



CLASSIC MARQUE

AUGUST 2024



CELEBRATING - JAGUAR FORMULA E WORLD CHAMPIONS

THE OFFICIAL MONTHLY MAGAZINE OF THE JAGUAR DRIVERS CLUB OF SA

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Low kilometre, Australian delivered Jaguar XK8 that has only travelled 132,432 km and has upgraded timing chain pre-tensioners. Finished in Anthracite Black with Oatmeal trim, this car qualifies for club registration.

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Club Torque - President's Report

President's Report - August 2024

Our July General Meeting was pretty much back to usual attendance levels with some of those on the sick list in June having shaken off their ailments. Despite the weather of the last couple of months (is it only me who thinks it has been unusually cold?) the various Register activities have been very well supported. Reports of some of these events appear elsewhere in this edition of Classic Marque.

The Guest Speaker at the General Meeting was Dr Kym Thalassoudis who gave a very interesting presentation on The Universe and what one can see from one's own backyard – not without some significantly techy equipment I might add. We all think we know that The Universe is big but when someone with Kym's knowledge and enthusiasm puts it in understandable terms, we begin to realise just how BIG. We can't possibly be alone, can we?

Unfortunately, I have received a letter from Brenton Hobbs advising of his resignation as SS Register Secretary. The Register will hopefully find someone to take on this role in the near future as the Register will have a prominent position at Jag Day (27th October) as part of the Register's 50th Anniversary celebrations. All Register Secretaries are volunteers and on behalf of the club I thank Brenton for his contribution.

It is volunteers who make the club run smoothly and apart from Register Secretaries and Executive Committee

members there are many more people who go about their duties quietly behind the scenes, all making a valuable contribution to the club. I will acknowledge these contributions at the AGM (3rd September).

Part of the Grant we received from the SA Government was to provide members with the opportunity to maintain or upgrade their First Aid skills. We have already had a few members avail themselves of the opportunity and there are still funds available. If you would like to undertake a CPR or First Aid course you can book with St John Ambulance or Australian Red Cross and you will be reimbursed the cost upon completion.

There are two very important club events very early in August (just after you receive this issue of Classic Marque). On Saturday 3rd August we will be holding our Annual Presentation Dinner at Wolf Blass Centre, Morphettville Racecourse. This event is being organised by our Ladies Social Group and is the 'not to be missed' event of 2024. More than 110 members have paid to attend. On the Tuesday following (6th August) at our General Meeting at The Junction our Guest Speaker will be the Hon. Stephen Mulligan MP, Treasurer of SA. Stephen will speak with us about his part in improving the Conditional Registration Scheme and his interest in cars. This is also something you will not want to miss.

Until next month.

Michael



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Front Cover

Jaguar Racing Formula-E World Champions

Back Cover:

Advertisement - Bathurst 2025 National Rally.



@sajaguarclub

NOTICE

Membership renewals are - NOW OVERDUE

Log book renewals are - NOW OVERDUE

You should have received an email or a letter, asking you to renew your financial Membership with JDCSA.

If you do not intend to renew your membership - please let us know by email: membership.jdcsa@mail.tidyhq.com - so we can cease sending you emails.

Once you are financial, your Logbook can be updated for another year. Please mail your Logbook(s) to JDCSA, PO Box 6020, Halifax St, Adelaide, 5000.

Including A Stamped, Self-Addressed Envelope.

For further information please call Bob Charman on 0421 482 007

****Log Books can be posted or handed to Bob (with a self-addressed envelope) at the August General Meeting****

Events Calendar 2024

AUGUST

SEPTEMBER

Etc

SATURDAY 3rd AUGUST	JDCSA ANNUAL PRESENTATION DINNER Wolf Blass Centre at Morphettville Racecourse. Registrations Closed JDCSA Annual Presentation Dinner
TUESDAY 6th AUGUST	JDCSA General Meeting. "The Junction", 470 Anzac Highway, Camden Park. The meeting starts at 7.30pm with meals available from 6:00pm. <i>Special guest speaker: The Honourable Stephen Mulligan MP, Treasurer of South Australia.</i> Please register via TidyHQ JDCSA August General Meeting
SUNDAY 11th AUGUST	XK & Marks 7, 8 & 9 Register Meeting. From 11.00am. The meeting is at the property of John & Maria Cribb, 86 Manser Rd, Mount Crawford. Please contact Steve Weeks or register via TidyHQ XK & Mks 7,8,9 Register August Meeting
TUESDAY 13th AUGUST	Compact Register Meeting. 6.00pm - 9.00pm The meeting will be held at The Maid of Auckland Hotel, 926 South Rd, Edwardstown. Please contact Phil Prior or register via TidyHQ Compact Register August Meeting
WEDNESDAY 14th 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 .
THURSDAY 15th AUGUST	E, F & GT Register Meeting & Dinner. 7.00pm - 9.00pm The Kensington Hotel, 23 Regent St, Kensington. 7:00pm for short meeting and dinner. Please register via TidyHQ
WEDNESDAY 21st AUGUST	SS, MkIV & MkV Register Meeting: 6.00pm - 8.30pm. More details will be provided via Email & TidyHQ. Can members please advise BobK if they will be attending the meeting?
SUNDAY 25th AUGUST	Coffee n Chrome: Colman Tce, Strathalbyn: 8.30am to 11.30 am The Strathalbyn Auto Collectors Club has invited our club to participate in their Coffee n Chrome event. Depending on how many are going, our club will arrange a suitable lunch venue in the area. More information on TidyHQ Coffee n Chrome: Colman Tce, Strathalbyn
TUESDAY 3rd SEPTEMBER	JDCSA Annual General Meeting. "The Junction", 470 Anzac Highway, Camden Park. The meeting starts at 7.30pm with meals available from 6:00pm. More details will be provided via email and TidyHQ. Please add the date to your calendar.
6th - 9th SEPTEMBER	Compact Register: "Murray River Rendezvous" Mildura. Combined event with interstate Compact Registers. More details on TidyHQ. Please contact Phil Prior or register via TidyHQ Murray River Rendezvous - Sept 2024
WEDNESDAY 11th SEPTEMBER	XJ, Mk10, 420G Register Meeting: From 6.00pm - 9.00pm. The Bartley Hotel, Bartley Terrace, West Lakes Shore. For more information, please contact Bob Charman. Email: charmanr161@gmail.com .
WEDNESDAY 18th SEPTEMBER	SS, MkIV & MkV Register Meeting: 6.00pm - 8.30pm. More details will be provided via Email & TidyHQ. Can members please advise Bob K if they will be attending the meeting?
WEDNESDAY 18th SEPTEMBER	E, F & GT Register Meeting: 7.30pm Meeting at Classic & Sportscar Boutique where Geoff Mockford will show us the newly opened Holden Vintage and Classic Parts shop (that is Holden of the UK and the parts are for British classics). More details will be provided via email and TidyHQ. Please add the date to your calendar.
THURSDAY 19th SEPTEMBER	Jaguar Ladies Group - Lunch: 12.30pm Lunch at the Marryatville Hotel, 239 Kensington Road, Marryatville. More details will be provided via email and TidyHQ. Please add the date to your calendar.
THURSDAY 3rd OCTOBER	Multivalve Register Meeting & Dinner. 6.00pm - 9.00pm The Kensington Hotel, 23 Regent St, Kensington. 6:00pm for dinner with meeting at 7:30pm. More details will be provided via Email & TidyHQ. Please add the date to your calendar.
9th - 13th OCTOBER	XK & Marks 7 8 & 9: SA/Vic Border Run to Echuca, Victoria The Motel is <i>Cadell on the Murray Resort</i> , 325 Prericoota Road, Moama, Bookings can be made now. Please register via TidyHQ SA/Vic Echuca Border Run
SUNDAY 27th OCTOBER	SA JAG DAY 2024 & Cats for Cans : 10.00am - 2.30pm Wigley Reserve Anzac Highway Glenelg. No Registration is Required - More details on TidyHQ. SA Jag Day 2024
1st - 3rd NOVEMBER	SS, MkIV, MkV:- SA/Vic Border Run to Hamilton, Victoria Event organised by Victoria. Can members please advise Nic Cirakovic if they will be attending the event. Email address is kvds@bigpond.net.au or 041 851 9633.

Club Torque - Editor's Column

While sailing on board a large cruise ship heading to warmer waters, I was delighted to hear the news that Jaguar had won both the Team and Manufacturers Formula-E Championship for 2024.

Formula E has come a long way in ten years, as have road cars. The auto industry has seen a massive shift as the value of cars moves from hardware to software. Today, software can account for up to 40% of a high-end car.

Software is reshaping the world. Perhaps the most relevant technical aspect of Formula E is energy management software—as long as range remains an utmost consideration when consumers go shopping for EVs, then Jaguar using racing to make their EVs go more kms on the same-size battery has very obvious appeal.

This month coverage of club events includes the visit to the Lindner Jaguar

Collection, the Day Trip to Mt Mary, the Ladies outing to the S.A. Art Gallery and the visit to Zagame to look at something other than Jaguars for a change.

There is more to read including this month's Q&A with 50-year life-members Ivan & Janine Cooke, new members story Geoff Snowball, the latest Jaguar news, classified adverts, auction results and upcoming events.

Enjoy the 51st Dinner - Cheers

Vale - Greg Castle

Sadly, I have to inform the membership of the passing of a popular member of our club, Greg Castle.

Greg was an active member of our club and through his connections with the Salvation Army, Greg and his wife Lynette were always seen at S.A. Jag Day Coordinating the "Cats & Cans" donations from our club members.

Greg & Lynette enjoyed driving either their Mark V or XJ X300.

Many of us will remember Greg as a softly spoken and gentle man, who was always ready to help others. Greg will be sadly missed by many in the club and we extend our sympathies to Lyn and the family.

Steve Weeks
Welfare Officer



New Members

NOTICE BOARD

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

If there are no objections, membership will be ratified one month from this August, 2024 magazine:

- ◇ Darren Bilsborough: 1999 S-Type 3.0L Sedan
- ◇ Bob & Andrea Tait: 1963 XKE 3.8L Coupe
- ◇ Langdon & Heather Badger: 1961 E-Type S1 FHC
- ◇ Roger & Linda Kuchenmeister:
 - 1971 Daimler XJ Series 1 4.2L sedan
- ◇ Gary & Gloria Black: 1992 XJ-S 5.3L Coupe
- ◇ Michael & Lilly Graham
 - 1996 XK8 4.0L Convertible
 - 2001 XJ8 3.2L Sedan
- ◇ Peter Gilbert: 1965 E-Type S1 4.2L Coupe

◇ Kerrie & Malcolm Parsons: 2005 S-Type 3.0L Sedan

◇ Helen & John Venetsanos:

- 1984 XJ6 Sovereign S3 Sedan

The following applications listed in the June 2024 Classic Marque magazine have been accepted:

- ◇ Andrew & Julia Dalton:
 - 1958 Jaguar Mark 1 - 3.4L Saloon.
 - 1959 Jaguar Mark 2 - 3.8L Saloon.
- ◇ John Flint: 1989 Jaguar XJ-S 5.3L Coupe.
- ◇ David & Ellie Prior: 1965 Daimler 250 V8 Sedan.

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

Daphne Charman
Membership Secretary

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New Members Story - Geoff Snowball

I feel a little uneasy joining the JDCSA as the owner of a Subaru, but have known Evan Spartalis for many years and he assisted me in getting historic registration.

I have in the past been a member of the Sporting Car Club of SA and the MG car club having owned at one stage an MGB Mark 2 and got involved in the Grand Prix rallies when the GP started here in Adelaide in 1985.

I took my MG on a couple of the GP rally's but feeling the need for speed purchased a Subaru WRX in 1994 and entered that in the rally.

I traded that WRX in on a new 1998 WRX sedan but got wind of a 2 door WRX STi coupe that was to be released in Australia in 1999.



I took delivery in January 1999 and entered that in the GP rally prior to the Melbourne GP that same year, coming 10th outright.

I also was the owner of a BMW M140i a few years ago but regrettably that got shunted off the road and written off as seems to be the way with insurance companies these days.

My interest in cars is mainly from a driver's perspective as I don't have any real mechanical skills and obviously if the JDCSA is having any events at Mallala or the Bend, I would be keen to be involved.

As an aside, Subaru imported 400 of the 2 doors to Australia in 1999 and I think 10 of them finished up being pre-sold in SA. It was as one-off shipment of Australian delivered vehicles and when they arrived here, they were then fitted with an aftermarket security system to make them more secure from hijacking and stealing.

Current road car is a Subaru WRX sports-wagon, but am thinking of either trading in on a new WRX Club Spec manual or a Honda Civic type R !!!

Kind regards
Geoff Snowball

Editor: Thank you very much for your story, Geoff. You have owned some great cars. We hope to see you and your cars in the future. P.S. Jag Day in October includes a special area set aside for non-Jaguars.

