.

XXXXXXXXXXXXXXXXXXXX

The cause of the water leak is most likely a blocked air conditioning drain. It is located between the heater unit and bulkhead and requires the dashboard, steering column and heater to be removed to replace the drain outlet moulding. Another improved part is available. (Part number C2P21646).

X308 XKR - Sagging XJR

The front suspension on my 2002 XJR has sagged considerably. A year ago, the stance looked good, but I have now reduced driving it to an absolute minimum because in certain situations, such as full lock and entering a raised driveway, the front tyre contacts the bottom of the wing.

I can't find the correct dimensions for a US spec car from the wheel centre to the bottom of the wing, but I believe the non-US dimensions for the various models are:

- Comfort front/rear 389mm/373mm;
- Sport 384mm/368mm;
- XJR (non-US) 370mm/362mm

My measurements (with variances from above in brackets) are: LF 330 (-40); RF 313 (-57); LR 349 (-13); RR 350 (-12).

I have bought new KYB shock absorbers, but new springs for the XJR are not available from Jaguar Classic Parts or anywhere else I have searched. However, item nine on the parts breakout from Jaguar Heritage is a spring assister for the front shock absorber. Will this affect the ride height?

Alternatively, I have been advised by an independent specialist to add additional spring packers. Your advice would be most welcome.

XXXXXXXXXXXXXXXXXXXX

Our researches confirm there is a spring supply problem with these models. However, the figures you have provided indicate that the springs have just mildly sagged and coil breakage is not likely to have occurred.

Heavily corroded springs are another contra indication of spring health; if present, this will account for a substantial decrease of spring rate, and thus ride height. In this case, we recommend sourcing good second-hand springs from a salvage vehicle. Shock absorbers will have no effect on ride height whatsoever.

Item nine, the spring assister, is actually a bump stop. It will only help the springs in the fully compressed (or, indeed, collapsed) condition.

Spring packers do increase the ride height. As a rule of thumb, the packer thickness will double the ride height. These packers (part number MNC2162AA) are approximately 5.5mm thick, so will raise the car by about 11 mm. They can be fitted at the top and bottom of each spring, resulting in a 22mm ride height increase, which should restore your XJR to sport specification.

END



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

♦ Twin Test: XJ40 Vs XJ6 Series 3?

They may have both come from the same manufacturer but the XJ40 generation of XJ and XJ6 Series 3 were very different cars. For many, the Series 3 is the ultimate iteration of the XJ design. However the XJ40 was a better car even if it wasn't the more characterful at the time. They compare an example of each .



♦ Series 3 E-Type.

After two spells of ownership, the second lasting more than 30 years, this owner really does see his 1972 E-type Series 3 as part of the family.

Having bought the car first in 1977 and again 24 years later, the green roadster is more precious to both the owner and his family than any heirloom.

Built in 1972 and first registered in February 1973, it is a relatively early Series 3. They explore the history of the car and the story behind it.



♦ CX-75 Concept:

What started as a prototype to mark Jaguar's 75th anniversary became a potential production model before being cancelled only to be brought back to life again for a film role. They look at the complicated life of the C-X75.



♦ Facelift XF: Did the revisions complete the model ?

Coming three years after the original, the facelifted X250 XF introduced a sharper new look, a more economical engine and, later, an expanded body range, proving Jaguar's game-changing saloon still had plenty to offer. Did the revisions complete the model ?



♦ XJR 100 and XKR 100 : Jaguars 100th birthday present to its founder.

To mark the centenary of Sir William Lyons's birth, Jaguar took its two supercharged offerings and added a little exclusivity. 25 years on, They revisit the XJR 100 and XKR 100 to see what made them great



♦ Celebrating 75 years of the C-type:

Two famous victories at the 24 Hours of Le Mans in 1951 and 1953 made the C-Type a success. Yet what's often overlooked is what a risk it must have been for the relatively small company to build such a car.



♦ Buying Guide: XJ Series 2:

The early 70s evolution of the Jaguar XJ remains one of the best examples of the breed. Here's how to buy a Series 2 today.



♦ Washing your car, spot free.

A specialist demonstrates how to wash a car using his water-filtration system, which removes impurities from tap water. By eliminating the minerals that normally cause water spots, the car can be rinsed and left to air-dry with no need for towel-drying. ■





The September 2026 edition of Octane includes 14 pages dedicated to two Jaguar features: -

CREAM OF THE CATS: There's never been a better time to buy a Jaguar.

A rare opportunity has opened up in the classic car market and it's... **Jaguar**. Along with those of other legacy classics from the middle of the last century, the values of these blue-chip cats have enjoyed a '**correction**' since the **COVID spike**, as market conditions have changed and buyer profiles have shifted.

Quintessentially British Jaguar **XKs** and supremely beautiful **E-Types** are back, and they're more affordable. Time to go hunting, then. The protagonists you see here shown in the

photo are prime examples of how good classic Jaguars can be. They offer different propositions in that the **rare 1961 E-type 3.8-litre 'flat floor' Roadster** is restored to entirely original specification, while the **1952 XK120 Fixed Head Coupé** is presented in '**fast road**' spec via subtle modification.

These two Jaguars are for sale for about **two-thirds what might have been asked a decade ago** — effectively, you're getting the restoration for free.

Following the financial crisis of 2008, the market saw dramatic rises with speculative buying, particularly the cars of Ferrari, Aston Martin, Porsche and Jaguar. Hagerty's Best of British index has under-performed and is now at a multi-year low, with **Jaguar suffering the biggest overall decline — an average drop of 21% year-on-year**, driven by resets in the values of high-end models such as the **XKSS, C-Type and D-Type**. This causes a knock-on with models lower down the range.

In the mid-2010s, **alloy-bodied XK120 Roadsters** were fetching around **£250,000**, but this has dropped by around **30%** and sell-through rates at auction have declined.

With E-types, valuation tracking shows prices climbed steadily through the 2010s and into the post-pandemic period before dipping towards 2025. Buyers can still justify paying a lot for a good car, but you now have more to choose from and more time. Buyers are no longer pushed simply to secure any E-Type at all.

For committed enthusiasts, this is the most rational entry point the market has offered in years. The cars are still magnificent; the economics have simply become more sensible.

