



CLASSIC MARQUE

JULY 2023



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THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA

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SNJ032 130,468 km **SOLD**

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President's Report July 2023

It was very sad to hear the news that three long term members of our club are no longer with us. Members have been notified and the Club offers sincere condolences to the families and friends.

On a completely different note, I received a phone call, completely out of the blue, and found myself in WA, in the Control Room of the decommissioned Submarine OTAMA removing her periscopes and other masts. It has been 50+ years since I last undertook this work; Just goes to show that old dogs do remember. However, flexibility and confined space are the enemy of aging!

Club wise it is pleasing to see the Events Calendar continues to expand with Register meetings and events in both July and August. The 50th Anniversary is a sell-out, well done to Suzanne and her team for their effort in managing this very important event. I am sure those attending will appreciate the amount of work involved with this event.

The combined XK, Compact Register visit to Anlaby Homestead early in June was very interesting, and thank you to Moira Lugg for arranging it. It demonstrated a period in the history of SA where very large fortunes were amassed in wool and copper. For Register Secretaries this is one run worth considering. The ideal time for a register run or individuals to visit would be the Anlaby Spring Festival held on October 14 & 15 for 2023. If interested check-out their website anlanbyaustralia.com.

Weather-wise June has not been conducive to driving our older cars. I would presume most are currently under cover with a battery trickle charger keeping the battery healthy for

a Spring start, possibly a trip to Anlaby Homestead. Don't know about you but I have found this winter wet and cold and I thought weather-wise Australia to be in El Niño? Anyway, it's been too miserable to spend time tinkering in the shed.

Club members who have classic vehicles on Conditional Registration are reminded to send their log books to our Log Book Secretary for checking. Remember as at 1 July your vehicle will be unregistered if the log book has not been validated.

Club members who don't own a vehicle associated with a particular Register are encouraged to attend any club activities. This is a good thing with club members mixing and making friends outside of their specific Register.

(A photo of the inside of the submarine. The periscope was removed and sent to the National War Museum).

Safe Motoring
Fred Butcher



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Front Cover:

Jim McBride - 2006 XK (X150)
Roadster.

Back Cover:

Ten years ago - the 2013 "It's good to be bad advert" featuring the very rare XFR-S (only 4 imported to Australia)



@sajaguarclub

NOTICE

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

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

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

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

For further information please call Bob Charman on 0421 482 007

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



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Events Calendar 2023

JULY

AUGUST

Etc.

TUESDAY 4th JULY	JDCSA General Meeting. "The Junction", 470 Anzac Highway, Camden Park. Registration through TidyHq is required by 30th June if you intend to have a meal prior to the meeting. The meeting starts at 7.30pm with meals from 6:00pm. JDCSA July General Meeting
WEDNESDAY 12th JULY	XK & Mk 7, 8 & 9 Register Meeting. From 2.00pm - 4.00pm. The meeting is to be held at the home of Peter & Judy Goodale Please register on TidyHQ or phone Steve on 0414 952 416. XK & Mks 7, 8 & 9 June Meeting
WEDNESDAY 12th JULY	XJ, Mk10, 420G Register Meeting: From 6.00pm - 9.00pm. The Bartley Hotel, Bartley Terrace, West Lakes Shore. For more information, please contact Bob Charman. Email: charmanr161@gmail.com .
WEDNESDAY 19th JULY	SS, MkIV & MkV Register Meeting: 6.30pm - 8.30pm. Meeting at the Caledonian Hotel, 215 O'Connell St, Nth Adelaide at 6.30pm. Can members please advise Brenton if they will be attending the meeting. 0419 345 775
THURSDAY 20th JULY (Lunch)	Jaguar Ladies Social Group Lunch. Attendance at the David Roche Collection in Melbourne Street, North Adelaide in the morning and then afterwards, the Lion Hotel for lunch. Please register to attend the meeting through TidyHQ. David Roche Foundation & Lunch
THURSDAY 27th JULY	Multivalve Register Meeting & Dinner. 6.00pm - 9.00pm The Kensington Hotel, 23 Regent St, Kensington. 6:00pm for dinner with meeting at 7:30pm. Please register to attend the meeting through TidyHQ. July Multivalve Register Meeting
SATURDAY 29th JULY	JDCSA 50th Anniversary Dinner. 6.00pm - 11.00pm National Wine Centre of Australia, Corner of Hackney Rd &, Botanic Rd, Adelaide. Fully Booked - More details through TidyHq: JDCSA 50th Dinner
TUESDAY 1st AUGUST	JDCSA General Meeting. "The Junction", 470 Anzac Highway, Camden Park. Registration through TidyHq is required by 28th July if you intend to have a meal prior to the meeting. The meeting starts at 7.30pm with meals from 6:00pm. JDCSA August General Meeting
WEDNESDAY 9th AUGUST	XJ, Mk10, 420G Register Meeting: From 6.00pm - 9.00pm. The Bartley Hotel, Bartley Terrace, West Lakes Shore. For more information, please contact Bob Charman. Email: charmanr161@gmail.com .
WEDNESDAY 16th AUGUST	SS, MkIV & MkV Register Meeting: 7.00pm - 8.30pm. More details will be provided closer to the event. Can members please advise Brenton if they will be attending the meeting. 0419 345 775
WEDNESDAY 16th AUGUST	E, F & GT Register Meeting: 7:30 pm - 9.30 pm. Members are invited to attend a meeting to be held at Classic & Sports Car Boutique, the business of Register member, Geoff Mockford, at 126 Sydenham Road, Norwood. Registration is required via TidyHQ. E,F & GT Register July Meeting
THURSDAY 17th AUGUST	XK & Mk 7 8 & 9 Register Mystery Run. 9.00am - 3.00pm A breakfast & lunch mystery run through the Adelaide hills with the Rover & Riley Clubs. All welcome. Please register on TidyHQ. Register Mystery Run
12th - 16th SEPTEMBER	Multivalve Run to Broken Hill - Fully booked Any questions, please contact Tricia or Peter Clarke: Mobile: 0422 128 066 or 0403 327 299 Email: xkr1@optusnet.com.au Broken Hill Run
THURSDAY 21st SEPTEMBER	Jaguar Ladies Social Group Lunch. More details will be provided closer to the event. Keep the date Free.
23rd - 25th OCTOBER	XK & Mk 7, 8 & 9 Register Border Run (Strathalbyn) It will be three full days with visits to farms, wineries and private gardens. More details will be provided closer to the event. All welcome. Please register on TidyHQ. XK & Mk 7, 8 & 9 Border Run
SUNDAY 29th OCTOBER	SA JAG DAY - 10.00 am - 3.00 pm. Civic Park Modbury, 995 North East Road, Modbury SA More details via TidyHQ. SA JAG Day 2023.
3rd - 5th NOVEMBER	SS, MkIV & MkV Register Border Run to Mt Gambier Details will be provided closer to the event. For more information, please contact Brenton on 0419 345 775

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Club Torque - Editor's Column

As per President Fred, it was very sad to hear about the death of three long term members of our club. Please find Vale Notices below.

The 50th Anniversary Dinner

The dinner has sold out and 200 members, past and present, family and friends will attend. A register is being maintained over the next four weeks for members past or present, family and friends wanting to attend, in lieu of cancellations.

If you wish to be included, please contact Suzanne Jarvis, email sfj5048@gmail.com or mobile 0478 717 775. Thank you everyone for supporting this

very special occasion and the Executive looks forward to your company on the night.

Included in this edition of Classic Marque is the latest news relevant to all things Jaguar, including more wins for Jaguar powered Formula E race cars.

This month's Q&A is a double-header with 50-year Club members Peter Holland and Chris Waldock.

Thank you to new member Jim McBride for his story and also to Register Secretaries for their coverage of recent events. There is lots more to read. Cheers.

Graham

Auto Book Auction

Scammells auctions, Norwood, will in the next couple of weeks be auctioning a private collection of books that include over 40 Jaguar books covering most marks via a timed auction that closes on Sunday 16th July, 7pm.

There is also a second auction that includes a large quantity of 1/18th and 1/32nd Jaguar models.

For more info go to Norwood or goto [Scammells Automotive Books](#)

Vale Notice - Tony Human

With deepest regret I must inform members of the passing of Tony Human on Wednesday 28th June.

Tony had been a member of the Club for 26 years, having joined on the 3rd March 1997 and was the Multivalve Register Secretary from 2003-2006.

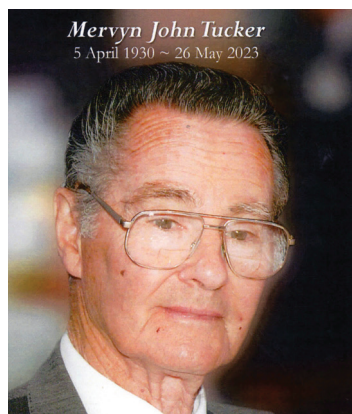
He was an active member and organised trips for the Club both locally and interstate.

Tony was an accomplished pilot and he and his wife, Gabriela, enjoyed traveling round Australia both in their Cessna aeroplane and lately in their caravan.

Tony's smiling enthusiasm will be sadly missed by all and we extend our deepest condolences to Gabriela and both their families.

Peter Buck
Multivalve Register Secretary

Vale Notice - Merv Tucker



Mervyn John Tucker
5 April 1930 ~ 26 May 2023

It is with deep sadness that we announce that a long-term club member and XJ Mk10, 420G Register member, Merv Tucker, passed away on the 26th May, 2023.

Merv loved the company of the Jaguar people around him.

He loved to attend our monthly meeting and to hear

the stories that the members had about their Jags.

But most of all he loved his Daimler Vanden Plas.

Although, unable to drive for several years, his car was sold to another member of our register, and each time I saw Merv, he asked about his old car.

Merv was 93. His funeral was attended by Bob & Daphne Charman and John & Claire Evans.

Merv will be sadly missed by all.

Bob Charman
XJ, Mk10, 420G
Register Secretary

Vale Notice - Ron Foenander

Sadly, we lost a long-time member of our club with the passing of Ron Foenander. Ron was a member of our club since the 1970's when we used to meet at the Sportsmen's Association on Greenhill Road.

Ron was a lifelong Jaguar lover & has owned many Jags, both here and overseas. At the time of his passing, Ron had a 2.4 Mark 2; E Type Roadster and an XK150 DHC.

It is pleasing that his 2 sons have inherited the E Type and XK150 and they have both joined our club, so we will still

see Ron's cars at club functions. A great way for many of us to remember him, whenever we see the cars.

Peter Holland, Suzanne Jarvis, John Cribb and myself attended the funeral and we arranged for a JDCSA banner to be displayed on Ron's coffin.

Farewell Ron, we will miss you, but not forget you.

Steve Weeks
Welfare Officer

Hi Graham

I was impressed with the article on pages 22 and 23 of your June magazine written by **Peter Goodale**. Would you allow us to reprint this in an upcoming edition of the JCCV Cat-A-Log magazine? If so, would it be possible for you to send me the original files with the photos.

Thanks.

Best regards,
Maurice de Morton
Jaguar Car Club Victoria - Editor

*Editor: Thank you for the email, Maurice. Peter advised he is happy to share the article. Files enclosed.
Regards Graham.*

Jaguar E -Type History

Hello Suzanne Jarvis,

My Name is Neil Marshall, Jaguar Car Club Member in Victoria. I have for the past 12 years owned an E TYPE Jaguar series 1.5 2+2 built July 1967. With this car I was able to enjoy the company of your SA members at the Diamond Anniversary meeting in Mount Gambier in 2022.

I read with interest the interview with **Alan Hearse** in your magazine as he mentioned his old E TYPE mates in the past including **Brian Walker** whose name is on my list of previous owners of my car. Is Brian still about as I would like to add to my car's history in Australia as much as possible? A South Australian contact has not been available to me even though I understand. it was originally brought to SA from the UK by **Sandy Dow**. Hope you can be of some help to me or maybe a contact with Alan would give something of interest.

Many Thanks

Regards

Neil Marshall - neiltric@yahoo.com.au

Editor: Hello Neil. I am responding on behalf of Suzanne. Unfortunately, Brian Walker (Member No. 10), passed away in 2017 after a short illness. His wife, Sue Walker (member No. 11) did not renew her membership with the club after Brian died. Sandy Dow moved to Queensland and died a number of years ago.

What we will do is post your story in Classic Marque together with a photo of your car and it may ring some bells with someone else in the club who may be able to provide you with some information. Kind regards Graham.



Hi Graham,

Your magazines are always beauties...and you find such interesting stuff! When I saw Clark Gable, I thought "I'll have that!" It's suitable for everyone.

Then I came across the steering conversion.....so I'm borrowing (ie stealing) that as well....if I may. All credits given. So, can I push it further and ask for the photos? I've copied the text.

By the way if you're interested in losing a couple of hours, I've found a photo manipulating programme (free) which may interest you:

<https://www.befunky.com/features/photo-to-art/>



Regards

Brian Todd

Editor, Jaguar Drivers' Club of Australia

Editor: Thank you for the kind words, Brian. You do a great magazine too. Peter advised he is happy to share his article. Files enclosed. I will also have a play with the photo program. Kind regards Graham.