COMMAND ATTENTION

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Jaguar Is Cutting All But The F-Pace SUV

Having ceased production of the XE, XF and F-Type, Jaguar has announced that the E-Pace and I-Pace will come to an end in December 2024. By the tail end of 2024 the F-Pace SUV will be the only Jaguar on sale.

Jaguar's decision to drop the E-Pace and I-Pace comes at a bad time for Magna Steyr, the Austrian company contracted to build both models.

Since 2018, the I-Pace has won 62 international awards. In 2019 it was awarded European Car of the Year, World Car of the Year, Best Design and Best Green Car. Globally, over the course of more than six years, Jaguar has sold 66,750 I-Pace EVs. By the end of 2024, it will probably reach 70,000.

The first of three new EVs built on the next-generation Jaguar Electrified Architecture (JEA) is due to launch in 2025. It will be a four-door GT produced in Solihull, England. ■

Editor: Information for this story sourced from CarScoops, and Inside EVs.



The I-Pace, along with the E-Pace, will come to an end in December 2024.

JLR To Roll Out FSC-Certified Natural Rubber Tyres

JLR has partnered with Pirelli to pioneer the use of FSC-certified natural rubber tyres across its entire range of luxury vehicles.

This marks a significant milestone in the automotive industry, as JLR becomes the first car manufacturer to adopt FSC-certified tyres at scale.

The Forest Stewardship Council (FSC) is an international, non-governmental organisation dedicated to promoting responsible management of the world's forests. FSC's pioneering certification

system enables businesses & consumers to choose wood, paper, rubber and other forest products made with materials that support responsible forestry.

The implementation of FSC certification for natural rubber plantations, forests and chain of custody contributes to supporting responsible and sustainable natural rubber production.

JLR's adoption of FSC-certified tyres is in line with its Reimagine strategy, which promotes responsible sourcing and supply chain traceability ■



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

SUV Headlights Causing Problems For Jaguar Sedans

Sport utility vehicles (SUVs) have been criticized for a variety of environmental and automotive safety reasons. The list of criticisms is so lengthy that Wikipedia has dedicated an article titled - "Criticism of SUVs".

One item not on their list, that should be, is that most come equipped with retina-searing LED headlights.

Craig Cheetam, who writes for "Jaguar World Magazine", wrote an article about a recent trip he made in his XJ8 that included dark, unlit roads. Although normally a great driving experience, on this occasion, it wasn't. He explained the problem with driving an XJ8 is that despite being a glorious car to look at,

drive and sit inside, it's low. Very low. And that convex rear screen likes to catch reflections. On three occasions he was blinded by following SUVs with their powerful LED lights making a mockery of the Sovereign's self-dimming rear-view mirror whilst at the same time managing to make both of his door mirrors unusable. Just searing bright, white light that left dark spots in his vision and loads of discomfort. Ironically, one of them was a Jaguar SUV.

He summarised by saying that he believes these modern headlights are plain dangerous and should be banned.

The problem is that not only are XJ8s low, but you could include just about all

non-SUV Jaguars in that category. There is no simple answer, other than not drive at night. ■

Editor: Information for this story sourced from Wikipedia and Sports Car world.



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USA: Police Pull Over Waymo I-Pace in Phoenix

A Phoenix police officer pulled over a Waymo I-Pace that had been driving into oncoming traffic.

The car was apparently confused by construction signs, and reportedly ran a red light before pulling over in a parking lot to let the officer talk to one of Waymo's support representatives.

In about two-and-a-half minutes of bodycam footage published by local publication AZCentral, the officer told Waymo the car was driving in a construction zone when it "went into opposing lanes of traffic, which is really bad."

He then told a curious bystander what had happened, adding, "so I light up my sirens and it takes off through a red light before it pulled over."

Waymo told multiple outlets that the vehicle drove into the oncoming lane because of "inconsistent construction signage," and that it "was blocked from navigating back into the correct lane." The company said the car drove away from the police officer "in an effort to clear the intersection" before pulling over into a parking lot.



I-Pace driverless robotaxi drove onto an oncoming traffic lane.

"Unable to Issue Citation to a Computer"

Arizona law does allow officers to give out tickets when a robotaxi commits a traffic violation while driving autonomously; however, officers have to give them to the company that owns the vehicle. Doing so is "not feasible," according to a Phoenix police spokesperson quoted by trade publication 'Repairer Driven News' earlier this year.

Waymo told Fox 10 Phoenix that its cars "are three-and-a-half times more likely to avoid a crash than a human being".

Waymo has been deploying I-Pace Jaguars for years, and they have now become their only vehicle. ■

Editor: Information for this story sourced from Robotaxi developer Waymo and American technology news website The Verge.

I-Pace Robotaxis - Better Than San Francisco Drivers

Waymo, Alphabet's autonomous taxi cab company, is now available to the public in San Francisco — a culmination of more than a decade of testing and wading through regulatory hoops.

About 300 cars are operating in the city. The company has about 700 robotaxis in total — most in SF and Phoenix — but

Waymo's spokesperson told Business Insider there are plans to expand access to the public in Los Angeles and Austin.

A survey of passengers believe the Waymo's autonomous driver is pretty damn smart, and aside from a few hesitations, the robotaxi offers a smooth, comfortable experience with competitive

pricing against other ride-hailing apps. Plus, Waymo riders don't have to tip a driver because there isn't one. Even in the hectic streets of San Francisco, where people have to deal with risky drivers and a relatively complex street grid, the Waymo delivered a smooth riding experience, much better than some San Francisco drivers.

For now, Waymo's robotaxi fleet is limited to the I-Pace. There are currently no other options.

A neat feature of Waymo's cars is that riders can set a unique vehicle ID or initial that appears on top of the car. This will make one's ride more easily identifiable, especially since all of Waymo's cars look the same for now.

A Waymo spokesperson said that the company continues to evaluate its pricing structure but anticipates staying competitive over time. ■

Editor: Information for this story sourced from Waymo and Business insider.



I-Pace robotaxis are 3.5 times more likely to avoid a crash than a human being.

Jaguar Clinches Formula-E Title in Thriller

In a dramatic season finale at the London E-Prix, Jaguar TCS Racing clinched a historic victory, securing the 2024 ABB FIA Formula E Teams' World Championship.

This triumph marks not only Jaguar's first World Championship title since 1991 but also the culmination of a record-breaking season with a staggering 368 points for the team.

While the Drivers' Championship crown ultimately eluded them, with Mitch Evans and Nick Cassidy finishing second and third respectively, Jaguar's dominance was undeniable.

With the assistance of Envision Racing that uses a Jaguar powertrain, Jaguar also secured the newly established **Manufacturer's Trophy**, adding another valuable trophy to the cabinet.

The victory was met with jubilation throughout the Jaguar camp. James Barclay, Managing Director of JLR Motorsport, hailed it as a "truly historic moment" for everyone involved. He acknowledged the team's dedication, drivers' talent, partners' support, and the unwavering passion of fans and JLR colleagues worldwide.

While expressing his disappointment for Evans and Cassidy falling short of the Drivers' title, he commended their exceptional performance throughout the season and their unwavering fighting spirit.



Jaguar have won both the 2024 Formula E Teams' and Manufactures World Championship

London Snapshot- Round 15 (20/7/24)

Reflecting on the year, it had been a competitive championship between Porsche and Jaguar. Going into London, seven drivers were still in contention to win the driver's title.

The Race

- ◇ Mitch Evans and Nick Cassidy finished second and seventh respectively.
- ◇ Mitch Evans also took Pole and Fastest Lap. The result sees Jaguar Racing extend its lead in the Teams' World Championship to 36-points with one round remaining.

- ◇ Mitch is now second in the Drivers' World Championship on 177 points – just three points off the lead – with Nick third on 173 points.
- ◇ Nick drove an incredible race to come through from P17 on the grid to seventh at the finish, to stay right in the Championship race.
- ◇ Just seven points now separate the top three drivers.

London Final Race of the Year (21/7/24)

The race itself was a nail-biting affair. Qualifying was a tense battle, with Nick Cassidy clinching pole position while Mitch Evans secured a strong third place.

The Jaguars strategized brilliantly, controlling the early stages of the race after a safety car intervention, putting pressure on the championship leader, Pascal Wehrlein (Porsche).

However, just as Nick positioned himself to potentially snatch the lead in the closing stages, disaster struck. A collision with Porsche's Antonio Felix Da Costa resulted in a puncture, effectively ending his race and his championship dreams.

By the 33rd lap, Evans, having secured his final Attack Mode after a technical glitch, found himself in third behind Rowland and Wehrlein. These positions remained unchanged until the checkered flag, solidifying the Teams' Championship win but leaving a bittersweet taste for the Drivers' title.



New Zealander drivers Mitch Evans and Nick Cassidy were both unlucky not to win the Drivers Championship, finishing 2nd & 3rd and within a few points of Pascal Wehrlein (Porsche).

Jaguar Clinches Formula-E Title in Thriller

Despite the disappointment of missing out on the individual championship, Evans acknowledged the team's incredible achievement. He expressed his delight for the team and everyone at Jaguar, recognizing their well-deserved victory. While acknowledging the disappointment of falling short in the Drivers' Championship, he remained positive, looking forward to the next season and another shot at the title.

Nick Cassidy, ever the optimist, expressed his immense pride in the entire Jaguar TCS Racing team for their well-deserved Teams' Championship victory.

This championship win marks a significant milestone for Jaguar, solidifying their position as a formidable force in the world of electric motorsports. Their commitment to innovation and unwavering focus on sustainable performance paved the way for an exciting future for the brand. The journey continues as Jaguar TCS Racing sets its sights on the upcoming



James Barclay, Managing Director of JLR Motorsport, celebrating the historic win.

GEN4 era, ready to defend their Teams' Championship title and make a strong push for the individual Drivers' crown.

Next Year

The journey continues as Jaguar Racing sets its sights on the upcoming GEN4

era, ready to defend their Championship title and make a strong push for the individual Drivers' crown.

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

Jaguar Accelerates into The Future with Google Cloud

Jaguar Racing has announced that Google Cloud will be their Official Cloud Partner for the 2024/25 ABB FIA Formula E World Championship.

This collaboration will look to leverage Google Cloud's cutting-edge artificial intelligence (AI) and Cloud technologies to bolster Jaguar Racing's performance both on and off the track.

By optimising real-time captured car performance data from the moment the Jaguar I-TYPE 6 race car enters the pit garage, the team's engineers and drivers gain a critical edge in making live decisions, ultimately enhancing their competitiveness in the world's premier electric racing series.

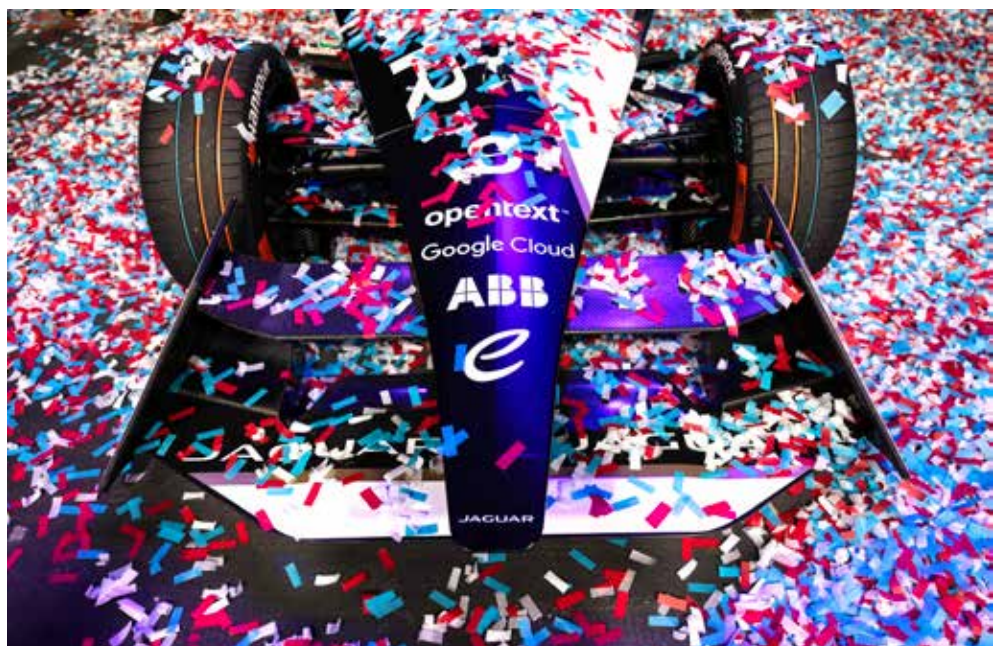
This collaboration represents a significant step forward for Jaguar Racing as they continue to push the boundaries of innovation in electric motorsport and design.

Google said that they were thrilled to partner with Jaguar Racing, a team at the forefront of electric motorsport innovation. This collaboration is a testament to the power of cloud

technology and AI in transforming industries, while demonstrating Google Cloud's commitment to driving innovation across the entire automotive sector. We are excited to contribute our expertise to help Jaguar TCS Racing

achieve new levels of performance and success on and off the track. ■

Editor: Information for this story sourced from Google and Jaguar.