MORE CHEAP JAGUAR BUYS: There are not just good bargains in XK120's and E-Types. With seven decades to choose from, there's plenty of cheaper Jaguars out there from old-school grace and space to modern-day pace

1. Jaguar S Type R	7. Jaguar XJ-S
2. Jaguar 420	8. Jaguar F-Type
3. Jaguar Mark V	9. Jaguar XKR (X100)
4. Jaguar XJR (X300; X308; X350)	10. Jaguar I-Pace
5. Jaguar XJ6 Series 3	11. Jaguar XKR (X150)
6. X-Type 3.0L V6 AWD	12. Jaguar XFR



WEEKEND 'CARS & COFFEE' Themed Events

DATE (monthly)	EVENT NAME + Social Media Link	SUBURB / TOWN - Address (South Australia)	TIME
1 st SUNDAY	Cars & Coffee Blackwood	BLACKWOOD – 386 Shepherds Hill Road	0700-0900
" "	Coffee & Classics	GEPPS CROSS Home HQ – Main North Rd, Gepps Cross	0730-1000
" "	Coffee n Cars in the Vale	McLAREN VALE – 130 Main Road	0800-1030
" "	Cars & Coffee Murray Bridge	MURRAY BRIDGE – Wharf Precinct Car Park, Clark St.	0800-1000
" "	Cars & Coffee Barossa	NURIOTPA – Bean Addiction, 18-28 Tanunda Road	0800-1030
" "	Hot Rod Haven (Hot Rods & pre-65 customs)	WEST BEACH – Henley Sailing Club, 1 Seaview Road	0800-1030
2 nd SUNDAY	Coffee Classics & Chrome	ABERFOYLE PARK – Village Shopping Ctr, 142 Hub Drive	0800-0930
" "	Coffee & Cars Riverland	BARMERA – Playspace Lawns, between Dean Drive & Nookamka Tce.	0900-1100
" "	Clare Valley Car n' Coffees	CLARE – Gleeson Street Car Park	from 0900
" "	Iron Horse Cars & Coffee (no Facebook)	GAWLER – Historic Gawler Train Station, Twentythird St, Gawler South	0800-1000
" "	Northside Coffee & Classics	GOLDEN GROVE – The Grove Shopping Ctr, The Golden Way	0800-1030
" "	Cars and Coffee Largs Bay	LARGS BAY – Sailmaster Tavern, Arcadia Ct, North Haven	0700-0900
" "	Cars on the Coast	PORT NOARLUNGA – Beck's Bakehouse	0800-1030
" "	Victor Harbor Classic Cars & Coffee	VICTOR HARBOR – Foreshore Carpark opposite 3 Esplanade	0730-1030
2 nd SATURDAY	Cars & Coffee St. Georges	EDINBURGH – 1/5 Sturton Rd, Edinburgh (Edinburgh Central)	0830-
3 rd SUNDAY	Super Sunday Get Together	ANGLE VALE – Shopping Centre, 121-129 Heaslip Road	0800-1100
" "	Breakfast with the Devils	GREEN FIELDS – Whiteline Transport, 1 Belfree Drive	0800-1000
" "	Chrome in the Valley	HAPPY VALLEY – Valley Central, 50 Kenihans Road	0730-0930
" "	Laura Coffee and Chrome	LAURA – Meryle's Café, 61 Herbert St. (Main St.), Laura	1000-1200
" "	Compass Coffee n Cruise	MT COMPASS – Main Street, BP Service Station	0800-1000
" "	Coffee and Cars (odd months only)	NARACOORTE – Woolworths Carpark, Robertson Street	from 1000
4 th SATURDAY	Coffee N Chrome (evening event)	MILE END SOUTH – Mile End Home, Railway Terrace	1800-2100
4 th SUNDAY	Cars & Coffee Mt Barker	MT BARKER – Homemaker Ctr / Laratinga Café, 6 Dutton Rd	from 0800
Last SUNDAY	Coffee & Machines at the Hub (back with a new café)	ABERFOYLE PARK – Aberfoyle Hub, Cnr Hub Drive & Sandpiper Cres	0730-0930
" "	Cars & Coffee on the River at Mannum	MANNUM – Ferry Landing	from 0830
" "	Coffee 'n' Cars Mt Gambier (no Facebook)	MT GAMBIER – Soma Espresso Bar, James Street	1000-1200
" "	Coffee, Cars & Country	NORMANVILLE – The Village Green, 81-83 Andrew Ave.	0800-1000
" "	Port Pirie Cars & Coffee	PORT PIRIE – Domino's Car Park, 10 Main Road	from 1000
5 th SUNDAY	Mopars At The Port	PORT ADELAIDE – Plaza Shopping Ctr, Commercial Rd	Meet 9am, Cruise 11am
VARIOUS DATES (see Facebook)	Vic Park Pit Stop Cars & Coffee	VICTORIA PARK – Entry: Wakefield Rd, Adelaide	0730-1000
NOTE: Check each event/host's Facebook page for latest details. All above events are in South Australia.			Compiled by Grant Zippel. Updated: 03/01/2026



Award winning English actress Keira Knightley (*Pride & Prejudice*, *The Imitation Game*) in the film "*Begin Again*" (2013). The movie features a Mark X, presented unclean and without hubcaps, to reflect its owner, a down-and-out music-business executive (Mark Ruffalo) who has a chance encounter with a young singer-songwriter (Knightley) resulting in a promising collaboration between the two.

JDCSA Classified Adverts

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



USA: Broad Arrow & RM Sotheby's Auction Results

Broad Arrow Quail Auction and RM Sotheby Monterey Auction results. (15 August). Provided for information only.



1993 X220 LHD. One of only 277 examples. An original owner from new with just 2,645 km. Sold \$720,000. (Au\$1,012,500).



1963 E-Type S1 3.8 Roadster. Extensive restoration in the 1990s and refresh throughout 2010s. Sold \$140,000. (Au\$196,900).



1962 E-Type S1 3.8 litre Roadster. Full restoration in the late 1980s, to its original colour scheme. Sold \$98,000. (Au\$137,800).



1991 XJR-15 (#29) RHD. Ex Singapore. 1 of 50 built and 1 of 27 in road going specification. 191kms. Not Sold. Asking US\$1.1 million



1954 Aston Martin DB2/4 Mk I Drophead Coupe by Graber. Bare-metal concours restoration. Sold \$610,000. (Au\$857,800).



1957 Aston Martin DB2/4 Mk III Coupe. Restored in the early 2000s and subtly modernised. Sold \$201,600. (Au\$283,500).

USA: Bonhams Laguna Seca Auction Results

Bonhams Laguna Seca Auction on August 13 during the Rolex Monterey Motorsports Reunion.