Hi Graham,

I just finished reading Classic Marque and was inspired by your interview with **Alan Hearse**. I have very fond memories of the many trips to South Australia and specially on our labour day weekend in March each year and the great hosts you guys were. And obviously still are.

I guess my best one would have to be March 1974 when I met my wife Kaye over there when she came over with another club member and his wife for the weekend.

Well, we have now been very happily married for 48 years. So, the Jag club connection for me could not be any better.

And it also reminds me of all the grass autokhanas and sprint days. Keep up the good work.

Kind regards

Heinz Schendzielorz

Jaguar Drivers Club of Victoria

Editor. Thank you, Heinz, and thank you very much for your story "When Cars Were Fun". I will include it in the July edition of CM. It is a very appropriate article with our 50th dinner coming up.

Kind regards Graham.

New Members

NOTICE BOARD

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

- ◇ Desmond White: 1960 Jaguar XK-150-3-8S Coupe.
- ◇ James Thredgold & Susan Bradley: 1985 Jaguar XJ6 4.2L Sedan.
- ◇ Eddy & Karen Simons: 1997 Jaguar XJ300 3.2L Sedan
- ◇ Stephen & Michael Foenander:
 - 1969 Jaguar E-Type 4.2L Convertible;
 - 1962 Jaguar MkII 2.4L Sedan;
 - 1959 Jaguar XK-150 3.4L DH Coupe

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

- ◇ Guy Daly: 1984 Jaguar XJS 5.3L Coupe.

- ◇ Trevor Elburn & Lynne Veness: 2005 Jaguar S-Type 3.0L
- ◇ Liz & Matthew Ford: 2014 Jaguar F-Type S 3.0L Coupe
- ◇ Michael & Tina Adams: 1982 Jaguar XJS 5.3L Coupe
- ◇ Rhys Wood & Sam Rogers:
 - 1986 Daimler Double Six 5.3L Sedan
 - 1974 Jaguar XJ12 5.3L sedan
 - 1975 Jaguar XJ6 4.2L Sedan
- ◇ Ricky & Monika Nash:
 - 1989 Jaguar XJS 5.3L Convertible
 - 1977 Jaguar XJS 5.3L Coupe
 - 1957 Jaguar Mk VIII 3.8L Sedan
 - 2008 Jaguar XF 4.2L Sedan

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

Daphne Charman
Membership Secretary

Jaguar Ladies Group - Thursday 20 July

Hi Ladies,

Please join us for our next Jaguar Ladies Social Group event on Thursday 20th July. We will start the day with a visit to the David Roche Collection, a collection which spans the eighteenth and nineteenth centuries of some amazing furniture, ceramics, paintings and much more.

We will meet at Fermoy House, 241 Melbourne Street, North Adelaide at 9.45 am as our guided tour will commence promptly at 10 am. We will also be able to view the Arthur Boyd Art collection which is on display for a limited time. Parking is

available in the grounds but you will have to move your car on completion of the tour. Ticket cost is \$17 (seniors group price).

Bookings at this stage can only be made for Jaguar Ladies as there is a limit of 20 (2 groups of 10) for this tour.

Should this event not be booked out by Sunday 9th July, I will send an email to you all to invite family/friends on Monday 10th July.

After our tour at 12 pm we will then go to the Lion Hotel Bistro, just down the road at 161 Melbourne Street, North Adelaide for lunch.

For those ladies who do not wish to do the tour or have visited the Collection before, they are very welcome to join us for lunch at 12 pm.

Please book on TidyHQ by 13th July for the Tour and lunch or just the lunch.

Regards

Tricia Clarke

0422 128 066 or

triciac Clarke_1@hotmail.com

JDCSA 50 Year Celebration Book



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

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

- ◇ For local members please register your name only. Cost is A\$45. Books will be available for pick up at a General Meeting.

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

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

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

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

Tim White

50th Celebration Book Editor

0419 80 9021 or

timwhite1975@gmail.com

New Members Story - Jim McBride

Hi Graham,

Thank you for your welcome. I am new to the Jaguar world, having purchased my 2006 XK in May of this year.

I previously owned an Alpha Spyder in the 1970s, but am not a past member of any car club.

I was originally looking for a 68 Mustang convertible, but couldn't find what I wanted, and one day just happened to see this car advertised, and went to see it. As soon as the covers were pulled back, I knew this was the car for me and purchased it there and then.

It has low milage and drives very well and I like to save it for special occasions.

I am a Director in our family Pastoral and Grazing business, AJ & PA McBride Ltd, an Adelaide based company. I have joined to be able to discuss specific issues concerning the car, and of course the social gatherings.

Regards Jim

Editor: If you get a chance to attend an E, F & GT meeting, there are a number of XK (X150) owners in the club that would be more than happy to talk about the ins and outs of XK's.



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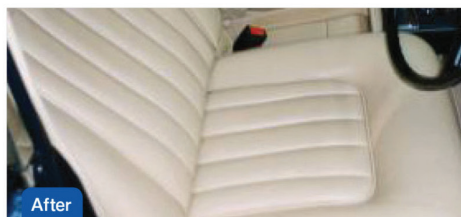
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Before



After

1971 Rolls-Royce before and after full Leatherique treatment inc. colour and Crack Filler



Before



After

Leather lounge before full Leatherique treatment

Leather lounge after full Leatherique treatment (including colour)



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Jaguar Classic's new E-Type ZP Collection



"Jaguar Classic" celebrates first-ever E-type race win with seven pairs of restored ZP Collection examples; limited-run F-Type to follow

Background

"Jaguar Classic", the department that restores Jaguar's heritage cars – both its own and other people's, has chosen to celebrate the firm's earliest E-type racing victories.

The collection is called the E-type ZP Collection, and will consist of 14 cars: seven coupés and seven roadsters.

The collection takes its name from project 'ZP'. This was the brainchild of Claude Baily, who was Jaguar's Chief Designer at the time the E-Type was born. The ZP racing versions were produced not long after the launch of the road car at Geneva in 1961, and the racing upgrades weren't extensive at all. Mainly, it was a revised engine block and cylinder head, plus a close ratio gearbox.

A month later, the ZP cars made their racing debut. Despite being new and basically not far off standard E-Types, two of them finished first and third at the Oulton Park Trophy for GT cars on April 15th 1961. Both were roadsters, too, rather than the more obvious choice of coupés.

Graham Hill finished first driving an Indigo Blue E-Type registered 'ECD 400', with third-placed Salvadori in a Pearl Grey E-type registered as 'BUY 1'.

This wasn't a flash in the pan for the E-Type when it came to circuit success. Salvadori went on to win at Crystal Palace later in the year, and between 1961 and 1964, drivers of E-types finished on the podium 24 times.

E-type ZP Collection

So that's the history, what are today's cars all about?

Well, coupé or roadster, each is the work of a 2,000-hour restoration of a Series 1 car. That means an E-Type produced between 1961 and 1964, with a 3.8-litre XK 'six' – here delivering 265hp.

The restored cars feature a close-ratio all-synchromesh five-speed manual. Some other modern upgrades include an electric cooling fan, a more efficient radiator (chromed to look like the original), electronic ignition and a stainless steel exhaust system. They also have concessions to modern life, such as Jaguar Classic's Infotainment System with a DAB radio, Bluetooth and satellite navigation.

Each car comes with ZP-specific logos, including on the fuel filler cap, and there are bespoke graphics, such as a Union Jack set into a shield on the front wings. They also come with white roundels on the bonnet and doors, and a white ring around the E-Type open front air intake – this mimics the white painted nose on Hill's original car.

As with the earliest E-Types, the bonnet features welded, not stamped out, louvres. It also has external bonnet latches.

Blue Roadsters

Inside, the blue roadsters have an interior of red leather with a 'golden growler horn push' – and a map of Oulton Park Circuit and Hill quote: 'In a race my car becomes part of me, and I become part of it.'

Grey Coupé

The coupés are slightly different noting the different driver and on-track success. The cars feature an engraved track

outline of Crystal Palace, and written the 'King of the Airfields'. That was Roy Salvadori's nickname. The coupés will also have navy leather, to contrast with their lighter paintwork, but come with the same beech-wood steering wheel as the drop head.

Period Racing Helmet

Every owner will receive a period, open-faced helmet to match those worn by Hill and Salvadori. They will be tailored to fit each owner and come with a bespoke leather storage bag, trimmed with the same leather as the car's interior, and have a pocket for the car's leather-bound owner's manual.

The replica of Hill's crash helmet comes, with the design of the London Rowing Club that he famously raced with, while Salvadori's is painted in grey.

One aspect of these examples that won't ape the original, is value for money. There was no information supplied on what they will cost, but rest assured, they won't be a bargain.

There will also be a series of 14 F-Type ZP Editions coming later in the year.

While there are still at least seven collectors with far too much money, "Jaguar Classic" may as well use Jaguar's history and heritage to milk them for what they can. The reality is, we will probably never see any of the cars on a racetrack. ■

Editor - Information for this story sourced from Top Gear and Carscoops.



Q & A Peter Holland

Member No. 3

Questions; Philip Prior

Answers: Peter Holland

Peter, how did the club come about and what role did you play in establishing the JDCSA.

I did not have any direct role in the formation of the Club. That was the initiative of Phil Smart, Ian Forrester, David Seidel, Chris Holland (my brother) and Shane Dunstone.

During the late 1960's there was a growing number of younger owners of second-hand Jaguars, particularly Mark 4's, Mark 5's, Mark 7's and to a lesser extent XK's. During this period many of us met informally and started to "network" sharing information and parts. This was greatly enhanced by regular Saturday afternoon gatherings in the backyard of David Seidel's parents' home.

David was keen to fully restore a Mark 4 and over time gathered up cars which were beyond restoration and a source of spare parts, others suitable for restoration and some that could be easily recommissioned for road use.

On another front during 1970, three XK owners, John Alexander, Shane Dunstone and myself, who were passionate about our cars, wrote to all the known XK owners, past and present at the time, inviting them to meet from time to time to go on informal runs. This continued for 18 months or so but as we were not a formal club interest waxed and waned to some extent and was probably destined to fade away in due course.

During this time, we also established contact with the JCCV primarily via Heinz Schendzielorz which led to many years of friendly interaction between the two XK groups and ultimately following the formation of the JDCSA, between the Clubs.

In addition to the XK group a number of owners of pushrod engine Jaguars (SS, MK4 and MK5) met independently on a Sunday morning at Ian Forrester's home and as would be expected some owned multiple cars overlapping the XK and pushrod models.

This brings me back to the five people mentioned above. They met through the informal means described above and set out to form the JDCSA by writing a constitution, registering the name, advertising the first meeting by word of mouth and in the Advertiser. That meeting was held on the 25th July 1973.

I was elected to the position of editor/historian and have been hooked ever since!! And the rest is history.

The following year (1974/75) you stood down from the committee. In fact, of the eight positions, the entire committee changed hands apart from David Seidel (secretary) and Graham Franklin (sporting secretary). Was that always the plan for you and most of the others to step back for a time and bring in new blood, or did it just happen?

Although at first glance it may appear that there was a big change, this was not really quiet the case. Work commitments at the time for our first Treasurer, Chris Holland, Social Secretary, John Alexander and me as Editor/Historian took precedence. Chris Graves came on as Treasurer during the first year and continued on in 1974/75. Likewise, Steve Weeks replaced John Alexander in the first year and continued the following year.

I completed the first year and John Pinto stepped up for the next year. He had been an active member of the group that established Classic Marque, and it is worth remembering that through the generosity of the JCCV and the friendships established prior to the JDCSA being formed that we were given four pages a month in Cat-A-Log to start us off.

So, to answer the question, the change as I recall just happened due to personal commitments.



Peter's first Jaguar - Mark V 2.5 litre

Interview - Peter Holland (cont)

The next year (1975/76) you were back as Secretary and since then you have held many positions including President. Do you recall any particular challenges or issues over the years?

The usual challenge for anyone on the committee is the personal time commitment. I have been very fortunate as Ros has supported my involvement all the way and without her support I would not have continued.

The time "doing things" behind the scenes is far greater than many realise. I am sure there have been issues to be addressed from time to time, but were best sorted at Committee level and filed.

The one that I do recall, and was very much a personal crusade was to try and broaden the brief for the National Rallies. I felt it was unfair to not allow clubs some flexibility to devise the format that particularly suited the host club.

This view was shared by many others in the JDCSA at Executive level and as a collective over a decade and a half we have been able to now gain acceptance of the more open approach that is followed today.

As for the future, the big challenge is going to be how to maintain new memberships, as I am not certain our current rate will continue forever.

What do we need to do to create interest in the Jaguar car? What do our children and grandchildren want from a club such as JDCSA? How do we achieve change? These are some of the questions that need to be asked.



Peter's Jaguar Mark IV. A daily driver bought for \$40.00

In those early days of the club, SA and Vic clubs were very close and regular attendance at interstate events were common. Do you recall some of those trips to Victoria?

It is all about the people, then and today. The car is the catalyst to bring us together. I think the main memories are really just being able to catch up with friends. There were a few late nights in motel rooms or private homes enjoying chatting about our latest projects with a beverage or two to help the conversation along.