Jaguar are to leverage Google Cloud's cutting-edge artificial intelligence (AI) and Cloud technologies to bolster its race performance, both on and off the track.

The Origins of An Icon (Part 4)

Jaguar Australia are producing a content series called "The Origins of An Icon". Each month they are exploring some of Jaguar's greatest defining moments. The fourth in the series is as follows.



*1956 D-Type (Long Nose):
1st in 1956 Reims 12 hour
and 6th in Le Mans 24
hour race. The penultimate
D-Type was built in March
1956 and was one of only
eleven 'long nose' cars.*

FROM THE FAMOUS D-TYPE AT LE MANS TO THE MARK 1 SPORTS SALOON

Following on from the outstanding success of the C-type, the D-type was to break fresh ground as it was a monocoque construction. To its 'tub' of magnesium alloy was attached a tubular front sub-frame which carried the engine, steering and front suspension. With its bag tanks for the fuel, the D-type borrowed a good deal from aircraft practice. It was created by Bill Heynes and Malcolm Sayer.

The D-type was first taken to Le Mans in 1954 with high hopes pinned on it. The cars had engine problems early on in the race. With the cause diagnosed, the drivers began a valiant battle to make up lost ground. Further frustration was experienced when Tony Rolt was pushed off by a slower competitor and the heavens opened to almost flood the track – Duncan Hamilton was getting wheelspin at 170 mph!

After many hours of driving as fast as they dared, during which the D-type ran faultlessly, they finished just one minute and 45 seconds behind the winning Ferrari after 24 hours.

Revenge was gained a few weeks later when Peter Whitehead and Ken Wharton won the 12 hour race at Reims.

Le Mans 1955 had all the makings of a titanic struggle. British driver, Mike Hawthorn, joined the Jaguar team as Moss had moved to Mercedes-Benz in his quest for Grand Prix success. For the first hour or so a magnificent race was fought by Castellotti in the Ferrari, Fangio in the Mercedes, and Hawthorn in a D-type. The D-types had been revised and now wore 'long-nose' bodywork to improve air penetration. A new 'wide angle' cylinder head with increased valve sizes had been designed with a resultant increase in power to 275bhp. Sadly, this was the year of the tragic crash with a large number of spectators killed when one of the Mercedes crashed into the crowd. Fangio and Hawthorn were locked in a thrilling tussle, passing and re-passing until the remaining Mercedes were withdrawn. Hawthorn and Ivor Bueb in the D-type went on to victory.

Le Mans 1956 was a curious one for Jaguar. On the second lap, two of the cars collided with each other in the Esses and the third was put out of contention by a split fuel line. It would have been a complete disaster had it not been for the fact that Jaguar had, in effect, a back-up team. A private Scottish team by the name of Ecurie Ecosse had been racing Jaguars for several years and were running two D-types. Luckily for Jaguar the one driven by Ron Flockhart and Ninian Sanderson crossed the line in first position.

At the end of 1956 Jaguar announced that it intended retiring from motor racing. There was no factory D-types at Le Mans in 1957, but there were five private entries. All five D-types finished, the Ecurie Ecosse cars driven by Flockhart and Bueb and Sanderson and Lawrence, taking the first two places, the French duo of Lucas and Mary third, and the Belgian pairing of Frere and Rousselle fourth. Duncan Hamilton and American Masten Gregory came home sixth.

The Origins of An Icon (Part 4)

Jaguar had now carved for itself a fine reputation. It had in production a superb large saloon and a very fine sports car, but it needed a high-volume smaller car.

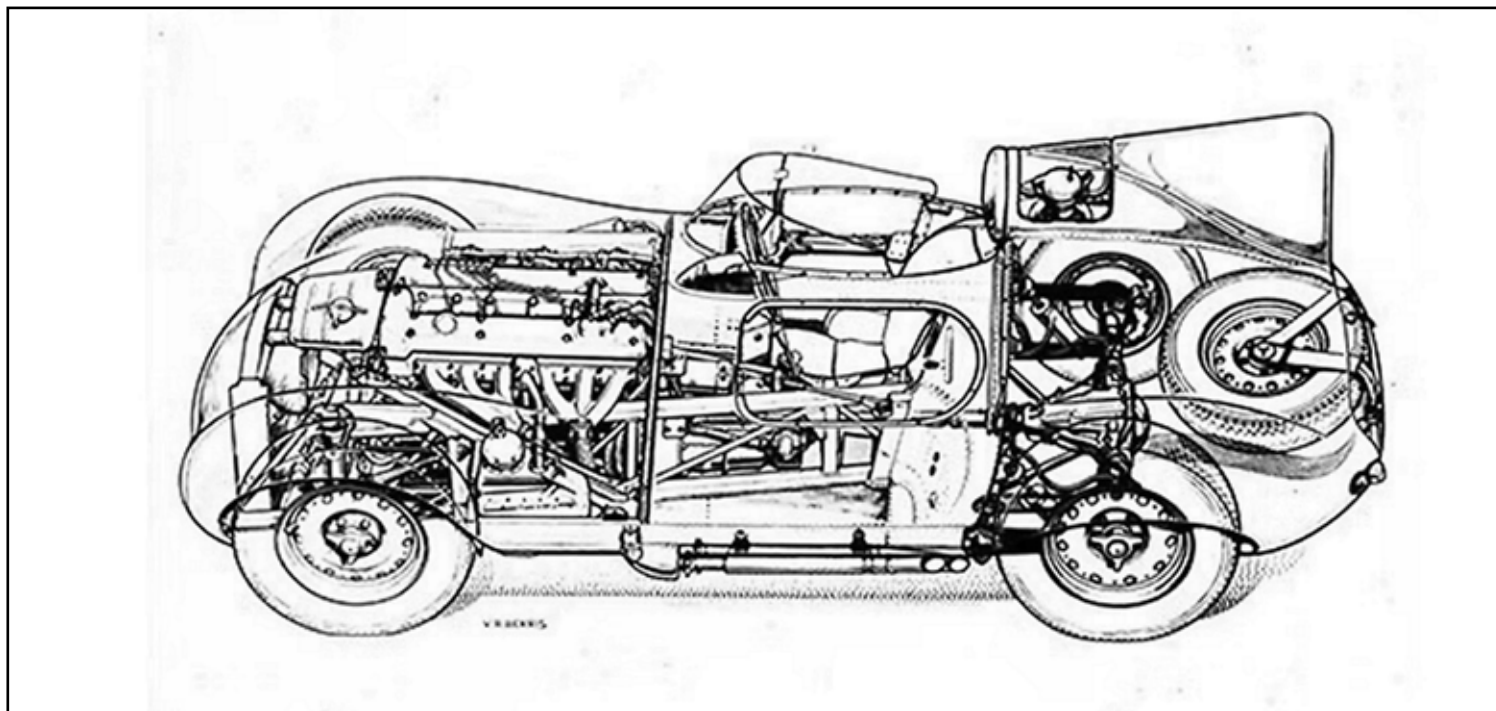
One million pounds in 1955 was a very significant amount and that was the investment expended on designing and developing Jaguar's new compact saloon.

The saloon's unitary method of construction was a new venture for Jaguar. This type of body, in which the basic shell doubled as the chassis, had the advantage of saving weight and being inherently more rigid. The decision was made to use a reduced version of the 3.4 litre six cylinder.

Thus a 2.4 litre was produced and fitted to the new saloon, the model simply being known as the Jaguar 2.4.

Indeed, this was to be an incredibly important model for Jaguar and would remain in production, in one form or another, for more than 10 years.

(continued page 20)

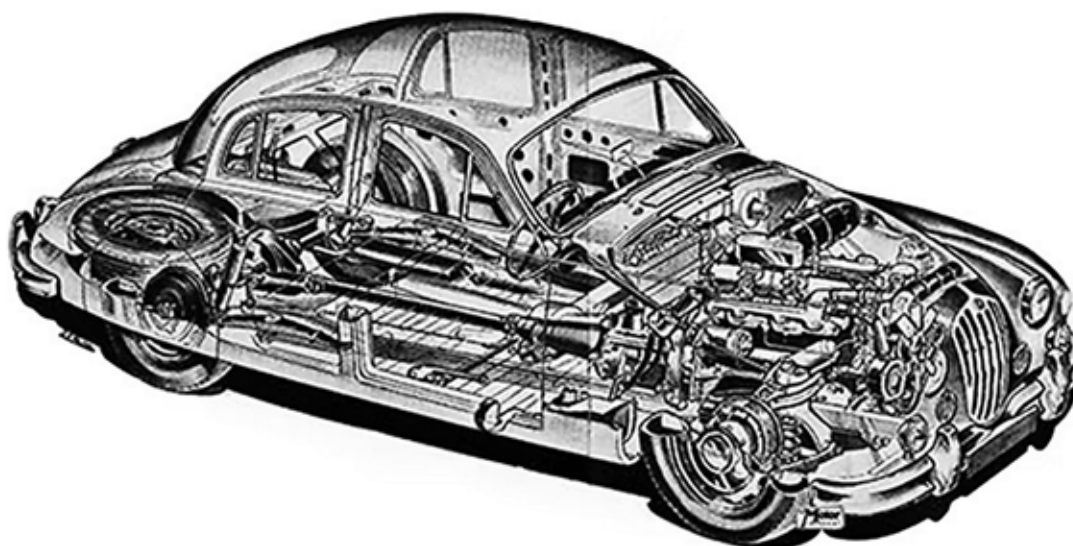


1954 D-Type Cutaway Drawing



On 12 February 1957 a ferocious fire broke out at Browns Lane damaging half the factory.

The Origins of An Icon (Part 4)



1955 Jaguar 3.4 litre (Mark I) Saloon Cutaway Drawing

In 1957, the Jaguar XKSS, a road-going version of the Jaguar D-type racing car was released. However, XKSS production was abruptly halted after just 16 had been made due to an enormous, and potentially catastrophic fire at the Browns Lane factory. Luckily damage was reasonably restricted, and with marvellous co-operation from the workforce and suppliers, normal production was resumed remarkably swiftly. Nine XKSS chassis were

destroyed in the fire before they could be completed. In 2016 Jaguar announced that a small production run of nine "continuation" XKSS reproductions would be hand-built to the original specifications to complete the originally scheduled run of 25 cars.

The same near-disaster almost ruined the launch of a new sister for the 2.4 saloon. Logically, Jaguar had decided to fit the 3.4 engine in the saloon body, and this made a very sprightly sporting saloon.

Maximum speed was 120 mph, and 60 mph could be reached in just 11.7 seconds. Outstanding performance for a sports saloon in 1957.

Thank you to the Jaguar Daimler Heritage Trust for their support on Jaguar history and photography.

Jaguar Australia




1957 Jaguar Mark 1 3.4 Saloon

Sponsor - Shannons

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50 for 50



ATTENTION all Jaguar XJC and Daimler Coupe Owners

The Jaguar XJC and Daimler Sovereign Coupe was first released in 1975. We enjoyed an historic 40th Anniversary celebration in Echuca, 2015 with 35 Coupes on show. This was followed by a Reunion Tour in 2017 and the 45th Anniversary in 2021 (Delayed by COVID) in Mildura. In 2021 it was decided that we would come together again, in Bathurst, in 2025 to celebrate the Coupe's 50th Anniversary and accepted the challenge of having 50 Coupes on display, hence, "50 for 50".

It was to our surprise that the JDCA decided that the venue for the 2025 Jaguar National Rally would also be in Bathurst, 4—7 April 2025 with the 50th Anniversary of the Jaguar XJC and the Jaguar XJS as the celebratory cars for the JNR.

This event will be the three days (April 1-3) preceding the Jaguar National Rally. We are anticipating cars from all across Australia and a massive, World Record of Jaguar Coupes at the JNR Display Day.

REGISTRATION for this event is essential: <https://tinyurl.com/3vyc54dn>

Program Enquiries: Paul Tomlinson 0401 192 891

Registration Enquiries: Philip Prior 0402670654

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Located at 80 King William Street Kent Town, minutes from the Adelaide CBD, we offer a full range of services and repairs for late model Jaguar, Land Rover and Range Rover vehicles.

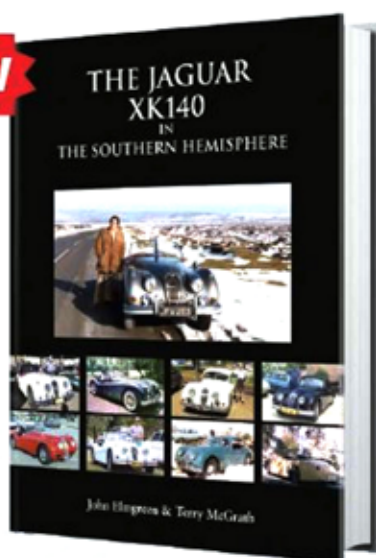
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THE JAGUAR XK140 IN THE SOUTHERN HEMISPHERE

By John Elmgreen
and Terry McGrath

NEW



This new book is a follow up to the authors' *The Jaguar XK in Australia* and *The Jaguar XK120 in the Southern Hemisphere*

John Elmgreen and Terry McGrath have covered every XK140 sold new in the southern hemisphere and for good measure added in Asia, the Middle East and the rest of Africa. They have also relentlessly pursued identifying and recording the histories of all the other XK140s ever in those areas — with numerous imports from the USA and the UK.