1972 E-Type S3 V12 manual roadster. Cared for its entire life and regularly maintained. 40,642 miles. Sold \$71,680 (Au\$100,700).



1951 XK120 Roadster. Retains matching-numbers chassis and engine. Restored in 2015. Sold \$44,800 (Au\$63,000).



1956 XK140 FHC. 5-Speed manual O/D. Only 4,000 miles since ground up restoration in 2007. Sold \$84,000 (Au\$118,000).



1963 XKE Competition Coupe. Received thousands of hours of work and dollar's worth of upgrades. Sold \$112,000 (Au\$157,300).



1957 XK140 Drop Head Coupe. 3-speed auto. Only 4,000 miles since early nut & bolt restoration. Sold \$67,200 (Au\$94,300).



1993 XJ220-N. (#003). 1 of 3 modified by TWR for Group-N spec 1993 Italian GT Championship. Not Sold. Asking US\$725,000

USA: Mecum Monterey Auction Results (August)

MECUM Auctions: Del Monte Golf Course - Monterey, Ca · 600 Vehicles · 100 Motorcycles



1953 XK120 SE Roadster. Factory British Racing Green. Restored & painted Black in 1990. **Sold \$77,000 (Au\$108,200)**



1969 E-Type Series II Coupe. US delivered. Factory left-hand drive U.S specification car. **Sold \$34,100 (Au\$47,900)**



1952 XK120 roadster. US delivered. Factory left-hand drive U.S specification car. **Sold \$71,500 (Au\$100,400).**



1969 E-Type Series II Auto Coupe. US delivered. Factory left-hand drive U.S specification car. **Sold \$44,000 (Au\$61,800)**



1969 E-Type S2 Manual Roadster. US delivered. Factory left-hand drive U.S specification car. **Sold \$53,900 (Au\$75,700)**



1974 E-Type Series III Auto 5.3L V-12 Coupe. Factory air conditioning. 17,762 miles. **Sold \$82,500 (Au\$115,900)**



1961 XK150 3.8 litre Drophead Coupe 4- speed manual. Early concours restoration. 48,532 miles. **Sold \$83,600 (Au\$117,500)**



1990 XJ-S 5.3L V-12 Auto Convertible. Garage-kept with Dark Blue fabric top. 21,732 miles. **Sold \$7,700 (Au\$10,800)**

USA: Mecum Monterey Auction Results (August)

MECUM Auctions: Del Monte Golf Course - Monterey, Ca · 600 Vehicles · 100 Motorcycles



1953 XK120 FHC. 1 of 2,672 built. Factory left-hand drive U.S specification car. **Closing bid \$36,000 (Au\$50,500)**



1961 E-Type S1 Flat Floor Roadster. (240th built). Retains early-production details. **Closing bid \$100,000 (Au\$ 140,500)**



1956 XK140 roadster. US delivered. Factory left-hand drive U.S specification car. **Closing bid \$55,000 (Au\$77,250)**



1969 E-Type Series II manual roadster. 1 of 8,628 built. Factory LHD U.S specification car. **Closing bid \$40,000 (Au\$56,200)**



1954 XK120 roadster. US delivered. Factory left-hand drive U.S specification car. **Closing bid \$50,000 (Au\$70,200)**



1968 E-Type Series 1 Roadster. Comprehensive no-expense-spared rotisserie restoration. **Closing bid \$135,000 (Au\$ 189,600)**



1952 XK120 FHC. Period correct race car. Matching numbers. 4-wheel disc brake conversion. **Sold \$38,500 (Au\$54,000)**



1973 E-Type S3 manual 5.3L V-12 Coupe. Custom build inspired by 1960s Lwt competition cars. **Sold \$40,700 (Au\$57,200)**

Federation of Motorfest - Events Calendar



Federation Motorfest 2026

Federation Motorfest for 2026 is here and welcome to this year's events. The events have been organised by some of South Australia's great historic car clubs and will certainly be of interest to our Interstate, Country and local enthusiasts. Again the various day outings will take you to many well-known, and some not so well known places of interest. For this Federation Motorfest we go to destinations which range from the Adelaide Hills to the Fleurieu showcasing so much of our great state of South Australia. We trust that as many of you as possible will take advantage of this wonderful programme and avail yourselves to as many Federation Motorfest events as possible. Please be aware that you do not require a specific vehicle to enter any of these events. You may use any vehicle you wish to, including your current model family car.

Happy Motoring.

Programme

12th October to 23rd October – Entries close 1st October 2026

Please note: **ALL EVENTS ARE OPEN TO ALL MAKES & TYPES OF VEHICLES**
(including moderns)

Entry into the "Bay to Birdwood" is not a prerequisite for participation in
"Federation Motorfest" events.

Day 1 Monday 12th October

TOUR HISTORIC AUCHENDARROCH HOUSE & GARDENS Hosts the Milang Vintage Machinery Club
Travel through the beautiful Adelaide Hills to Mt Barker to Historic Auchendarroch House where coffee can be purchased. Morning tea provided. Come and discover South Australia's interesting history at Mt Barker's Historic Mansion and gardens. Built in 1860 as the Oakfield Hotel by Lachlan McFarlan and later purchased by businessman Robert Barr Smith who converted the hotel into a luxurious summer residence renaming it "Auchendarroch" (Gaelic for "Holy Place of the Oaks". The mansion later served as a convalescent home and an Air Force Hospital and much more. The heritage-listed restored sandstone mansion surrounded by beautiful gardens has many secrets which you will learn on the guided tour. Lunch can be purchased at your cost in the modern Oak & Iron Bistro, an extension of Auchendarroch House.

No Limits

Day 2 Tuesday 13th October

OUR LOCAL WILDLIFE EXPERIENCE

Hosts the Adelaide Allmake Automobile Club

Join us for a scenic leisurely drive through our beautiful Adelaide Hills and historic townships for our visit to Warrawong Wildlife Sanctuary at Mylor (founded in 1969 in South Australia). Included will be Devonshire Morning Tea upon arrival followed by an informative wildlife presentation and your lunch. You can also enjoy a nature walk around the extensive sanctuary or watch from the enclosure. You may see many birds, kangaroos, wallabies, koalas and even the elusive platypus.

Please wear closed in shoes.