Some of the antics that may have occurred should remain as myth and legend!!!! However, one memory that shall forever remain vivid is the lunchtime barbeque at A1 Auto Wreckers. A little more heat was required to finish off the chops and

sausages to perfection. What better than a couple of Jaguar dashboards to do the job, so on they went. The food was delicious.

Attendance at Interstate National Concours events were also common. Any special memories?

I think they were always special, but as always catching up with interstate friends was the top priority.

The very early ones (Ros and I attended our first in Canberra in 1973 before JDCSA was official) were held on the June long weekend. The weather was unforgiving at times, the facilities fairly basic, motorkhanas in a paddock, but a lot of fun. The first Rally organised by JDCSA with Phil Smart as Rally Director will always be remembered for the Australian release of the XJS and XJC models and also for introducing a more formal approach that has continued ever since.

Perhaps one of the most memorable was Canberra. The motel was multi-storey with a magnificent internal atrium. Our young children thought so too and spent many happy hours running up and down the stairs and around the balconies. Their coup de grace was on the presentation dinner night. After the celebrations, on returning to our rooms, the hired baby sitters were fast asleep and the little ones were having a ball!!!!

When did you and Ros start a family? Did that effect your involvement with club?

Our first born was Jennie in May 1975 followed by Judy in April 1977. As pre-schoolers we were able to continue our



Peter and Chris Holland's XK 150 S back on the road after an engine rebuild

Interview - Peter Holland (cont)

involvement without too much change to our routine. In fact, at age 3 months Jennie attended her first interstate event, the inaugural Pushrod Border Run at Swan Hill, carefully packed into the back seat of our 2+2 E-type Jaguar.

That car proved to be practical for a number of interstate trips with both girls, pusher, baby basket, luggage and other paraphernalia carefully packed into every nook and cranny. It was all about the packing; every item had a place.

Later, once they had started school, especially by late primary school and secondary school, we were not able to attend the National Rallies and sometimes the occasional local event. We were very fortunate as our parents were more than happy to look after the girls if we were away or attending meetings and events.

A lot of fellow members were starting families at the time? It must have had some effects on the social aspect of the club in those days.

I don't think it did really, as many of the members started their families around the same time so they played and grew up together at Club events.

Many of the events in those days were very casual, often picnic style with our portable BBQ's, fold up chairs and a beverage in hand. They even attended some of our night events which again, were casual and held at a member's home.

If formality prevailed, our baby sitters usually came to the rescue. Naturally, once our children were in their teenage years, they started to go their own way, leaving the parents to pursue their Club interests.



Peter's XK 120 DHC. Brisbane and back.

A number of those early club members are no longer with us. Did you have any special bond or memories with any of those (deceased) members?

It is always a sad moment when we lose a Club member as at some point in time, we have shared time together.

There is one member that I did have a special bond with, Shane Dunstone. He was in my life from the moment that I got my first XK120 and was always willing to help and support his friends whenever needed.

He would visit regularly first when I was still living at home with my parents and of course after Ros and I were married. He had a very special knack of knocking on the door when a new car had arrived in the Holland driveway to check it out.

His sixth sense was incredible. We had not seen Shane for a few months when in 1997 Judy bought a Triumph Stag and soon after entered us in to a dusk/early

evening rally organised by the Sporting Car Club. As it happened Shane also attended, and at each coffee stop, the conversation was endless. We finally arrived very late at the SCC rooms and managed a few leftovers from the BBQ tea. The conversation continued unabated till it was home time.

That was the last time I saw Shane because a few short weeks later he died from a massive heart attack. That last meeting remains etched in my mind of a man who was full of kindness.

Back to the beginning - what was your first car?

My first car was a Jaguar MK5, but I have to admit Jaguar was not my first choice. An MG T-series was the preference, but they were significantly more expensive. The brother of a friend had a MK4 one and a half litre, which was a good-looking car and gave me some inspiration to widen my search.

I must admit that cars, even at that time of life, 16+ years, were not a burning interest but more a means of getting from A to B in something that looked nice. Radio (now electronics) was the primary interest and remains so to this day. However, that first Jaguar did stir up a passion that is also difficult to suppress.

Can you remember your first encounter with a Jaguar?

I was aware of Jaguars from my school days as one of our teachers had an XK120 followed by a Mark 1. As schoolboys do, I had a look at these cars during lunch break as a matter of curiosity, but I cannot honestly say it stirred up any emotion which said I must have a Jaguar. Actually, I thought the XK was a funny



Peter's XK120 roadster, currently under restoration.

Interview - Peter Holland (cont)

looking car. There were other students whose parents owned a Jaguar (S-type and XK140), but again not a must have emotion for me. It was in my last year at school that my interest in MG finally came out. One of the other students drove an iridescent green MGTF and that is when my apparent dream car surfaced.

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

I have lost count, but it must be 25-30 or more! Whilst Jaguar became the primary interest, I found British cars in general to have a certain charm about them. So, Triumph, Daimler (proper Daimler and not Jaguar derivatives), Bentley and Bristol have also crossed our driveway over the years.

Let's briefly go through each one of them? Do you know what happened to them?

I have mentioned the main different brands above. There were also two Hillman Minx saloons which were very solid cars that Ros and I used as daily drivers for a period. Those cars were unbreakable.

I do not know where all the cars have gone (some are still in my possession) but of the seven XK's they are all accounted for and have been restored or are in the process, which is very satisfying to know that they have been saved.

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

That question is very hard to answer. The first thing to understand is that each car must be appreciated in the context of the year of manufacture.

The driving experience of say a Mark 4 is quite different to that of a late model car. Naturally, the younger the car the better the driving experience with the improved engineering and technology that goes with the later model. However, if I have to choose there will always be an XK in the mix (just because), followed by an XJS V12 and the short wheelbase Series1 XJ12. It is very hard to separate those three.

Your fondest memories owning a Jaguar or classic car?

I think the experience of driving my XK120 DHC all the way to Brisbane and beyond, driving the XK140 DHC to Sydney and similarly driving the E-type 2+2 automatic with our young family on board to Sydney must rate high in the memories file.

We were much younger of course and those trips were an adventure as well as a taste of what it might have been like to drive these cars when new.

Any interesting or special 'Jaguar' experience?

I am sure there have been many special moments, but two come to mind. The first was being taken for a short run in my dream car Jaguar, Gavin Sandford-Morgan's C-type Jaguar.

The other is a story against myself and involves "Big Red" a 3.8 litre XK150S Roadster jointly owned by my brother Christopher, me and I think our parents. When first purchased it used petrol as if there was no tomorrow as the starting carburettor had been removed and the three two-inch SU's tweaked to enrichen the mixture at start-up. I'll fix that, I thought, and eventually sourced all the bits to do the job. Once finally completed, including a major carbie rebuild, the car ran very nicely. "Come on Christopher, time for a test drive".

Flooring it up Taps in second gear was not such a good idea. There was a big bang, lots of smoke and sparks from the exhaust and running roughly thereafter. Once home Dad wanted to know what was wrong, "You look worried" he said. "I have just blown-up Big Red" was my reply. "Better get rid of it then, we don't want any more old cars lying around" he said. That night Dad helped me lift the head off to reveal a piston which had seized. This mishap led to a full mechanical rebuild of the car, a valuable learning experience which has been of great use ever since.

As it turned out that "blow up" was a blessing in disguise as there were many things that had been done to the mechanicals that would have possibly led to the destruction of the motor, gearbox and differential.

Perhaps a funny motoring or club experience?

There have been many things over the years, but this time I will incriminate my daughter, Jennie. I was undertaking some work on the E-type 2+2, bonnet up and plenty for a 12+ month old to marvel at. She was upright, very fast on her feet and still learning to talk. My favourite socket set was beside me on the driveway and while tinkering away somewhere under the car, I was unaware of the disappearing sockets. When I



Jennie helping Dad on his E-Type (1976)

realised, they were nowhere to be seen, I suspected they were in the garden, the only response she gave when shown the only remaining socket, was "GONE".

Time for a cup of tea said Ros. Afternoon tea was duly consumed and the question asked again. "GONE". So, for the next week the E-type served as daily transport to and from work, which was its primary function, without mishap. The next weekend it was time to try again for a solution to the disappearing sockets.

The scene was set up as per the last Sunday and the question asked again. The response "THERE". After removing the air intake and main air cleaner canister, there on the aluminium cover plate underneath were my missing sockets. None were lost and I hope they enjoyed their trip to town for the week.

Jennie and I still have a laugh about this experience and we even have a photo of her peering into the depths of the car at the time.

Anything else you would like to add?

I think all of the above is enough! In closing I would like to thank all the members of the past 50 years for their support, friendship and memories and I wish the Club well for the future and may the next 50 years be as much fun as the first fifty.

Thank you, Peter, very much for your time and effort in putting these 50 years of condensed history together.



Interview

Q & A

Chris Waldock

Member No. 91

Questions: Peter Thomas

Answers: Chris Waldock

What was your first car?

My first car was a 1958 Volkswagen Beetle which I purchased when I was 16. I later traded it in for a HT 350 Monaro for \$3,000. (I still have the receipt but not the Monaro).

Can you remember your first encounter with a Jaguar?

Just before we were married, Christine and I saw an opalescence blue S-Type which was for sale at Automobiles SA in Pulteney Street and yes, we bought it.

How did you become interested in Jaguars or Classic cars?

I always wanted an E-Type but couldn't find a suitable vehicle. Having found the S-Type, we purchased that instead and drove it to Queensland on our honeymoon.



The BRG E-Type which provided the first rally win



Chris Waldock's Blue F-Type SVR Supercharged 5.0 Litre V8

Within the year, we found a red E-Type that was for sale at Brighton. For some reason, I will always remember the registration number – ROG 71. When we went to inspect it, there was also a woman looking, however she liked our S-Type better. We purchased the E-Type and she bought our car.

It is worth noting that when we had our child – Katie, we put the bassinet in the back of the E-Type and once the hatch was closed, it kept the bassinet secure. The bassinet did have a security web cover which certainly could never happen now.

How many Jaguars have you owned?

Somewhat embarrassingly, I have lost count but it is well in excess of 18.

They have included the S-Type, E-Types, a Daimler 250, XJ6s and XJ12s, XJS (including a rare factory manual car number 8 preproduction) XKRs, F-Types and R and SVR (our latest rally car), an F-Pace SVR and a black XKRS which

Interview - Chris Waldock (cont)



The F-Type at speed with front wheels off the ground

we still own. We also own a lightweight E-Type. The aluminium body was built in Birmingham from the original factory buck and shipped to us. The engine is a Crosswaite and Gardner alloy engine which I built in my workshop.

Do you know the fate of any of these cars?

The red E-Type was sold to Dean Liebeck from Rovalley Wines. It has never been seen again so perhaps there is a barn find waiting to happen!

We sold the 4.2 Ltr E-Type Coupe to Barry Kitts which thankfully he still owns.

The white F-Type R went to Sydney and the blue F-Type SVR went to Western Australia.

Various E-Types built by myself and Allan Blackwell are spread around the country. We recently bought back the last E-Type roadster that we built.

You Joined the JDCSA in the first year of the club (1973/74) and are member number 91. What do you remember in particular about those early days of the club?

The club in those early days was understandably different. We were a group of young people, many of whom had children. We just had a lot of fun and our children were included in

events. I recall a Christmas Party in Heywood Park (Unley Park) when our Katie had her first chocolate frog with most of it smeared over her face as she sat on Santa's lap.

What cars have you raced, and are you still competing?

Many cars is the short answer. In the early days of the club, Christine and I competed in motorkhanas and track days at Mallala in our red E-Type. Our first tarmac rallies were in Classic Adelaide with our British Racing Green 4.2Ltr Series 1 E-Type roadster which also gave us our first rally win.

Christine and I went on to compete in many tarmac rallies including 9 TARGA Tasmania events, Adelaide Rallies and many other TARGA competitions.

From 2013 to 2016, we raced our black XKR-S in Adelaide, TARGA Tasmania, TARGA Wrest Point and TARGA High Country (Mount Buller).

Competing during the 2013/14 four rally series in the black XKRS (fondly known as BBC, i.e., Big Black Cat).



Chris and Christine post racing.

Interview - Chris Waldock (cont)

We came 2nd in the Australian Tarmac Rally championship in TSD (Time/speed/distance).

For one season – 2015/16, we raced a white F-Type R. In October 2016, with the support of Jaguar, we changed to our blue F-Type SVR which was flown to Australia enabling us to compete in TARGA High Country. Jaguar continued to support us in various ways for several years.

Our blue F-Type SVR was all wheel drive with carbon ceramic brakes which made a huge difference in performance. The racing decals were fitted in Sydney then it was shipped to Adelaide in time for us to compete in the 2016 TARGA High Country. Following that event, in November 2016, we competed in TARGA Adelaide and won our class TSD. Of some note, it was the first F-Type SVR in the world to win a competition event.

In April 2017, we were 2nd in class in TSD in TARGA Tasmania and in November of the same year, we won our class in TARGA High Country despite having a tyre blow out.