The result is a large format book (the same as those earlier) of some 528 pages, 380,000 words/figures, and records of nearly 500 XK140s in eleven chapters. The print run is just 500 copies. A special slip case with enamel badge is also available.

The XK120 book is also still available

For more and to place an order, go to:
www.jtpublications.com.au

SA Jag Day 2024

WIGLEY RESERVE

Wigley Reserve
Sunday 27 October
10.00am—2.30pm

Enjoy a magnificent display of
150 + Jaguar and Daimler Cars ranging
in ages from the mid 1930s to present day.

All models, any condition and FOR SALE cars welcome.

All cars must be parked by 10.00am
All cars must stay parked until 2.30pm.
If you wish to park together, You must arrive together
Please respect and obey our marshal's instructions

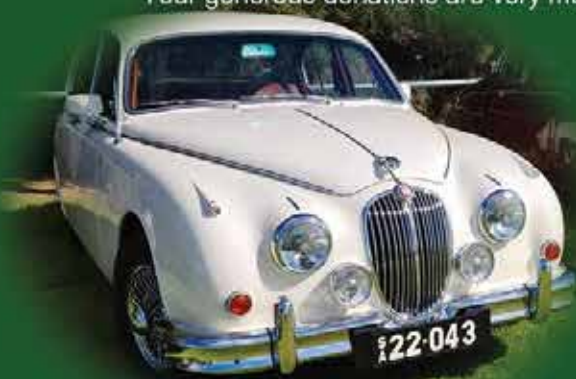
Food vendors, Drinks, Coffee Van, Ice Cream Van on site
Membership enquiries welcome and Club Regalia on sale



CATS & CANS is on Again!

This is our major Charity event for the year. Your donations of non-perishable food items will be collected at the gate by the Ingle Farm Salvation Army for distribution to families doing it tough.

Your generous donations are very much appreciated. Cash on the day is accepted.



Jaguar Drivers Club of South Australia Inc

Membership Milestones 2024

The following members have achieved significant milestones, and we congratulate them all. For those members that are unable to attend the 51st dinner, certificates and badges will be forwarded on. Congratulations once again!

50 Years

Evan Spartalis
Peter Goers
Ivan Cooke
Janine Cooke
Rob Smith
Tony Bishop
Fiona Bishop

40 Years

Hugh Bogaerts

30 Years

Josephine Orford
John Williams
Lindsey Williams

20 Years

Lesley Clarke
Richard Perry
Giovanni Scarpa
Rodney Cooter
Nola Cooter
John Brealey

Andrew Costi
Milly Costi
James Mann
Evie Lestorini
Raymond Liddle
Kim Palmer

Joe Spano
Austin Harris
Cheryl Pascoe

10 Years

Roland Donders
Allan Aughey
Lyn Aughey
Gary Rushton
Julie Rushton
Colin Lake
Christina Lake
Terry Gilder
Peter Olifent

Linda Olifent
David Magee
Westley Magee
Annette Magee
George Stasinopoulos
David Alm
Victoria Pearce
Roger Schultz
Jenny Schultz

David Appelbee
Bruce Davis



Q and A Ivan & Janine Cooke

50 Year & Life Members
(No. 292)

Questions: **Graham Franklin**

Let's start with an easy question - what was your first car?

My first car was a 1956 FJ Holden which my parents gave me when they purchased a new 6 cylinder Toyota Crown Deluxe.

My second car was a 1968 MGB Mk2 with overdrive. This was probably the beginning of having great respect for British automobiles.

During my Jaguar journey, and at the same time as when I had a series 2 E-Type, I also had a plus 8 Morgan. This was a great car to drive and I do miss it. The previous owner purchased it back.

Can you remember your first encounter with a Jaguar?

My first knowledge about Jaguar cars was as a young boy when I would go past a Jaguar dealership called Southern Cross Motors on Cross Road Clarence Gardens.

My first encounter with a Jaguar was a shocking experience. A tram travelling across South Road at Glandore hit a Mk1 or Mk2 Jaguar which rolled several times. The car suffered damage, but the driver was not injured. I thought that would be a safe car to own.

My second experience was when a friend of mine purchased a 3.8 litre manual overdrive Mk2. This car felt great as a passenger and was very impressive to drive. From that moment on I knew that I had to own a Jaguar.

My mind was set on purchasing a XJ6 and I found the perfect one, in the form of a one owner series 1 1970 black XJ6, which I still own.



Ivan & Janine's 1970 Black 4.2 litre XJ6 Series 1

Interview - Ivan & Janine Cooke

Perhaps some history of the Jaguars you have owned and work undertaken?

I have found that Jaguars of various models have their own personalities and as a result we have owned 19 Jaguars ranging from various XJ6, XJ12, XJS, MK10, 3.8 S Type, 420, X308, XKR, XK8 X150 and a series 2 E- Type.

We currently own six of these Jaguars. The first eleven Jaguars were owned by myself and my late wife Josie, who was also an active member of the JDC of SA and supported me and the club in every way.

When I purchased a vehicle, I always made sure that it was in good condition and only required preparation and TLC to bring it up to my expectations.

As a consequence, I have never totally restored a Jaguar, but I do most of my own work including mechanical work, electrical work and interior. I have resprayed several cars and even changed the colour of XJ6's from white to black when I used these cars for my wedding and chauffeur vehicle business in the mid to late 1990's. Over the years there were many happy couples impressed by these vehicles for their special day.

Perhaps a little more about your lovely Series 1 XJ6?

After purchasing the black XJ6 I entered several JDC of SA Concours D'Elegance and events with Jaguar Clubs interstate.



1984 Blue 5.3 litre V12 XJ-S HE - 2010 SA Jag Day

The car was very successful winning many trophies including outright winner in 1978 at the Albury- Wodonga Jaguar Clubs of Australia National Concours. It also won the Bryson Trophy for the most desirable car and the inaugural trophy for the aggregate points scored in the Concours judging and the Sporting event.

Your first wife, Josie and yourself both helped on the executive of the club - is that correct?

Yes, both Josie and I held positions on the executive at different times. Josie held the positions of Social

Secretary and Sporting Secretary for a few consecutive years, and I held the position of Assistant Secretary and Sporting Secretary also.

We were both on committees organising National Concours, with a major contribution to helping organise the 1977 Mildura event, which coincided with the release of the XJS. That was another occasion when the thought went through my mind that I must have one of these vehicles.

Do you recall those first few years of the club? Any specific memories?

In those early years the JDC of SA we worked closely with the Jaguar Drivers Club of Victoria and members from both clubs would often attend each club's functions. A fantastic time would be guaranteed.

During the 1970s and 1980s we were able to hold motorkhanas as close to the city as Golden Grove in a club member's paddock. The noise and dust did not present any problems. Josie and I would enter our cars in these events which I think enhanced our driving skills. Josie won the Sports Woman of the year trophy seven times, and I did similar for the Sport Man's trophy.

Josie and I would attend every function organised by the Club. We always looked forward to the National Concour. Other memorable events were those held when Lofty England came to visit. It was great to listen as he talked of his experiences and told his tales.



Ivan & Janine's 1984 Blue 5.3 litre V12 XJ-S HE

Interview - Ivan & Janine Cooke

It was a pleasure to be able to talk to him and chauffeur him from place to place. He was very impressed with the black XJ6 and commented it was a special car, a cryptic complement that he did not expand upon, which has always left me wondering.

The standard question that I ask. Of the Jaguars you have owned, which was your favourite?

Of the Jaguars which we have owned it is hard to pick a favourite because they all have their own character.

The XJ6 is certainly at the top. I recently drove the car on the XJ, MK10, 420G Register Mt Mary run, and it still was a great drive.

The X308 which I had was extremely smooth and quiet, as is the XJS HE, while the XKR and the XK8 X150 are also fantastic and give a different driving experience.

At the present time we have a 1970 XJ6 4.2 Auto, 1973 XJ12 5.3 Auto, 1977 XJ12 Auto, 1984 XJ-S HE, 2001 XKR 4.0 litre and a 2007 XK8 (X150) 4.2 Auto.

Over the past 50 years of the club do you have any particular memories or happenings?

Becoming a member of the JDC of SA has been an important part of my life having made many friends and experienced the best in motoring. I have also gained many skills over the past 50 years by associating with fellow club members. Members are always willing to help and share their knowledge.



Ivan & Janines Silver XK (X150)

I have had much pleasure maintaining my cars and being able to put the skills obtained to good use.

Any interesting or special Club or family experience?

The most recent highlight of being an active member of the club was attending the 50th Anniversary Dinner on July 29th last year. This was extremely well organised, prepared and a pleasure to attend.

The Anniversary Dinner prompted my son David to join the Club as a family member. When David finds suitable garaging, he will then have the XJ6 and hopefully his son Maxwell will continue to care for the car for a further generation.

Many members would remember David attending every function with Josie and I. David attended his first function of the Club with us while he slept in his bassinet placed on the rear seat in the XJ6.

Unfortunately, as you mentioned, Josie is no longer with us.

When Josie passed away in 1996 there were two other members of the JDC of SA, Brad Hendy and Janine Hendy who had been members for a longtime. Unfortunately, Brad passed away a few years after Josie.

Eventually Janine and I became good friends and we married. An unforeseen advantage of being a member of the Jaguar Drivers Club of South Australia Inc.

There begins the story of another 50-year club member.

Janine was Sporting Secretary from 1999 to 2001 and XJ6; MK10; 420G Register Secretary from 1997 to 1999.

Janine was Sports Woman of the year for seven years driving her XJS, XJ12 Series2 and a Triumph TR7.

Thank you, Ivan and Janine, very much for sharing your experiences of being continuous family members of the JDCSA for the past 50 years. ■



Ivan & Janine's 1977 XJ12 Series 2 5.3 litre V12 Sedan

50 Year Club Members (1974 - 2024)



ROB SMITH - 50 Year Life Member (No. 311)



EVAN SPARTALIS - 50 Year Life Member (No. 230)

50 Year Members (1974 - 2024)



PETER GOERS - 50 Year Member (No. 147)



TONY BISHOP - 50 Year Member (No. 214)

Jaguar History - On this Day (August)

From **5th to 12th August 1952**, this specially prepared XK120 was taken to Montlhéry near Paris and driven for seven days and seven nights at an average speed of 100.32 miles per hour, including all stops.

There were four drivers: Stirling Moss, Jack Fairman, Bert Hadley and Leslie Johnson – who had conceived the record attempt following previous 1 hour and 24 record runs.

Montlhéry's concrete surface was rough, and the Jaguar broke a spring when it was already well into the run. Johnson drove for nine hours to save the other drivers from added risk while the speed had to be maintained on the broken spring.

After the repair, the car went on to complete the full seven days and nights, covering a total of 16,851.73 miles at an average speed of 100.31 mph. ■



August 1952. XK120 LWK707 at Montlhéry with pit crew at the end of the record breaking run.

On 1 August 2008, the last remnants of Jaguar's old Browns Lane plant literally bit the dust when the administration block – which contained Sir William Lyons' office was demolished.

A former Daimler shadow factory, the office block was purpose-built for the move from the original Coventry factory at Foleshill which began during 1952. From the 1990s onwards the block was much modified by face-lifts and additions.



World Champion Phil Hill changes spark plugs on XJC 007 before the very first victory of a C-Type in America. He died on the 28th of August 2008.

America's first World Champion racing driver, Phil Hill, who cut his teeth on Jaguars, died on the **28th of August 2008**. He had been responsible, in part at least, for establishing Jaguar's racing reputation in the United States.

He took the brand new XKC 007 to first place at Elkhart Lake (Road America) in September 1952. As this was the C-type's first race in the US, the win was particularly significant for Jaguar, and it was followed by another at Torrey Pines in December 1952.

Phil Hill when reminiscing about XKC 007: "I was just in awe of the C-Type when I first stepped into it. When I look back on it now, it makes me smile. The steering was light – almost scary light. It was the first car I ever drove that had a really precise feel about it – it really felt like a racing car."

The 1961 World Champion died at the age of 81 from Parkinson's disease. ■

Jaguar History - On this Day (August)



On 15th August 2008, E2A achieved a record sale for a Jaguar at the time.

On the 15th August 2008, the 1960 Le Mans race car, E2A (VKV 752) sold for US\$4,957,000 (AU\$7,352,387). At the time it was a world record sale for any Jaguar ever sold.