Limited to 70 people

Day 3 Wednesday 14th October

CARS TO THE PORT

Hosts the Gawler Veteran, Vintage & Classic Vehicle Club

Members of the Gawler, Veteran, Vintage & Classic Car Club invite you to join us on a leisurely drive through the Western Suburbs of Adelaide. Our first stop will be to visit Richmond Motors for morning tea and browse through a collection of Sports, Classic and Muscle Car. If you so desire you may wish to bring your cheque book out of your pockets. We will then proceed to the Historic Port Adelaide Football Club. There we will have lunch (at own cost) and a guided tour with their Club Historian for approximately 75 mins.

Limited to 30 people

Day 4 Thursday 15th October

AN EVENING WITH AUTOMOTIVE HISTORY IN KHAKI Hosts Military Vehicle Preservation Society

Starting at the National Military Vehicle Museum in Edinburgh Park at 2.00 pm. The 6-acre site with onsite parking is a group of heritage listed buildings built during World War 2 which now house an extensive collection of historic military vehicles dating back to 1916. There is something of interest for everyone. On arrival there will be a guided tour of the Museum and restoration workshop. During the afternoon, the volunteers will demonstrate the capabilities of the operational vehicles on the Museum testing area and there will be a firing of the 25 Pdr field gun. There is also the opportunity to ride in the historic vehicles. This will be followed by an evening roast meal consisting of 2 courses within the Museum building.

Limited to 50 people

Federation of Motorfest - Events Calendar (cont)

Day 5 Friday 16th October

BATTUNGA COUNTRY

Hosts the Mercedes Benz Club of SA

Please join us for a drive up the South Eastern Freeway for a look at the area known as Battunga Country.

The main towns in this area are Echunga, Macclesfield and Meadows. Gold diggings, a Museum and sculptures are on the list of visits. There will be some walking and unpaved roads to travel on. We will stop for a cuppa along the way (included) and lunch at your own cost.

Limited to 30 people.

Sunday 18th October

THE BAY TO BIRDWOOD

Day 8 Monday 19th October

SMELL THE ROSES

Hosts the Adelaide Allmake Automobile Club

The Adelaide Allmake Automobile Club invites you to "Smell the Roses". Enjoy a leisurely drive through the northern suburbs, rural and military areas to Knight's Roses of Gawler to enjoy an informative talk on their 50 years in business. Plus interesting facts and information on Roses. Tour includes Morning Tea. Followed by lunch at a local hotel.

Limited to 40 people

Please wear closed in shoes.

Day 9 Tuesday 20th October

THE GRANGE IN GRANGE – WHO IS CHARLOTTE?

Hosts the Motorfest Committee

Leave Glandore to travel through seaside suburbs to Charles Sturt Museum & Cottage in Grange. After intro talk, meander through the museum, enjoy Devonshire tea, then a guided tour of the Cottage & gardens. Leaving Grange we will travel to the Mansfield Park Hotel for a talk & visual by a well known auto historian & author. Lunch at own cost. Questions & chat with speaker.

Limited to 30 people

Day 10 Wednesday 21st October

GIANTS OF STEAM

Hosts the Early Ford V-8 Club of SA

A leisurely drive to Port Adelaide and the National Railway Museum for Morning Tea journey into railway history at Australia's largest Railway Museum with over 100 exhibits representing State, Commonwealth and private railway operators on the three major rail gauges used in Australia. Climb into the cabs of giant steam engines, walk through elegant carriages, enjoy the train rides & interactive displays. From here a short distance to a lunch venue which is optional at your cost.

Limited to 50 people

Day 11 Thursday 22nd October

A free day no event

Day 12 Friday 23rd October

A free day no event

IT IS IMPORTANT THAT ANY DIETARY NEEDS SHOULD BE PLACED ON THE ENTRY FORM

PLEASE NOTE AFTER 1st OCTOBER 2026 THERE WILL BE NO REFUNDS

FEDERATION MOTORFEST HEADQUARTERS

Federation Motorfest Headquarters for 2026 will be at the clubrooms of the Combined Car Clubs, part of the Glandore Community Complex. They are located in Clark Avenue, Glandore. There is plenty of paved off street parking, easy access to facilities and the clubrooms will be open each morning to welcome our guests.

Websites: www.fhmcsa.org.au

Enquiries:

Phone 0439 898 851 or email secretary@fhmcsa.org.au

CLASSIC
JAGUAR
PRESENTS

JAGUAR V8 SALOONS

FROM THE DAIMLER 2.5 V8 TO THE XJR – SIX DECADES OF JAGUAR V8 SALOONS



TO ORDER A COPY
<https://shop.kelsey.co.uk/>

Item	A\$28.79
Shipping	A\$16.32
Total	A\$45.11

Member's Guidelines to the Jaguar Drivers Club of SA

Being a member of the Jaguar Drivers Club of SA, you become part of a passionate community built on mutual respect, shared enjoyment, and a collective love for the Jaguar marque. This quick guide outlines how we cruise together smoothly, support our club, and protect our shared reputation.

SECTION 1: Keeping the Wheels Turning

To help our club run smoothly and to keep your classic on South Australian roads, we ask all members to stay on top of the essentials:

- **Stay Current:** Keep your annual membership fees up to date so we can continue hosting fantastic events and supporting our community.
- **Logbook Compliance:** For those utilising the Club Registration Scheme, please keep your Club Registration Logbooks up to date in strict accordance with the SA Government Code of Practice. Remember to maintain active, financial club membership to keep your registration valid.
- **Support the Mission:** Align your actions with our core club goals outlined in Article 1.4 of the Club Constitution, avoiding any conflicts of interest.

SECTION 2: Life in the Club Lane

Our club thrives on camaraderie, family-friendly spaces, and positive representation.

- **Courtesy First:** Treat fellow members with respect and kindness at all times. Bullying, harassment, threatening behaviour, or intimidation—whether physical, verbal, written, or online—has no place in our club.
- **Drive Responsibly:** Act in a responsible, considerate, and safe manner during all club runs, meetings, and public events to protect the reputation and future of our community. You are always representing the club.
- **Digital Etiquette:** Use social media responsibly. Avoid publishing posts or comments that could harm the reputation of the club or its individual members.
- **Be an Ambassador:** Proudly act as a positive ambassador for the club and always keep its best interests at heart.

SECTION 3: Business & Representations

Transparency keeps our club honest, fair, and legally sound.