TSD is a complicated class where the special stages have a predetermined average speed and the course must be completed in precisely that time. Every 1/10th of a kilometre above or below the set speed, incurs penalty points therefore every tenth of a second is critical.



"Puss in Boots" ready for action



The E-Type complete with towbar and boat

We worked as a team with me driving and Christine calling pace notes and times.

In 2018/19, we competed again in TARGA events and in 2021, we again won 2nd in class in Tasmania.

We also competed in Tarmac rallies in Victoria.

2022 was our last year of racing.

Any race car related stories?

There are many but I recall in 2017 we were competing in the TARGA High Country series held at Victoria's most popular ski resort at Mt Buller. We were heading up the mountain on the final stage of the event and with 8 kilometres left, we had a blow-out of the right front tyre. The dashboard lit up! The tyre was run flat and we decided to keep going as we were being chased by a pack of Lotus' and somehow managed to retain the lead. It was just a little scary!

Interview - Chris Waldock (cont)



Chris standing beside another memorable car – a Ford GT40 Roaring 40s replica which he purchased in 2010. He had to rebuild the motor.

Generally speaking, we developed a close-knit group with the people with whom we raced.

Our blue F-Type SVR was named “Puss in Boots” based on the character from 2011 American computer-animated adventure-comedy film which in turn was based on a fairy tale. It was very recognisable and we had a mascot of the character complete with his own harness. People of all ages would be delighted to see him strapped in position. It’s just a pity he cannot talk, he would probably be able to recount some exciting adventures.

You also raced a speed boat?

Yes, a Gilflight race boat we named Miss Jag. It had a glass hull with a wooden deck. The engine was a 6.0 litre V12 built by myself and featured constant flow injection and a dry Sump. Top speed

around 90 mph. The engine eventually went into a successful dragster.

Have you been a member of any other car clubs?

Yes, numerous clubs including the Ferrari Club of South Australia (Christine was once president), the Aston Martin owners Club, The Sporting Car Club of SA and the McLaren Owners Association.

Your fondest memories of owning a Jaguar or Classic car?

We particularly enjoyed winning the “*Andrew Whyte Journalistic Award*” for an article published in the Australian Jaguar Magazine regarding racing the F-Type SVR. The car also featured on the front cover of the magazine.

It was also very memorable and rewarding to stand on a podium during TARGA events.

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

It would have to be the manual Aston Martin DBS we bought in 2009 which we owned for several years. After ordering, we first viewed it at the factory during a European trip. It was just a beautiful car to drive. We sold it when we bought a 458 Ferrari Spider.

Any funny motoring or club experience?

As previously mentioned, the early days of the club were just fun with Motorkhanas providing a lot of amusing times. Quite often they were held in dusty paddocks with limbs extending from E-Types and other Jaguars as participants tried to catch items half out of their cars. I’m not sure we would pass OH & S guidelines these days!

Whilst more of a unique experience, back in the early days we had a 20-foot Austral yacht. I fabricated a tow bar for the E-Type and I recall the day we picked it up from Newton. We drove down North Terrance, along King William Street to Hyde Park. We even parked the E-Type on beaches. I suspect you will never see either of those events occurring again!

Anything else you would like to add?

It has been an eventful and rewarding 50 years from the fun early days through to racing and having the pleasure of driving so many fantastic vehicles. Together with Allan Blackwell, I have built something in excess of 25 E-Types. We used to buy 3 at a time and import them in 40-foot containers from the States. We would then complete ground-up rebuilds and sell them.

We are now looking forward to taking delivery of a new Aston Martin F1 Edition Vantage which I expect to be available in the next couple of weeks.

Thank you Chris, and very much obliged for not only an extremely interesting story, but the effort you put in to get this Q & A together!

When Cars Were Fun

Editor: My old friend from Victoria, Heinz Schendzielorz, reflects on the days when we were a bit less precious about our cars and didn't mind getting them covered in mud.

When Cars Were Fun

We used to have a lot of fun with our Jaguars in the days when 40 or 50 years ago they were our daily drivers - used for work and holiday trips alike, as well as club outings with the Jaguar Car Club of Victoria, and some of the other Jaguar groups around Australia.

Favourite events in these old days were the Autokhanas, which involved concours and speed trials and were part of the National Rallies, which celebrated their 50th year in 2019. In those days, the most coveted award was for the highest aggregate score for the concours and speed event combined.

At club level here in Victoria, the event was often a family affair with a picnic at locations such as a grassy area on a farm, in a park, or at an airstrip

Mk 2s were the car of choice because they were small and compact, at least by Australian standards, and had great performance.

Of course, Mark Vs and Mark VII were also popular and some of the best drivers honed their skills on these great Jaguar saloons.



Photo caption: Never mind the dust- just get that flag into the barrel!

A Car For All Seasons

Some of the events involved the traditional slalom course, with reverse slalom and parking in a “garage” made up of traffic cones.

A particular popular event was the “flag and barrel”, where your passenger leaned out of the window, picked up a flag from one barrel and placed it another barrel. Sadly, with all the health and safety regulations we have today, I doubt such events could be run now.

I thought it appropriate to include some photos showing the fun we used to have with Mk 2s and E-Types. Today, many of them have become victims of cheque book restorations and are too valuable to use in dusty paddocks for a bit of slip-sliding fun.

My Mk 2 had an Arctic Car air-conditioner in the boot which took up a fair bit of space, yet I still managed to fit in the stuff I needed, including a tool box and the spares I'd want for a long trip.

My kids often ask me how we managed to go on long driving holidays in the Mk 2 with two children plus all that luggage. Today, they all drive SUVs and still struggle to accommodate everything they need, even for a just a few days away.

A Life Centred Around Jaguars

Looking back over my many years of Jaguar ownership, my membership of the Club of Victoria and, of course, the JDC, it has been a fantastic and enjoyable time and the source of lifelong friendship - what more could one ask for?

Heinz Schendzielorz



Heinz was a regular participant in his Mark 1

When Cars Were Fun (cont)



Heinz Schendzielorz at the Adelaide International Raceway in his Mk 2. The concrete was unforgiving.



Dave Burton doing the reverse garage test. Motorhomas were fun in the days when our Jaguars doubled as daily driver and fun cars.

My Visit to a Formula E Race - Jakarta

The closest Formula E race to Australia is Jakarta, home to more than 10 million people. Jan and I headed over there for a double header in early June.

The Racetrack

The Jakarta International e-Prix Circuit is a permanent purpose built 2.370 km (1.473 mi) racing circuit in Ancol, Jakarta. Ancol contains the main beach resort of Jakarta and is the largest integrated tourism area in South East Asia. The first edition of Jakarta ePrix was held in 2022.

The circuit has 18 corners and is driven clockwise. The circuit features a start/finish line straight of 600 m (2,000 ft).

A very old friend and part time race mechanic told me over 50 years ago that the best place to be on a race circuit is the first corner at the end of the main start/finish straight. I have followed his advice ever since, and his theory has never let me down. So, Turn 1 grandstand is where we went, right at the end of the straight.



Racing in Jakarta witnessed overtakes, crashes and edge-of-your-seat racing

The corner is a wide right-hander with multiple choices of racing lines which generates ample overtaking opportunities. It is followed by two right-handers and two fast left-handers approaching another shorter straight.

Access to the Racetrack

To get to the circuit is interesting to say the least. You can't drive to the circuit and can't just rock up to the front gate. They won't let you in.

Instead, we went to a designated huge carpark and swapped our E-Tickets for printed tickets and lanyards. We then hoped on one of hundreds, if not thousands of buses, that took us to the circuit. There were two other similar set-ups located elsewhere. I don't know how many people there were at the track this year, but there were 60,000 last year. And the whole lot of us got moved in and out on buses with minimal fuss. Quite amazing.

Qualifying: Race 10

On the Saturday we sat on Turn 1 grandstand, one of 22 huge grandstands located around the track, and watched the qualifying and then the race.

My greatest fear when I attend events, like watching our kids playing sport, - is that it will put a jinx on them. Well, I wasn't let down. After four wins in a row for Jaguar powered cars, their luck could not continue and it didn't.

The Jaguars were reportedly struggling with chassis balance and qualified 11th and 16th. The Envision Jaguar powered cars also struggled and started in 10th and 13th.

At this point I should note that contrary to public perceptions, the cars do make a noise and you can clearly hear them coming at some 200 miles an hour, and through the corners, there is the sound



The race track contained life-size cardboard cutouts of each of the drivers. Yours namely, seen here with Jaguar and New Zealand Driver Mitch Evans.

My Visit to a Formula E Race - Jakarta (cont)

of screeching tyres and the smell of burning rubber.

Saturday Race 10

Mitch Evans started 11th and moved into 8th position and into the points with 3 laps to go.

Meanwhile Sam Bird made up seven positions from P16 with a combination of overtakes and an effective race strategy, and was behind Mitch in 9th, also with three laps to go.

I mentioned before that Turn 1 was the place to be. Well on this occasion I would have to say no.

Right in front of us, Sam Bird made what they are calling a mistake and made contact with teammate Mitch Evans spinning him into the concrete barriers. The incident meant that Mitch retired from the race.

On the last lap Sam made contact with another car and spun into the barriers and finally finished in P21.

Safe points for eighth and ninth went begging. Unbelievable. This is not the first time Sam Bird has taken Mitch Evans out of a race.

It happened in India when Mitch started on Pole. It will be a miracle if Sam is still in the Team next year. Amazingly Jaguar still managed to hold onto third place in the manufacturer's championship.

Meanwhile after stunning back-to-back victories in Berlin and Monaco, Envision Jaguar Racing's Nick Cassidy showed he can bag the points, and mostly keep out of trouble, in his quest to maintain his place at the top of the Drivers' Championship standings.

Starting 10th Nick made early race progress, moving up to eighth by the end of the first lap. A mid-race heart-in-mouth moment came following contact with another driver, (right in front of us again), but seventh place at the flag meant that Cassidy maintained his place at the top of the championship standings, albeit with a reduced margin.

Envision Racing's Sébastien Buemi had a race to forget, however. The Swiss driver started 13th, but an early race puncture scuppered any progress.



Mitch Evans finished third in race 2 with Jaguar remaining third in the team championship

Sunday Race 11

Jaguar had a much better qualifying with Mitch Evans starting from P3. The Jaguar TCS Racing team had clearly improved the Jaguar I-TYPE 6 set-up and performance over the course of the weekend.

However, before the lights went green, Sam Bird suffered a technical problem, and was unable to start the race, and was wheeled off the grid. At least it stopped him from running into Mitch!

Mitch held his position in the opening lap and then proceeded to rotate for the lead with Maximilian Günther and Jake Dennis. Mitch held the lead a number of times but settled for third and the final podium position after what was an intense 36-lap race in extremely challenging conditions.

Mitch Evans is back fourth in the drivers' standings, with Sam Bird in eighth. Jaguar TCS Racing remain third in the 2023 ABB FIA Formula E World Championship teams' standings.

Envision Jaguar

Rare pointless finish for Envision Jaguar Nick Cassidy underlines the challenging Jakarta track, but the title remains well within his reach.

Cassidy went into the race weekend in Indonesia leading the championship. The second race saw Cassidy moving slowly, but surely, through the field. Starting 10th, by lap 20 of 38, the Envision Racing driver was up to eighth, behind title rival Wehrlein. It all went wrong in the second half of the race when a seemingly innocuous clash with Wehrlein saw him dislodge his front wing, forcing a pitstop, and ending any hope of points.

It was left to team-mate Sébastien Buemi to battle for the points. He left it late but managed to sneak into the top 10 over the final laps, bringing home a single point that could yet prove vital come the end of the season.

For highlights of the race 10 goto: [Jakarta Formula E Round 10.](#)

For highlights of the race 11 goto: [Jakarta Formula E Round 11.](#)

Would we go to another Formula E race?

The answer is definitely yes, but there is no real point revisiting the same race track. Maybe Berlin, and of course there is always Monaco.

Graham Franklin



Geoff Mockford

126 Sydenham Road, Norwood SA 5067

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Another Win for Jaguar Powered Formula-E Cars

A Jaguar powered car finished **FIRST** on the streets of Portland USA.

USA Round 12 -Snapshot (25 June)

- ◇ Nick Cassidy (Envision Jaguar Racing) won the race and lies 2nd in the Drivers Championship.
- ◇ Jaguars Mitch Evans finished fourth and lies 4th in the drivers' standings.
- ◇ Envision Jaguar Racing lies second in the team standings.
- ◇ Jaguar TCS Racing remain third in the teams' standings.
- ◇ Team DS Penske disqualified from qualifying and fined for using a scanner to spy on other team cars.

Envision Jaguar Racing

Nick Cassidy clambered from 10th to the top step of the podium in an enthralling inaugural Southwire Portland E-Prix Round 12.

Cassidy measured his race to perfection from P10 on the grid as the 22-strong field jostled for superiority over the 32-lap encounter, where Formula E's unique balancing act between energy efficiency and outright pace came to the fore.

The strategic battle for top spot was evidenced from the opening lap at Formula E's 4th US venue, as positions and race leaders changed corner by corner in groups five and six wide at times.