This unique and celebrated prototype was driven by no fewer than four of the world's greatest racing drivers, Dan Gurney, Sir Jack Brabham, Bruce McLaren and Walt Hansgen,

However, the price achieved was based more on the fact that, like the XJ13, it was a one-off prototype Jaguar race car which managed to escape from the factory into private hands. This occurred in the late 1960s when former Jaguar apprentice Roger Woodley somehow persuaded his boss, FRW 'Lofty England, to sell it to his father-in-law, motor trader and collector Guy Griffiths. The car remained in family ownership for 40 years. E2A remains a fascinating survivor from Jaguar's final Le Mans years. ■

George Mason, the last surviving Jaguar works racing mechanic from the Briggs Cunningham era of lightweight E Types at Le Mans, passed away on the 13th of August 2009 aged 78.

Afterwards, George joined Jaguar and then took on a development role on the XJ 13 project. Immediately after Sir William retired, Lofty England retrieved the wrecked XJ-13 and had it rebuilt. George Mason (with Pete Dodds) re-assembled it.

In 1989, George and his wife Celia, came with the car to Adelaide for the Australian Grand Prix parades, and was genuinely road registered for the only time ('XJ13') and driven through the daily Adelaide traffic. It was also the first time the XJ13 left England.

Although George has died, the XJ13 is still safe and sound. ■



Jaguar employee George Mason became one of the few entrusted with driving duties of the XJ13. Photo: Jim Randle driving with George Mason aboard.



The very first XK120 victory was a one-hour Production Car Race at Silverstone on the 20th August 1949. 1st was Leslie Johnson (HKV 500) with Peter Walker (HKV 455) finishing second.

In anticipation of the Silverstone outing, three patriotically coloured XK120s were entered. Chassis 660001 was repainted Blue (from its original Bronze) and entered for Prince Bira to drive. The other two cars (chassis 670001 and 670002) were painted Red and White and entered for Peter Walker and Leslie Johnson respectively.

Although a one, two, three was likely, unfortunately, Bira spun out of the race in 660001 when a tyre blew. ■

The Lindner Jaguar Collection



JAGUAR COLLECTION

"It's going to rain" they said. "It's going to be cold" they said. And yes, there was a healthy fresh chill in the air, but it did not rain.

25 cars and 42 members from the two Registers enjoyed the visit to the Carl Lindner Collection of Jaguars in Tanunda. It is always a treat and Sunday's visit was no exception.

Jake, the resident care taker of these magnificent machines ensured we were well informed about the collection's history and the Late Carl Lindner's passion for Jaguar Cars.

After an hour and a half at the Lindner Collection it was time for a local tour lead by local identity and XK Register member, Steve Schubert.

First stop, Mengler Hill Lookout with its panoramic view across the Tanunda wine region and beyond.

The cruise on these roads through this magnificent world-renowned wine region was a delight with us arriving at Pindari Wines for a hearty lunch and a quiz

Although we stretched the catering capacity of the Winery to its limits, we appreciated the service and cooperation of the staff in dealing with a rowdy bunch.

Many thanks to Steve Schubert and Chris Hatcher for their help in the organisation of this event.

Philip Prior
Compact Register Secretary



The Lindner Jaguar Collection



The Lindner Jaguar Collection

QUIZ (by Steve Schubert)

1. What does Pindari' mean.
2. What is shown on the badge of the boot lid of an XK 150?
3. How many Le Mans titles had Jaguar won prior to 1970?
4. What years were those wins?
5. At the Karl Lindner Jaguar Collection display, what model Jaguar is the buck' on display?
6. What is the tail of the Jaguar sculpture at the Karl Lindner Jaguar Collection made of?
7. What type of Jaguar did Inspector Morse drive?
8. Which Jaguar did the Queen Mother favour?
9. Which model Jaguar did James Bond drive?
10. Who was arguably the most famous XKSS owner?
11. What model Daimler is the Mk II equivalent?
12. What type of engine does that Daimler have?
13. Why was the Jaguar Mk I not called a Mk I on release?
14. Other than the 'E-Type what were the XK models made?
15. Steve and Cecile's XK150 has what rego number?
16. Who did Sir William Lyons start in the car business with?
17. What does XK mean when referring to Jaguar engine?
18. What was the year the XK engine was launched?
19. What does the G in 420G stand for?
20. What size engines were released in the Mk II?
21. Mk I & Mk II were followed by which compact model Jaguars?
22. What model Jaguar has been installed as "garden art" at Steve & Ceciel's home?
23. The first car built by the swallow car company was in what year?
24. What was the name of the guide at the Karl Lindner Jaguar Collection?

The winning prize of a bottle of wine was won by the Editor..



The Lindner Jaguar Collection



The Lindner Jaguar Collection



**So, who was Carl Lindner?
& why did he collect Jaguars?**

Carl Lindner 3rd generation Baccara, was born and raised at Hallett Valley near Barossa and lived his whole life in Tanunda. Sadly Carl passed away on Sunday 8th October 2017 aged 71 from metastatic prostate cancer. His widow Peg is now the custodian of his extensive collection.

Carl's business interests centred around property development and the wine industry, both of which brought him financial success. Carl was involved in a period of more than 40 years involved variously in St Helens, Wrenby, Langhills, Wrenby, Dandelion, Vineyards & Sappellford Winery.

In the sporting arena, Carl's early years were spent on the Football field, captaining the Tanunda A Grade and playing for Central Districts in the SANFL.

Carl spent his life devoted to improving the quality of life in the Barossa and was committed to restoring the region's heritage and tourism status.

His passions lay not only with property development & wine, but also with buses, tractors and traditional Barossa furniture. Carl's passion for the latter led him to purchase a large selection of fine furniture, including oak and mahogany, and to fund a strategic property investment in the mid 1980's.

Carl was always a great ambassador for the Barossa community and his passion for the region's heritage led him to fund a significant amount of his own money to help reopen the doors of the Tanunda Hotel in 2002.




Carl's passion for the region's heritage led him to fund a significant amount of his own money to help reopen the doors of the Tanunda Hotel in 2002.

Carl's passion for the region's heritage led him to fund a significant amount of his own money to help reopen the doors of the Tanunda Hotel in 2002.

Collecting Jaguars started simply by accident, with Carl keen to build a motor at a clearing sale at Koppies in 1981, and a '37 that ended up being a 1932 SS Jaguar.

Carl then started researching Jaguars & became involved with the story of Jaguar founder William Lyons.

The rest is largely history, as Carl in the intervening period of almost 40 years amassed the fabulous private collection of motor vehicles of Wrenby House today.


The Lindner Jaguar Collection



XJ Mk10 420G Register – Day Trip To Mt Mary

MT MARY

If you want to try something a little different, step back in time, and enjoy the laid back and welcome atmosphere of the Mt Mary Hotel, just a few kilometres this side of Morgan.

We had 66 members and friends join in this wonderful day. We met at the "On the Run" (*Krispy Kreme*) at Bolivar. From 9.30am the cars started to appear out of the fog and head straight towards the coffee and donuts. 25 cars arrived with another 10 joining us at Mt Mary.

What started out as a pea souper, suddenly turned into a beautiful summer's day. The Hotel staff made sure everyone was settled in, as the chef and kitchen staff had been preparing our meals. (*We had pre booked all meals in advance*).

Unfortunately, the owner, Shane, had a little medical episode the night before and spent the day in hospital. The Hotel did a great job of calling in a few of the locals to save the day.

A special thanks must go to the chef, Sam, who I believe came from Sydney to beat the rat race. You only have to look on their web site to see the quality of the meals he serves.

We had one couple who had battery trouble in the morning and headed off an hour late. To try and make up some time he decided to take to the dirt roads but this was not all that successful and decided to head back home.

Once again, a big thank you to the Hotel staff and locals who made our day out in the country a huge success.

If you're ever looking for a special day with a difference, give it a try – well worth it.

Bob Charman
Register Secretary



Day Trip To Mt Mary



Jaguar Ladies Social Group - Art Gallery Visit

Art Gallery Visit

On Thursday 18th July 17 ladies visited the Art Gallery of SA. First up, at 10 am we met in the gallery restaurant for morning tea. On completion we were met by our guide Heather who gave a personal bespoke tour of some of the amazing highlights of the Gallery.

Of particular interest, was the red wool display "Absence Embodied" as shown in the attached photographs.

Designed by Japanese Curator Chiharu Shiota, this display used 1,800 balls of wool, each 133 metres in length and required a room 13.7 x 9.9 metres to display it. Truly amazing and an absolute wonder.

On completion of our tour, we strolled down to the Strathmore Hotel Restaurant for lunch. We had a lovely view of North Terrace from our balcony table, and were treated to

beautiful meals and looked after by the very attentive staff. A very enjoyable day out.

Our next event is on Thursday 19th September. We will have lunch at the Marryatville Hotel, 239 Kensington Road, Marryatville at 12.30 pm. Details will be published on Tidyhq soon for booking.

Tricia Clarke
Secretary - 0422 128 066
triciaclarke_1@hotmail.com



Jaguar Ladies Social Group - Art Gallery Visit



E, F & GT Register Visit To Zagame



Zagame Automotive Service Centre - 269-275 Glen Osmond Road, Frewville S.A.

ZAGAME

On the 18th July the E, F & GT Register were the guests of Zagame Automotive, Frewville.

30 Register members were indulged by the staff who spoke about each of the marques; Lamborghini, Bentley, Lotus and Maclaren that were on display.

Members had unfettered access to the dozens of cars on display. Some took the opportunity to try out the drivers seat of these very special and expensive cars.

A tour of the underground workshop was a highlight with many and varied vehicles and equipment on show.

A brief meeting was held in the upstairs lounge where Bruce thanked the Zagame team for a most enjoyable evening.

Most stayed for light refreshments and discussions with Zagame staff to complete an informative and memorable night.

Bruce Davis
0400 872 438

Email: davisbj007@gmail.com



Zagame (Lamborghini)



Zagame (Lamborghini)



Zagame (Bentley)



Zagame (Bentley)



Zagame (Lotus)



Zagame (Lotus/McLaren)



Zagame (Workshop)



Editor: As noted in the June Classic Marque editorial, one stat that leapt out was Audi's financial results from the first quarter of 2024. Lamborghini, which Audi controls, made more money than the Audi brand. Bentley, also part of the Audi Group, came close too.

That's overall operating profit, not just profit per car. Lamborghini delivered just 2,630 cars in the quarter, compared to 397,000 Audi's. From those deliveries, Lamborghini booked profits of 187 million euros, compared to 135 million for the Audi brand. Bentley made 120 million from 2,506 cars sold. Audi margins stood at 1.1%.

What that tells us, and most in the industry know, is how good margins can be selling luxury motor cars. The news is positive for Jaguar. No wonder they are targeting the Bentley market. However, Jaguar have a long way to go to upgrade their showrooms to the same quality of Zagame.

Zagame's®

Magazines - Jaguar World (August 2024)



The August 2024 edition of Jaguar World includes the following feature stories:

- ◇ **70 Years of the D-Type:** They review Jaguar's most famous Le Mans entrant, seven decades on. They look at the car's development and racing history plus its importance as Jaguar's most iconic model.
- ◇ **F-Type Project 7:** Marking the end of F-Type production, Paul Walton drives the most extreme iteration.
- ◇ **Buying an E-Type Series 3:** All the info you'll need to buy the best value E-type.
- ◇ **X-Type Vs Alfa Romeo 156:** Two cars from passion-led brands but based on humble underpinnings. Which diesel executive makes the better buy?
- ◇ **XF Sportbrake:** Paul Walton sees off what may be Jaguar's last estate with an epic road trip.
- ◇ **Workshop - Mk2/Daimler V8 Power Steering Conversion:** Photographic step by step guide to convert to electric power steering using a Dutch manufactured EZ electronic power steering kit.
- ◇ **Q & A: Engine flushes and cleaners:** Can an engine flush oil additive and fuel system cleaner really make a difference to engine efficiency and if so, how do they work. They ask the experts from Liqui Moly for the answers.
- ◇ **Workshop - XF Electrics:** Photographic step by step on how to replace a cracked lens headlight unit and a damaged boot lid loom on an early XF (2008-2015).
- ◇ **Finishing Lines - 40 years ago: Jaguars return to Le Mans, 16-17th June, 1984.** ■



Ever since he had become chairman in April 1980, Sir John Egan had always wanted to take the company back to Le Mans. Although the XJR-5 that was racing in the shorter IMSA races in the USA, rather than 24-hour events, Egan still used the Group 44 effort as a springboard for a return. Egan announced Group 44 would enter two cars in the 1984 24-hour race.

At the halfway point of the race, the two XJR-5s were running in an excellent 6th and 7th place, but four hours later one car had an accident and the remaining car lost third gear and also retired with just three hours to go. In 1985, Tullius finished 13th and won the GTP class for the Group 44 team, and Jaguar was reunited with victory at Le Mans. Despite this, thinking Group 44 lacked the facilities to win, Egan commissioned the TWR outfit to undertake Jaguar's Sportscar racing from midway through the 1985 season instead.

Tullius, though, still believes he would have been successful. "I'm egotistical enough to believe that we could have won Le Mans," he said during an interview in the December 2002 issue of Motorsport. "It was clearly going to take some time for us to become competitive". TWR eventually won Le-Mans, but it took them another 3 years. (1988).