- **Conflict of Interest:** Be open and transparent about any personal financial benefit or conflict connected to your membership, and always seek Executive approval beforehand.
- **Commercial Services:** If you provide professional services to the club, they must be conducted on normal commercial terms unless a separate written agreement is pre-approved by the Club Executive.
- **Official Voice:** To maintain a clear and unified voice, only speak or make formal representations on behalf of the club when explicitly authorised by the Executive Committee.

SECTION 4: Media, Privacy, & Accountability

How we share our club's story and protect your information.

- **Smile for the Camera:** By participating, you agree to the free use of your name and photos in club broadcasts, telecasts, our Classic Marque magazine, the press, and our official website/social media channels—strictly as they pertain to official Jaguar Drivers Club of SA events and activities.
- **Data Privacy:** Your personal details will be securely recorded and used by the club and authorised related parties solely for communication and sending you notifications about upcoming club events.
- **Our Shared Promise:** We are all responsible for our own actions and agree to be held accountable should a breach of these guidelines occur.

XK 7 8 & 9 Register Lunch - Rising Sun Inn

XK, Mk 7, 8, 9 Register



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

Minutes of the meeting 21st August.

The Register attended lunch at the historic Rising Sun Inn at Kensington, where we were treated to a talk on the history of the hotel.

Attendees:

Steve & Val Weeks, Peter & Ross Holland, Robin & Deidrie Ide, Peggy Davis, Sue Harrison, Fred Butcher, Graham Franklin, John & Maria Cribb, Peter & Judy Goodall, John & Debbie Goddard, Rob & Vicki Loffler, Jim & Arcadia Komaromi.

Apologies:

Ossie & Rayeena Petrucco, Julian & Moira Lugg, Richard & Carla Smith, Onslow & Wendy Billinghamurst, Steve & Celia Schubert.

Club Business

1. **AGM:** The next General Meeting will also follow into our Annual General Meeting on September, Tuesday the 1st, this is your opportunity to have a say in, who will be running our club for the next year.
2. **The Annual Dinner:** Was a great success (thanks to Daphne), congratulations go to all those who won awards & were awarded Membership Certificates. next year the event will be a Dinner.
3. **Vale Notices:** We have lost 2 members during the past month, Norman Heaney (a member of our Register with a Mark 7) & Barbara Mayman who many may remember since she & her husband Bill joined the

club in 1973 & were involved in the Executive.

4. **Younger Members:** Moira's quest to get younger members active in our club is going well (it may even be noticeable when & if we have new members on the Committee).
5. **General Meetings:** Recent Meetings have resulted in members bringing their cars into the meeting room and providing a talk on the cars restoration. This has proven to be very well received.

Register News

1. **Border Run:** Roy Armfield has six of our members registered for the event. Details of prices regarding the various events will be sent to registrants soon.
2. **Christmas Party:** This is on Sunday (29th November) so that our members, who are still working, will have an opportunity to attend. It will be very Christmassy (if that's a word) so please book this event and date. You will enjoy it.
3. **Next year's program:** As I forecast last year, given that we and our cars are getting older I have arranged quieter lunches centered around our meetings and have left it to the clubs larger events for us to attend with our

cars, but I really need to know if this suits you, IF NOT, please let me know as I want you to enjoy Register events.

Register Secretary:

As per our Constitution, the Register must decide who will lead our Register for the next year.

Duties of the Register Secretary is to arrange Register Meetings and events; attend General and Executive Committee meetings and any extra ordinary situations that may occur during the coming year, in other words represent the members of our Register when and if they need help.

I enjoy the job and I am more than happy to continue in the role, however, but if there is anyone out there who would like to have a go at the position, now is the time to nominate. I will give you all the help that you need to settle into the position.

There were no other nominations and therefore Steve will remain as Register Secretary for next 2026/27.

Meeting Closed at 1.45 pm.

Steve Weeks
Register Secretary



XJ, Mk10, 420G - Register Minutes (August 2026)

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

Present: Ron & Rosie Bailey, Ron & Liz Beevor, David & Margaret Bicknell, Tom & Marj Brindle, Andrew & Margaret Byles, Peter Buck, Don & Elaine Cardone, Bob & Daphne Charman, Ed Cox, Alan & Lorraine Davis, Don Heartfield, Chris Michael, Fay Leyton, Louis & Nella Marafioti, Gary Monrad & Oggi Stojanovich Monrad, Paul Moore, Trevor Norley, Evan Spartalis, David Tadeo, Steve Thiselton, Don Tyrrell, Cameron Wilkinson.

Apologies: Michael Pringle & Jo Orford, Graeme & Betty Moore, Heather Buck, Ray & Barb Offe, Borys & Elaine Potiuch, David & Angela Nicklin, Jonathon Harry, Darryl Leyton.

Previous Minutes: Acceptance of minutes: proposed & approved by Don Tyrrell, 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 at home recovering from ankle injuries from her holiday in New Zealand.

Raffle Tonight: Tonight's raffle winner was Andrew Byles. Lucky squares winner was Liz Beevor.

General Business:

- Sat July 25th 2026 - Annual Presentation Dinner at the Glenelg Golf Course was very well attended and Glenelg Golf Club did great job.
- 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.
- 20th September, 2026. Scenic Drive and Lunch to Eden Valley joining with the Barossa Valley Historical Car Club.
- Thursday 15th October, 2026. Scenic drive through Adelaide Hills with lunch at the German Inn Hotel, Ashbourne.
- Sunday 12th November. Drive to Clayton for B.B.Q. lunch etc at Dave Bicknell's Holiday Home.

Award Presentations: See below

Car Talk:

- Ron & Rosie Bailey:** 1985 XJ Ser 3 going well.
- John & Liz Beevor:** Son Ron bought XJ40 from Peter Holland. Has passed car onto his father, John. Still going OK.
- David & Margaret Bicknell:** 420 and Gertie (Daimler) work in progress. XJS needs paint. X Type going nicely.
- Tom & Marj Brindle:** You couldn't guess what he's working on!
- Peter Buck:** X308 going well.
- Andrew & Margaret Byles:** N.T.R.