The Kiwi got to the front several times and finally got the better of the competition. Cassidy held fast for a third win of 2022/23. Teammate Sébastien Buemi finishing in fifth.



The race at Portland USA saw the entire field finish within just seven seconds of the winner, while the race produced some 403 overtakes with cars sometimes 6 wide through corners. In Formula 1, one wouldn't see 403 overtakes in the entire 22 race series, let alone one race.

Jaguar Racing

Mitch Evans was unable to participate in qualifying due to a battery issue with his Jaguar I-TYPE 6, and as a result, lined up in position P20. Sam Bird lined up in 15th on the grid.

On his 29th birthday, Mitch Evans recovered from 20th on the grid to finish fourth - ensuring he's still well in the fight for the title with four races to come.

Mitch also showcased the pace of the Jaguar, taking home the TAG Heuer Fastest Lap title.

Sam Bird also drove a clever race with strong pace when it mattered and crossed the finish line in seventh. Unfortunately,

Sam received a post-race time penalty following contact with Maserati MSG Racing driver Maximilian Günther. As a result, he finished the Portland E-Prix in 17th place and lost out on his well-earned points.

To watch the 7-minute highlights of the race goto: [USA Formula E Round 12](#)

The 2023 ABB FIA Formula E World Championship will continue in Rome for a double-header on 15th and 16th of July ■

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



New Zealand driver Nick Cassidy (Envision Jaguar Racing) won the race and lies 2nd, just one point behind in the Drivers Championship.

The Story of the Swallow Coach Building Company

Editor: The following story is by Paul Cummins of the Jaguar Drivers' Club of Australia. Paul is the son of the late, well known and respected Ian Cummins. The latter half of the story contains interesting history of ex "C" & "D" type Jaguars. Thank you to JDCA and Paul Cummins.

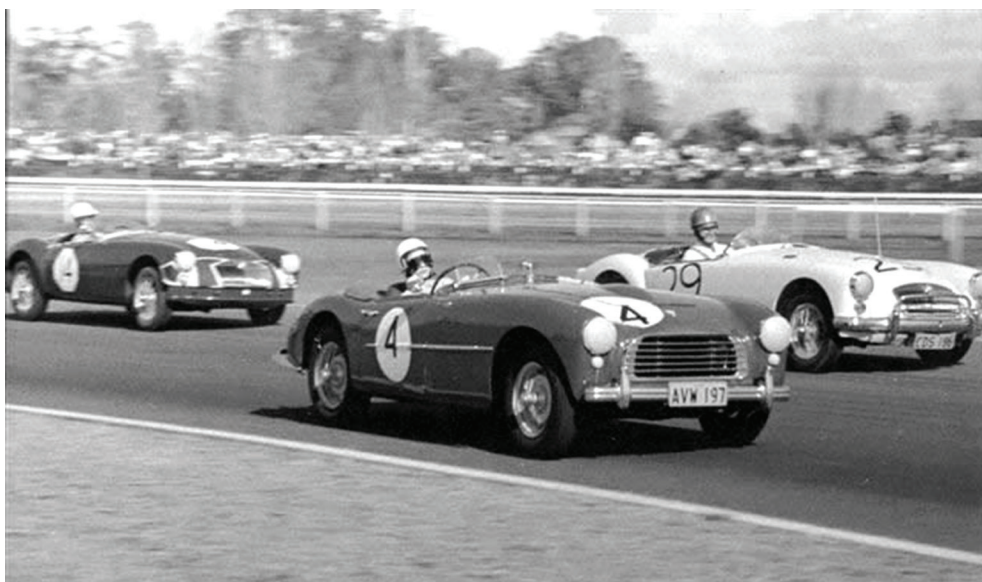
The Car that Jaguar Would Not Swallow

In 1954 the Swallow Coachbuilding (1935) Company started to make a sports car based on Triumph TR2 mechanicals with a neat "Barchetta" style body called the Swallow Doretta. While there are no direct connections with Jaguar, it does have links due to its name and also to its demise.

Most who are familiar with Jaguar car history will know that in 1922 it started as the Swallow Sidecar Company building motorcycle sidecars with the two Williams; Lyons and Walmsley. By 1927 they had started building open two-seater bodies onto Austin Seven rolling chassis.

A couple of company name changes occurred in the 1920s. Then in 1934 after William Walmsley left, there was another name change, this time to SS Cars Limited. The sidecar enterprise was shifted to one side, renamed Swallow Coachbuilding Co. (1935) Limited and was controlled by William Lyons.

In 1944 this sidecar business was sold to Helliwell Group who continued



Lorraine Hill, 1961 at Warwick Farm driving a Swallow Doretta (Chassis #1205).

building sidecars. In 1946 they added a little motor scooter called the Swallow Gadabout designed by Frank Rainbow, a former Bristol aircraft engineer. In 1950 Helliwell, and therefore Swallow, was bought by Tube Investment Group (TI). TI amongst other things supplied steel and parts to the British car industry.

In 1953 a convergence of interests by Eric Sanders of TI and John Black the Managing Director of Standard-Triumph Cars led to the appointment of Cal Sales (Arthur Andersen and his daughter Dorothy Deen) as the Southern California Triumph importer and distributor. Included in this deal was the

concept of a new two-seater sports car aimed at the American market.

In 1953 Frank Rainbow was tasked with designing the car, his first car design. Standard-Triumph supplied Triumph TR2 2-litre 4-cylinder engines, gearboxes, axles, and suspension units. A tubular manganese- molybdenum (chromoly) steel chassis was dressed with a double skinned body (steel inner and alloy outer) by Panelcraft Limited. It was tilted more to touring than racing.

The car was called the Swallow Doretta. Doretta was a faux-Italianised version of Dorothy's name. It had been used for the Andersen's aftermarket accessories business Cal Specialities Co. and was signed over to Swallow for US\$1. Who wouldn't want a car named after them! In the 1950s Dorothy would become the driving force in the success of Triumph cars in the USA, west of the Mississippi River.

Slightly larger and heavier than a TR2 with better handling, it was also better finished but more expensive. List price in the UK of a TR2 was £910 while the Doretta was £1,102 (£1,158 with overdrive). A test by UK magazine 'The Motor' found it could just crack the 100mph mark. Overall, it received favourable reviews in the press. Despite its higher price the Doretta sold well and plans were made for an upgraded replacement called the Sabre, but after 10 months and only 276 cars being made, production was abruptly halted.



1205 Swallow Doretta 2023 April Paul Cummins

OR - The Car that Jaguar Would Not Swallow

It seems the British motor industry, apparently most vocal being William Lyons, did not take kindly to one of their major suppliers of materials competing with them.

Citing a conflict of interest due to access to cheaper raw materials, Lyons allegedly told TI to choose between being a car manufacturer or to continue supplying Jaguar with materials.

Economically the latter choice made more sense, by a huge margin. In 1956 the Swallow Coachbuilding Company (1935) Limited was sold to sidecar manufacturer Watsonian.

Australian Connection

Despite being aimed at the American market about 12 RHD Doretts were sold new in Australia, including mine. Chassis number #1205 was sold new to Steven Stuart of Bowral NSW in 1955. He sold it 5 years later to local hairdresser Lorraine Hill. She started to race #1205 at Warwick Farm, Hume Weir, Oxley's Hill Climb, Catalina (Katoomba) etc. Lorraine would go on to race other cars including at the 1962 Bathurst 6 Hour race and the first two Bathurst Armstrong 500 races.

Lorraine's brother Lance Hill also raced cars and was well known to NSW Jaguar enthusiasts as he owned an **XK120** and an **SS 100** from the early 1960s until his death in Bowral in 2018.

Lorraine sold #1205 in 1963 to George Parlby. George used the car as daily transport. Around 1971 while going to



Chassis #1205 Doretti. Photo taken in 2008 when picked up by Warren McEwen

a party on the North Shore, he had a pit stop at the Hilton in the city. Further into the journey he spun the car at the intersection of Pacific Highway and Mona Vale Road in Pymble hitting a telegraph pole.

George would later own some interesting cars including a Ford GT40, Jaguar 'C'-Type XKC037 which he bought from my father (Ian) in 1977 and Jaguar 'D'-Type XKD520, that he bought from Bob Jane in 1980.

In 1972 the wrecked Doretti was bought at auction by Les Taylor of Cammeray. He intended to rebuild and race it. After some initial repairs it sat in his backyard shed in pieces for 36 years.

It was rescued in 2008 and restored by Warren McEwen and I purchased it in 2020.

A side note: Long before Carroll Shelby thought of dropping an American V8 engine into a British car, in 1954 Max Balchowsky transplanted a V8 Buick engine into a Doretti calling it the Buretti Special. He built several more for customers. While the V8 Doretti project didn't make him famous it would lead to his more successful Ol' Yaller projects. In the 1959 film "On the Beach" Max drove his Buretti in the 'Australian Grand Prix' scene. Max was attracted to the strength of the car and described the Doretti as "It was the only car that was strong enough for a 250-pound man to sit on without damaging it. It had the strongest body around. The rest of the car was just as strong."

The continued existence of #1205 attests to that.

BY PAUL CUMMINS



Chassis#1205 Swallow Doretti. Lorraine Hill at Oxleys Hill Bowral 1961

XK & Mk 7, 8 & 9 Register Run to Anlaby Homestead

The day was a great success, despite raging storms overnight, the weather was amazingly kind to us with sunny skies.

The event was fully booked and it was great to see the Compact Register joining us for the day, including a large cross section of club members and they even drove their Jaguars.

We started with a Devonshire morning tea before having our hosts (Peter and Andrew) telling us the history of Anlaby right up to current times.

Then we were given a tour of the magnificent gardens and after that it was lunchtime.

Then it was time for a tour of Anlaby House, which has so much history.

My thanks to Moira Lugg, who organized the day and our host, Peter and Andrew, who are now the custodians of this great piece of South Australian History.

Steve Weeks



XK & Mk 7, 8 & 9 Register Run to Anlaby Homestead



E, F and GT Register run to Hindmarsh Island

Despite the ominous weather forecast, a healthy line up of Jaguars assembled in the car park of Victoria Hotel at O'Halloran Hill on Saturday 27th May. A few brave people chatted outside; the rest took shelter in the premises for a morning coffee. Around 09:30, a convoy headed south led by Robert Welch with Robyn navigating from the run sheet.

The route (for those who didn't take a wrong turn) took us past the Happy Valley reservoir, a climb up Chandlers Hill Road, along the ridge then a descent into Clarendon. The weather mostly held but there were a few showers along the way. The journey continued past Kangarilla, Meadows then a nice windy (and windy) drive along Bulls Creek Road until we reached our first destination at Ashbourne where we stopped for morning tea at The Greenman Inn. The proprietors had opened especially and prepared platters of freshly cooked and delicious muffins.

Back on the road, it was a good drive south towards Goolwa and onto Hindmarsh Island as the final destination. The theme of the run was to visit Chris Waldock and Christine Kirby in their Hindmarsh Island home and inspect their impressive car collection. With size restrictions, members broke into two groups and visited separately. Chris and Christine's array of vehicles evoke envy in any car enthusiast's mind.

Cars include:

- McLaren 720S, a 4 Litre twin turbo V8 which will take you from 0 – 60 mph in about 2.8 seconds;
- Lightweight E-Type – the body of which was built in Birmingham from original factory bucks;
- E-Type Series 1 4.2 Ltr Roadster, the last of a number of E-Types that Chris rebuilt in conjunction with Allan Blackwell;
- BlackXKR-S, another V8 with impressive characteristics – supercharged 5.0 Litre;
- And a 360 Ferrari.

After the tour, everyone gathered at Islander's Tavern for lunch. Thanks to Chris and Christine for allowing members to inspect their collection.

END

By: Peter Thomas



The Greenman Inn at Ashbourne



McLaren 70S, mostly seen from the rear



Chris beside his 4.2 Ltr Series 1 Roadster

E, F and GT Register run to Hindmarsh Island (cont)



Lightweight E-Type, a dream for most people



Crosswaite and Gardner engine for the lightweight built by Chris



XKRS sitting ominously amongst the crowd



A much need petrol bowser



A line up outside Islander's Tavern on Hindmarsh Island. L-R - Series 3 E-Type roadster; XK (X150); XJRS; 3.8L S-Type and an XJ X350

EXCLUSIVE! ICE-RACING A MERCEDES-BENZ 300 SLS IN SWITZERLAND

Octane

BEST OF THE BEST

Why the 1964 Ferrari 250 GTO surpasses even its legendary predecessor



LANCIA HYENA
ZAGATO'S EXOTIC INTEGRALE

BELGIAN-BODIED JAG XKs
TWO RADICAL TAKES ON A BRITISH BEAUTY

228 pages

The July edition of Octane includes a 9-page feature story about two extraordinary one-off Jaguars built by two different coach-builders and Belgium "Iron Lady" Joska Bourgeois.

After WW2 Joska walked up to the home of Sir William Lyons and demanded the right to sell his cars in her country. She wasn't someone who would take no for an answer. Reportedly, Lyons would conduct business with only two women. The other was his private secretary....