The Aug/Sept edition of Classic Jaguar includes the following feature stories:

- ◇ **Koenig XJ-S:** 80s excess car or ultimate performance XJ-S.
- ◇ **Sir William Lyons Story Part 2:** This 8-page instalment of this three-part series charts the story from the end of WW2 through to the merger with BMC.
- ◇ **Italian Job E-Type 848CRY:** They visit the 12th built and one of the most famous early E-Type roadsters. Not only has it a racing history but attracted fame for its role in the Italian Job.
- ◇ **Storyline. Fact based fiction:** This issue - the Browns Lane Fire and the XKSS.
- ◇ **Buying the Daimler SP250:** What you need to know to buy a GRP bodied sports Car. Its rarity gives it strong appeal and the V8 engine is one of the finest engineering ever to have been produced in Britain.
- ◇ **Paul Walton Drives a D-Type in 2017 at LeMans:** XKD603 was on display at LeMans for the 1957 anniversary. Paul tells about his one lap drive in the unrestored D-Type that finished second at LeMans in 1957.
- ◇ **Was the XJ6 2.8L good enough to beat Mercedes-Benz 250?** The conclusion is that the more expensive Mercedes is better built and more practical. But the Jaguar is a prettier car inside and out, but the 2.8L let it down. The 4.2L is a closer match.
- ◇ **Touring:** Gareth Carlton takes his XJ S3 Sovereign around the Yorkshire Dales and takes the opportunity to marvel at the feats of great British engineering.
- ◇ **Workshop - Polisher Test:** They guide readers through the various electric machine polishers. ■



They drive one of only 30 XJ-S supercars made by German tuner Koenig. Modifications included a deeper front spoiler, more pronounced bonnet bulge, sill extensions, wider rear arches, a new rear bumper, plus an enormous rear wing. Engine upgrade to 6.4 litres, larger wheels, brakes, suspension etc. They were expensive. The car + the modifications cost more than three times the price of a new XJ-S 5.3 litre coupe.

SUNDAY Morning 'CARS & COFFEE' Themed Events

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

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

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



The "one-off" 1960 Jaguar prototype E2A race car. Story of its record high sale price page 27.

FOR SALE: 1970 XJ6 Series 1

The car is a barn find. It has minimal rust the car it is in fair to good condition for its age. The 4.2 litre engine is seized. Dark blue interior with air-conditioning.

PRICE - \$4,500

Please contact Roger Thorpe

**0438 074 684 or
thorpe04@tpg.com.au.**

More photos available.



FOR SALE: 1985 XJ6 Series 3 Sovereign Auto

With factory electric sunroof and original toolkit, upgraded sound system with phone bluetooth, well maintained.

Selling my lovely car as I have moved into aged care and no longer drive.

PRICE - \$13,000 or near offer

**Please phone Murray Aitken
0427178086**



FOR SALE: 1979 XJ-S

Always been garaged. 61,000 km. Currently registered Work done so far:

- Total service by classic performance
- Cooling system replaced. All roof seals replaced (Complete Windscreens)
- Not currently running as it has developed a front fuel leak.

The car is in V/G condition. Offering to JDCSA members first and if it doesn't sell I will advertise it on Carsales .

Looking for offers

**Charles Munro - 0427178086
charlessmunro@gmail.com**

More photos available.



FOR SALE XJ PARTS

Jaguar parts for sale eg transmission, engine, brake calipers, radiator etc .

Was told they are off a sovereign.

I live in iron knob

PRICE - \$250

**Please phone Ken Bones
0401 576 382**

WANTED: XJ6 Series 3

- ◇ Must be in excellent condition with no rust.
- ◇ Preferred colours: any shades of white, deep red or blue.
- ◇ Member of the Jaguar Drivers Club Canberra.

**Happy to pay correct price
for the right car.**

Please contact Geoff Nickols

0412 299 507

FOR SALE: Jaguar Mark VII

4 speed manual. Owned since 1987.

Motor running well when last Reg 1991.

Has had bare metal two pack respray. Engine bay and underneath was not done but no rust as far as I know.

Hood lining done in Furflex. The rest of the interior needs finishing. Re chromed bumpers and over riders Grill etc.

Headlights re-silvered.

A new cloth wiring loom made. Also new split windscreen made (lam).A lot of new rubbers for the car. Original toolkit. Workshop Manual Etc.

Looking for offers

**Contact Brenton Harrington
(Berri) 0407 974 478**



WANTED TO BUY Series 2 E type 2 + 2

Local buyer is interested in purchasing a Series 2 E type 2 + 2.

Must be in excellent original condition or recently fully restored.

If you are interested in the buyer contacting you please call or text message me in the first instance.

**Please ring Bruce Davis
E, F & GT Register Secretary
Mob: 0400 872 438**

FOR SALE: NUMBER PLATE NUB 120

\$3,500

**Contact - Daniel
0408 100 105**



Market Place - Bonhams Goodwood Festival of Speed Sale



1958 XK150 3.4L Coupé. RHD with overdrive. Extensively restored but requires recommissioning. **Sold - £36,800 (Au\$70,000).**



1962 E-Type S1 3.8-Litre Coupé. Early restoration (1981). Service history dating back to the 1970s. (Est: £75k - £90k). **Passed in.**



1973 E-Type S3 V12 Roadster. Auto. Early restoration. Brakes upgraded. Post 2015 invoices. (Est: £50k - £70k). **Passed in.**



1989 Lister-Jaguar XJ-S Coupé. One of 90 built. Twin-supercharged 6.0-litre V12. Restored in 2017. **Sold - £40,250 (Au\$77,000)**



1967 E-Type S1 4.2-Litre Coupé. Restored in 2017/2018 (bills available). Numerous upgrades. (Est: £66k - £70k). **Passed in.**



Frederick Gordon Crosby (British, 1885-1943), 'SS1 Tourer at the 1933 Alpine Rally'. **Sold - £5,120. (Au\$9,800).**

Market Place (UK) - You Can Buy A New Old Jaguar XKSS

In 1957, a fire ripped through the Browns Lane factory with catastrophic results. Scores of newly built cars were destroyed or damaged.

Of the 25 D-Types planned for conversion, 9 were destroyed. Just 16 XKSS cars were ultimately completed.

In 2017, Jaguar Classic completed the final nine XKSS cars, keeping every detail precisely as it was in 1956, from the wood of the steering wheel to the grain of the leather seats.

In order to ensure absolute authenticity, the Classic team scanned four different original XKSS cars before starting out the new build process.

This car was the first of the nine continuation cars built and supplied at a cost of £1.75m + VAT. (Au\$3.38 million +VAT).

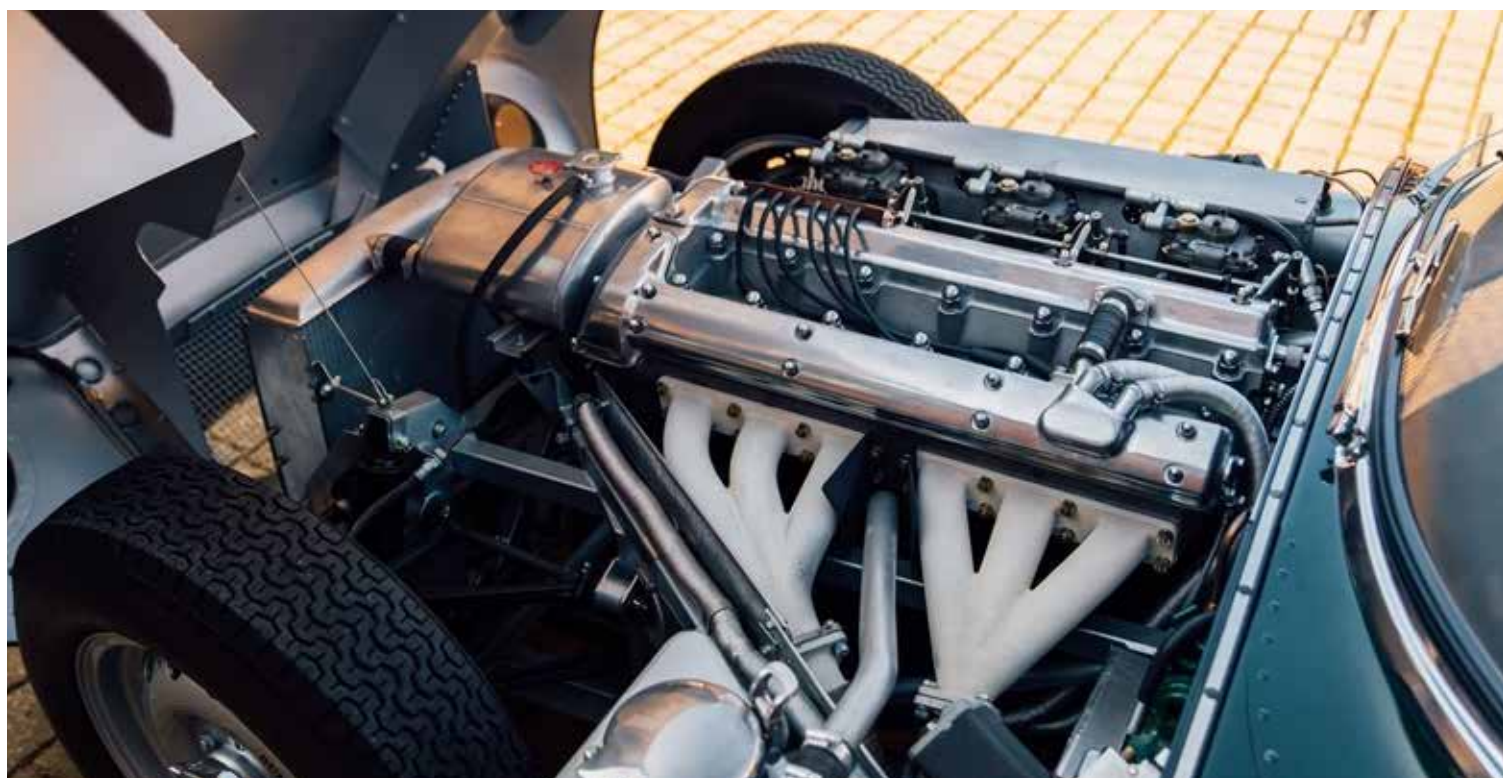
The car has had a major service by a D-Type specialist and the car is ready to be used and enjoyed today.

The car is registered with the fitting UK number plate "XKSS JAG."

The car is available from DK Engineering UK for £1.695m. (\$Au3.27m)

DK specialises in sourcing rare road and competition cars. ■

Story Courtesy of DK Engineering.



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

XJ, Mk 10 & 420G Register



They meet the second Wednesday of each month

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

Present:

Liz & John Beevor, David & Margaret Bicknell, Tom & Marj Brindle, Peter & Heather Buck, Andrew & Margaret Byles, Bob & Daphne Charman, Don & Elaine Cardone, Ivan Cooke, Alan & Lorraine Davis, Jeannie DeYoung, Shane Ferguson & Son Alistair, Don Heartfield, Darryl & Fay Leyton, Louis Marafioti, Paul Moore, David & Angela Nicklin, Sandy Nicholson, Trevor Norley, Bryan O'Shaughnessy, Michael & Jo Pringle, David Taddeo.

Apologies:

Don & Kathy Tyrrell, Geoff & Margaret Thomas, Peter & Heather Buck, Graeme & Betty Moore, Borys & Elaine Potiuch, Bob & Sandy Mack, Charlie & Mary Saliba, Ray & Barb Offe, Chris Michael.

Previous Minutes:

Acceptance proposed by Heather Buck, seconded by Don Cardone.

Tonight's Lucky Square Raffle:

Tonight's winner was Sandy Nicholson.

Welfare:

Geoff Thomas not the best at the moment.

General Business:

1. Register day trip to Mount Mary discussed in length so members knew what to do on the day.
2. Annual dinner on the 3rd August discussed. Bookings looking good.
3. Log Books are now overdue.
4. Ladies Group next outing 18th July - Art Gallery with lunch on the balcony at the Strathmore Hotel.

5. Don't forget our XJ Register Auction night in November.
6. XJ Xmas Dinner and Show has been arranged for 7th December, 2024. This is the 15th year anniversary and planning are well under way and will be on Tidy HQ very soon.

CAR TALK

- ◇ **Liz & John Beevor:** Car going well but needs a bit of work.
- ◇ **Louis Marafioti:** Me and the XJ8 going well.
- ◇ **Tom & Marj Brindle:** XJ40 spoiler from UPullit. From another model but it fits.
- ◇ **Peter & Heather Buck:** X308 superb, no problems.
- ◇ **Andrew & Margaret Byles:** XJC, new ignition switch.
- ◇ **Don & Elaine Cardone:** XJS going well. All gassed up ready for Mt Mary.
- ◇ **Bob & Daff Charman:** All cars need cleaning. The S-Type battery needs charging.
- ◇ **Ivan Cooke:** All cars OK. Taking the XJ6 to Mt Mary.
- ◇ **Alan & Lorraine Davis:** X Type going well. Has a few blisters in paint work.
- ◇ **Jeannie DeYoung:** All going well thanks.
- ◇ **Shane Ferguson & Son Alistair:** 1968 420G going very well. Painted dark blue.
- ◇ **Alistair Ferguson:** Looking forward to turning 16 next year so Dad will let him drive the 420G.
- ◇ **Don Heartfield:** X300 - brake light on. Bad connection.