- Paul Moore:** N.T.R.
- Bob & Daff Charman:** S Type had the transmission fixed. All good. Ser.3 had all woodwork replaced, looks great. Charlie is replacing the door module on the XF and Big Red, as usual all is good.
- Ed Cox:** XJ6 Ser 3 in the shed. Had to go to Regency Pk to clear defect.
- Alan & Lorraine Davis:** X Type. Going well.
- Don & Toni Heartfield:** All cars going well, including the X Type.
- Fay Leyton:** New fuel pump fitted to the XJ.
- Louis & Nella Marafioti:** 1999 XJ8 going well.
- Gary Monrad & Oggi Stojanovich Monrad:** XJ8 in the shed looking fabulous.
- Evan Spartalis:** Took X300 to show and shine at Pt Broughton last year. Car wouldn't lock so he sat in the car all day.
- David Tadeo:** 420G looking for a good run.
- Steve Thiselton:** Covered up the Daimler Sovereign and so, NTR
- Don Tyrrell:** Mk 10 recleaned the carbies. X358 going well.
- Cameron Wilkinson:** Steering wheel on XJ6 Ser 2, sanded and painted. Interior lights. Replaced right hand fuel tank.

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

Next meeting:

To be held on Wednesday 9th September, 2026 at the Bartley Tavern, West Lakes Shore.

See you all there!

Bob Charman
XJ Register Secretary



Andrew Byles receiving his 40-year award.



Steve Thiselton receiving his 20-year award



John & Liz Beevor receiving their 10-year award



Evan Spartalis receiving his 50-year award from 2024 which somehow got lost!

JDCSA August 2026 General Meeting Minutes

Minutes of the JDCSA General Meeting held on Tuesday, 4th August 2026 at The Junction, Anzac Highway.

1. Welcome and Open Meeting

The President welcomed members and noted another excellent attendance.

2. Apologies

Apologies were received from: David & Angela Rogers, Dixon Green, Dave Burton, Don Tamblyn and Trevor Norley

3. New Members and Visitors

New member Jason Shannon from Murray Bridge was welcomed to the Club. Jason advised he is awaiting delivery of an Old English White Mk II Jaguar. Geoff Mockford, the Club's Technical Officer, was also welcomed.

4. Welfare – Steve Weeks

Steve advised that although there were no specific welfare announcements, a number of members are currently experiencing health and age-related issues.

He thanked Register Secretaries and members for the support they continue to provide through visits, cards, gift baskets and practical assistance while respecting members' wishes for privacy.

5. Minutes of the Previous Meeting

The minutes of the previous General Meeting were accepted without amendment.

6. Business Arising

No separate business arising. Matters covered under the relevant reports.

7. President's Report – Moira

The President reported:

- The Annual Awards Luncheon was very successful.
- Club Person of the Year was presented to Daphne Charman in recognition of her outstanding service, particularly her support of new members and Register activities.
- Most Enthusiastic Member was awarded to Phil Prior for his extensive contribution to the Club, particularly through social media, events and volunteer work.
- Phil and Sue Prior were also awarded Life Membership.
- Two award recipients who were unable to attend the luncheon will receive their awards at a future meeting.

- The President's Award and Editor's Award remain confidential until presentation.

- Nominations are now open for positions to be filled at the AGM:

◇ Vice President

◇ Secretary

◇ Treasurer

◇ Committee Member (Peter Holland's position)

- SAPOL traffic marshal training is planned for the October General Meeting to increase the number of qualified volunteers.

Upcoming Events

- Victor Harbor Council has invited the Jaguar Drivers Club and the Citroën Club to participate in commemorations marking the 225th anniversary of the meeting between Matthew Flinders and Nicolas Baudin on 11 April.
- The McLaren Vale Vintage & Classic Day has been moved to 4 April, avoiding a clash.
- Members were encouraged to support the Sporting Car Club's Heritage Grand Prix events in late September and early October.
- SA Jag Day has now received Holdfast Bay Council approval for 25 October.
- Planning continues for the Christmas Dinner, with alternative entertainment currently being sought.

8. Vice President's Report – Tim White

No separate Vice President's report.

9. Secretary's Report

Routine correspondence consisted primarily of interstate club magazines, which have been forwarded to the Club Library.

10. Treasurer's Report – Tim White

Tim advised:

- Chris Lake has completed the independent validation of the Club's financial records as required under the Constitution.
- The July financial statements are now complete and available for inspection.

11. Membership Secretary's Report:

Daphne reported:

- The Annual Awards Luncheon was highly successful and finished under budget.

- One new member has joined for September.

- Awards, badges and certificates for members unable to attend the luncheon have been allocated to Register Secretaries for presentation.

12. Editor and Events Coordinator's Report – Graham Franklin

Graham advised:

- Classic Marque has been distributed.
- Members who have not received their copy should contact him.
- The feature article celebrates the 90th Anniversary of the SS100.
- PDF versions continue to be limited by TidyHQ file size restrictions, reducing image quality.
- Members are encouraged to access magazines through Flipbook or download higher quality PDFs from the Club website.
- The September feature will focus on the 420G and members owning those vehicles are invited to contribute.

The President advised members that a future meeting will include a demonstration of navigating the new Club website and TidyHQ.

13. Logbooks Report – Peter Thomas

Members were reminded:

- Outstanding logbook renewals continue to be received.
- Members must remain financial to legally operate vehicles under the Club Registration Scheme.
- Non-financial members with logbooks have to be reported to the Department for Infrastructure and Transport at the end of the month.

14. Regalia Report

Progress continues for the new online regalia store. Items have been selected and are expected to become available when the new website is launched, allowing members to purchase directly and choose postage or collection.

15. Federation of Historic Motoring Clubs Representative:

No report. The next Federation meeting will be held on 15 August.

16. Marque Sports Car Association Representative No report.

17. Library Report – Tom Brindle. No report.

JDCSA August 2026 General Meeting Minutes (cont)

Register Reports

SS / Pushrod Register (Graham)

Border Run to Victoria planned for October. Christmas barbecue also planned.

XX, Mk VII, VIII & IX Register (Steve)

- Lunch at the Rising Sun Hotel is planned for 21 August, if enough interest. Members were encouraged to support the event.
- Planning continues for the Hamilton Border Run in October.

Compact Register: No report.

XJ, Mk10 & 420G Register

Bob advised of several upcoming events including:

- Ashbourne run.
- Eden Valley run Sunday 20th September, with Barossa Historical Vehicle Club
- Annual Clayton visit.
- Christmas function planning is well advanced.

Multi-Valve Register

Peter advised:

- The Kensington Hotel is no longer suitable due to room hire charges.
- Alternative venues are being investigated.
- Lunch run planned later this month.

E, F & GT Register

Bruce advised:

- Paint and panel workshop visit followed by dinner at the Marion Hotel.
- Christmas venue and additional run are being organised.