Joska thought that Jaguar's portfolio was missing products and Lyons gave the green light and sent three donor cars to Turin-based Stabilimenti Farina. Two designs were based on Mk VIIIs and the third an XK120 (#660922). The XK120 was named a "Flying Jaguar Coupe". The three cars were displayed at the 1952 Brussels show. Joska was hoping to sell 50 of each but there were no takers and the three designs remained one-offs.

The fourth car on display was based upon one of the reserve lightweight XK120 (chassis #660751) that had been set aside for the LeMans 24 hours in 1951, but never used. Belgium racing driver Jacques Herzet bought the chassis through Joska and sent it Brussels coach-builder Martial Oblin to receive new bodywork, all aluminium like the Stabilimenti Farina XK. The parties involved decided on a style led largely by that of a Ferrari 195 Inter but with a unique interpretation of its tail. The car also gained a small fixed roof. It was not surprisingly called a "Jaguarrri" and was raced by Herzet for a number of years. Both cars had a hard life and eventually each car was "rescued" and restored by their new owners. *Full story in Octane Magazine that retails for \$15.95* ■



Two takes on the XK120, both a result of Belgium Jaguar importer Joska Bourgeois, seen here revisiting the Brussels Expo site of their 1952 debut, more than 70 years on. The red XK120 was named the "Flying Jaguar Coupe" by Italian coach-builder Stabilimenti Farina and the silver-blue "Jaguarrri" by Brussels coach-builder Martial Oblin (styled on a Ferrari 195 Inter).



The July 2023 edition of Jaguar World includes the following:

- ◇ **Unique XKR:** They sample an unusual example of an XK (X100) convertible whose first owner ticked every option on the brochure.
- ◇ **Family Favourite Mk 2:** The fascinating tale of a Jaguar enthusiast who tracked down a long-lost Mk2 that belonged to his uncle. The car had left such an impression on him when he was a child that he purchased, restored, and reunited it with its original family.
- ◇ **XJ12 Racer:** An encounter with a race-prepped classic XJ that comes with a fascinating history and a Rob Beere V12.
- ◇ **XJS Restoration:** Unbelievable attention to detail has produced a late model 6.0 litre coupe which could well be better than when it was new.
- ◇ **S-Type History:** Former Jaguar designer Nick Hull pours over the archives to discover the inside story behind the development of the classic S-Type.
- ◇ **TECH - V6 Diesel:** They explore the inner workings of the high-tech engine that catapulted Jaguar from catch-up to front runner in the premium diesel game.
- ◇ **Living with the XJ X350:** Find out what it's like to live with the seventh generation XJ which hides its high-tech talents behind retro curves and still makes a practical daily driver.
- ◇ **Workshop - Supercharged V8 Plug Change:** They go through the surprisingly involved job of changing the spark plugs on a supercharged 5.0-litre V8.
- ◇ **Workshop - XK Timing Chain:** They run through timing chain replacement on the XK engine.
- ◇ **Archives: Snapshot from 100 years of Jaguar** (see below). ■



This month we open the archives in 1966, with the Geneva Salon in full swing and stylist Pietro Frua in conjunction with coachbuilder Italsuisse proudly displaying his efforts to improve the iconic curves of the E-Type. Compared to other attempts to restyle the E-Type (think Guyson for one) the Frua isn't a bad effort, but even the most charitable onlooker is inclined to conclude "I wouldn't have started from there..." after studying the upright Alfa-esque front grille and the awkwardly truncated bodywork which shaved six inches from the car's length. Although the boxy rear bumper added the missing length and more. The car was in fact commissioned by legendary Jaguar racer and dealer John Coombs who was keen to develop a more individual E-Type he could sell through his Jaguar agency. Amusingly, although Coombs made regular trips to Turin to check on progress, the finished car wasn't quite what he was expecting and he didn't get much of a chance to change anything since it was finished just a few hours before the show opened. Based on a right-hand drive 1965 Carmen Red 4.2 coupe, the silver show car was sold on by Coombs not long after its debut but remained in the public eye and survives today.

Sunday Morning Cars & Coffee

SUNDAY Morning 'CARS & COFFEE' Themed Events

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

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



Swedish-Italian model and actress Anita Ekberg sitting on her Jaguar XK 120 Roadster (1931-2015)

Results- 2023 Shannons Autumn Auction

2023 Shannons Autumn Timed Online Auction (30 MAY 2023)



Tool Kit - Jaguar XJ6 (Est. \$200 - \$400) **Sold for AU\$300**



1954 Mk7 Saloon. Long-term ownership. Presented in substantially original, unrestored condition. (Est \$15-\$20,000). **Sold for AU\$9,200**



1950 Daimler DB18 Sports Drophead Barker Body. Australian-delivered. Est. \$40,000 - \$50,000). **Passed in.**



1983 Sage Green Sovereign 4.2 S3 Saloon. Thorough service records. Good to excellent condition. (Est. \$12-\$18,000). **Sold for AU\$10,200**



1993 XJS V12 5.3 litre 4-speed auto. Aust. delivered. Service history since 2010. 147,755 km. (Est. \$30-\$40,000). **Sold for AU\$28,500**



1973 XJ6 S1 Saloon. Partially refurbished (\$15,000 in receipts). Globe 'Bathurst' alloys. (Est. \$10-\$15,000). **Sold for AU\$6,800**



1961 E-Type 3.8 S1 roadster. Flat-floor, external bonnet catch. First E-Type delivered to Australia. (Est \$450-\$550,000). **Passed in.**



1967 E-Type 4.2L S1.5 manual. Unfinished & partially restored. Ex UK (1970s). Missing roof. (Est \$110-\$140,000). **Sold for AU\$116,000**

Classified Adverts

WANTED TO BUY XK120 ROADSTER

- ◇ Either left or right-hand drive.
- ◇ Will consider everything except big projects....an older restoration - running car preferred.
- ◇ I have a 29,000 km Maserati granSport if anyone would consider a part swap but that is not critical.
- ◇ I am in Melbourne but will travel to see the car.

Please phone Andy on
0431 603 536

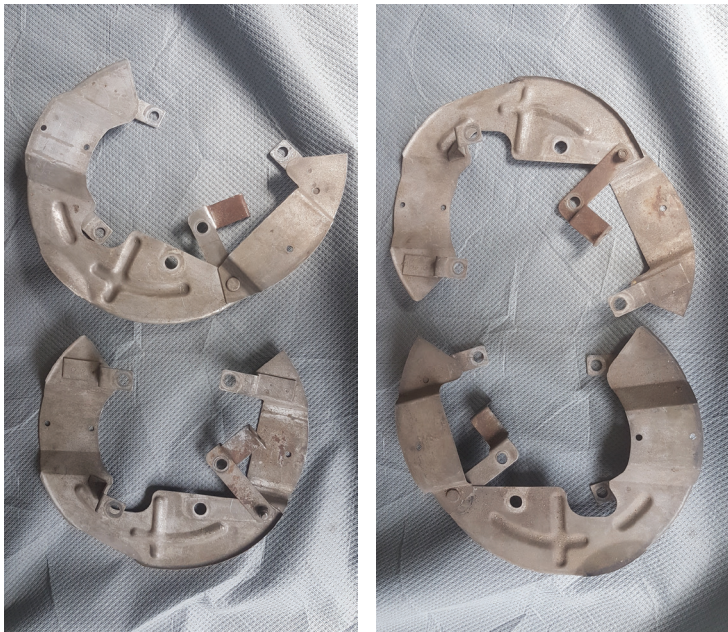
FOR SALE

Brake dust shields, complete left and right hand items.
No rust but they would need CAD plating or painting.

Used on all S1 and S2 4.2L cars including 2+2.

Asking \$150 for both

Please contact Gary Dunn
Email. Garygt40@hotmail.com
Mobile 0438 886 486



FOR SALE 1985 V12 XJS

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

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

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



FOR SALE: 1988 XJ-S 5.3 Litre V12 Auto

- ◇ Owned for more than 16 years
- ◇ In excellent condition, inside and out.
- ◇ Has always been regularly serviced and maintained and garaged undercover.

“Expressions of Interest for
JDCA Members”

Contact Rick Luff 0411 426 913

Email: - rickluff@inet.net.au

Classified Adverts

FOR SALE – Four Near New Wheels and Tyres

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

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

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

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



FOR SALE and GIVE AWAY!

A collection of car grill badges is available as follows.

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

Talk to me . . . You could get lucky!

CONTACT: Philip Prior 0402 670 654



FOR SALE - 1994 XJ6 SOVEREIGN 4.0L Auto

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

Price \$16,950 ono

Call Mario on 0419854450 to discuss.



FOR SALE - SA CUSTOM PLATE 'MK2'

White lettering on black background.

Offers above \$5k.

Contact Alex Ross 0434 569 936



June E, F & GT Register Meeting

Only the most stoic members braved the winter solstice evening on June 22nd for the June E, F & GT Register meeting at the workshop premises of Peter Thomas at Walla Street, Lonsdale.

The 29 people who attended were grateful that the combustion heater was roaring and other heaters had warmed the workshop.

They also enjoyed a barbecue cook-up with salads and a few reds befitting for the night.

The Register business was then discussed and included:

1. Thanks to Chris Waldock and Christine Kirby for facilitating members to inspect their car collection during a run to Hindmarsh Island in May;
2. The meeting in August will be at Geoff Mockford's Classic & Sports Car Boutique at Norwood;
3. The position of Register Secretary is open. Discussions ensued regarding possible sharing of workload with members planning a run or event of some type;



Peter's workshop extension



Members including Robyn Welch – the birthday girl, enjoying dessert after the sausage sizzle.

June E, F & GT Register Meeting (cont)

4. The Club's 50th anniversary dinner is now booked out;
5. S A Jag day date moved from 22nd to 29th October, 2023 due to clash with Bay to Birdwood.
6. The next meeting for the Jaguar Ladies Group will be held on 20th July at The David Roche Foundation, North Adelaide then Lunch at Lion Hotel Bistro;
7. JDCSA 50th Celebration Book has arrived and is available to purchase through TidyHQ;
8. Death noted of 20-year E, F & GT Register member, Ron Foenander last Friday; and
9. Recent birthday noted for member – Robyn Welch

Peter recently completed an extension to the workshop which now links two workshops into one undercover and very useable space.

Members looked at the E-Type Series III nut and bolt rebuild project and the 1974 XJ6 Series II SWB serious tidy up.

Peter explained that the purchase of the XJ6 came about as a result of his work in the film industry many years ago. As the Vehicle Wrangler, he had to purchase a vehicle for the villain's car. It was always scripted to have a T-Bone collision with a police car. Peter subsequently bought it with the intention of completing a few repairs and using it as the main drive car. That of course never occurred and a 20-year gap working in the mining industry probably worked in favour of helping preserve it as a vehicle to be treasured.

For any members who may have Netflix or similar, the movie in which it features is called Kiss or Kill, a 1997 production directed by Bill Bennet and starring Francis O'Connor and Matt Day. Peter cued up the crash scene on a computer for a few members to watch – cringe worthy stuff!

Members finally braced themselves and left the warmth to brave the dash to their cars, eager to start engines and select heat on their controls.

Thanks to all those who attended.

END

By: Peter Thomas



The XJ6 – before and after photos.

Compact Register



Meetings as advised via Email & TidyHQ.

Greetings all,

Let me firstly thank the XK Register for their generous offer to join them on their run to Anlaby Hoestead earlier this month.

A significant number of members took advantage of this offer and we had a total number of 45 members on the day. A morning tea, lunch and guided tour through the homestead and the sprawling gardens was appreciated.

Evan Spartalis provided some drama for a few on the return trip. He was alerted by his daughter to a distinct burning smell as they travelled home in the Jaguar 420. Upon pulling up to inspect the rear brakes were found to be locked up and very, very hot. A tow truck to Evans workshop was arranged and thanks to Peter and Ros Holland who made sure Simone got home safely.

Welfare

It is with sadness that we have been informed of the passing of Ron Foenander, a long-time member of the club and the Compact Register. We extend our sympathy to Ron's family.

We also extend to Gordon Brown our best wishes during his urgent hospitalization. Members will be aware of Gordon's health issues over some time now and want him to be aware of our support. Steve Weeks is staying closely in contact with Gordon on our behalf.

New Members

A welcome to new members, Barrie and Joy Magain. Barrie and Joy are the proud new owners of the late Bill Brown's Jaguar Mk 2 3.8 auto. Margaret Piper-Brown is

said to be very pleased to see the car stay in the club.

And congratulations to Steve Weeks who has seen the light and purchased a Jaguar Mk 2. We look forward to seeing it Steve on our next joint run?

Upcoming Events

Some Diary Dates . . . To keep up to date on all JDCSA events TidyHQ is your friend. <https://jdcsa.tidyhq.com/public/schedule/events>.

◇ July General Meeting

Tues. July 4th - "The Junction", Bistrow Tavern Anzac Hwy. 6.00pm for a meal and 7.30pm for the General Meeting in Stable One. Please register on TidyHQ. [JDCSA July General Meeting](#)

JDCSA 50th Anniversary Dinner

Sat. 29th July - Tickets are now sold out. For those registered we are looking forward to a great night of celebration. Many thanks to Suzanne Jarvis and her committee who have organised this night of celebration.