- ◇ **David & Margaret Bicknell:** N.T.R.
- ◇ **Darryl & Fay Leyton:** Commodore flat battery at West Lakes. Fay bought some jumper leads, but ended up being the starter motor.
- ◇ **Louis Marafioti:** Me and the XJ8 going well.
- ◇ **Paul Moore:** Not driving at all yet.
- ◇ **David & Angela Nicklin:** XJ8 going well. Series 1 ignition problem sorted out.
- ◇ **Sandy Nicholson:** All good thanks.
- ◇ **Trevor Norley:** Series 3 quite good. Bought optima battery when it was a wedding car. Works well. Put rubber mats in it to cover small holes, but looks great.
- ◇ **Bryan O'Shaughnessy:** XJS has scratch on drivers' side from tree branch. Got it professionally buffed. Good as new.
- ◇ **Michael & Jo Pringle:** XE all good. XKR still in shed getting parts for Jo.
- ◇ **David Taddeo:** 420G. Used it for a wedding. Looking forward to Mt Mary.

Meeting closed at 8.15pm.

Bob thanked all members for their attendance.

Next meeting:

Next meeting to be held on Wednesday, 14th of August, at the Bartley Tavern.

Please Note - all meals will be subsidised by the register. See you all there.

Bob Charman
Register Secretary



When Bill promised a 'Day at the races', Lucy had thought long and hard about her choice of outfit.

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

SS, Mk IV, Mk V Register



Currently meeting the 3rd Wednesday of each month.

Held at the home of Bob & Marg Kretschmer, Wednesday 17 July 2024.

Present:

Malcolm Adamson, John Lewis, Des Brown, Ross Rasmus, Rob Paterson, David Rogers, Graham Franklin, Bob Kretschmer.

Apologies:

Bruce Fletcher, Brenton Hobbs, Antony Veale, David Adamson, Jack Richardson.

Previous Minutes:

The Minutes of 19th June 2024 as issued were accepted as a true record of the meeting.

Correspondence:

Nil

Welfare:

As well as can be expected.

Bruce & Ann have been in Victoria celebrating a Family occasion and are presently making their way home.

Bob & Marg have recently been in Brisbane and caught up with Lorraine and Jim Temby.

The Tembys will be in Adelaide on 23rd July and several members will join them for lunch.

SA/Vic Border Run 2024: Hamilton, Victoria:

- The run will be 1st - 4th November 2024
- An email that Nic sent has been forwarded to all register members.
- Please register and book accommodation asap.

Attendees so far: -

- Malcolm Adamson
- Bob & Marg Kretschmer
- Bruce & Ann Fletcher – possible
- Marshall & Julie Scott
- John & Judy Caskey
- Graham & Jan Franklin

Technical & Parts:

- Ross Rasmus tabled a new acoustic gadget that enables one to place a noise recorder that transmits signals to a hand-held listening piece. Ross advised he is still tracing a noise emanating from the spare wheel mounting. An inspection of Bob Kretschmer's car after the meeting identified the problem.

- Des Mk IV parts still in the roof.

General Business:

1. Brenton Hobbs has resigned as Secretary of the SS, Mk IV & Mk V Register.

- Members present thanked Brenton for his excellent work as Secretary.

- Members also thanked Brenton for his work in organizing the successful 50th year Register Celebration Lunch.

- Members gave (in his absence) TOTAL SUPPORT for his action in that he should not have been singled out for criticism by the Club Executive.

- Two of his stated issues actually apply to most of the Register members-

- a. Non use of Tidy HQ
- b. Not available to attend Executive Meetings.

- Some strong views were expressed but have been left on the table pending the return of Register President Bruce Fletcher.

- The matter will be reviewed at the August Meeting.

2. One other issue arose that has upset some members, albeit not all to the same degree-

- Attempt by the 2021 Constitution Review to eliminate the letters SS from the "Objects of the Club". After some negotiation the wording was changed but is still not correct.

- Graham commented that if the Register had particular problems it should make representation to an Executive Meeting.
- Therein lies a problem because in the absence of a Secretary no current member would qualify.

(Graham, subsequent to the meeting looked at the current and previous Constitutions and advised that the 2019 Constitution only made reference to Jaguar cars and the 2021 Constitution actually corrected the anomaly and added SS and Daimler to the Constitution.)

SS Register Meeting Dates:

Next meeting is 21st of August. TBA.

The meeting closed at 8.30pm.

Bob Kretschmer
(In the absence of a Register Secretary).



"Turns out it was just a marble in the ashtray"

Multivalve



*Multivalve Register meet bi-monthly.
S-Type celebrating 25 years: 1999-2024.*

Minutes of the Multivalve Register Meeting held at the Kensi Hotel, Regent Street, Kensington, Thursday 25th July 2024.

Present: Peter & Tricia Clarke, Michael Pringle & Jo Orford, Peter & Heather Buck, David Brewer, Ray Smithers & Judy Langdon, John Castle, Jim Komaromi, Geoff & Valerie Clayton, Ron & Claire Palmer, Tom & Marj Brindle, Peter & Ros Holland, David & Margaret Bicknell, Steve & Cecilia Schubert

Apologies:

Lesley Clarke, Wayne & Bev Buttery, Bob & Daphne Charman, Richard May, Noel Perry, Mel Dennett, Walter & Beryl Bullock, Arcadia Komaromi

Minutes of previous meeting: Moved for acceptance by Jo Orford and seconded by Jim Komaromi with no matters arising.

Welfare:

- Ron Palmer is recovering well from a broken arm.
- Daphne Charman suffering from a flu-type virus
- Lesley Clarke has had her third knee replacement.
- Geoff Thomas has had another stay in hospital.

Club Business:

1. The Annual Presentation dinner is on Saturday 3rd August. Arrangements are being finalised.
2. The next general meeting is on Tuesday 6th August at The Junction. Stephen Mullighan will speak about the conditional registration scheme and his general interest in cars.

3. The Strathalbyn Auto Collectors Club has invited the JDCSA to participate in their "Coffee & Chrome" event on Sunday 25th August. Details are on TidyHQ if members wish to register.
4. Members were reminded to register for any event on TidyHQ to help Register Secretaries with numbers for venue catering.
5. As a matter of interest, discussion followed about the reason why numbers are down in general for both Register and General meetings. Various theories were discussed, among them the average age demographics of Club members, whether night driving in the winter was a deterrent and whether occasional meetings could be held during the day. This is one to watch.

Register Business:

1. Following a vote, Peter Buck was elected to serve another year as Register Secretary.
2. The Christmas lunch run will be held on Thursday 22nd November and will also celebrate 25 years of the Multivalve Register. An anniversary allowance is available from the Club to help with this. Ideas for venues were discussed and these will be investigated in the next two weeks in order to secure a booking.
3. Members were canvassed about a run to Bendigo in October 2025, most likely during the week of the 20th. As considerable interest was shown, planning for this will begin with a limited of numbers to 40.
4. The next Multivalve meeting will be on Thursday 3rd October, not the 26th September.

Car Talk:

- **Tom Brindle:** Getting some help with the XJ40 spoiler. Progressing well.
- **Jim Komaromi:** 2007 S-type, running well.
- **John Castle:** Everything fine.
- **Geoff Clayton:** 2022 E-Pace, 16,000kms, just been to Ceduna – beautiful car.

- **Ray Smithers:** 2010 X-type and 1968 340 both running well.
- **David Brewer:** 2010 XK, took it out last Monday, running well.
- **Jo Orford:** All the scratches have been removed. Haven't driven it since, waiting for some free time and a nice day to drive it!
- **Michael Pringle:** Nothing to report.
- **Steve Schubert:** Nothing to report – most unusual...!
- **Peter Clarke:** Limiting the use of the XKR as it is still on the market. The slab is down for the extra garage space to take the caravan with a possible hoist for the cars. The E-type has not been out lately because of the bad weather.
- **Peter Buck:** X308 still going well. Beautiful car.
- **Peter Holland:** Nothing mechanical to report but recently had a run in the XJ40 and it is running well.
- **Ron Palmer:** XF, 91,233kms of which only 20kms has been achieved over the past few weeks; still running well though!
- **David Bicknell:** X-type back on the road, 420 in need of a paint job and will change the seat belts - not keen on the ones that are fitted. The 1985 XJ6 Sovereign is running well. 1979 Series 3 Daimler is just sitting doing nothing.

Any Other Business:

Members were advised that the Constitution limits Register Secretaries to six years. An email from the Club Secretary, giving 21 days' notice, proposing a minor change via a special resolution to remove that limit at the AGM will shortly be issued. The addition of the Lanchester marque will also be included.

Next Meeting Date:

Thursday 3rd October, The Kensi, 6:00pm for a meal, 7:30pm for the meeting.

Meeting closed at 8:22pm.

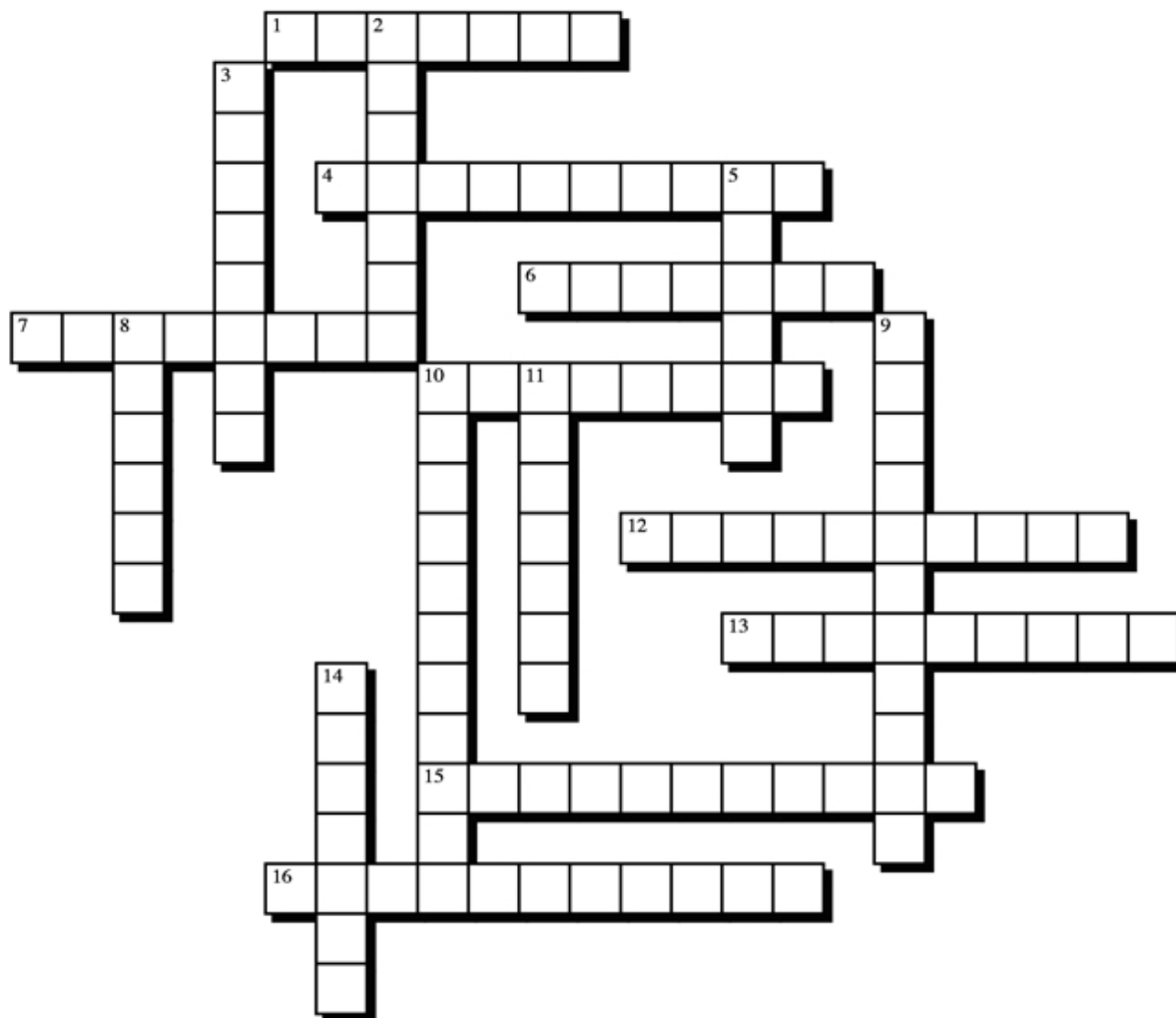
Peter Buck
Register Secretary

JDCSA - 50th Celebration Book Quiz (3 of 3)

Well, you have all read the 50th Celebration Book by now, so this crossword should be easy. If you don't have the book please order it through "Events on TidyHQ". (Tim White).