Ladies Social Register

Tricia advised:

- The recent Cummins House event was very successful.
- Another luncheon is planned for September.

18. General Business

Members interested in Executive positions were encouraged to collect nomination forms following the meeting.

Tim White provided an update on the new Club website. The website will:

- Link directly to TidyHQ and Google Drive rather than duplicate information.
- Improve access to Club documents including Classic Marque.
- Simplify member access to bookings and personal information.

19. Guest Speaker: Mark Dunlop – Meet the Member

Mark presented an engaging talk covering:

- His career in the public transport industry in South Australia and interstate.
- International experience managing major transport operations.
- Restoration of his 1962 Jaguar Mk II.
- The body restoration undertaken by Conrad Van Wyk
- Challenges and decisions made during the restoration process.
- Future plans for the vehicle.

Members thanked Mark for an informative presentation and participated in a question-and-answer session.

20. Thank You and Close of Meeting

The President thanked Mark for his presentation and presented him with the Club's 50th Anniversary publication in appreciation.

Members were invited to enjoy supper and inspect Mark's vehicle.

The President thanked members for attending and reminded everyone that the **Annual General Meeting will be held on 1 September.**

Meeting closed.



Minutes of the JDCSA Inc. 2025 Annual General Meeting

Minutes of the JDCSA Annual General Meeting held on Tuesday, 2nd of September 2025 at The Junction, 470 Anzac Highway, Camden Park, SA 5038.

1. Welcome:

The meeting commenced at 7:48 pm

2. Present:

As recorded in TidyHQ and sign-in sheet

3. Apologies:

Tim & Sue White, Steve & Val Weeks, Andrew & Leanne Shouksmith, Heather Buck, David Rogers, Milly Costi, Bob Charman, Wayne & Bev Buttery, Arcadia Komaromi, Janine Cook, David Cook, Ron & Claire Palmer, John Williams, Ray Smithers

4. Acceptance of Minutes of the AGM 2024:

Accepted as correct without amendment. Moved: Julian Lugg; Seconded: Peter Holland. Accepted by the meeting.

5. Annual Report by President

As per the report in Classic Marque. However, Michael reiterated the last paragraph, that the Club needs to be prepared to accept change, welcome new members and that they may take the Club in a different direction.

- [Presidents-Report-2024-25-Michael-Pringle.pdf](#)

6. AGM Secretary Report:

- [Secretary-Annual-Report-JDCSA-AGM-2nd-SEPTEMEBR-2025.docx](#)

7. Annual Report by Treasurer:

In the Treasurer's absence the President outlined the key points of the Financial Report prepared by the Treasurer, Heather Buck. The Financial Controls Checklist was reviewed independently by Club member Angela Rogers.

- [Treasurer-s-Report-FY24-25.pdf](#)
- [Statement-by-independent-assessor-FY24-25.pdf](#)
- [Financial-checklist-FY24-25.pdf](#)
- [JDCSA-EOFY-24-25-Accounts.pdf](#)

8. Annual Report by Membership Secretary:

Daphne Charman presented her report outlining the activities of the membership over the past year. .

- [Membership-Secretary-Annual-Report-2025-AGM.pdf](#)

9. Annual Report by Editor:

Graham Franklin thanked all those who helped with providing articles throughout the year.

He appealed for help during the coming year in doing the Q & A articles with various Club members.

Graham thanked Phil Prior for help with posting out the magazine in his absence and also thanked Tim White for his help with TidyHQ problems.

Being able to send out the large file pdf versions of the Classic Marque through TidyHQ remains a problem yet to be overcome.

10. Presentation of Life Member:

President Michael presented Life Memberships to Graham and Jan Franklin, in acknowledgment of the many ways Graham has supported the Club since his attendance at its inaugural meeting at the Brecknock Hotel in 1973.

Graham was Sporting Secretary for 8 years, served as a Vice President, worked on National Concours, was Technical Secretary before moving to Darwin with his work for 3 years that became 37 years. In 2017 Graham and Jan returned to Adelaide and re-joined the Club and since then Graham performed an outstanding role as Editor of Classic Marque. Graham and Jan were both overwhelmed by the award and totally surprised.

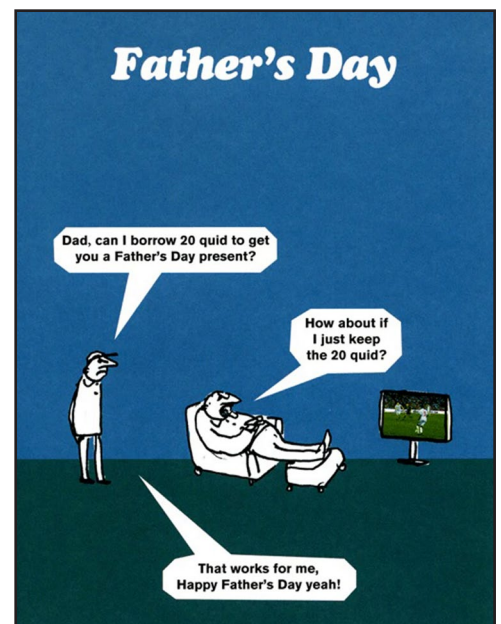
11. Election of Executive Committee:

Michael decided to withdraw his nomination for another term as President. Therefore, there being no contested vacancies the following were proposed as being duly elected with a majority show of hands by members.

President Moira Lugg, Vice President Tim White, Treasurer Peter Thomas, Committee Member Daphne Charman

Graham Franklin thanked Michael for his two years as President.

Meeting Closed: Michael closed the AGM at approximately 8:20 pm.



Club Notices - Logging in to TidyHQ

To login to THQ one goes to our website www.jdcса.tidyhq.com. (Probably best to set this up as bookmark on your favourites).

To access various other information you can click on the pages across the top of the page (if you are using a desktop) or the three bars on the left of the logo (if you are using a phone/tablet). eg current magazine, past magazines, library List, technical articles, classifieds and importantly the events page.

You can register for an event on the events page by clicking on the logo "Club Calendar - Click Here". This will take you to the events page in TidyHQ. You don't even have to login to do this.

To login click on the Blue Log In button on the right hand side. For 90% of members this does not create an issue but there are a few things that many members do when logging in that creates multiple accounts in your name, prevents you from receiving email notices of events and club news, creates the incorrect membership information that we are legally obliged to maintain.