◇ JDCSA AGM

Tues Sept. 5th. - "The Junction", Bistrow Tavern, Anzac Hwy. 6.00pm for a meal and 7.30pm for the General Meeting in STABLE ONE. Please check Classic Marque for full details of the AGM and the call for nominations for the Executive Committee.

◇ 2023 SA Jag Day

Sun. October 29th - Held at Civic Park Modbury, 10.00am - 3.00pm. Of special note for our register, is this day will feature the celebration of the Jaguar S Type's 60th Anniversary, 1963 - 2023.

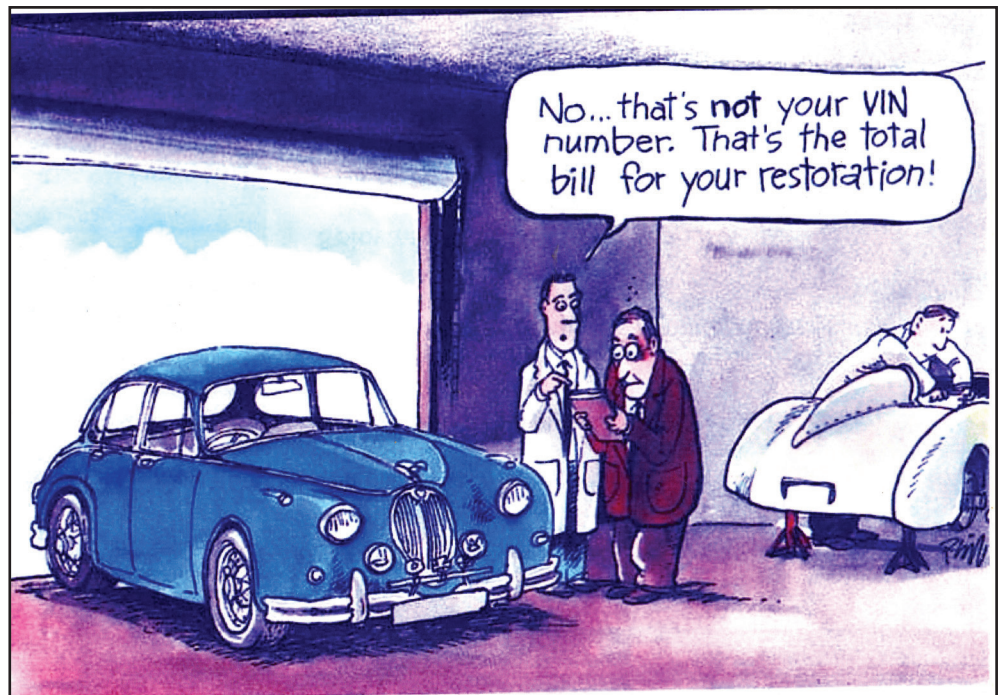
I do apologise the failed attempt to get a display together for the Jaguar National Rally at Birdwood and thank members who did on that occasion bring along their S type. A failure in communication resulted in a failure to get a display together on the day. But we will do better in October I promise. For our 50th celebration at Civic Park we managed to get 14 S Types out. Can we beat this in October? For more information please goto: [SA JAG Day 2023](#).

Details of our next Compact register Run are not yet clear. Please stay tuned and hopefully some better weather will get us back on the road.

Philip Prior

Mob: 0402670654

JDCSA Compact Register Secretary



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

SS, Mk IV, Mk V Register



Currently meeting the 3rd Wednesday of each month.

Minutes of Meeting held at the home of David & Angela Rogers - Sunday 18th June 2023

Previous Minutes: The Minutes of 17th May 2023 as issued were accepted as a true record of the meeting.

Present: Bob Kretschmer, Brenton Hobbs, John Lewis, Malcolm Adamson, Ross Rasmus, Jack Richardson, Antony Veale, Rob Paterson.

Guests. Nil

Apologies: Warren Foreman, Ian Sholl, Andrew Hayes, Alan Miller, Greg Castle, Daniel Adamson, Bruce Fletcher, Graham Franklin, Des Brown

New Member: Nil

Correspondence: Nil

Welfare:

- Bob K is improving slowly.
- Jack R maybe getting a pacemaker fitted.

JDCSA:50th Anniversary Dinner

Saturday 29th July 2023 at the Wine Centre. The event is a sell-out.

SA/VIC Border Run 2023: Mt Gambier.

- The run will be 3rd - 6th November 2023
- Bruce and Ann have just travelled to Mt Gambier to check on arrangements.
- Twenty-Five Rooms to be \$132 per room. (Attached info)
- Limited rooms left.

Technical & Parts:

- Bob K had issues with petrol coming out of the top of the fuel bowl.

This was coming through the tickler pin

The tickler pin is also known as a primer.

Bob fixed by sleeving with a brass rod.

- Ross was advised his dash gauges were around the wrong way but he has checked and his are the correct way.
- There is a V8 Mk5 Drophead in Adelaide that is near completion.
- Electric classic car talk.
- Report from Qld that changing from cross ply to radial tyres, you will need to change suspension setup which will improve handling.
- David trying to change the castor on his Mk5 as still not correct yet.

SS 50th ANNIVERSARY

- The SS, MKIV & MKV register will be 50 in 2024.

- We need to look at what celebrations we want to do for the register's 50th so we can get any money needed included in the 2023-2024 budget. The register started on 18th April 1974.

- Bob K is visiting winery's checking them out for the SS Register 50th anniversary lunch.

- Bob has visited Virgara Wines, Uraidla Hotel, Grunthal Brew, Meadows Hotel, Maidstone Hotel, Bridgewater Inn.

- Car badges ordered for SS 50th Anniversary.

General Business:

- Car Talk
- 50th Anniversary book available at next general meeting

SS Register Meeting Dates:

Next meeting 19th July at the Caledonian Hotel 215 O'Connell St, Nth Adelaide at 6.30pm.

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

Meeting closed at 3.30 pm.

Thank you to David and Angela for hosting this meeting and supplying afternoon tea.

Brenton Hobbs
Register Secretary

FOR SALE 1937 SS Jaguar 1.5 Saloon

- ◇ Rare Australian-delivered SS Jaguar, delivered new to Sydney in March 1937 (Chassis 21403).
- ◇ Extensively rebuilt by Stephen Byles of Tamworth over a 20 year period.
- ◇ Recently had a major overhaul of clutch, gearbox, differential, fuel system and ignition.
- ◇ Has been fitted with a new Radiator core. Engine has excellent compression.
- ◇ The car is very reliable and runs well. Great car for local runs and display.
- ◇ Always generates great interest. A very rare car with strong heritage value.

Reasonably Priced at \$49,500

Please contact Brian on email:

njvj@iimetro.com.au or

Mobile 0437 739 651 (Canberra).



XJ, Mk 10 & 420G Register



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

Minutes of meeting held at 7.30pm on Wednesday 14th June, at the Bartley Hotel, West Lakes Shore.

Present:

Ron & Rosie Bailey, David Bicknell, David & Teresa Bradley, Peter & Heather Buck, Don & Margaret Bursill, Andrew & Margaret Byles, Don & Elaine Cardone, Bob & Daphne Charman, Richard Chuck, Ivan Cooke, Alan & Lorraine Davis, Don & Toni Heartfield, Fay Leyton, Dean McCarthy, Louis Marafioti, Graeme & Betty Moore, Paul Moore, David & Angela Nicklin, Trevor Norley, Borys & Elaine Potiuch, Phil Prior, Charlie & Mary Saliba, Geoff & Margaret Thomas.

New Members At Our Meeting

Club members welcomed Dean McCarthy to our Register meeting. Dean has a Jaguar X300.

Apologies

Don & Kathy Tyrrell, Tom & Marj Brindle, Bryan & Ann O'Shaughnessy, Charlie & Mary Saliba, Steve Arthur, Darryl Leyton, Bob & Sandy Mack, Jeannie De Young, Sandy Nicholson, Michael & Jo Pringle, Gary Monrad & Oggi Stojanovich, John & Claire Evans, Fred Butcher, Evan Spartalis.

Tonight's Lucky Draw

Trevor Norley was tonight's lucky winner. David Bicknell was most disappointed.

Welfare

- With much sorry, we announced that our Register member, Merv Tucker sadly passed away last week at the age of 93. His funeral was held today at Gawler. Bob & Daphne and John & Claire Evans attended.

- Margaret Bicknell has just had a hip replacement and is coming along fine.
- Don Tyrrell had a small eye operation.
- Alan Davis has suffered a wrist injury whilst playing soccer with a 9 year old.

General Business

- ◇ The 50th anniversary book should be out in time for the next General Meeting.
- ◇ 29th July. 50th Anniversary Dinner. Is now completely sold out. Looking forward to a great night.
- ◇ Next ladies group lunch is on 20th July.
- ◇ Broken Hill week end is also sold out.
- ◇ Our November meeting is Auction night, so it's time to start looking for those unwanted items around the house.
- ◇ Our Christmas Dinner and Show Saturday the 2nd December at the Glenelg Golf Course. Ticket prices have been kept at the same price as last year. \$65 each. Tickets were to go on sale on the 31st July, but because the 50th Anniversary Dinner is now sold out, we may bring our ticket sales a bit closer.
- ◇ Phil Prior had several metal club badges for sale and presented them to the meeting.
- ◇ We know of a good 420G for sale at \$6000, if anyone is interested.
- ◇ Jag Day for this year has been book for the 29th October - Civic Park.

Car Talk

We decided to do something completely different tonight. Instead of car talk we asked everyone to tell us what made them buy their first Jaguar.

It turned into a very informative and amusing night, with some great stories to be told.

A few things came through at the end. Not too many members have been restricted to only one Jaguar.

The design of the early model Jaguars could not be beaten.

The smell of the Connolly leather was a big winner.

Once you get the Jaguar bug, you have it for life.

This bug is then usually passed on to family and friends.

The meeting was then asked to stay behind after the meeting where FREE coffee was on offer to all.

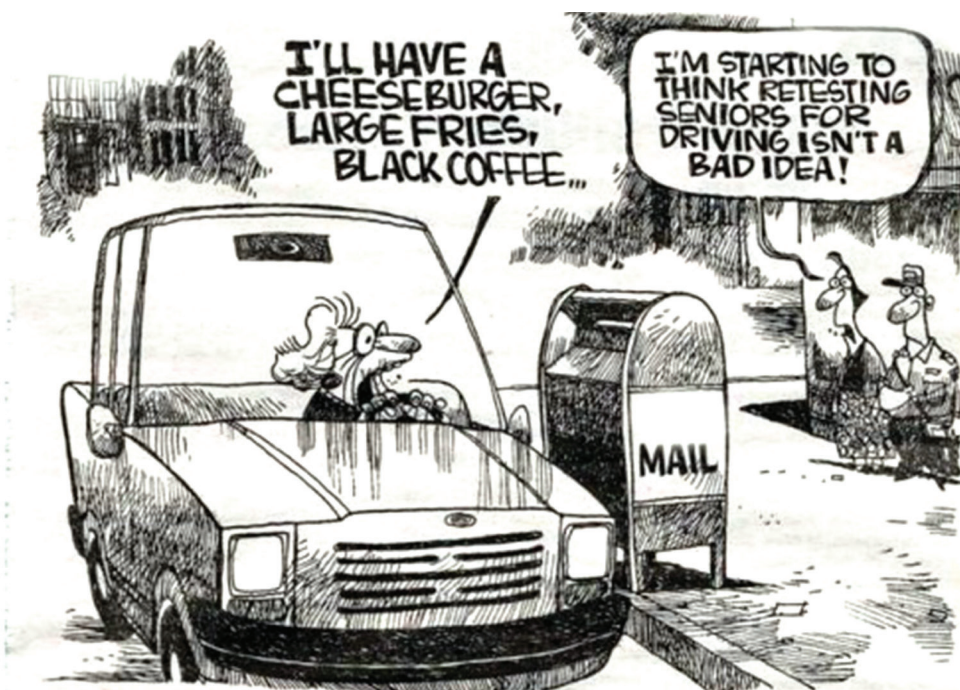
It was nice to see many take up the offer and stay for coffee and a chat.

Meeting closed 8.30pm.

Our next Register meeting will be at the Bartley Hotel on Wednesday 12th July, 2023.

Looking forward to seeing you all there.

Bob Charman
Register Secretary



Conditional Registration Scheme for Historic Vehicles

Club membership of the JDCSA expired on 30 June 2023, and as such logbooks for The Conditional Registration Scheme for Historic Vehicles will need to be updated for another year.

For information, the following sections from the "Code Of Practice" have been included for logbook holders. To obtain a full copy of the Code please go to the following link: [Code of Practice](#).

Conditions of Use of Scheme Vehicles

Duties of Vehicle Owner (clause 3.5).