Celebration Book Crossword #3

Instructions: Fill in each answer by using the clues below.



Across Clues

- 1) Where was the 2007 National Rally based (7)
- 4) Who's XK120 pictured with a Tiger Moth (10)
- 6) What non Jaguar is pictured on a Compact Run (7)
- 7) Where is the Humphrey Pump (8)
- 10) Name of the clubs first female President (8)
- 12) Surname of the organiser of the 'Cats among the Vats' run in 1982 (10)
- 13) Surname of the Life Member directing the Regularity Run (9)
- 15) What was the club orientated towards in the early years (11)
- 16) Grace, xxxxx xxx xxxx (11)

Down Clues

- 2) Where was the All British Day drone shot taken (7)
- 3) Where was the XJ BBQ held on Page 21 (8)
- 5) Surname of Treasurer as pictured at his wedding (6)
- 8) Whose XK120 was Lofty driving in at a Motorkhana (6)
- 9) Who was the first Logbook Officer (11)
- 10) Which Life Member/President's first role was Publicity Officer (11)
- 11) Who bought his first Jaguar in 1968 (first name)- (7)
- 14) Which Register had the first meeting in October 1977 (7)

NOTICE OF AGM 2024

Jaguar Drivers Club of South Australia Inc.

NOMINATIONS FOR ANNUAL GENERAL MEETING

The Annual General Meeting is to be held on Tuesday 3rd September 2024 at 7.30pm at the Junction, Stables One Room, 470 Anzac Highway, Camden Park.

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 September Classic Marque.

In accordance with the Constitution the following applies:

Nominations must be:

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

Nominations are called for:

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

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

JDCSA Annual General Meeting

Tuesday 3rd September 2024

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

Secretary / Treasurer / Committee Member (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.

JDCSA - 50th Celebration Book Quiz 2 - ANSWERS

ANSWERS TO QUIZ 2

ACROSS

2. Who was the editor in 2001
(CLAYTON)
5. Which club member put on a diving suit
(GALLIVER)
6. Who was the Patron from 1988-2012
(ROSCROW)
11. Club members raced what type of XJ
(SPRINTERS)
14. Who was the famous test driver for Jaguar
(NORMAN DEWIS)
16. What was the famous name used in the 2008 SS Border Run
(PRISICILLA)
17. How many editors have we had (no duplicates)
(SEVENTEEN)

18. Which model group was the first to be formed within the club (SS)

20. Who was the principal founder of Jaguar cars
(LYONS)

DOWN

1. What was the special award read out by Ray Smithers
(FICKLE FINGER OF FATE)

3. What was Barry Kitts' other name at Christmas (KITTSMAS)

4. What car did our current editor have that sounded like a 'low flying aircraft'
(MARK V)

5. What was the name of the machine the early Classic Marque committee used
(GESTETNER)

7. Who was on crutches in 1981
(WEEKS)

8. Who is member 56 (surname)
(BURTON)

9. What are the initials of the Association that assists with Log Books
(FHMC)

10. What was the name given to the caravan owners within the club
(JOCERS)

12. What is the name given to members within a model group
(REGISTERS)

13. Who was the inventor of the J-Gate
(RANDLE)

15. How many years has the club been incorporated
(FIFTY)

19. Hill where was the 11th Jaguar National Rally held
(SWAN)

20. Who was Jaguars Chief Engineer who the club saw (LOFTY)



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Club Notices

GENERAL MEETING ROSTER 2024

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

Minutes of the JDCSA June 2024 General Meeting

Minutes of the JDCSA General Meeting held on Tuesday, 2nd July, 2024 at The Junction, 470 Anzac Hwy., Camden Park.

Meeting opened at 7:31pm.

PRESENT: As per TidyHQ registrations and signature sheet held by the Secretary.

APOLOGIES: Graeme & Betty Moore, Geoff Thomas, Tom & Marj Brindle, Val Weeks, Wayne & Bev Buttery.

NEW MEMBERS: Members welcomed Noel Perry and David Taddeo to their first general meeting since joining the Club.

MINUTES OF THE LAST MEETING: Moved for acceptance by Alan Bartram and seconded by Barry Kitts with one correction under "Apologies" which should have included David Bicknell. There was no business arising.

WELFARE:

- Geoff Thomas (ongoing).
- Malcolm Drewer sent a message of thanks to the Club for the gift he received.
- The President asked Club members to advise the Executive if they know of any welfare issues being suffered by members, so that the Club can be in touch.

PRESIDENT (Michael Pringle):

The President's report is in the latest issue of the magazine.

Additionally: The recent grant received from the DTI includes some funding for first aid and CPR courses for members who would like to qualify in these areas.

VICE PRESIDENT (Graeme Moore):
No report.

SECRETARY (Steve Weeks):

- An invitation has been received for members to attend "Cars and Chrome" in Strathalbyn on Sunday 25th August, 8:30am. We may build something around this as a Club event. Details will be given in the next edition of the Classic Marque.
- Various correspondence and emails have been received regarding membership, these have been passed to the Membership Secretary, including an email from a gentleman in Port Pirie who has bought an XJ6 Series 1 and would like to know more about his car.

TREASURER (Heather Buck):

Preparing for the end of the financial year. Invoices to advertisers in the Classic Marque have been issued.

MEMBERSHIP (Daphne Charman):

Renewals are going well.

Five new applications will feature in the July magazine and two have already been received for August.

The son of Rob Smith, a 50-year member, will try and persuade his father to attend the annual dinner.

EDITOR (Graham Franklin):

The magazine was issued yesterday.

LOG BOOKS (Bob Charman):

All going well. Once again members were reminded to renew their membership and log books if they have not already done so. After the 1st July, cars will be unregistered and uninsured.

REGALIA (Graeme & Betty Moore):

No report.

MSCA (Barry Kitts):

Nothing to report.

LIBRARY (Tom Brindle):

No report.

LADIES GROUP (Tricia Clarke):

- The next event on July 18th is a subsidised tour of the Art Gallery followed by lunch at the Strathmore Hotel in the upstairs restaurant overlooking North Terrace.
- Arrangements for the annual presentation dinner on Saturday 3rd August are progressing well. The deadline for registration is the 20th July.

REGISTER REPORTS

Multivalve Register (Peter Buck):

The next Register meeting is at The Kensi on 25th July.

Compact Register (Phil Prior):

- Had a great day with the XK Register visiting the Lindner Collection on Sunday with lunch at the Pindarie Winery. 41 members attended with 23 cars. Thanks go to Steve Schubert and Chris Hatcher who put the event together.
- The next Compact Register meeting is on Tuesday 13th August at the Maid of Auckland. Geoff Mockford

will talk about his business and his love of the Compact cars.

- 23 cars have registered for the Murray River Rendezvous in Mildura in September. A few places still available. Details on TidyHQ.

XJ Register (Bob Charman):

The next Register meeting is on Wednesday 10th July at the Bartley Hotel. 70 members have registered for the Sunday 14th July trip to Mount Mary. Menus will be sent to participants to choose their meals in advance to avoid lengthy wait times.

E, F & GT Register (Bruce Davis):

26 members enjoyed the run last month to Normanville.

The visit to Zagame on the 18th July sold out within 24 hours.

SS & Pushrod Register (Brenton Hobbs):

On behalf of Brenton Hobbs, Malcolm Adamson reported the next Register meeting will be at the home of Bob Kretschmer on Wednesday 17th July.

The Register is still looking for photos of old and early Jaguar cars.

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

The process of registering online for the Border run in October is more complicated than using TidyHQ, which is very slick compared to how some other Clubs are operating.

The next Register meeting will be a barbecue in Mt. Crawford on the 11th August, all Club members welcome to attend.

NEW/GENERAL BUSINESS:

None.

GUEST SPEAKER:

Kym Thassaloudis gave an interesting presentation on exploring the universe from your backyard.

NEXT MEETING:

The next meeting will be held in the Stables Ballroom at The Junction on Tuesday 6th August. The guest speaker will be Stephen Mullighan, MP.

The President ended the evening with an amusing story and closed the meeting at 8:56 pm. ■

JDCSA - Club Directory 2024

Club Postal Address:

PO Box 6020, Halifax Street, Adelaide SA 5000

Club Web Site / Email

Web: www.jdcса.com.au

Email: jdcса@mail.tidyhq.com

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

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

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

Your Committee

President: Michael Pringle

Mobile: 0418 311 422

president.jdcса@mail.tidyhq.com

Vice President: Graeme Moore.

Mobile: 0467 066 797

vicepresident.jdcса@mail.tidyhq.com

Treasurer: Heather Buck

Mobile: 0432 549 086

treasurer.jdcса@mail.tidyhq.com

Secretary/Public Officer: Steve Weeks

Mobile: 0414 952 416

secretary.jdcса@mail.tidyhq.com

Membership Secretary: Daphne Charman

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

membership.jdcса@mail.tidyhq.com

Committee Member: Tricia Clarke

Phone: 0422 128 066

triciaclarke_1@hotmail.com

Register Secretaries/Committee members

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

Vacant.

ssregister.jdcса@mail.tidyhq.com

XK & MK 7, 8, 9 - Meet TBA

Steve Weeks: 0414 952 416

xk789register.jdcса@mail.tidyhq.com

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

Phil Prior. Mobile: 0402 670 654.

compactregister.jdcса@mail.tidyhq.com

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

Bob Charman: (08) 8248 4111

xjregister.jdcса@mail.tidyhq.com

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

Bruce Davis

efgtregister.jdcса@mail.tidyhq.com

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

Peter Buck Mobile: 0421 061 883

multivalveregister.jdcса@mail.tidyhq.com

Club Services/Club Representatives

Jaguar Ladies Social Group: Tricia Clarke.

Mobile: 0422 128 066. Email: triciaclarke_1@hotmail.com

Log Books: Bob Charman

Phone: 8248 4111. E: logbookofficer.jdcса@mail.tidyhq.com

Regalia: Graeme & Betty Moore.

Mobile: 0467 066 797. E: regalia.jdcса@mail.tidyhq.com

Librarian: Tom Brindle.

Phone (08) 8387 0051. E: librarian.jdcса@mail.tidyhq.com

TidyHQ Administrator: Tim White.

Mobile: 0419 809 021. E: thqadmin.jdcса@mail.tidyhq.com

Federation of Historic Motoring Clubs (FHMC)

Club Representative: David Burton Mobile: 0417 566 225

Archives: Peter Holland, Dave Burton, Graham Franklin

Email: jdcса@mail.tidyhq.com

Public Officer: Steve Weeks

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

Australian Council of Jaguar Clubs (ACJC)

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acjc.jdcса@mail.tidyhq.com

Editor/Events Coordinator: Graham Franklin

Mobile: 0490 074 671

Email: editor.jdcса@mail.tidyhq.com.

Marque Sports Car Association (MSCA)

Club Representative: Barry Kitts: 0412 114 109

All British Day

Club Representative: Fred Butcher: 0428 272 863

Technical Officer: Geoff Mockford

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

Club Registration (For MR334 Application Form)

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

Web Master: Vacant

webmanager.jdcса@mail.tidyhq.com

53rd Jaguar National Rally

Bathurst NSW

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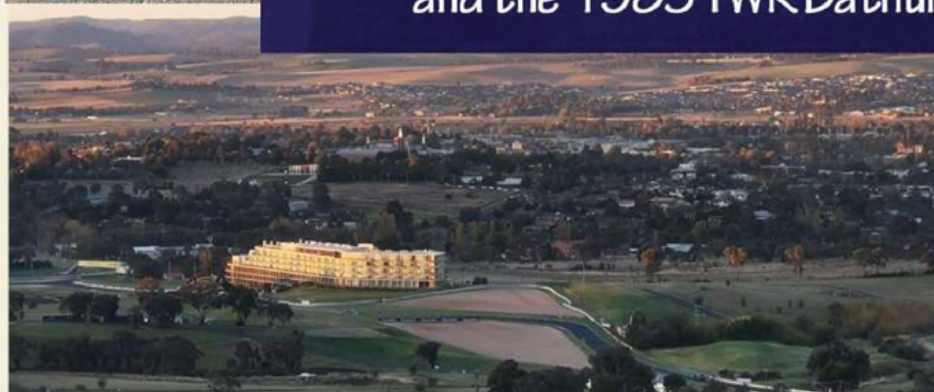
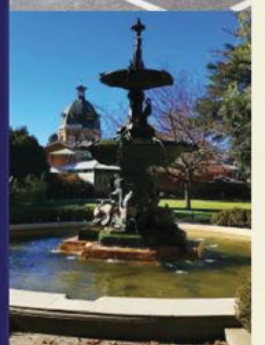
The Jaguar Drivers' Club of Australia
Jaguar National Rally



Mount
Panorama
Bathurst

4 - 7 April 2025

Celebrating the release of the XJ-S, the XJ-C
and the 1985 TWR Bathurst win.



2025 Jaguar National Rally Website