It is imperative that one uses the EXACT email address you originally used to login with. If you cannot remember this either send me an email or call me. For example this week I had to remove duplicates for a number of members who ended up with 5 profiles, mainly because they

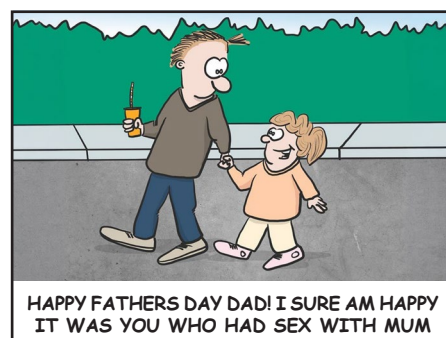
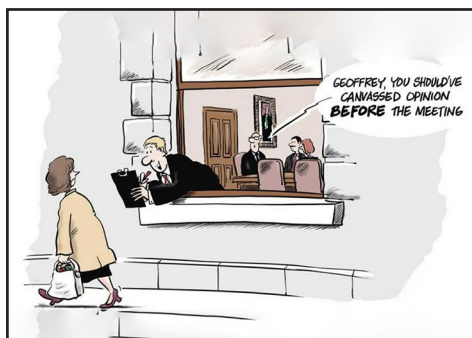
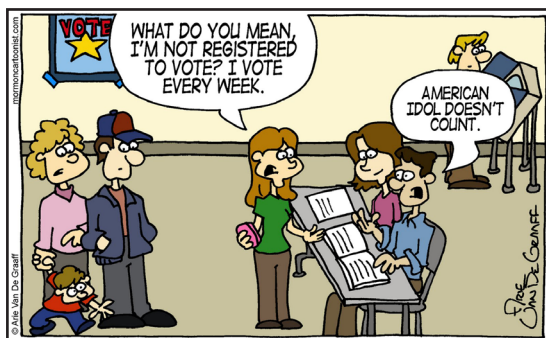
had not typed in the correct email address.

If you change your email address. It is imperative that you change your email on THQ before deleting your old one. There is a way to do it yourself on THQ but if you do not feel comfortable with this contact me. This also applies if you wish to change your password.

If you are ever having problems with THQ it is much better to contact me via email or mobile as the issue can usually be sorted so you do not have to spend an inordinate amount of time chasing around your computer looking for an answer

Regards

Tim White - 0419 809 021
JDCSA Database Administrator



Brett Lewis
0412 843 771
Director
Sales Executive



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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.

NOTICE OF AGM 2026- 1st September

Jaguar Drivers Club of South Australia Inc.

NOMINATIONS FOR ANNUAL GENERAL MEETING

The Annual General Meeting is to be held on Tuesday 1st September 2026 at 7.30pm at the Junction, Stables One Room, 470 Anzac Highway, Camden Park.

This is a call for nominations for the elected positions on the Executive Committee.

In accordance with the Constitution the following applies:

Nominations must be:

- a. In writing, on the prescribed form (refer below).
- b. Seconded by a financial member.
- c. Certified by the nominees who must be a financial Member expressing their willingness to accept the position for which they are nominating.
- d. Delivered to the Club by the date fixed for the Annual General Meeting.

Nominations are called for:

- a. Vice-President
- b. Secretary
- c. Treasurer
- d. Committee Member (not a job specific position)

The nomination form should be handed to or posted to the Secretary prior up to the start of the AGM.

JDCSA Annual General Meeting - Tuesday 1st September 2026 Executive Committee - Nomination Form

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

I (nominees name) _____ apply for the position of

Vice-President / Secretary/ Treasurer / Committee Member (Please delete which is not applicable).

Signed by the Nominee: _____

Dated: _____ / _____ / _____

Seconded by: (Name): _____

Signature of Seconder: _____

Dated: _____ / _____ / _____

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

JDCSA - Club Directory 2025/2026

Club Postal Address:

PO Box 6020, Halifax Street, Adelaide SA 5000

Club Web Site / Email

Web: www.jdcса.com.au

Email: hello@jdcса.tidymail.co

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

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

Vice President: Tim White

Mobile: 0419 809 021

vicepresident@jdcса.tidymail.co

A/G Treasurer: Tim White

Mobile: 0419 809 021

treasurer@jdcса.tidymail.co

A/G Secretary: Moira Lugg

Mobile: 0407 727 459

president@jdcса.tidymail.co

Membership Secretary:

Daphne Charman

Phone: (08) 8248 4111

Mobile: 0404 999 200

membership@jdcса.tidymail.co

Committee Member: Vacant

Register Secretaries/Committee Members

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

Graham Franklin: (0490 074 671

E: ssregister@jdcса.tidymail.co

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

Steve Weeks: 0414 952 416

E: xk789register@jdcса.tidymail.co

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

Mark Dunlop: 0418 835 958

E: compactregister@jdcса.tidymail.co

XJ, 420G, & MK X

Meet 2nd Wednesday of each month.

Bob Charman: 0421 482 007

E: xjregister@jdcса.tidymail.co

Multi-Valve

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

Peter Buck: 0421 061 883

E: multivalveregister@jdcса.tidymail.co

Jaguar Ladies Register:

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

Tricia Clarke: 0422 128 066

jaguarladiesregister@jdcса.tidymail.co

E, F & GT Register:

Meet bi-monthly or as advised.

Bruce Davis: 0400 872 438

E: efgtregister@jdcса.tidymail.co

Club Services/Club Representatives

Editor/Events Coordinator:

Graham Franklin

Mobile: 0490 074 671

Email: editor@jdcса.tidymail.co

Librarian: Tom Brindle.

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

Marque Sports Car Association

(MSCA): Club Representative:

Barry Kitts: 0412 114 109

All British Day: -

Club Representative:

Fred Butcher: 0428 272 863

Federation of Historic Motoring Clubs

(FHMCSA): Club Representative:

John Goddard: 0435 107 854

Technical Officer: Geoff Mockford

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

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spares@classicssportscar.com.au

Public Officer: Moira Lugg

Mobile: 0407 727 459

E: publicofficer.@jdcса.tidymail.co

Archives: Peter Holland, Dave Burton,
Graham Franklin

Email: hello@jdcса.tidymail.co

TidyHQ Administrator: Tim White.

Mobile: 0419 809 021. E: 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

Logbook Compliance Officer:

Peter Thomas - Phone: 0438 861 922

E: logbookofficer@jdcса.tidymail.co

To obtain MR334 Application Forms

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

To Renew or Obtain a Logbook

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

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