In accordance with the Regulations and this Code, the owners of vehicles must abide by the following conditions when operating Scheme registered vehicles. They must:

- maintain a financial membership of a recognised motor vehicle club at all times;
- not drive their conditionally registered vehicle on a road or road related area more than 90 days in each period of 12 months registration;
- not drive their conditionally registered vehicle on a road or road related area unless they have completed the nominated journey in the logbook approved by the Registrar prior to commencement of the journey;
- carry the conditionally registered vehicle's logbook in the vehicle while driving on a road or road related area and produce the logbook for inspection on request made by a police officer or authorised officer under the Motor Vehicles Act 1959;
- not drive, or allow anyone else to drive, the conditionally registered vehicle on the road for fee, hire or reward;
- not drive the conditionally registered vehicle on a road or road related area if it does not comply with this Code;
- not have more than one current logbook for any conditionally registered vehicle;
- while driving on the road or road related area, carry the appropriate vehicle exemption documentation that permits the registration and use of historic (where applicable), left-hand drive or street rod on the road network;

- present their vehicle/s for an inspection upon the request of the club or the Registrar;
- cancel the conditional registration of the vehicle when a change of ownership of a conditionally registered vehicle occurs or when they are no longer a financial member of a club. The logbook issued for the vehicles must be returned to the issuing club for cancellation.

Vehicle Owners' Logbook Requirements, Maintaining Club Membership & Other Conditions

- ◇ (Clause 3.6). Vehicle owners must ensure records for each journey undertaken in a conditionally registered vehicle are listed in the logbook issued by the recognised motor vehicle club. The date of the journey and a brief description of the journey must be recorded before each journey commences. The driver must also sign the book (next to the particulars of use) before each journey commences.
- ◇ (Clause 3.7) A journey for the purposes of logbook recording may consist of one or more separate trips. However, a journey that commences at 10:00pm on a particular day and finishes at 2:00am the next day (for example) constitutes as two calendar days, as each day commences as midnight. Consequently, two separate days use must be recorded in the logbook.
- ◇ (Clause 3.8). A 'journey' for the purposes of the Scheme does not include driving the vehicle for short distances (within 500 metres) for the purpose of relocating the vehicle from one part of a property to another or enabling another vehicle to gain access to a road or property. This is provided that the Registrar endorsed an extension of condition on the vehicle's certificate of registration.

- ◇ (Clause 3.9). Vehicle owners who change membership from one recognised motor vehicle club to another, must return the logbook issued in respect of the vehicle to the issuing club. A new MR334 Scheme application form must be issued by the new club's authorised person before a new logbook can be issued by the new club.
- ◇ (Clause 3.10). If a vehicle owner ceases to be a financial member of a recognised motor vehicle club at any time during which the vehicle is registered, the vehicle owner must not drive the vehicle or allow any other person to drive the vehicle until such time that the vehicle owner is verified as a financial member of a club or has taken out standard registration.

Penalties for Failing to Comply with a Condition of Registration

- ◇ (Clause 3.11). There are penalties for vehicle owners failing to comply with the conditions of use of the vehicles as set out in regulations 15 and 16 of the Regulations for this type of registration. Pursuant to section 41(2a) of the Act:
 - ◇ 'A person must not contravene or fail to comply with a condition of registration of a motor vehicle under section 25.'
 - ◇ A maximum penalty of \$750 applies for this offence.
 - ◇ (Clause 3.12) Pursuant to section 41(3) of the Act, if a person has been convicted of an offence under the section, the Court may order that the person pay the Registrar the monetary difference between the restricted registration fees paid and the registration fee that ought to have been payable if restricted registration did not apply. ■

NOTICE OF AGM 2023

Jaguar Drivers Club of South Australia Inc.

NOMINATIONS FOR ANNUAL GENERAL MEETING

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

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

In accordance with the Constitution the following applies:

Nominations must be:

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

Nominations are called for:

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

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

THE JOB DESCRIPTIONS FOR THE ROLES ARE AS FOLLOWS:

President

Skills

- Understanding of club-based operations
- Demonstrable interpersonal skills. (Listening, communicating, building relationships)
- Ability to lead a team
- Good understanding of the club's objective's, ethos and culture
- Liaising with Patron if appointed
- Ability to publicly represent the club

Responsibilities

- To provide strong, efficient and effective leadership for the club.
- Ensure the club is run efficiently administratively, financially and socially.
- To provide support to the Executive and Committee members to ensure the efficient operation of the club.
- To provide a safe and enjoyable recreational environment for all club members and ensure all activities are participated in a fair spirit.
- Ensure subcommittees and committee members fulfil their responsibilities to the club.
- Preside at all club meetings.

- Report activities of the club to the membership at the Annual General Meeting.
- Assist other Committee members in their duties as required.
- Ensure that all Executive Committee members understand their responsibilities in relation to being a committee member and financial controls.

Vice President

Skills

- Understanding of club operations
- Demonstrable interpersonal skills. (Listening, communicating, building relationships)
- Ability to operate in a support role.
- Good understanding of the club's objective's, ethos and culture

Responsibilities

- To provide support to the club's president
- Provide leadership to all members, volunteers, supporters, staff and other stakeholders.
- To provide support to the executive and committee members to ensure the club's efficient operation.
- Ensure the effective and efficient operation of the executive committee and all related operations.

- Preside over all meetings in the absence of the president
- Ensure that all volunteers and support staff are carrying out their duties as required
- Oversee recruitment of volunteer and staff roles according to policies outlined by the Club's Committee
- Assist other committee members in their duties as required
- Undertake tasks at the request of the president or executive.
- Reports to the club's president and general committee.

Executive Committee Member

Skills

- Ability to communicate effectively in a team environment
- Good understanding of the club's objective's, ethos and culture

Responsibilities

- Accept the responsibility of being a committee member
- Willing to participate in a team environment for the benefit of all members.

Executive Committee Nomination Form

JDCSA Annual General Meeting

Tuesday 5th September 2023

Executive Committee - Nomination Form

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

I (nominees name) _____ apply for the position of

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

Signed by the Nominee: _____

Dated: _____ / _____ / _____

Seconded by: (Name): _____

Signature of Seconder: _____

Dated: _____ / _____ / _____

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

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

The 50th Anniversary Dinner is sold out. If you wish to be included on the wait list please contact Suzanne Jarvis, email sfj5048@gmail.com or mobile 0478 717 775.



SATURDAY, 29TH JULY, 2023

HICKINBOTHAM ROOM
NATIONAL WINE CENTRE

COMMENCING AT 6.00 PM

E-Type 4x4



Editor: I don't go looking for crazy stuff like this - it's just there - spread all over the internet. This time some crazy Englishman decided to mount his E-Type replica body on top of a 1984 Land Rover Range Rover chassis. The vehicle is in full working order, and street-legal in the UK. The massive ground clearance, the high-wall tyres, and the five-spoke alloy wheels from a Defender make the once low-slung convertible look like a monster truck. The unique Jaguar E-Type 4x4 Monster is located in Little Addington, UK, and could be yours for £19,750 (A\$37,000).



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Club Notices

GENERAL MEETING ROSTER 2022/23

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

CLASSIC MARQUE

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

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

JDCSA June 2023 General Meeting Minutes

Minutes of the Jaguar Drivers Club of South Australia Inc General Meeting held at The Junction on Tuesday the 6th of June 2023.

Chairperson: Fred Butcher

Meeting commenced at 7.30pm

Apologies: Wayne Buttery, Peter & Tricia Clarke, Heather Buck, Graham Franklin, Stephan & Cecilia Schubert, Tony & Gabriele Human, Peter Thomas and Pat McNamara.

New Members/Visitors:

Chris Hunt, who has a Mark 1 replica of Mike Hawthorns car, Ken & Cathy Davis, Johnathan & Carolyn Harry and Hugh Bogaerts.

Welfare:

- Tony Human is still not well.
- Bob Charman has been to visit Rob Smith at his care facility and he is doing well. Bob suggested that members, who know Rob should also visit him.

Previous Minutes (May 2023):

Moved for acceptance by Roland Donders and seconded by Daphne Charman.

Business Arising:

- **50th Anniversary Book:** Tim advised that there have been problems with the colour of the print. This has delayed the book, but all is okay now so should be delivered within a week. 54 sold so far.
- **50th Dinner:** Suzanne informed that 191 tickets have been sold to date and that Phil Smart will be our quest speaker.

Presidents Report - Fred Butcher:

The Presidents report is in June Classic marque for all to read.

Vice Presidents Report - Tim White: No Report.

Secretary's Report - Steve Weeks:

We have sent letters to the organisers of the McLaren Vale Vintage and Classic and the Victor Harbour British Day thanking them for the events.

Treasurer Report - Heather Buck: No report as Heather is away.

Membership Secretary's Report:

Daphne reported that she has had one new membership so far for June. Daphne has also been busy preparing the various badges and certificates for the 50th Dinner.

Editors/Events Coordinator Report:

No report as Graham is away.

Logbooks - Bob Charman:

Bob noted that logbooks now need to be renewed as soon as members have renewed their membership

MSCA - Barry Kitts:

There is an event at The Bend this coming Sunday.

Regalia - Graeme Moore:

Many regalia items are on display; Graham also has some items being held for Nigel Stevens.

Library - Tom Brindle:

Tom has a good display of books and DVDs available.

Register Reports. (Please note that all members are welcome to attend Register Events):

- ◇ **Compact Register:** Phil has arranged for Chris Hunt to give a talk on his building of a Mike Hawthorn Mk 1.
- ◇ **XJ Mk10 420G Register:** Bob advised that the next register meeting is on the 14th of June at the Bartley Hotel.
- ◇ **Jaguar Ladies Social Group:** Tricia advised that the next Ladies Lunch is at the Wellington Hotel on the 20th of July, with a tour of the Dave Roach Foundation prior to lunch at a cost of \$17 per person. The event is limited to the first 20 to register.
- ◇ **Multi-Valve - Peter Buck:** The next register meeting is at the Kensington Hotel. Peter commented that while his brother was passing through Doha Airport there was TV coverage of 100 Years of Jaguar shown.
- ◇ **E.F.& GT - Suzanne Jarvis:** The next register meeting is on June the 22nd, starting a 6.30 pm at the workshop of Peter Thomas. A sausage sizzle will be provided.

◇ **SS/ Pushrod - Brenton Hobbs:** The next meeting is on the 18th of June at the home of David & Angela Rogers. The border run to Mt Gambier is almost booked out.

◇ **XK & Marks 7, 8 & 9 - Steve Weeks:** The next Register event is a run to Anlaby Homestead tomorrow. This run is in conjunction with the Compact Register. The next register meeting is on the 12th of July, details are in Classic marque.

New/General Business:

The next General Meeting will be on July the 4th at The Junction, Anzac Highway.

Meeting Closed at 8.30 pm.

**Steve Weeks
Secretary**



JDCSA - Club Directory 2022 -2023

Club Postal Address:

PO Box 6020, Halifax Street, Adelaide SA 5000

Club Web Site / Email

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

Email: jdcsa@mail.tidyhq.com

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

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

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

Your Committee

President: Fred Butcher

Mobile: 0428 272 863

Email: fmbutcher@bigpond.com

Vice President: Tim White

Mobile: 0419 809 021

Email: timgwhite1975@gmail.com

Treasurer: Heather Buck

Mobile: 0432 549 086

Email: treasurer@jdcsa.com.au

Secretary/Public Officer: Steve Weeks

Mobile: 0414 952 416

Email: valsteve47@outlook.com

Membership Secretary: Daphne Charman

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

Email: membership@jdcsa.com.au

Editor/Events Coordinator: Graham Franklin

Mobile: 0490 074 671

Email: editor.jdcsa@mail.tidyhq.com

Register Secretaries/Committee members

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

Brenton Hobb. Email: bmhobbs@bigpond.com

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

Steve Weeks: 0414 952 416

Email: valsteve47@outlook.com

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

Phil Prior. Mobile: 0402 670 654.

Email: philipprior@bigpond.com

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

Bob Charman Phone: (08) 8248 4111

Email: charmanr161@gmail.com

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

Suzanne Jarvis. 0478 717 775

Email: jdcsa@mail.tidyhq.com

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

Peter Buck Mobile: 0421 061 883

Email: Peter.buck51@bigpond.com

Club Services/Club Representatives

Club Patron: Mr Peter Holland

Phone: 0408 810 884

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

Email: charmanr161@gmail.com

Jaguar Ladies Social Group:

Tricia Clarke. Email: triciaclarke_1@hotmail.com

Regalia: Graeme & Betty Moore.

Mobile: 0467 066 797. Email: graemekmoore@bigpond.com

Librarian Tom Brindle

Phone (08) 8387 0051

Web Master: Tom Herraman: Mobile: 0423 214 644

Email: jdcsa@mail.tidyhq.com

TidyHQ Administrator: Tim White: 0419 809 021

Email: casuti3bigpond.com

Australian Council of Jaguar Clubs (ACJC)

Club Representative: **Phil Prior.**

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

Federation of Historic Motoring Clubs (FHMC)

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

Marque Sports Car Association (MSCA)

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

All British Day

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

Technical Officer: Geoff Mockford

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

Club Registration (For MR334 Application Form)

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

It's good
to be bad.




JAGUAR

XFR-S